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FORTY-SEVENTH VESSEL MARKS HOG ISLAND'S FIRST BIRTHDAY

(Continued from page 1)

ried in a double bottom of the vessel, it therefore allows more cargo carrying space.

Oil as fuel has also abolished the drudgery of the fire room. It is more easy to handle, and cuts down the fire room force thirty per cent. It gives a more uniform steam pressure in the operation of the vessel, and eliminates the toil of shoveling coal and the cleaning of the fires beneath the boilers. It also adds to the cleanliness in operation.

In the coal burning vessels the coal is stored in parts of the hold that could otherwise be occupied with cargo, and when a coal burner makes a trip light (without cargo), water must be carried as ballast. With the oil burners, this is just the opposite, as the fuel oil acts as ballast on the voyage.

All of the vessels built at Hog Island are equipped with geared turbines which have proven to be vastly superior to the old-fashioned reciprocating engines. A very desirable feature of the former type is that the propellers can be run at lower speed than the reciprocating engines, when a vessel is running in the fog or in the vicinity of ice-burys.

The geared turbines now on the Hog Island ships weigh but fifty-three tons. The gears weighing thirty-eight tons and the turbines fifteen tons. They have proven to be more economical than the older style engines, and use less steam per shaft horse power developed, and with these engines the vessel can be brought to full speed and reversed quicker than with the older type. They are also more compact than the reciprocating type, take up less room on the ship, and are more easily handled. The engines are automatically lubricated, which eliminates the services of several oilers, thereby reducing the operating expenses to a certain extent. It has been demonstrated by the Hog Island ships that geared turbines have proved to be over 25 per cent more economical than the direct turbine driven type.

The future of Hog Island—that is, what the Government will do with it when the American International Shipbuilding Corporation completes its present contract for 110 of the "A" type ships, and twelve of the "B" type—is at the moment a question that is interesting not only to the 30,000 employees of the shipyard, but everyone who has the interest of the city of Philadelphia at heart.

The present contract for ships will be completed along about September, 1920. Hog Island covers 346 acres of land along a two-mile front of the Delaware River, which has a thirty-five-foot channel—a channel deep enough to float the biggest vessel now sailing the seas. The outfitting, piers, where the vessels receive their finishing touches after launchings consist of seven piers, each 1000 feet long, 100 feet wide, with four standard railroad tracks connecting with the Pennsylvania, Reading and Baltimore and Ohio Railroad systems, affording the logical point for the establishment of a combination ship construction, ship repair and "free port" terminal.

The eighty miles of railroad tracks, together with the many miles of roadway, buildings, warehouses and the facilities of a modern town of 50,000 population are all favorable points which the group of capitalists, who are reported to be negotiating for the purchase of the shipbuilding plant, considered, when they opened the reported negotiations for the purchase of the yard.

Our old friend, Matthew C. ("Matt") Brush '01, is president of the American International Shipbuilding Corporation which built and operates the Hog Island shipyard.

Hog Island's ship production record from August 5, 1918, to August 5, 1919, follows:—

Ships launched, 47; deadweight tons, 267,775.

Ships delivered, 36; deadweight tons, 281,700.

Keels laid, 47 "A" type; 12 "B" type. (The "A" class ships are of 7825 tons deadweight, 400 feet long and 50 feet beam.)

Built equivalent of 58.5 "A" ships of 457,762 deadweight tons.

Thirty-three ships now on ways between 20 and 80 per cent. complete; six between 80 and 100 per cent., and 11 between 1 and 20 per cent.

Increased from 3.8 "A" ship units production per month to 7.5 "A" ship units production per month.

Total rivets driven, 30,650,000.

Steel erected, 190,000 tons.

Tanks passed, 1100.

S-3 COMPLETES RUN

The S-3, America's largest submarine, put in, August 13, at the Brooklyn Navy Yard, having finished her trial run in first-class condition.

The boat is 231 feet long and carried 38,000 gallons of fuel oil, which makes its cruising radius 10,000 miles. The displacement is 850 tons. On the recent trial the S-3 submerged to a depth of 210 feet. Her speed under water is about 13 knots and on the surface 18 knots an hour.

BABSON '98 GIVES NEW COURSE

(Continued from page 1)

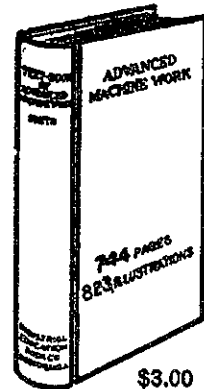
two years, as it is planned to do, constant and thorough personal work with the instructor will be necessary. For this reason the course will be open to a limited number; in fact, there will be an average of one instructor to every student this coming year.

RADIO STATION TO BE BUILT

An announcement has recently been made by the American Flying Club, 11 East Thirty-eighth St., that plans are now in process of formation for the establishment of a chain of radio stations across the continent, in order to allow for communication of airplanes at 30-minute intervals.



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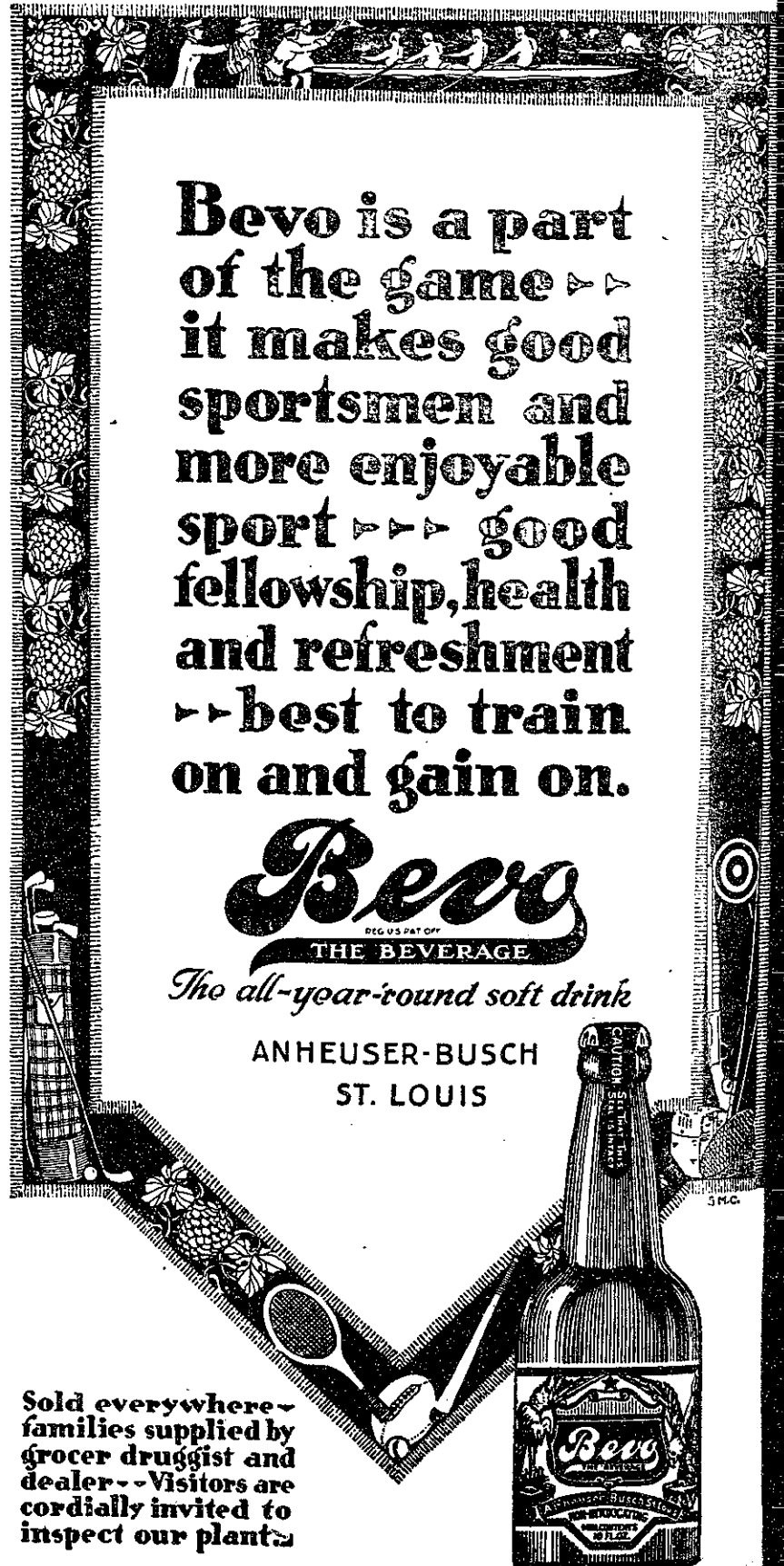
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