The Trial Trip of the "Florida"

IN a rough sea and a brisk wind the "Florida" averaged 21.974 knots on five top-speed runs over the Rockland course on March 25th. That record gives her the blue ribbon of the American navy, and places her beside the British dreadnought "Vanguard" in point of speed. On one of her five runs the "Florida" made 22.54 knots, which is just a shade better than the "Vanguard's" 22.50, and appreciably better than the "Utah's" 21.637 knots, the best hitherto attained by an American ship.

As we have pointed out previously, the "Florida" is an exceptional vessel. In the first place, she was built by the Government itself at the Brooklyn Navy Yard, under conditions distinctly less favorable than those that obtain in private yards, thereby demonstrating that our naval constructors are capable of building the largest and most modern warships. In the second place, she may be regarded as the last word in warship design; for both the "Florida" and her sister ship the "Utah" are rated as the best protected warships afloat.

The "Florida" is a 21,825-ton battleship with a length of 521 feet 6 inches, a beam of 88 feet 2½ inches, and a mean draft of 28 feet 6 inches (with two-thirds full supplies, store and fuel and full supply ammunition). She is driven by Parsons turbines working on four shafts, which turbines are by contract required to develop 28,000 horsepower. This propelling machinery was to give her an average speed of 20.75 knots, which she exceeded as we have seen. The "Florida" will store, when completed, some 400 tons of oil fuel in addition to 2,500 tons of coal. It will be remembered that the "North Dakota" and "Delaware" are likewise provided with oil-tanks in addition to coal bunkers.

The "Florida" is armed like the "North Dakota," with ten 12-inch guns, but instead of fourteen 5-inch torpedo-repelling guns she carries sixteen. The 12-inch guns are mounted in five turrets on the center line of the ship. In point of armor protection, the "Florida" leaves nothing to be desired. Her belt armor varies from 12 inches to 8 inches in thickness; her turret armor is 12 inches, and her battery armor 6½ inches. Her smokestacks are protected by 9½ inches. Against torpedo attack the "Florida" is safeguarded by an elaborate subdivision of the hull and an unusually powerful pumping plant for removing such water as may enter.

Perils of the Deck-load

By James G. McCurdy

THE deck-load has always been an important factor in the lumber carrying trade out of Puget Sound ports. Vessels of every rig that have been identified with the traffic since its inception have added ma-

This vessel got into trouble because her water-ballast tanks were not fully filled.

German steamer "Wotan" as she returned to port.

During a storm the deckload of 1,400,000 feet of lumber shifted.

Norwegian steamer "Curco," listed 23 degrees.

A frequent mishap to schooners engaged in the lumber trade.

This four-masted schooner is waterlogged.

PERILS OF THE DECK-LOAD

terially to their carrying capacity by being able to take a large percentage of their cargoes stowed on deck; and indeed but few dividends could have been earned had this not been possible.

Square-rigged craft, the pioneers of the trade, confined their deck-loads to spars and other large timbers. In vessels of the schooner build and rig deck-loads reached their maximum, fully three-fourths as much lumber being carried on deck as beneath it. The large steamships that have entered the trade of late years are following the example of the schooners, and leave port with deck-loads towering high above the rail.

A moderate, well-stowed and properly lashed deck-load does not constitute an element of risk. In fact, schooners are said to run steadier and handle better with a deck-load than without it. But when a vessel puts to sea with a deck-load that is excessive, badly stowed or improperly secured, she goes forth handicapped from the start and in poor condition to cope with the heavy weather.

Our navigation laws make it incumbent upon the owner or agent of any sea-going craft to indicate the draught at which he shall deem his vessel safe to be loaded for the trade in which she is engaged, the draught to be specified in the certificate of inspection; and they make it unlawful to load deeper than said line.

But this law is really a dead letter, for at least three reasons. First, it is left for the owner to set his own load line; and it is safe to assume that personal interest will enter largely into the question. Second, the load line is not plainly indicated as in the English merchant marine, where the Plimsol mark is painted conspicuously upon the vessel's hull, thus making over-loading instantly apparent. Third, there is no government inspection to ascertain whether a vessel is overloaded or not.

It is natural that those who charter vessels should endeavor to load them to their fullest capacity, and the only check to over-loading is the inspector who looks over the cargo in the interests of the marine underwriters. That the inspector is not infallible is shown by the frequency of accidents at sea, many of which can be traced directly to over-loading. Take for example the case of the big British freighter "Argus."

This vessel, after taking on a large quantity of lumber at one of the Puget Sound saw mills, was proceeding to Bellingham to complete cargo. Her deck-load was one of the largest ever put aboard of a vessel reaching a height of 30 feet aft and 26 feet forward, above the deck.

While *en route*, without warning she went over on her beam ends to such a degree that the smokestack was almost on a level with the water. About 300,000 feet of lumber broke loose from the deck-load, en-

(Concluded on page 316.)

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till the latest member had developed two giant bony horns, several feet long, dominating the entire front of the skull. Most of the best preserved skulls and fossil remains of these animals have been discovered in the single geographic region, now the Big Bad Lands of the Dakotas, and in a continuous series of deposits, known as the "White River Group."

These titanotherium beds have left a wonderful panorama of the life-history of the animals and show that they went through their entire final evolution and extinction in a short period of two hundred feet of formation. Titanotheres, though the dominant and most formidable animals of their day, suddenly became extinct at the close of the Lower Oligocene Age. Their extinction is attributed principally to their defective grinding teeth not being adapted to the changed conditions of vegetation and climate. The increasing aridity and development of grassy uplands favored the evolution and existence of herbivorous plains—living, open country, types, light limbed and swift, with long crowned teeth and elongated feet. Herds of small fleet horses which existed in enormous numbers, together with other grazing animals in the regions of South Dakota and Nebraska, it is thought, may have cut off a large part of the food supply of the titanotheres, thereby aiding toward their final extinction. Prof. Osborn is preparing, with the assistance of Mr. W. K. Gregory, an elaborate and comprehensive monograph on the titanotheres from the rich and remarkable material obtained by various museum expeditions for the United States Geological Survey. This work will throw a new flood of light on and greatly extend all knowledge as to these little known animal inhabitants of the ancient Dakotas.

Perils of the Deck-load

(Concluded from page 308.)

abling the vessel to partly right herself. Some of the lumber, however, got foul of the propeller and brought the steamship to a sudden stop. Only the prompt letting go of the anchors prevented the craft going ashore.

Arriving at Bellingham, an effort was made to replace the lost portion of the deck load, when the vessel again went over on her side, her smokestack and masts resting against the face of the dock. The crew scrambled ashore along the smokestack. After two such emphatic hints, her deck load was reduced somewhat and the vessel put to sea and arrived at her destination without further mishap.

Sometimes the improper stowage of cargo between decks, or failure to trim the ballast tanks, makes a deck load a menace that would under other circumstances be perfectly safe.

Some months ago the German steamship "Wotan" took on a heavy deck load consisting of large timbers and creosoted piling, and she was proceeding out of Puget Sound when she went over on her beam ends with a suddenness that threw her crew into a panic. She was brought into a sheltered bay under a slow bell, but did not right herself until a large percentage of the deck load was removed.

The underwriters' agent, who investigated the case, claimed that the accident was due to the fact that the water ballast tanks were but partly filled. Apparently this was a reasonable contention; for after the tanks had received proper attention the piling was replaced and the vessel put to sea on an even keel.

A few months later the Norwegian steamship "Cuzco" had even a more thrilling experience. She had left Puget Sound for Panama with a large cargo consisting in part of 2,800,000 feet of lumber, about half of which was in the form of a deck load that reached a height of 16 feet above the bulwarks.

The vessel had hardly cleared the coast when she ran into a storm of unusual violence. A huge wave struck her fairly broadside, and careening under the force of the blow, her deck load shifted, carrying the steamship over to an angle of 35 degrees. Here she lay, threatening to turn turtle any instant. The steering gear was so completely jammed that the craft was practically helpless.

Although the deck load projected fully six feet beyond the bulwarks, only one small lashing broke, liberating about 20,000 feet of lumber. Had it been possi-

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ble, the lashings would have been let go and the deck load sacrificed to ease the ship. But this action was not possible, and for hours the huge carrier wallowed in the trough of the sea, taking in water rapidly through hatches and rivet holes. By good seamanship the vessel was turned about and brought slowly back to port, retaining a list of 23 degrees. The mainmast shrouds and stays had been carried away, the mast bent and the bulwarks torn out.

These accidents, and many more that might be enumerated, have had a tendency to awaken shipowners and underwriters to the perils of an excessive deck load, and the desirability of an improved method of securing deck cargoes. It is held by many, especially by the shipmasters who have to take the risks, that deck loads should bear a certain specified ratio to the between deck cargo, taking into consideration the construction and rig of the various vessels, and that there should be government inspection to prevent overloading.

In regard to deck lashings, it has been contended that some uniform system of fastenings should be brought into use, whereby in moments of grave peril the deck load could be released promptly and without danger. Heretofore there seems to have been a tendency to secure the deck load so thoroughly that it could not break away under any circumstance. Cables are run back and forth in an intricate maze and are so securely fastened with turn-buckles that it is impossible, no matter how great the need, to let go the deck load and relieve the vessel without great danger to those engaged in the effort.

A fastening is already in vogue consisting of a hook so secured by a link that a sharp blow with a maul will release it; but for some reason it has not come into popular use. The use of such a fastening, or an improved form, will probably result from the present agitation. Perhaps a fastening will be perfected that will act automatically when subjected to extraordinary strain, such as arises when a vessel is thrown over upon her beam ends.

Improving on Darwin

(Concluded from page 310.)

organisms, and he has restated the known facts of heredity in terms of "genotypes." As a result of his experiments he concluded that selection can never establish genotypical differences, and that therefore, "natural selection" could never have given rise to new species. His conclusions are in perfect harmony with the results obtained by DeVries, as well as with the results of the many experimenters on "Mendelism." Johannsen's ideas help to explain the observations of breeders that certain characters can neither be made to blend by crossing, nor can they be increased nor reduced in any way.

The expression "unit characters" has been used by many writers for the idea of the simple characters of which a plant or animal is made up; for example, the color, hairiness or baldness, dimensions, early or late ripening, etc., have been considered units, and breeders have expected these qualities to appear as wholes in the plants or animals with which they were working. Johannsen does not speak of unit characters; he expects most characters to be the expression of the mutual reaction of two or more factors. In this he is in accord with such experimenters as Castle, Punnett, Correns and others. The factors are the units that are concerned in heredity. This view readily explains such facts, for example, as "reversions to type" or "atavism" as result of crossing. If we assume the ancestral trait in question to be the realized reaction of two or more inherited factors, we can see how it has failed to show itself in two or more strains for many generations: each strain had one or several of the factors, but not all. On crossing two distinct strains all the factors necessary for producing the "wild" type are brought together in one individual and the result is a reversion to the ancestral type. This kind of reversion has been produced at will over and over again by many experimenters, with pigeons, rabbits, mice, poultry, etc., as well as with many plants.

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