

Mr. Fred A. Ballin, president Supple-Ballin Shipbuilding Corporation.

WITH THE SHIPBUILDERS

MR. JOSEPH SUPPLE, head of the Supple-Ballin Shipbuilding Corporation since its inception, has disposed of his interest in the plant to Mr. George C. W. Low, a New York business man and nephew of Seth Low, former mayor of Greater New York. The retirement of Mr. Supple has resulted in a reorganization of the executive staff of the concern, Mr. Fred A. Ballin, designer of the Ballin type of composite or steel topside ship, being elected president; Judge Arthur Langguth, vice-president and secretary, and Mr. G. C. W. Low, treasurer. Mr. Supple has been identified with the maritime development of the Portland district for the past thirty years, and previous to his arrival in the Northwest was engaged in ship construction at San Diego, California. He retains an interest in the Pacific Marine Iron Works and in the original Supple shipyard at the foot of Belmont Street, Portland.

reached Portland on June 15th to inspect the first of the auxiliary schooners building by the Foundation Company at the Columbia River seaport, the "Capitaine Remy". He was accompanied by Captain Reo, marine expert of the French Commission, who inspected the French contracts under way at Tacoma.

Mr. E. W. Wright, manager of the McEachern Ship Company of Astoria, Oregon, returned to the Northwest early in June, following a trip to the East and South, where he inspected a large number of shipyards engaged in Government work.

Mr. A. F. Smith is back at the president's desk at the Columbia River Shipbuilding Company's Portland plant, after a trip of several weeks to the East.

Mr. Joseph Supple, until recently associated with the Supple-Ballin Shipbuilding Corporation, is now in Northern California looking after mining interests, and incidentally enjoying a well earned rest.

Captain E. D. Parsons, a well-known mariner, and formerly a Columbia River pilot, is back on the old job once more, after an absence of over a year.

Mr. Charles R. McCormick of San Francisco spent part of June at Portland and St. Helens, Oregon, attending the annual meetings of some of the McCormick interests incorporated in the State of Oregon.

Mr. Wilfred F. Smith, United States employment director at Portland, has been in Washington, attending a conference of the agents of various states in reference to the supply of shipbuilders.



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FIG. 15—A WELL LAID OUT WOODEN SHIPYARD LOCATED IN THE CENTER OF A LARGE CITY

Getting the Most Out of City Property

Fig. 20 shows what can be done on comparatively restricted ground area in the heart of a city. In this case, four building slips for ships of the largest size are provided, together with ample room for shops of a more elaborate character than are usually found around wooden shipbuilding plants, yet the plant is not overcrowded. The lumber moves across

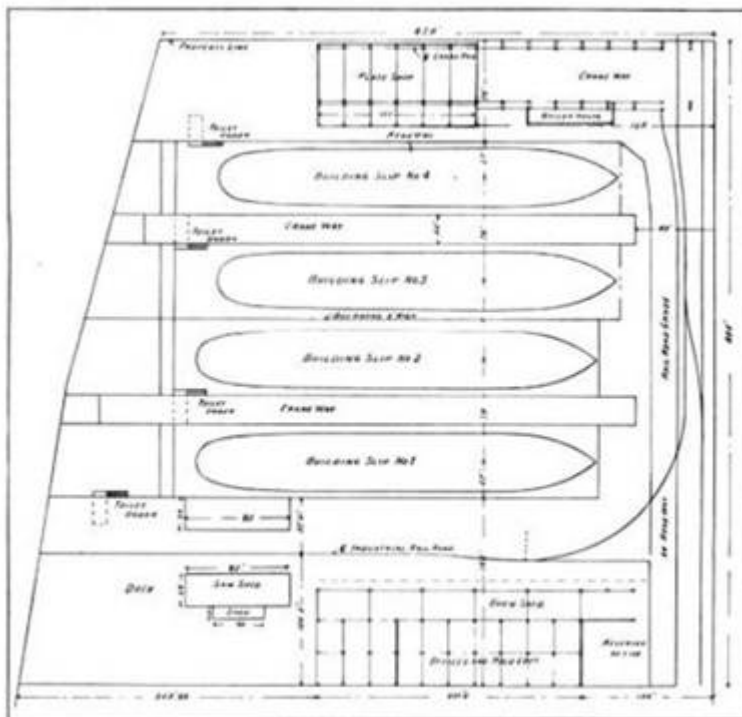


FIG. 20—YARD WITH FOUR BUILDING SLIPS COMPACTLY ARRANGED ON CITY PROPERTY

the yard from south to north and is properly distributed by means of the traveling cranes between the first and second and third and fourth slips. The steel fittings, which are made-up in the plate shop, move in the opposite direction. This plant is operated by Supple & Ballin, Portland, Oreg. How the arrangement works out in actual practice is shown clearly in Fig. 15, which gives a good general view of the yard under operating conditions.

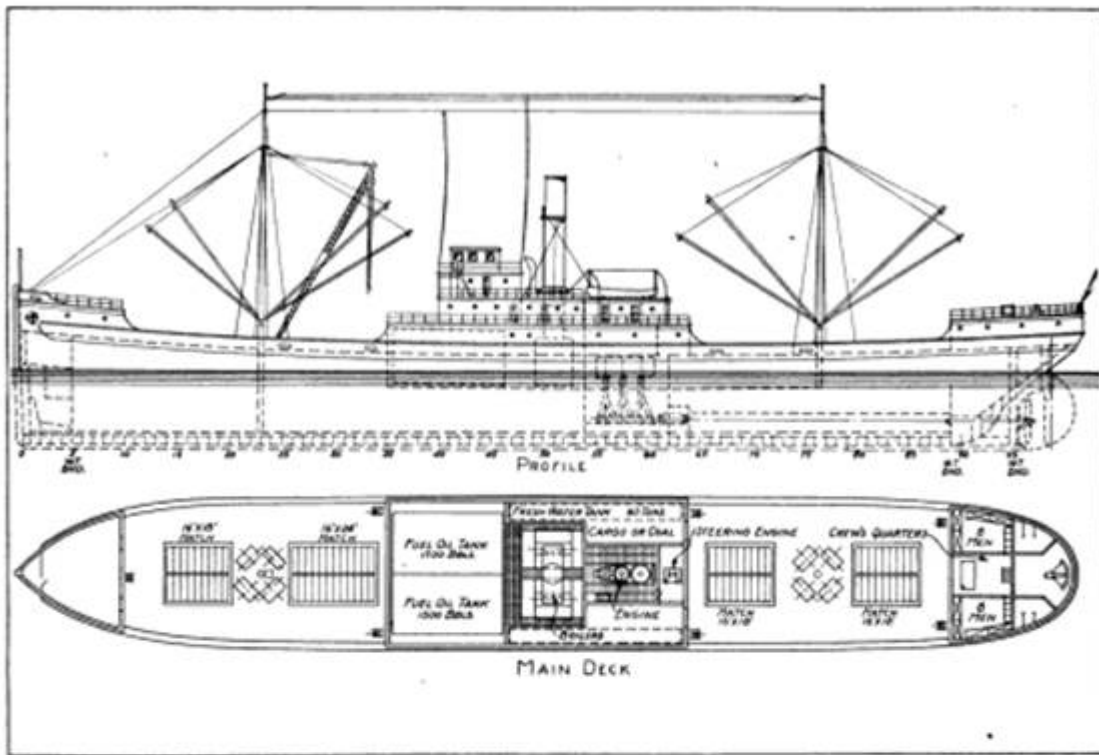


FIG. 41—OUTBOARD PROFILE AND DECK PLAN OF A TYPICAL 400-TON WOODEN STEAMSHIP

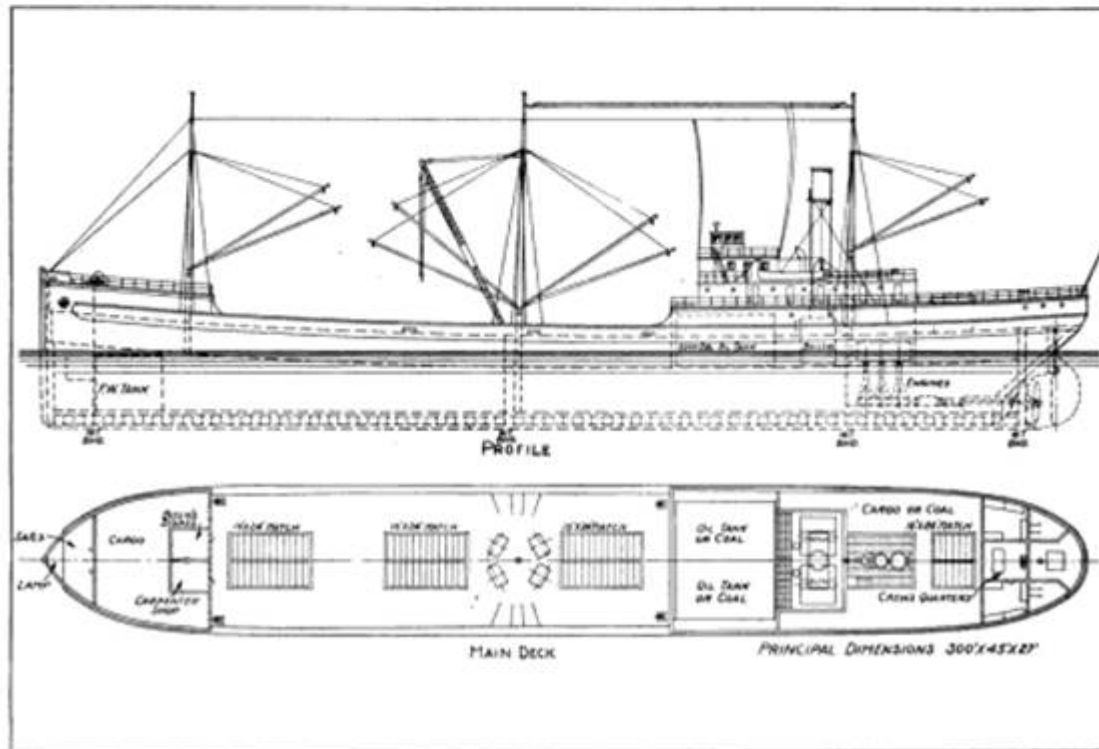


FIG. 42—OUTBOARD PROFILE AND DECK PLAN OF 450-TON WOODEN STEAMSHIP WITH PROPELLING MACHINERY AFT

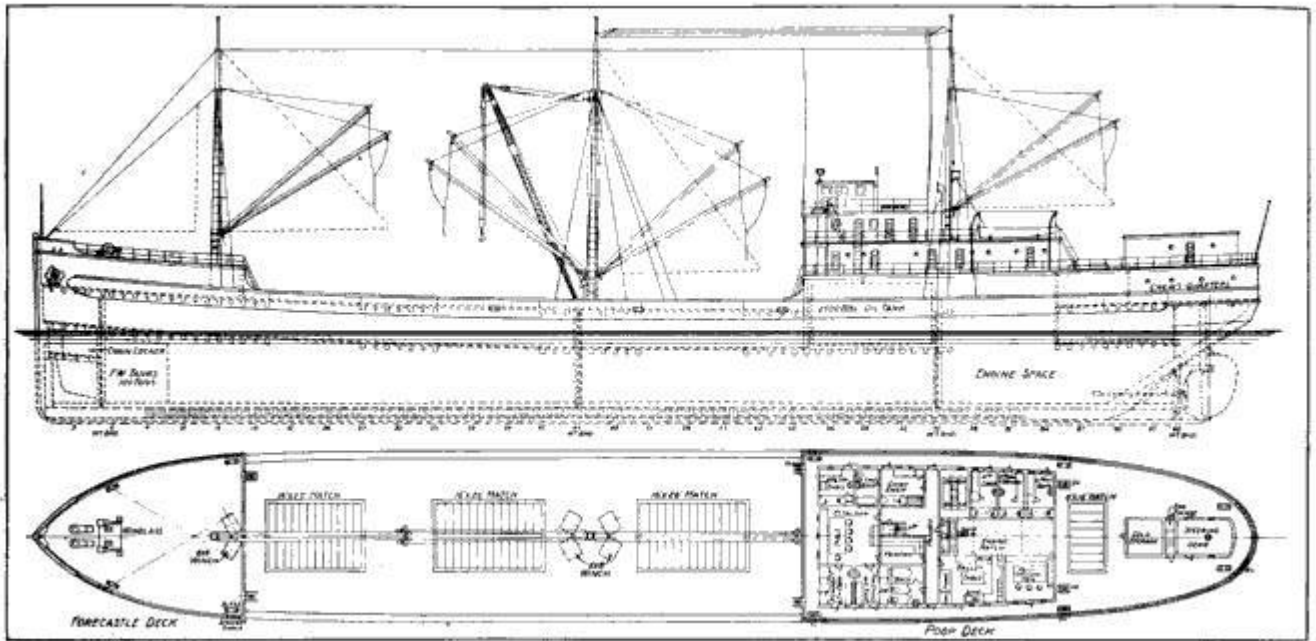


FIG. 43—OUTBOARD PROFILE AND DECK PLAN OF 4000-TON MOTOR SHIP DESIGNED FOR OVERSEAS SERVICE

The outboard profiles and deck plans of three ships of standard type, therefore, are presented in Figs. 41, 42 and 43. These are all full-power boats. Auxiliary craft are shown in Figs. 35, 38, 39, 44 and 45. Fig. 44 shows the in-board profile of a typical 5-masted, 290-foot, topmast schooner, the general arrangement of which is indicated in Fig. 35.

The vessel shown in Fig. 41 is more or less like that designed for the United States Emergency Fleet Corp. It is of 4000 tons deadweight capacity, however, and is designed to burn oil fuel. This vessel is 265 feet in length, 43 feet beam and 26 feet deep. Power is derived from a triple expansion steam engine of about 1500 horsepower, placed amidships. It drives a single screw. The hull structure is divided by five watertight bulkheads arranged as shown in the outboard profile, Fig. 41. The cargo capacity of this vessel in cubic feet is as follows:

	Cubic feet
*Tween deck forward.....	27,600
Lower hold forward.....	66,800
*Tween deck aft.....	32,200
Lower hold aft.....	26,500
Main deck house.....	7,000
Total	160,100

A steel cargo boom for handling weights of the heavier character is provided forward.

A somewhat similar vessel, but more of the Great Lakes type, with the engines aft, is shown in Fig. 42. This ship, which is 300 feet long, 45 feet wide and 27 feet deep, has a deadweight capacity of 4500 tons. The machinery is practically a duplicate of that installed in the vessel shown in Fig. 41. In this case there are only four watertight bulkheads. Access to the main

hold is obtained through three 16 x 24-foot hatches.

A full-powered, 4000-ton motor ship of the standard Pacific coast type is shown in Fig. 43. This vessel is equipped with twin screws, each driven by a 400-horsepower, 6-cylinder oil engine. The boat is 265 feet in length, 43 feet beam and 26 feet deep. The machinery is placed aft as in the case of the steam vessel shown in Fig. 42. The general arrangement of the hull in fact, is very similar to that of the steamer. The main hold is reached by three hatches, the forward one being 16 x 23 feet and the after two 16 x 26 feet. The cabin accommodations are ample and plenty of oil capacity has been provided. The three vessels shown in Figs. 41, 42 and 43 were designed by Fred A. Ballin, Portland, Oreg.

Fig. 46 shows the midship section of