

# CAMERA HISTORY of HOG ISLAND

## WORLD'S GREATEST SHIPYARD

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### HOG ISLAND SHIPYARD, MIRACLE OF INDUSTRY, AMAZING ACHIEVEMENT

"The Moral Effect of This Gigantic Undertaking on the Germans Hastened Coming of Peace," Says Former Fleet Corporation Head

GREATEST MARITIME MARVEL OF THE AGES AROSE FROM SWAMP TO KEEP 32,000 MEN BUSY

**HOG ISLAND, May 30, 1917**—Eight hundred and forty-six acres of boggy marshland, mostly submerged, and productive of nothing save pestiferous mosquitoes.

**Hog Island, May 30, 1919**—The world's greatest shipyard, with twenty-two ships completed and in service, thirty-four launched and fifty in various stages of completion on as many shipways. A complete industrial city in itself, giving employment to 32,000 persons.

Came the world war and the cry for ships to save civilization. Congress rubbed Aladdin's magic lamp and genie in the form of American engineering skill worked a miracle on the shores of the Delaware. Up out of the marshes Hog Island was literally built on piles.

A project of greater proportions than even the Panama Canal, Hog Island came into being through such master minds of business and engineering genius as Edward N. Hurley, Charles M. Schwab, Charles Piez, Rear Admiral Francis Bowles, Howard Coonley, Frederick Holbrook, Matthew C. Brush and many others.

To Mr. Hurley and Admiral Bowles belongs the greatest credit for the conception of the shipyard and terminal as it is today. Expansion of the original plan into a \$63,000,000 project was the result of the recommendation of Mr. Hurley and Admiral Bowles.

"Because of the moral effect this gigantic undertaking had on the Germans, Hog Island was the greatest single factor in bringing the war to a close," says Mr. Schwab, former director general of the Emergency Fleet Corporation.

#### CHRONOLOGY OF A MODERN MIRACLE

September 13, 1917, contract signed for construction of shipyard and fifty ways and 180 ships.

September 20, 1917, actual construction of the yard begun.

February 12, 1918, in spite of the hardest winter in local history, the yard was 50 per cent complete and first keel was laid.

August 5, 1918, the Quistconck, first 7500-ton ship built, launched and christened by Mrs. Woodrow Wilson, wife of the President.

May 30, 1919, total of thirty-four ships launched, twenty-two completed and delivered to shipping board, seven receiving their fittings and awaiting trials in wet basin, and fifty ways filled with hulls under construction.

One hundred and forty-five ships under order (contracts for twenty-three more under suspension).

One hundred and ten 7500-ton, 11½-knot cargo carriers.

Thirty-five 8000-ton, fifteen-knot cargo and passenger ships.

Five hundred thousand tons of steel will be required.

Ninety million rivets will be driven.

Thirty-eight steel mills are rolling the plates.

Eighty-eight fabricating shops making the punchings and forming the steel.

Five hundred and seventy boilers will be used.

Steam turbines with an aggregate of 700,000 horsepower contracted for.

Original estimated cost of 7500-ton ship, \$1,100,000.

Minimum fee to be paid American International Shipbuilding Corporation for building each one, \$41,000.

Original estimated cost of 8000-ton ship, \$1,650,000.

Minimum fee for building same, \$65,000.

#### IN WORLD'S GREATEST SHIPYARD

Fifty shipways erected and seven 1000-foot piers, used for outfitting the Hog Island ships, and a wharf 4000 feet long—facilities which could be converted into the greatest ocean rail terminal in the world; 32,000 men employed on the average, with a weekly payroll of \$1,000,000; 3500 concerns in forty states furnishing supplies for construction purposes; 250 carloads of material received a day; total expenditures per month, \$10,000,000; eighty miles of standard railroad track in the yard; eighteen miles of hard-surface roadway; 110,000,000 feet of lumber used for construction purposes; 150,000 piles driven, fifty to seventy feet in length; 120,000 feet of domestic water piping installed; 90,000 feet of high-pressure piping installed; 73,000 feet of sewers installed; 3,000,000 feet of electric wires put underground; 20,000 shovels used; 10,000 picks used; 165 automobile trucks; twenty locomotives; seventy locomotive cranes; 450 freight cars; 80,000 electric lamps purchased; 650 electric motors installed; 250 buildings erected, putting twenty-five acres under roof; training school established, with 150 instructors; Y. M. C. A., with auditorium seating 2000, built; barracks constructed for 6000 men and 600 guards, also a modern hotel and two large restaurants; four fire departments, with sixteen motor-trucks; thoroughly equipped hospital and ambulance service; street railway and steam railroad stations erected; cost of shipyard, including terminal, \$63,000,000.

### LAUNCHING OF FIRST SHIP AUGUST 5, 1918



#### Quistconck's Log

On February 12, 1918, the keel was laid. Six months later, on August 5, the vessel was launched. She made her dock trial on November 3, and four days later was delivered, with the highest rating that the American Registry Bureau and the British Lloyd's can give.

The Quistconck, under charter for J. H. Steele & Co., of New York, left Hog Island December 10, 1918, for Norfolk, Va., where she took on a full cargo of coal, and on January 2 cleared for Cristobal, arriving there January 10. (Speed during trip, 12.63 knots.)

Leaving Colon, Panama, in ballast on January 18, the Quistconck arrived at New Orleans January 23. (Speed, 11.4 knots.) On February

More than 100,000 persons witnessed the launching of the Quistconck, Hog Island's first ship, which was christened by Mrs. Woodrow Wilson, wife of the President. On the launching stand in the foreground are President and Mrs. Wilson and Rear Admiral Carey T. Grayson, the President's physician and naval aide, watching the vessel take her plunge into the Delaware. In the oval—Edward N. Hurley, chairman of the United States shipping board

#### Keel to Cargo

14, she cleared New Orleans for Genoa, Italy, with a cargo of general merchandise of 6080 tons, arriving March 8.

April 5, completed discharge of cargo, took on 250 tons of fuel and sailed for New Orleans in ballast, arriving April 25; May 1, cleared for Gibraltar; sailed from Norfolk for Gibraltar; May 9, 110 miles east of Cape Henry at noon. Total mileage to date, 14,564.

It is significant of Hog Island's rate of ship production in that its first ship was delivered within ten months after the keel was laid, while British shipyards today, once rated the best builders, will not undertake to deliver in less than from eighteen months to two years after the receipt of a contract.

### "HERE ARE THE SHIPS!" HOG ISLAND'S ANSWER TO DOUBTING CRITICS

In Spite of Most Adverse Conditions Forty-two Vessels Will Have Been Delivered at End of the Biggest Shipyard's Second Year

TWELVE CARGO STEAMSHIPS BUILT THERE HAVE TRAVELED TOTAL OF 85,507 MILES

"COMPARED with the performance of the best yards, Hog Island shows up splendidly, and great credit is due men and management. Hog Island has suffered only when judged by our needs during the war. At the end of its first two years, in September, Hog Island will have to its credit the construction of a fifty-way yard, delivery of forty-two vessels, the creation of a highly efficient organization—accomplished in spite of the most adverse conditions."—Charles Piez.

"It never can be done!" exclaimed the whole shipping world, aghast at the magnitude of the Hog Island project.

Hog Island sat tight and carried on. Arctic cold and its snowstorms, nor tropic heat and its mosquito raids, detracted not one whit from the mighty machine that is Hog Island. Night and day the planks were laid in the bridge of ships. Twenty months have passed, and now, thundering out of Hog Island's silence, comes the answer:

"Here are the ships!" Civilization's sky was clouded with the menace of disaster to the Allied cause in the war, when in March, 1918, the German armies swept like a tidal wave toward Paris and a decision for might over right. None knew then that, "with the help of God and a few marines"—and no less effective doughboys—the tide was to be checked and the tables turned. The Allied capitals were frantic. Could America get her men and munitions to the front in time? Then it was that the War Department made its urgent appeal:

"Damn the cost! Build the ships!"

CALL THEM "THE PERFECT SHIPS" Hog Island built, and builded well. Its ships already have plied the seven seas, and one of them was among the first flying an Allied flag to enter a German port after the signing of the armistice. Seamen who have sailed everything from schooner to giant passenger liner call them "the perfect ships" of their class.

Their performances speak best for themselves. Here are the logs of some of them:

**Saccarappa**, operated by Bull-Insular Line—Keel laid March 20, 1918; launched August 24; trial trip December 22; delivered December 30; sailed for New York January 18; left New York for Newport News February 2; sailed for Rio de Janeiro with 7071 tons of coal February 7; arrived Rio de Janeiro March 1; arrived Havre Roads April 22. Total mileage, 9500.

**Sac City**, operated by National Shipping Company—Keel laid March 11, 1918; launched September 30; trial trip December 29; delivered January 4; arrived at Norfolk January 29; arrived at Montevideo March 22; sailed for Rio de Janeiro for fuel March 28; arrived at Barcelona May 4. Total mileage 11,783.

**Sacandaga**, operated by Wessell-Duval Company—Keel laid March 20, 1918; launched October 29; delivered January 22; sailed for New York January 26; arrived at Talcahuano, Chile, March 16; arrived at Colon April 4; arrived at Galveston April 14; left for New Orleans April 15 and arrived April 16; arrived at La Palis, France, May 7; arrived at Falmouth May 14. Total mileage, 32,582.

**Saguache**, operated by New York and South American Line—Keel laid, April 8, 1918; launched, November 22; trial trip, January 23; delivered, January 29; arrived at Norfolk, February 17; arrived at Antofagasta, March 9; arrived at Colon (return trip) March 28, leaving same night for Galveston; arrived at Galveston April 3; arrived at Liverpool April 30. Total mileage, 8876.

**Frusa**, operated by Moore-McCormick Company—Keel laid, April 3, 1918; launched, December 23; trial trip, February 23, 1919; delivered, February 27; sailed from Philadelphia with meat cargo for Gothenberg, Sweden, March 13; struck submerged object in the Atlantic, and arrived at Bergen, March 21; arrived Gothenberg, April 14; drydocked April 21, and surveyed by Lloyd's, who advised temporary repairs; arrived at New York May 18. Total mileage, 7800.

**Sapinero**, operated by France-Canada Company—Keel laid, April 20, 1918; launched, November 22; trial trip, March 1, 1919; delivered, March 4; sailed March 12 from Philadelphia with 300,000 bushels of rye; towed into Plymouth, Eng., after being disabled in hurricane, March 28 (ship and cargo claimed by steamship Kendagen Castle for salvage; cargo discharged, and ship put into drydock April 25. Total mileage, 3000.

**Sagorark**, operated by Nafra Line—Keel laid, April 1, 1918; launched, December 20; trial trip, March 20, 1919; delivered, March 24; sailed from Philadelphia with general cargo for Marseilles, April 30; diverted and arrived at Antwerp, May 15. Total mileage, 6050.

**Saucon**, operated by International Mercantile Marine Company—Keel laid, June 6, 1918; launched, December 31; trial trip, March 30, 1919; delivered, April 3; arrived at Gibraltar, bound to Constantinople, May 10. Total mileage, 3200.

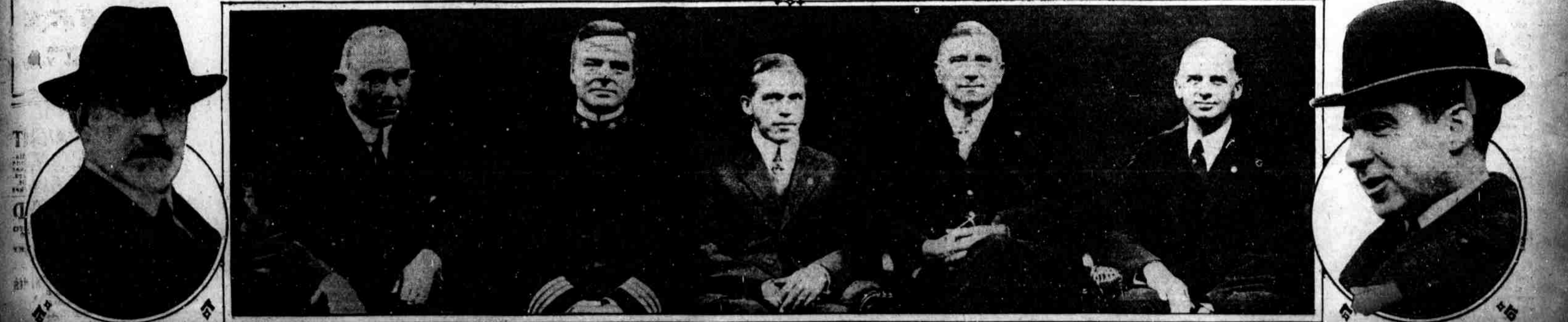
**Saugerties**, operated by Independent Steamship Company—Keel laid May 9, 1918; launched, January 18, 1919; trial trip, April 7; delivered, April 11; sailed for New York, April 12; cleared from New York for Singapore, with machinery cargo, May 10. Total mileage, 3000.

**Saluda**, operated by American Line I. M. M.—Keel laid, April 22; launched, December 31; trial trip, April 14; delivered, April 18; sailed from Philadelphia, with cargo for Liverpool, April 27; arrived, May 9. Total mileage, 3355.

**Saco**, operated by Earn Line Steamship Company—Keel laid, March 29, 1918; launched, December 30; trial trip, April 15, 1919; delivered, April 19; arrived at Falmouth, May 13; arrived at Danzig, May 18. Total mileage, 4407.

**Sabale**, operated by Nafra Line—Keel laid, April 15, 1918; launched, December 27; trial trip, April 23, 1919; delivered, April 30; sailed from Philadelphia for Falmouth with grain cargo, May 23. Total mileage, 3297.

### MASTER MINDS WHOSE GENIUS PLANNED AND EXECUTED THE HOG ISLAND PROJECT



Left to right—Frederick Holbrook (in oval), former president of American International Shipbuilding Corporation who was in charge of Hog Island when the project was started; Rear Admiral Francis T. Bowles, former assistant general manager of Emergency Fleet Corporation, directly in charge of Hog Island for the government and who collaborated with Mr. Hurley in the conception of the expanded project; Commander James L. Ackerson, U. S. N., present head of the construction division of the fleet corporation; Charles Piez, formerly general manager and more recently director general of the fleet corporation; Charles M. Schwab, former director general; Howard Coonley, former vice president in charge of administration; Matthew C. Brush (in circle), president of the shipbuilding corporation.