

OUR NAVAL PETS IN ALIEN HANDS.

Fast New Torpedo Boats to
Be Built Under a
British Expert.

AT WORK IN SOUTHAMPTON

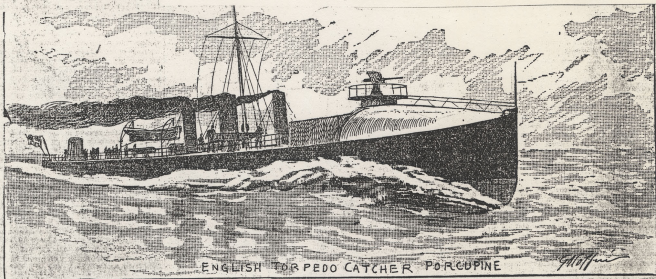
Reply of the Bath Iron Works to
an American Designer Who
Wanted Work.

NOT TO BE HOME PRODUCTS

The Maine Firm Says Their Drawing
Room Is in Great Britain, and That
the Working Drawings Will
Come from There.

Our drawing room will be at
Southampton, and everything
will come over to us in the
shape of working drawings.

This is the reply of the Bath (Me.) Iron
Works to an expert naval draughtsman, a
native American, who applied to the Maine



ENGLISH TORPEDO CATCHER PORCUPINE

MODEL AFTER WHICH THE BATH IRON WORKS IS BUILDING TORPEDO CATCHERS FOR UNCLE SAM

firm for employment upon the designs for
the two big torpedo boats which it is now
building for the navy of the United States,
at a cost of nearly \$400,000.

Not only is it true that the plans
for these boats are being drawn on
English soil by English draughts-
men, but they are little more than
exact copies of vessels already built
for and now in the British navy.

This is a particularly aggravating
discovery in view of the fact that these two
torpedo boats are intended to eclipse in
speed any vessel afloat in the navy to-day.
The contract calls for 30½ knots an hour
or about 35 statute miles, which is about
as high as the average speed of an ex-
press train.

At the last session of Congress the con-
struction of as many as thirteen torpedo
boats was authorized, the cost not to ex-
ceed \$1,800,000. On October 6 contracts
were awarded by Secretary Herbert for
ten of these boats to cost \$1,150,000. The
Bath Iron Works secured two of those that
were to have a speed of 30½ knots and
the Union Iron Works, of San Francisco,
the third. The two firms realized that
they had a big task before them and both

Thomas W. Hyde, First Vice-President

Edward W. Hyde, Treasurer

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firm for employment upon the designs for the ten new torpedo boats which it is now building for the navy of the United States, at a cost of nearly \$400,000.

Not only is it true that the plans for these boats are being drawn on English soil by English draughtsmen, but they are little more than exact copies of vessels already built for and now in the British navy.

This is a particularly aggravating discovery in view of the fact that these two torpedo boats are intended to eclipse in speed any vessel afloat in the navy to-day. The contract calls for 30½ knots an hour or about 20 statute miles, which is about as high as the average speed of an express train.

At the last session of Congress the construction of as many as thirteen torpedo boats was authorized, the cost not to exceed \$1,000,000. On October 6 contracts were awarded by Secretary Herbert for ten of these boats to cost \$1,100,000. The Bath Iron Works secured two of those that were to have a speed of 30½ knots, and the Union Iron Works, of San Francisco, the third. The two firms realized that they had a big task before them, and both fell back upon English designs and designers.

The single boat which the San Francisco firm is building is to be 240 tons displacement and will cost \$227,500. They are constructing it upon the same plan as the British torpedo boat Desperate, which was built by Thornycroft, the well-known English designer.

The two boats which the Bath Iron Works are building are the ones in which the Navy Department takes the deepest pride, however. They are to have a displacement of only 143 tons and for an armament only three torpedo tubes and four one-pounder guns. The firm secured to do the work is one of the largest of American shipbuilders. Thomas W. Hyde is president and General Manager Edward W. Hyde, treasurer.

Shortly after they had begun work on the two new torpedo boats an expert draughtsman, who lives in this city, and was then in the service of a well-known strength company, wrote to President Hyde, of the Bath Company, to secure a part of the work on the plans for these two vessels. He understood a great deal about naval construction and explained that he was an American born in this country. He had worked, however, in English ship-building yards, and had influential friends there. He suggested to President Hyde that he could go abroad and secure much valuable information, and returning give aid on the plans that would assist a great deal in overcoming the almost insurmountable difficulties in the work of building two boats that would attain a speed of 30½ knots an hour. The designer made the proposition in this way because he was new that one of the most important conditions attached to the contracts for the erection of these vessels, as well as in all other similar contracts, is that all material used, as well as all labor employed, should be obtained in the United States.

Answer which he received from the Bath Iron Works was couched in polite terms, but it amounted to this: It stated that his proposition was a good one and that the

Thomas W. Hyde, Pres. of Bath Iron Works

Edward W. Hyde, Treas.

Bath Iron Works Limited
Shipbuilders and Engineers
Bath, Maine Oct. 9, 1896.

Dear Sir:-

I have your favor of Oct. 2nd on my return home. Your suggestion about going abroad is a very good one, but Prof. Biles has already made these arrangements. Our drawing-room will be at South Hampton, and everything will come over to us in the shape of working drawings.

Yours truly,

Thos W. Hyde

(Dictated).

This Is the Reply of the Bath Iron Works to an Applicant for Employment

from the
the two new
of the
plans

the Bath Iron Works, which
the new torpedo boats an expert
mechanician who lives in this city, and
strongly recommended in the service of a well-known
firmship company, wrote to President
Hyde of the Bath Company, to secure a
two vessels. He understood a great deal
of naval construction and explained that
he was an American, born in this country.
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building yards, and had industrial friends
there. He suggested to President Hyde
valuable information, and, returning, give
aid on the plans that would assist a great
deal in overcoming the almost insur-
mountable difficulties in the work of
building two boats that would attain a
speed of 20 1/2 knots an hour. The designer
he knew that one of the most emphatic
conditions attached to the contracts for the
erection of these new vessels, as well as
in all other similar contracts, is that all
material used, as well as all labor em-
ployed, should be obtained in the United
States.

The answer which he received from the
Bath Iron Works was couched in polite
terms, but it stumped him. It stated that
his proposition was a good one and that the
firm would be very glad to avail itself of it
but for the fact that the English expert,
Professor Biles, had been engaged to do
their work and that he had rented a draw-
ing room for them in Southampton, from
which the working drawings would be
sent directly over to their own shop at
Bath, Me.

Professor Biles, the designer employed
on these two boats, is a famous English ex-
pert. He designed the big American Irons
New York and Paris. He has access to
nearly all of the offices in English ship-
building yards.

TURRETS MOVED SLIGHTLY

Captain Taylor, of the Battle Ship Indiana,
Became Frightened for the Vessel's
Safety in the Storm.

Washington, Feb. 6.—Captain Henry C.
Taylor's report upon the performance of
the battle ship Indiana in heavy weather
off Havana, which caused him to leave
Admiral Bunce's squadron and seek safety
in Hampton Roads, reached the Navy De-
partment this afternoon.

It appears that the four eight-inch gun
turrets, under the strain of the vessel's roll,
were found to move laterally one-eighth
of an inch with the ship's motion, and that
the two thirteen-inch gun turrets, weigh-
ing about 500 tons each, moved laterally
one-quarter of an inch under the same in-
fluence.

\$2,000 in gold given away. Great Wool Corp
best. Invoice 2-cent stamp fee stamp to S. S.
Manufacturing Co., Schenectady, N. Y.—Adv.

Edward W. Hyde

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