

GIANT BATTLESHIP DELAWARE, MOST POWERFUL OF ALL MODERN FIGHTING CRAFT AFLOAT, READY TO JOIN NAVY

Comparison Shows That Latest Product of Newport News Plant is Finer Ship Than Her Sister, the Fore River-Built North Dakota.

HAS GREATER STEAMING RADIUS; BURNS LESS COAL

Uncle Sam's first dreadnaught, the mammoth 22,000 ton battleship Delaware, the newest product of the plant of the Newport News Shipbuilding & Dry Dock Company and the fastest and most powerful battleship in the world, is ready to take her place at the head of the great Atlantic battleship fleet. The vessel has been completed for more than a month and is now at the plant of the builders receiving a few "extras" and finishing touches.

While no date has yet been set for turning the ship over to the navy department, the yard officials expect that she will be delivered to the commandant of the Norfolk navy yard early in the new year. There the vessel will take aboard her complement of officers and men and then begin her final acceptance speed and endurance runs in the Atlantic ocean. She will join the Atlantic fleet upon its return from the annual winter target practice in the tropics early in the spring.

Capable of Great Speed.
Although credited with only 21.55 knots an hour on her trials last October, the Delaware is capable of developing a speed as great as that of any armored cruiser in the United States navy, it only being necessary to admit live steam into the low and intermediate pressure cylinders to increase the ship's speed beyond 22 knots an hour. Her designed speed is 21 knots.

Figures deduced from the official records show that the vessel has the greatest cruising radius of any warship in the United States navy and possible in the world. Running at twelve knots speed—the average speed maintained by the Atlantic fleet on its cruise around the world—the Delaware can run 9,300 knots without replenishing her bunkers—in other

words she could go from this country to Europe and return without taking on extra coal. Steaming at nineteen knots an hour, the vessel could cruise 5,400 knots without taking on a fresh supply of fuel.

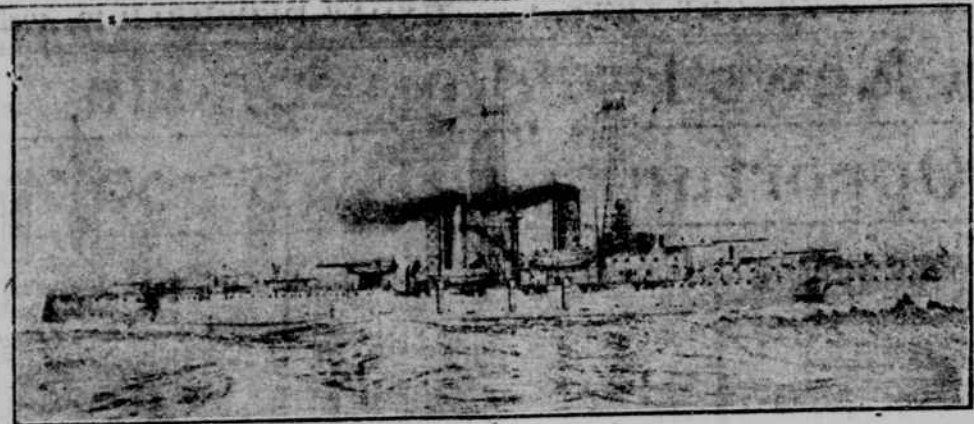
Equals World's Record.

In the construction of the Delaware, the plant of the Newport News Shipbuilding & Dry Dock Company has equalled the best record of the British yards in warship building and has set a new record for American shipyards. From the time of the laying of the keel of the Delaware until she is turned over to the navy department just twenty-seven months will have elapsed. The best previous record made in battleship construction in the United States was established by the local yard in building the Louisiana, that vessel being completed in thirty-seven months, ten months longer than it required to build the Delaware. The latter ship is of 5,000 greater tonnage than the Louisiana and is 58 feet longer than that ship.

Burns Both Oil and Coal.

There are many new features embodied in the Delaware that are not to be found on the older battleships of the United States navy. Among these is the equipment of the boilers with oil burners so that the vessel can burn both oil and coal at the same time. This will be invaluable where the ship may want to get up steam quickly.

In general characteristics and design, the Delaware is totally unlike any warship built here and is a strange looking craft. She is the first man-o-war turned out here to be painted with the new "war" color and this gives her a sombre appearance. The vessel is unusually long and lean and is especially high for



The First-Class Battleship Delaware.

ward. In addition she has but two smokestacks and has two new military towers, one of which is set between the smoke funnels. There is an absence of the high superstructure so predominant in former warships built at the local shipyard.

Bow is High and Broad.

The bow of the ship is unusually broad above the waterline and this, with the great height of the forward deck above the water, will insure the breaking of the heaviest of seas and will prevent any great volume of water from breaking over the forward deck and forward turrets. This arrangement will make it possible for the battleship to fire the forward guns in the heaviest of sea in which it would be possible to fight a battle. In this respect the Delaware has a tremendous advantage over nearly all battleships now in commission in any navy.

Another feature of the Delaware is the "skeleton" fighting towers, vessels being equipped with two of these peculiar looking masts. They are made of small iron tubing and wire cable and recent tests have demonstrated that it is practically impossible to shoot them away. The fire control of the ship will be located on top of the two masts. There the lockouts and range finders will be stationed and, by means of a new telegraph

system, they will direct the firing of all of the guns.

Strong Offensive Fighter.

For offensive fighting the Delaware will be the equal if not the superior of any warship in the world. The main battery is made up of the ten 12-inch rifles and besides these guns there are fourteen 5-inch rapid-fire rifles, for use in close range firing and since they can be fired with wonderful rapidity they will prove of great value in augmenting the destructive power of the larger guns. They also will be effective in repelling the attack of torpedo boats and destroyers and sub-surface vessels. There are a number of smaller guns and three field pieces for a landing party from the ship.

It is estimated that the Delaware, with her higher speed, and great batteries, would prove more than a match for any three ships now in the navy. She carries more than twice as many 12-inch rifles as of the battleships and as she is three knots an hour faster she could choose her own range for a fight.

Protected By Heavy Armor.

For defensive fighting the Delaware is also particularly well equipped. There is a water line belt of armor extending almost from stem to stern. This belt has a thickness of eleven inches along the

engines, boilers and magazine room spaces and is stepped down at the bow and stern to a thickness of five inches.

Above this belt is a belt of lower casement armor of a uniform thickness of ten inches and this extends along the hull from the extreme forward turret to the after turrets. There is another, of upper, belt of casement armor of a thickness of five inches. These two belts afford ample protection for the base of the smokestacks and the secondary battery of 5-inch rifles, which are located along the gun deck with seven guns on each side of the ship.

The armor on the port plates of the turrets is eleven inches in thickness, while that on the side and back is nine inches thick. The armor of the conning tower is six inches thick.

Besides the armor protection, the ship has numerous watertight compartments along and under the waterline and there is a protective deck, extending from stem to stern. This deck slopes down on both sides forward and aft and is three inches in thickness.

Direct-Acting, Reciprocating Engines.

The Delaware is propelled by twin screws driven by two four-cylinder, triple-expansion, direct-acting reciprocating engines of a combined indicated horsepower of 28,000. These

engines are the largest of their type ever built in the United States.

The working pressure of steam in the engines is 250 pounds to the square inch and steam is supplied by twelve boilers of the Babcock-Wilcox water-tube type. They are arranged four in a water-tight deck.

There is a complete electrical plant for lighting the ship and for furnishing the current for the auxiliary engines and the ammunition hoists, boat cranes, searchlights and the control of the turrets.

Located next to the electrical plant is a complete machine shop and repair shop, where parts of the engines and electrical equipment can be made to replace any that may break while the ship is on a cruise.

Latest Ammunition Hoists.

The vessel has ten magazines for the storing of ammunition. They are located forward and aft for the turrets and barbettes battery. The ammunition hoists are of the latest, direct-acting design and are operated by electricity. The magazine, hoists and handling rooms have been designed with the utmost care and every possible safe-guard against accidents of any kind has been taken in their construction.

When commissioned, the Delaware will have a complement of ninety officers and nine hundred enlisted men. The dining rooms, officers quarters and crew's quarters are amply protected by armor. There is a complete hospital forward for caring for the sick and injured seamen and officers. This hospital is a model one and is amply large for all purposes.

Six Powerful Searchlights.

The vessel is equipped with numerous small boats. There are six powerful searchlights four of these being mounted on small skeleton masts so as to give a commanding elevation in time of war.

Dimensions and General Characteristics of the Ship are:

Length over all, 518 feet; extreme breadth, 87 feet; displacement on trial, 20,000 tons; displacement on full load, 23,500 tons; draft on trial 27 feet; coal bunker capacity, 2,500 tons; indicated horsepower, 28,000.

MEN AND WOMEN.

Another of Thomas Hardy's novels has been dramatized. "Far From the Madding Crowd" has had its first appearance in England. Last year "The

Trumpet Major" was produced.

Miss Stella Josephine Feiler, of Harris county, Texas, has been very successful in locating oil wells and has made quite a fortune in fees from owners of ground where the oil has been found.

Tom L. Johnson omitted the word "obey" from the marriage service when called upon to perform it as mayor of Cleveland, because, as he said, he would not "help to make liars of people."

Joseph S. Showalter, of Fayette county, Ind., has named a new variety of squash "Thomas R. Marshall" for the present governor of the Hoosier state. According to a letter from one of the governor's neighbors, "the honor tickled the governor way down to his boots."

Isadore Newman, banker, street railway man and probably the wealthiest man in New Orleans, died in New Orleans. He was 72 years old. A native of Kaiserlatten, Germany, he came to America in 1850. Mr. Newman's fortune is conservatively estimated at \$10,000,000.

Dexter Smith, 39 years ago one of the best known musical critics in the country and the author of several songs which had a wide popularity, is dead at his home in Boston. Smith was born in Salem in 1838. Among his songs were "Put Me in My Little Bed," and "Cross and Crown."

After four years Alexander Logan, aged 73, a former banker of Parnassus, has regained possession of his \$500,000 estate by a ruling of the Westmoreland county court. In 1905 his mind became deranged as the result of a severe illness and his property was placed in the hands of a committee. He now has been declared sane.

A chair of Christian archeology has been established in the University of Rome by direction of the minister of education, and Professor Marucci has been appointed as its first occupant. "Marucci, whose entry into the faculty has created much excitement in church circles, is known as the best informed archeologist of the Vatican," says Figaro.

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