

NEWPORT NEWS, VA., MARCH 24, 1907.

DEVELOPMENT OF THE GREATEST SHIPYARD ON AMERICAN CONTINENT

PORT'S COAL TRADE CONSTANTLY GROWING

What Has Been Accomplished By Newport News Shipbuilding and Dry Dock Co.

MANY FINESHIPSTURNED OUT

Men-O'war Built Here Rank as Finest of Their Respective Classes in Uncle Sam's Navy—Big Freight and Passenger Liners. Something of Company's Interesting History, Which Covers a Period of Not Quite Twenty Years.

IN 1888, when Newport News was a mere village, the Newport News Shipbuilding and Dry Dock Company was organized and the foundation was laid for what it now is, as its founder, the late Mr. Collis P. Huntington had intended it ultimately should be—the greatest shipbuilding plant on the Western hemisphere.

Mr. Calvin B. Orcutt, of New York, was selected by Mr. Huntington to take active management of the details connected with the vast enterprise. Under his immediate direction as president of the company the immense shipyard conceived in the mind of its founder as far back as 1855 was successfully completed before Mr. Huntington's death.

This great plant, of which its founder was justly proud, has grown steadily year by year, until today it is an excellent among the shipyards of the world in size, equipment and quality of work produced.

The success of the plant is in great measure due to the able management of its affairs by President Orcutt, who has been untiring in his work of looking out for the interests of the company. The fact that Mr. Orcutt still retains the presidency of the company is the strongest evidence of how faithfully and well he has served the company.

Officers of Yard.

The staff officers at the head of the plant and the several departments follows:

Calvin B. Orcutt, president.
Walter A. Post, general manager.
A. I. Hopkins, assistant general manager.
Leroy F. Boggs, private secretary to the general manager.
M. V. D. Doughty, consulting constructor on staff of the general manager.
Homer L. Ferguson, general superintendent of hull construction.
James Rowbottom, superintendent of machinery.
Joseph Weaver, assistant superintendent of hull construction.
W. H. Ross, assistant superintendent of hull construction.
C. F. Bailey, chief engineer.
Fred P. Palen, assistant chief engineer.

William Gatewood, naval architect.
John T. Nicholas, chief draftsman of engine department.
Harold Norton, chief draftsman of the hull department.
J. P. Loomis, electrical engineer.
F. J. Gauntlett, local auditor.
Dewitt Crane, material agent.
Frank Lee, cashier.

Government Department

A portion of the main office building at the yard is set aside for the use of the government which has stationed here a number of officers and about fifty inspectors and workmen, who look after the government work under way at the yard. The representatives of the navy department on duty at the yard at this time are the following, in the order of their rank:

Naval Constructor George H. Rock, chief of department of construction and repair.
Commander George B. Ranson, inspector of machinery.
Lieutenant Commander Victor Blue, inspector of ordnance.
Lieutenant Commander George Mallison, inspector of equipment.
Assistant Naval Constructor Henry Williams, assistant to the chief of the department of construction and repair.
Chief Carpenters William Boone and Haley, attached to the department of construction and repair.
Warrant Machinist Higgins acting assistant inspector of machinery.

Work Started in 1833

Work on the plant of the Newport News Shipbuilding and Dry Dock Company was started in 1833. The site was laid out and the late Colonel Carter M. Braxton was given the contract for excavating the dirt on the site from the river bank to Washington avenue and using the dirt to "make" land on the north side of the yard.

Work was then started on dry dock No. 1, and the task of constructing the old ship carpenter's shop, which was destroyed by fire last Christmas day,

began soon afterwards. This building contained the boiler shop, machine shop and carpenter shop when the yard first opened in 1833. The dry dock was completed in 1839, and in the meantime a wooden ship trestle had been constructed on the site now occupied by dry dock No. 2.

In 1891 Superintendent Konitzky left the yard to accept a position in Philadelphia, and Mr. Sonner's N. Smith was appointed to succeed him. During the latter part of that year work began on a second large ship trestle, which was recently torn down to give way to dry dock No. 3, now under construction.

Under Superintendent Smith's management the plant was gradually increased in size and many new improvements were made, including the designing and constructing of the great 160-ton electric crane "Hercules," located on pier No. 5. This crane has proven to be one of the greatest time and labor-saving devices at the yard. After 1891 the company landed many good contracts each year and the force of workmen was rapidly increased.

Mr. Post Takes Charge.

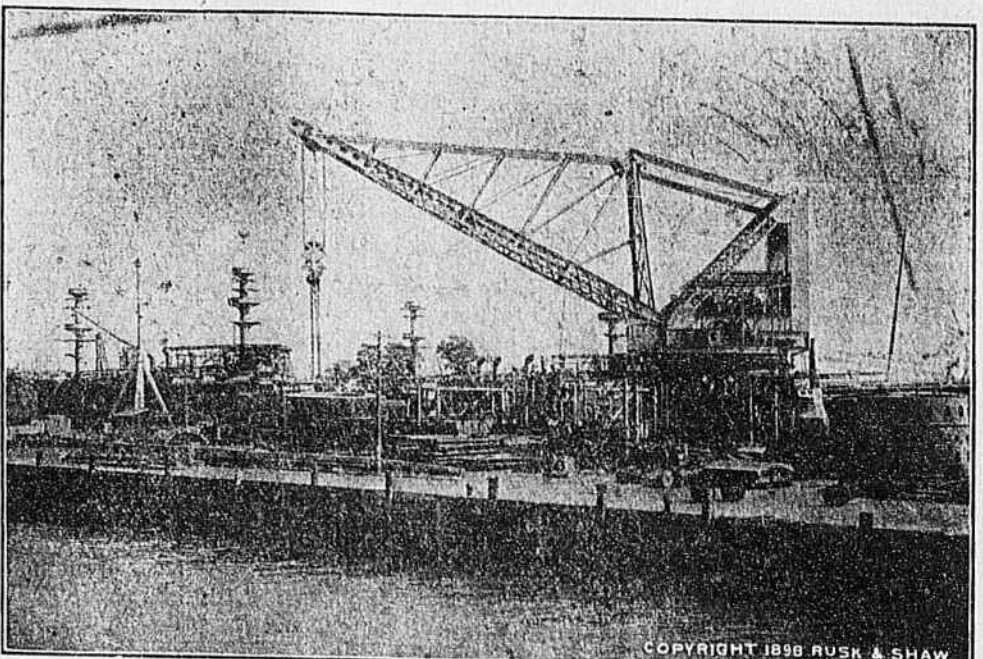
Another change of superintendents was made in 1898, Mr. Smith going to Philadelphia to identify himself with the Neff & Levy Ship and Engine Company. He was succeeded by Mr. Walter A. Post, the general manager, under whose direct management the great plant has had a wonderful growth and an enviable prosperity.

The plant now covers an area of 140 acres and has more than half a mile of waterfront with six immense piers, beside which from fifteen to twenty ships may moor while undergoing repairs or receiving their finishing touches. There are two great dry docks, the larger having a capacity for accommodating the largest steamship yet designed.

Among the main shops of the plant are the machine shop, boiler shop, joiner shop, blacksmith shop, two punch sheds, ship shed, two angle iron shops, ship carpenter's shop, copper-smith's shop, paint shop, furnace and saw mill. These buildings cover a total area of about forty acres.

On the north side of the plant are two great steel ship trestles, under which four large ships may be constructed at one time.

In the center of the yard, between dry dock No. 1 and dry dock No. 2, is the tower in which the electric machinery for running practically all of the



The Great 160-ton Electric Crane "Hercules." One of the Time and Labor Saving Devices at the Newport News Shipbuilding and Dry Dock Company's Plant.

machinery in the yard is generated. In the power house are two immense motors and many smaller ones.

Winding here and there and almost everywhere in the plant is a network of railroad tracks, over which the shipyard locomotive hauls car loads of material used in ship construction.

There are also five big traveling stien and electrical derricks used in conveying steel plates and bars from one part of the yard to another.

This great plant represents an outlay of about \$18,000,000. The entire plant is equipped in the most up-to-date manner, the machinery being the very best in the world.

FIFTY-ONE VESSELS ALREADY TURNED OUT

Since receiving its first contract in 1839 the company has since built and completed a total of fifty-one steam vessels, representing an aggregate cost of \$50,350,000. This includes warships, merchant ships, steamboats, tugboats and pilotboats.

The success of the work done by the yard is best told by the records of the ships it has turned out. The warships built here for the navy department—and they have been many—are the very best of their respective types in the United States navy, the battleships being classed among the best ships of their different classes afloat.

Every one of the many merchant ships turned out have been entirely satisfactory both to the builders and owners. All of them have made records for themselves which have spread broadcast the fame of the plant of the Newport News Shipbuilding and Dry Dock Company. Likewise the steamboats, tugboats and

pilotboats built here have records of which the yard officials may feel justly proud.

No other shipbuilding plant in America, or possibly in the entire world, enjoys a better record than does the Newport News yard.

Government Ships.

During the past thirteen years, or since 1894, when the company received its first government contract, this yard has built and turned over to the navy department seven powerful battleships, two mammoth cruisers, one protected cruiser, one single turret monitor and three gunboats, as follows:

- Battleship Kearsarge, 11,500 tons, \$2,250,000 contract price.
- Battleship Kentucky, 11,500 tons, \$2,250,000 contract price.
- Battleship Illinois, 11,552 tons, \$2,250,000 contract price.
- Battleship Missouri, 12,500 tons, \$2,285,000 contract price.
- Battleship Virginia, 15,000 tons, \$3,550,000 contract price.
- Battleship Louisiana, 16,000 tons, \$3,990,000 contract price.
- Battleship Minnesota, 16,000 tons, \$4,110,000 contract price.
- Armored cruiser West Virginia, 13,680 tons, \$3,985,000 contract price.
- Armored cruiser Maryland, 13,680 tons, \$3,775,000 contract price.
- Protected cruiser Charleston, 9,700 tons, \$2,710,000 contract price.
- Monitor Arkansas, 3,225 tons, \$960,000 contract price.
- Gunboat Nashville, 1,067 tons, \$280,000 contract price.
- Gunboat Helena, 1,397 tons, \$280,000 contract price.
- Gunboat Wilmington, 1,397 tons, \$290,000 contract price.

Twenty-one Steamships Constructed.

Since 1892 a total of twenty-one freight and passenger steamships have been completed at the shipyard, twelve for the Southern Pacific Steamship Company (Morgan Line), three for the Cromwell Line, two for the Pacific Mail Steamship Company, one for the Plant Line, one for the Leggett Lumber Company, one for the Old Dominion Steamship Company and one for the Union Oil Company. The total cost of these vessels was \$14,000,000 in round numbers.

It was in 1891 that the shipbuilding company entered into its first contract for the construction of large passenger and freight steamers,

agreeing to build four steamers, the El Norte, El Sid and El Rio, of 4,600 gross tons each, for the Morgan Line at a cost of \$600,000 each. All of the vessels were launched in 1892, the El Sid being the first to take to the water, being put overboard on March 16, 1892. The steamers were completed in 1893 and were for several years employed in the passenger service between New York and New Orleans.

At the outbreak of the Spanish-American war in 1898 these ships were sold to the government and converted into auxiliary cruisers in this yard. In 1899 the Morgan line contracted with the shipyard to build duplicates of the four vessels at the same cost.

Two years later, or in 1901, the Morgan Line awarded the yard the contracts for constructing four new steamers to be duplicates of those turned out in 1899. These vessels were named the El Dia, El Alba, El Siglo and El Valle. They were each of 4,600 tons gross tonnage and cost \$600,000 each. When these vessels were delivered the yard had turned out twelve ships for the Morgan Line, the total cost being \$7,200,000.

In 1895 the yard entered into a contract with the Plant Line for the construction of the palatial steamer La Granda Duchesse. This vessel was completed in 1897 at a total cost of \$1,000,000.

More Big Liners.

The shipyard received its first contract from the Cromwell Line in 1896, constructing the freight steamer Creole, of 2,801 tonnage, for that company, at a cost of \$450,000. In 1898 this same company awarded the yard the contract for building the palatial freight and passenger steamers Proteus and Conus, of 4,000 tons each. These vessels were turned out in 1900 at a total cost of \$1,300,000.

A little over seven years ago the Pacific Mail Steamship Company awarded this yard the contract for building two mammoth twin-screw passenger and freight steamers for service between San Francisco and Hong Kong. The vessels were of 18,000 tonnage and 575 feet long, and up to a few years ago were the largest ships ever built in America. The contract price for these ships was \$2,000,000. The Korea was completed in December, 1900 and the Siberia in March, 1901.

The contract for the construction of the Old Dominion liner Monroe, now plying between this port and New York, was awarded the yard in 1901, and the steamer was completed and delivered the following year. The vessel is of 4,600 gross tons and cost \$500,000.

The other steamships turned out by the yard were the lumber steamer Frances H. Leggett and the oil steamer William S. Porter. Both of the vessels were built for the Pacific coast trade and cost about \$300,000 each. The Porter was completed about four months ago.

Eight Steamboats Built Here.

Eight steamboats have been built here during the past thirteen years. The Norfolk and Washington steamer Newport News was the first steamboat constructed for by the yard, the contract being signed in November, 1894. The vessel was completed and turned over to the Norfolk and Washington Company on June 18, 1895. The contract price was \$250,000.

In the same year that the Newport News was completed the Plant Line awarded the yard the contract for building the side-wheel passenger Marguerite, at a cost of \$200,000. The vessel was completed and delivered the following year.

The next steamers built were the ferry-boats Binghamton, Seranton,

Five Million Tons of "Black Diamond" Will be Shipped This Year.

NEW PIER INCREASES OUTPUT

Newport News Ranks Among Leading Shipping Centers Along Atlantic Coast and Has Long Since Distanced Other Middle Atlantic Ports—A Glance Backward.

ALTHOUGH the history of this port as a shipping center dates back only twenty-three years, Newport News ranks first among the ports of the Middle Atlantic States in the foreign export and import trade and stands first among the great shipping ports on the Atlantic coast in the shipments of bituminous coal both to American and foreign ports.

The growth of the port has been little short of phenomenal. The value of the exports shipped during the first fiscal year of the port's history ending June 30, 1884, was \$3,600,000. In 1887 the export business had increased to \$7,432,617, and there was but little change in these figures until 1892, about which time the port appears to have commenced its onward progress in earnest. The foreign trade increased rapidly from that time on, the average yearly value of exports shipped since then being about \$20,000,000. The highest yearly values in exports sent from this port were in 1898 and 1899, the total for the two years being \$63,541,403.

Success Last Year.

During the past year the volume of exports increased nearly \$1,000,000 over the total value in 1905 and an even greater increase is expected this year. Newport News now ranks fifth among the ports on the Atlantic coast in the amount of foreign business handled, outstripping Norfolk, Wilmington, N. C., Savannah, Charleston, Providence and Portland.

The bulk of the foreign export business at this port is handled by Furness, Withy & Co., Ltd., the United States Shipping Company and the Holland American Line. Furness, Withy & Company operates two direct lines between this port and England, one to London and the other to Liverpool. Three steamers with a capacity of about 14,000 tons, are operated on the London-Newport News Line and on the Liverpool-Newport News line four steamers, of a total of 17,000 tons capacity are operated. Four steamers of 24,000 capacity are operated between this port and Rotterdam and Amsterdam by the Holland American Line, while the United States Shipping Company handles two direct lines to Europe, one to Glasgow and the other to Hamburg. Three steamers of a total of 12,900 capacity, ply on the Glasgow line and two steamers of about 8,000 tons capacity ply on the Hamburg line.

Leading Coal Port.

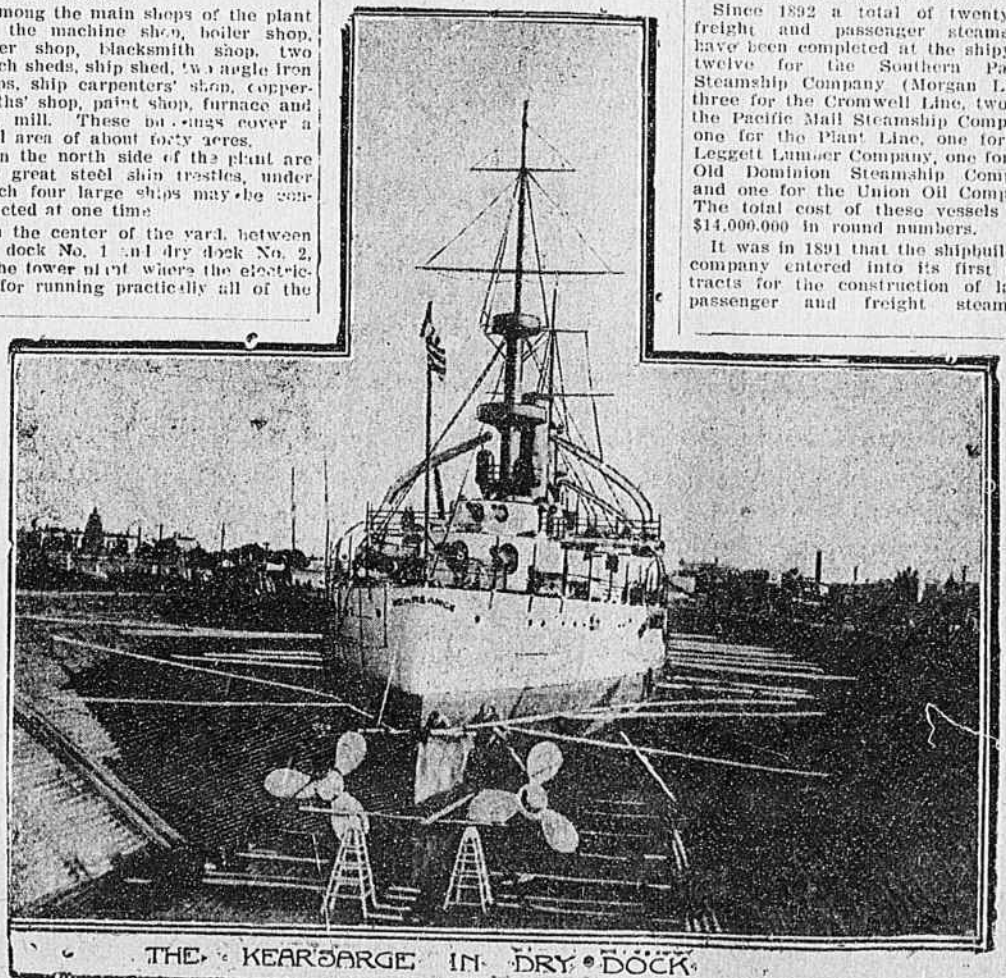
As a coal shipping point Newport News takes rank with the largest ports on the Atlantic coast and seems destined within the next year or two to outstrip all ports in the United States in this trade. This city became known as a coal shipping point about twenty years ago. About that time Chesapeake and Ohio coal piers, Nos. 2 and 3 were built and a coastwise trade was opened up with New England. Exceedingly small at first, the coal business increased steadily until in 1890, a total of 1,700,000 tons of "black diamonds" was carried away from the harbor. The demand for coal from Newport News continued to increase and about seven years ago it was found that the two coal docks were unable to dump enough coal to supply the enormous demand and in order to fully meet the requirements of the trade the Chesapeake and Ohio Railway Company constructed coal pier No. 10.

With this new pier in operation the yearly output was greatly increased, running to nearly 3,000,000 tons in 1905. Last year was the banner year in the port's history, a total of 3,284,557 tons being shipped. This was an increase of more than 250,000 over the output for 1905.

To meet the demands of the continued increase in the trade the Chesapeake & Ohio railway last year decided to construct a new coal pier here, to be the largest coal dock on the Atlantic coast. The contract was let last April is now practically completed. When this pier is in full operation the shipments of coal from this port will, it is believed, aggregate 5,000,000 tons a year.

Coal Agencies.

Seven big coal companies handle



THE KEARSARGE IN DRY DOCK