

TREASURE

SHIPS



SCRAP BOOK

streets on the East river in 1853 and Commanded in Her Early Years

BRIT.

A FULL
UTTERAB
ISH FOUR



Charles Robert Patterson

A CLIPPER SHIP WHICH ROUNDED THE HORN FIFTY TIMES:
THE YOUNG AMERICA,
of the Extreme Clipper Type, Built at the Foot of Fifth and Seventh
Streets on the East River in 1853 and Commanded in Her Early Years
by Captain Daniel Babbcock.

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THE END OF A VANISHING TRADITION: THE STAR OF ALASKA
Passing Through the Golden Gate on Her Last Voyage With the Salmon Fish-
ing Fleet in Alaska, Which Now Numbers but Two of the Old Sailing Ships
of the Days Before Steam Took Their Place.

"A FULL
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EVERY STITCH OF SAIL SET FOR THE CHANNEL BREEZES: THE SWEDISH SAILING
SHIP BEATRICE,
One of the Last of the Square Riggers, Which Recently Raced the Herzogin Cecille From Aus-

of the Day. Be
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A RACE OF THE GIANTS OF OTHER DAYS: "THE TEA RACE," BETWEEN THE ARIEL AND THE TAEPING, Which Finished Twelve Minutes Apart as Leaders of Five Clipper Ships Which Set Sail From Foo-Chow in 1866 for London, 16,000 Miles Away.




 THE OLD
 COAST
 GUARD
 CUTTER
 BEAR,
 Retired After
 Many Years
 of Useful Ser-
 vice in the
 North Pacific.
 From a Paint-
 ing by Charles
 R. Patterson.
 (© by U. S.
 Coast Guard
 Academy, New
 London, Conn.)





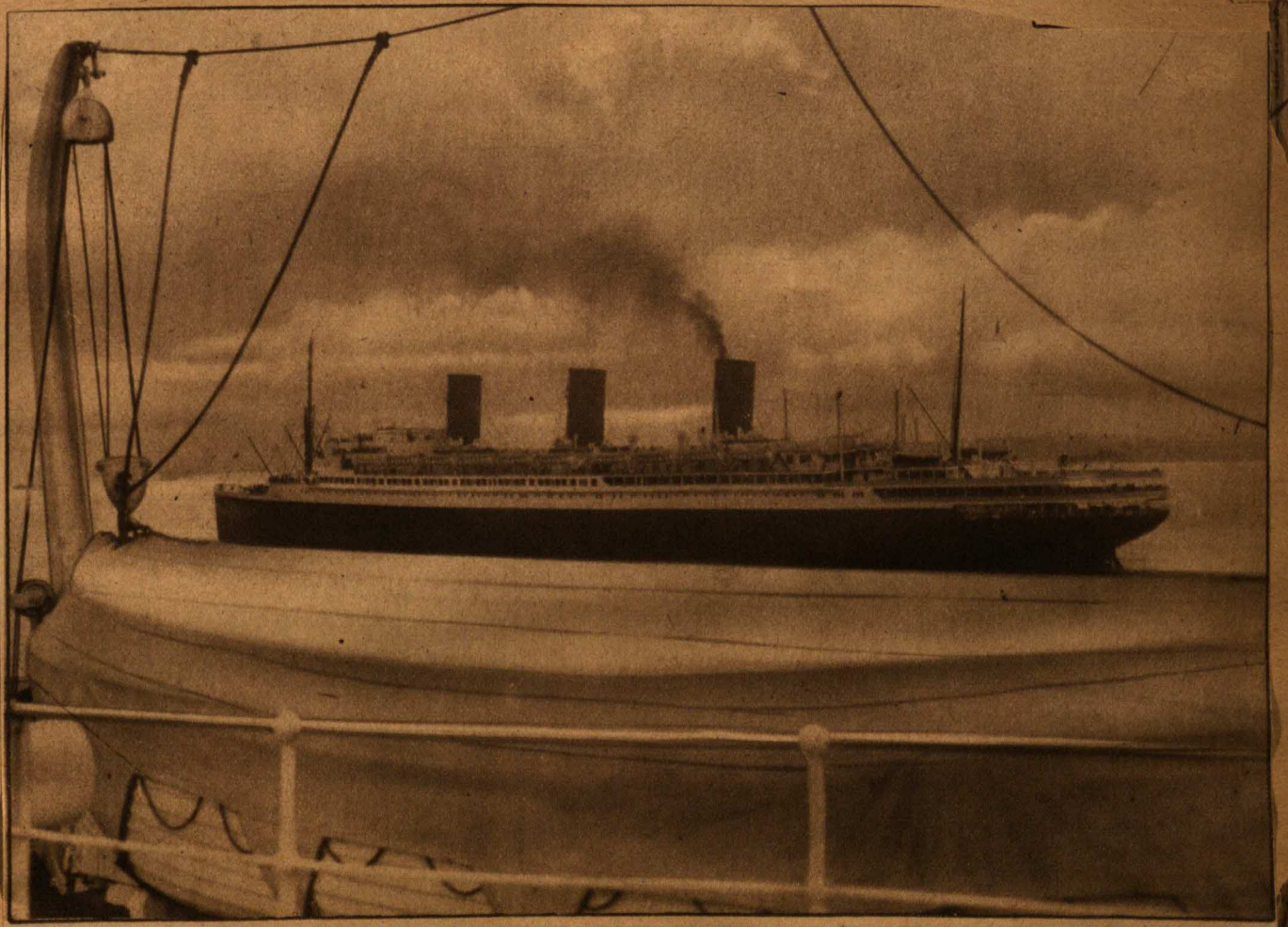
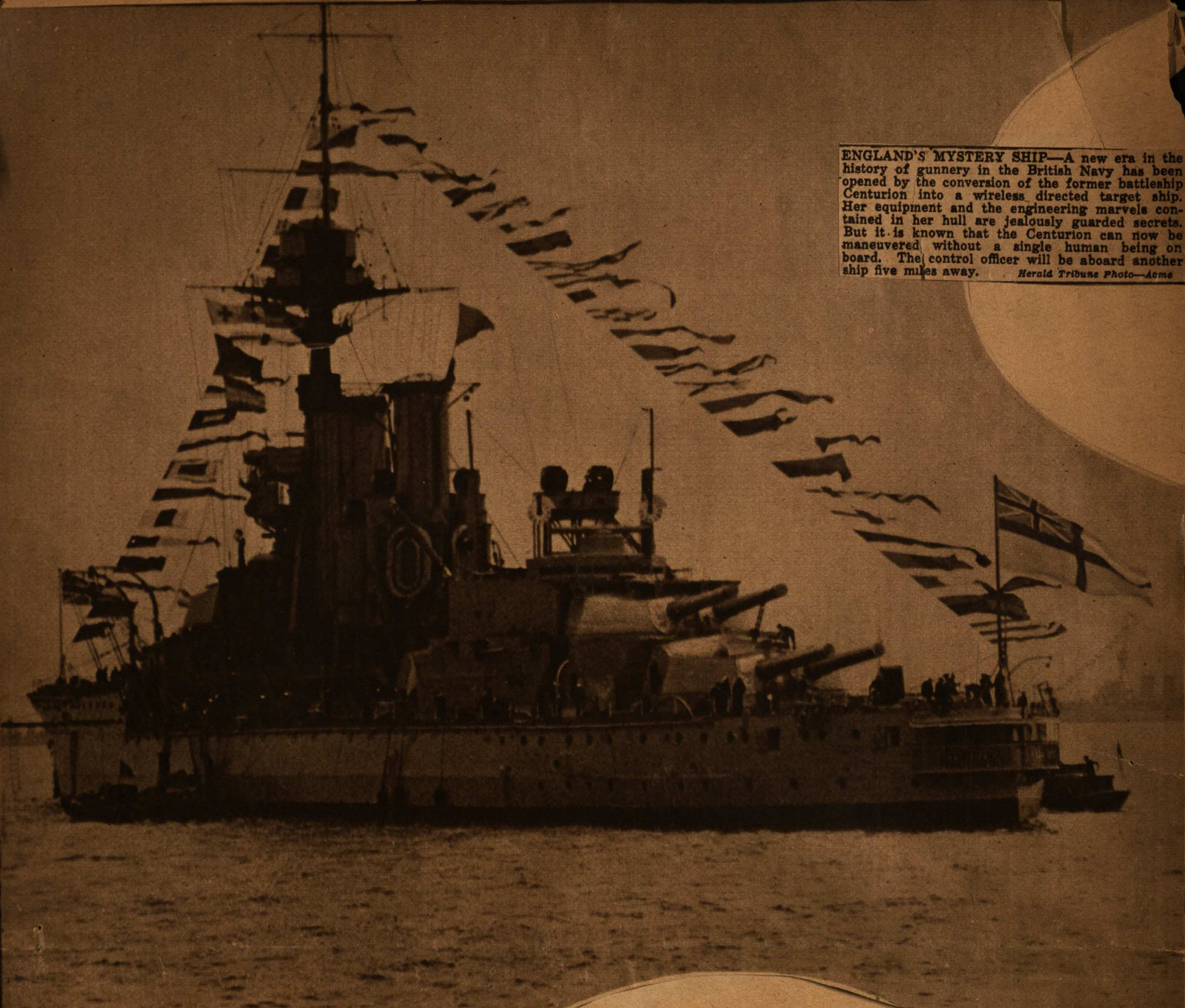


THE 1870 SPIRIT OF SPEED IS REVIVED ON THE OHIO: THE RIVER PACKET TOM GREENE of Cincinnati Taking the Lead From the Betsy Ann of Pittsburgh to Win by a Mile in a Twenty-one Mile Race Past Cincinnati Which Recalled the Great Contest Between the Robert E. Lee and Natchez Sixty Years

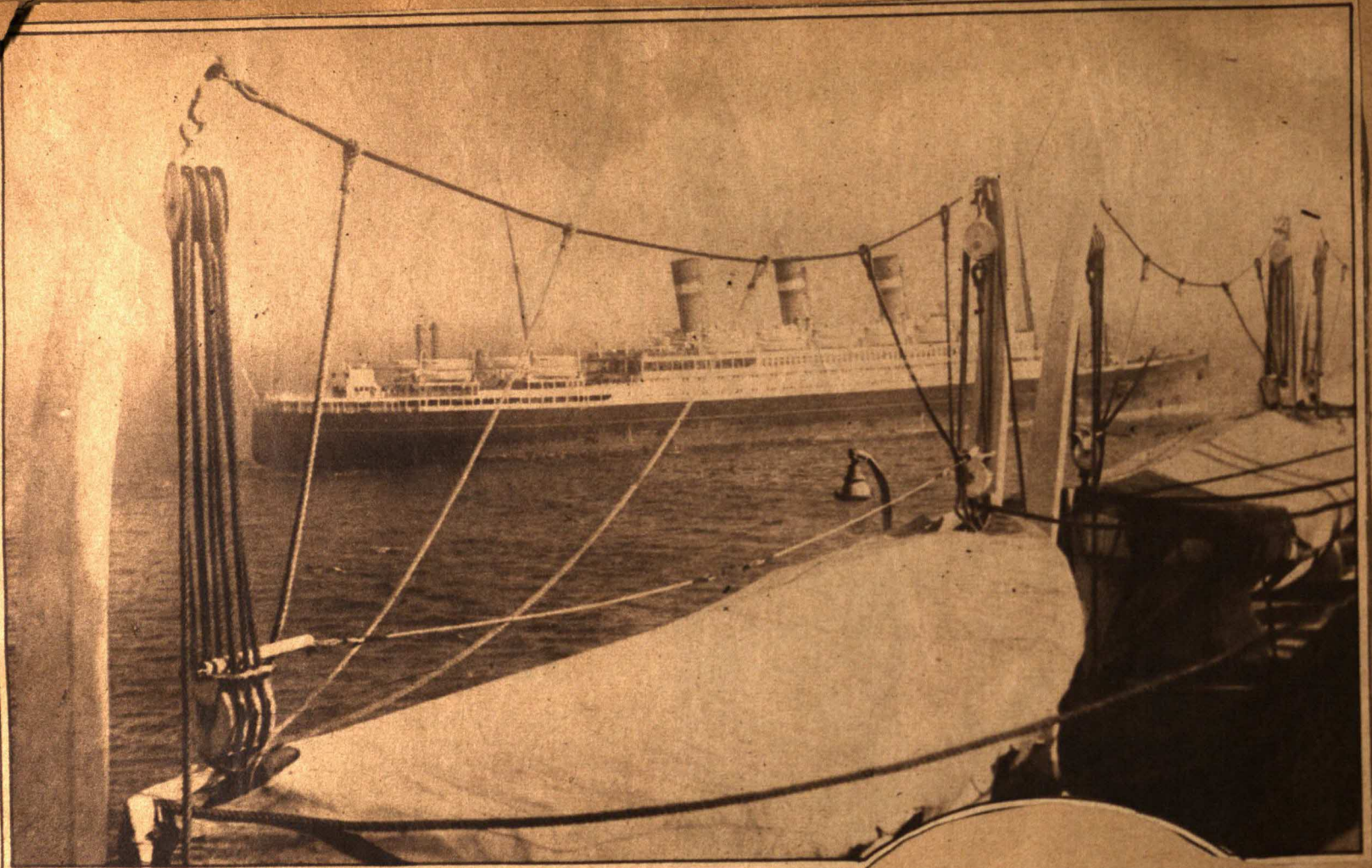


THE ARTS OF PEACE AND WAR: THE U. S. S. TEXAS
Coming Up the East River on Her Way to the New York Navy Yard After Manoeuvres With the Fleet in Southern Waters.

ENGLAND'S MYSTERY SHIP—A new era in the history of gunnery in the British Navy has been opened by the conversion of the former battleship Centurion into a wireless directed target ship. Her equipment and the engineering marvels contained in her hull are jealously guarded secrets. But it is known that the Centurion can now be maneuvered without a single human being on board. The control officer will be aboard another ship five miles away. *Herald Tribune Photo—Acme*



THE FLAGSHIP OF THE FRENCH MERCHANT MARINE: THE ILE DE FRANCE, the Newest and Largest of the Fleet of the French Line, Inward Bound, Passes the Olympic at Quarantine.



THE NEWEST ARRIVAL IN THE HARBOR OF NEW YORK:
 THE STATENDAM,
 Flagship of the Holland-America Line, Comes Into Port 320 Years After the
 Arrival of Hendrik Hudson's Half Moon, the First Dutch Ship in New York
 Harbor.



PALM
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Line of liners. Six crack ships, prides of their respective lines, are shown in this remarkable air view at their North River piers from 15th to 21st Sts. Left to right, the vessels are: Manhattan, Georgic, Majestic, Leviathan, Pennland and Paris. Their combined tonnage exceeds 200,000. The Majestic and Leviathan vie for the title of largest ship afloat. It may be years before operating schedules again admit of such a concentration of tonnage.
 (By Acme)

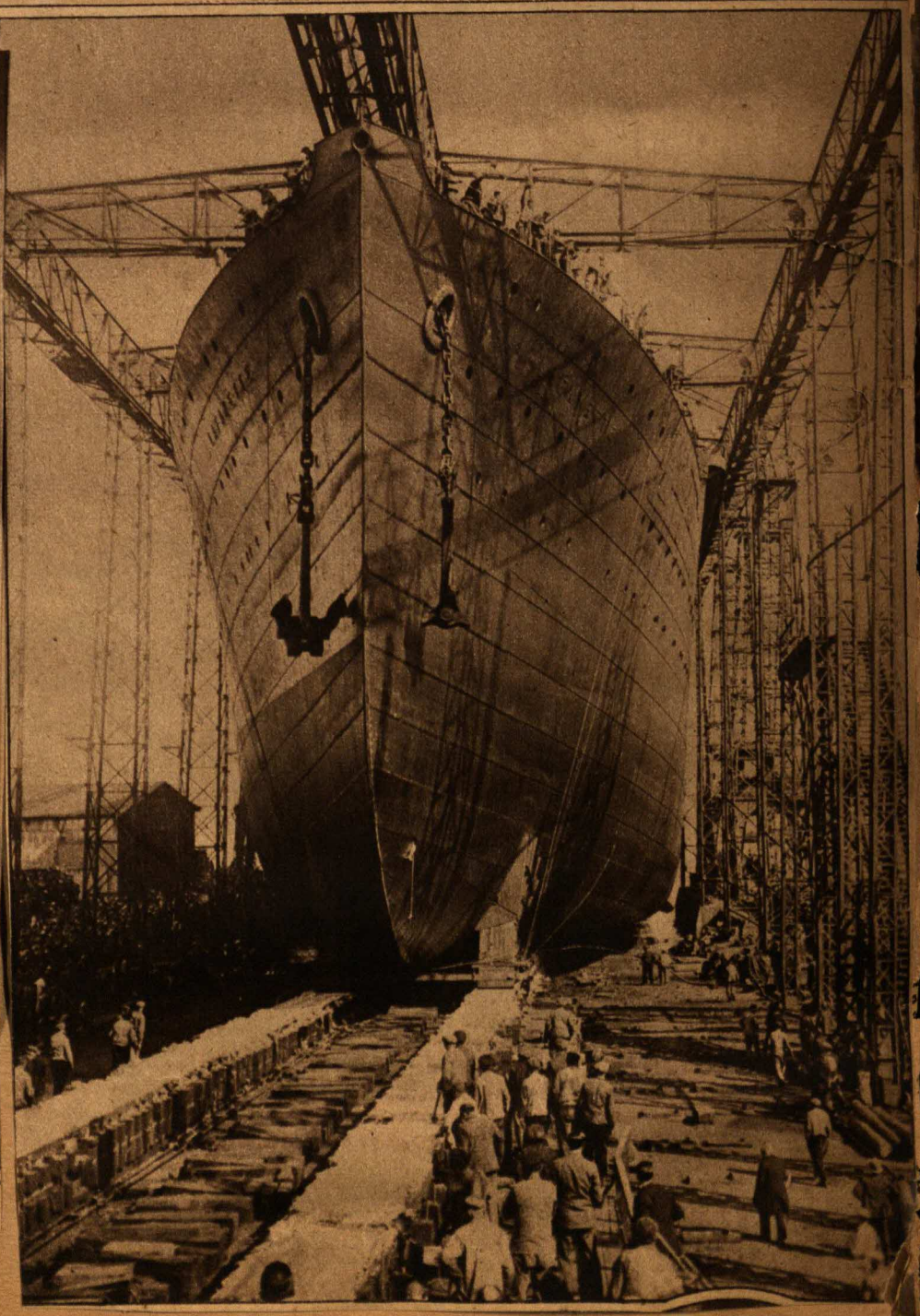


SOUTH STREET,
NEW YORK,
IN 1894, IN THE
DAYS OF THE
CAPE HORN
TRADE.

Charles Robert Patterson

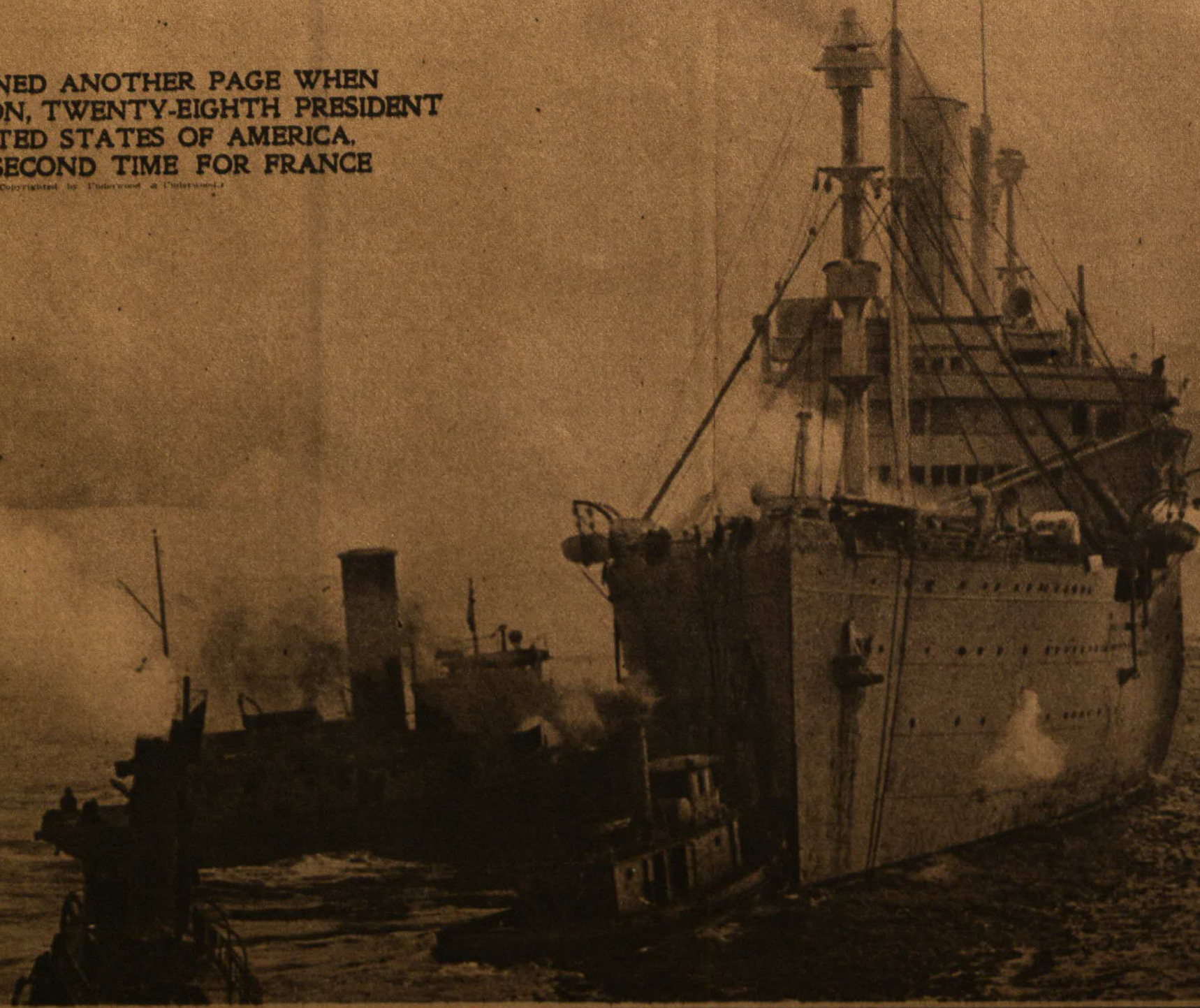


"THE BIGGEST STEAMSHIP EVER BUILT IN AMERICA": THE VIRGINIA



HISTORY TURNED ANOTHER PAGE WHEN
WOODROW WILSON, TWENTY-EIGHTH PRESIDENT
OF THE UNITED STATES OF AMERICA,
SAILED THE SECOND TIME FOR FRANCE

Photograph Copyrighted by Underwood & Underwood



S. S. GEORGE WASHINGTON LEAVING NEW YORK HARBOR FOR THE SECOND TIME WITH PRESIDENT WILSON ON BOARD.

1919



ONE OF THE LONGEST NAVAL BATTLES IN HISTORY: THE BONHOMME RICHARD AND THE SERAPIS



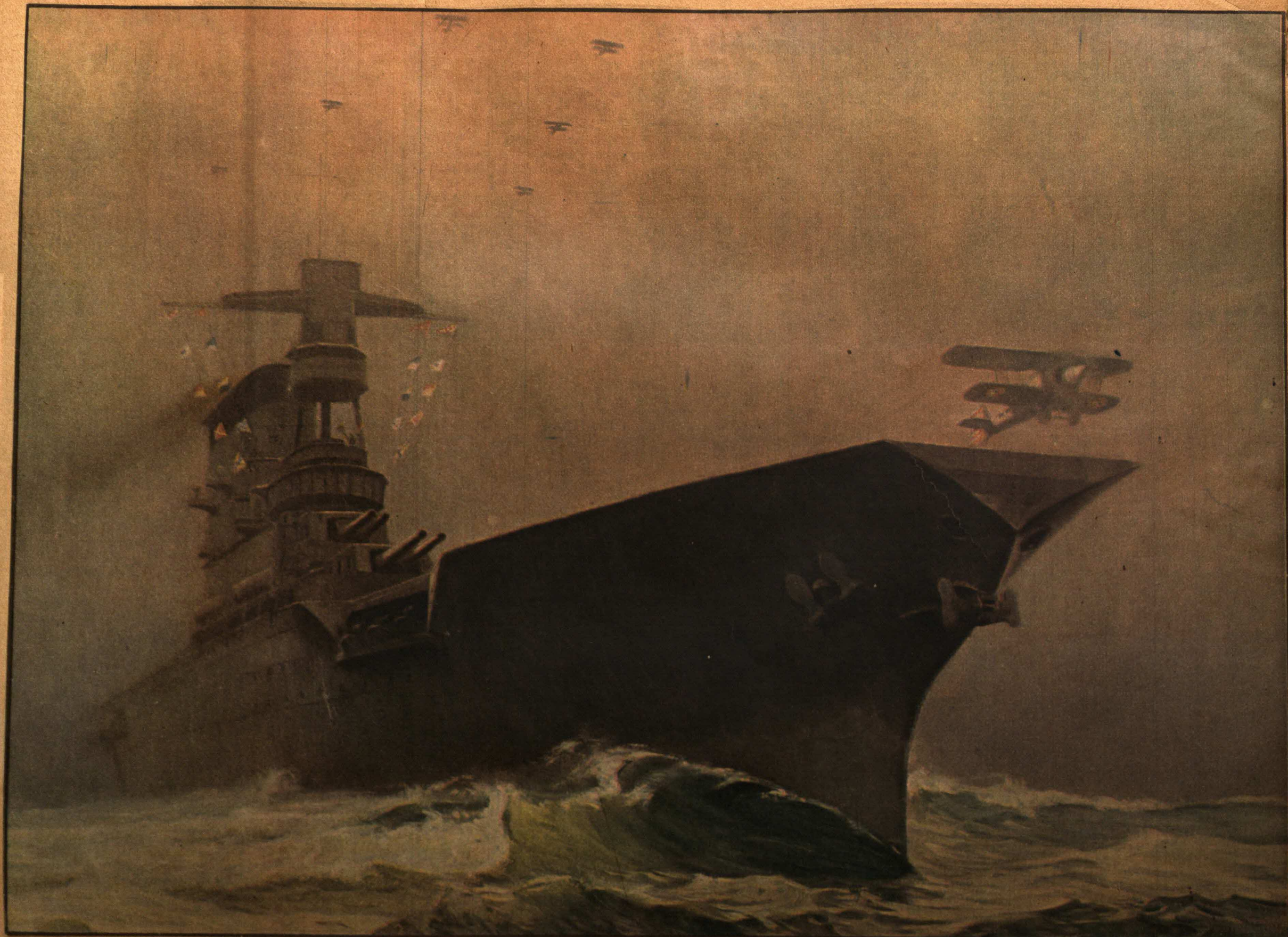
THE SECOND FRIGATE ACTION OF THE WAR OF 1812: THE UNITED STATES AND THE MACEDONIAN
ENGAGED ON OCT. 25, 1812.

"THE U. S. S. SARATOGA"

—By Walter L. Greene

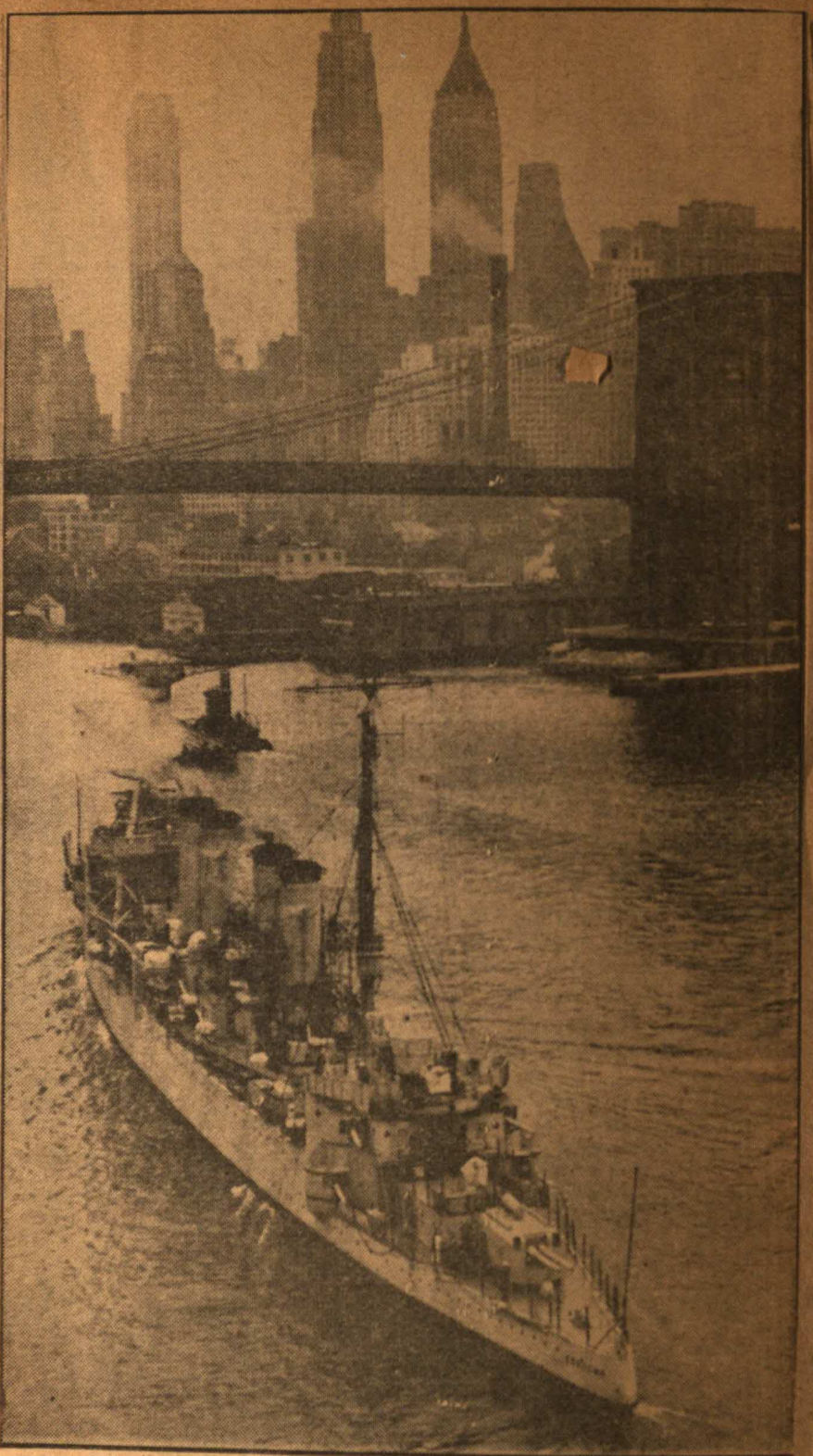
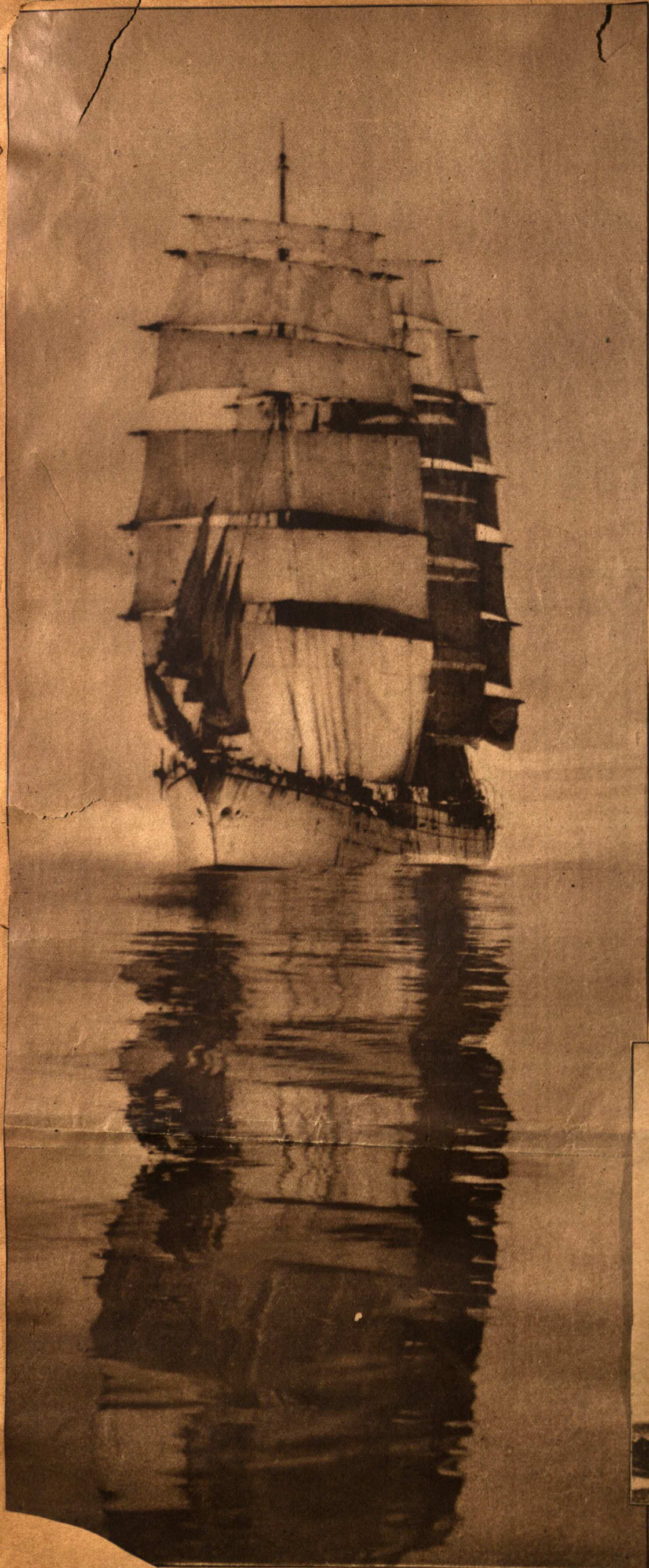
Left — This hornet's nest afloat, one of the largest and most powerful naval vessels in the world, was recently launched at Camden, N. J., and will be ready to join the Pacific Fleet early next spring. The Saratoga and its sister ship, the Lexington, are 888 feet long, weigh more than 33,000 tons and can carry 83 planes of different types. Its power plant is capable of generating sufficient current to supply the electric needs of a city the size of Boston. The picture is from a painting by Walter L. Greene of the General Electric Company, where the electrical apparatus for the Saratoga and the Lexington was designed and manufactured.

(c G. E. Co.)





"FLEET MANOEUVRES IN HEAVY WEATHER":
A PAINTING BY CHARLES R. PATTERSON,
Showing the U. S. Destroyer Reid, With Other Vessels in Battle Tactics.
It Was Painted by Barnes Newberry.

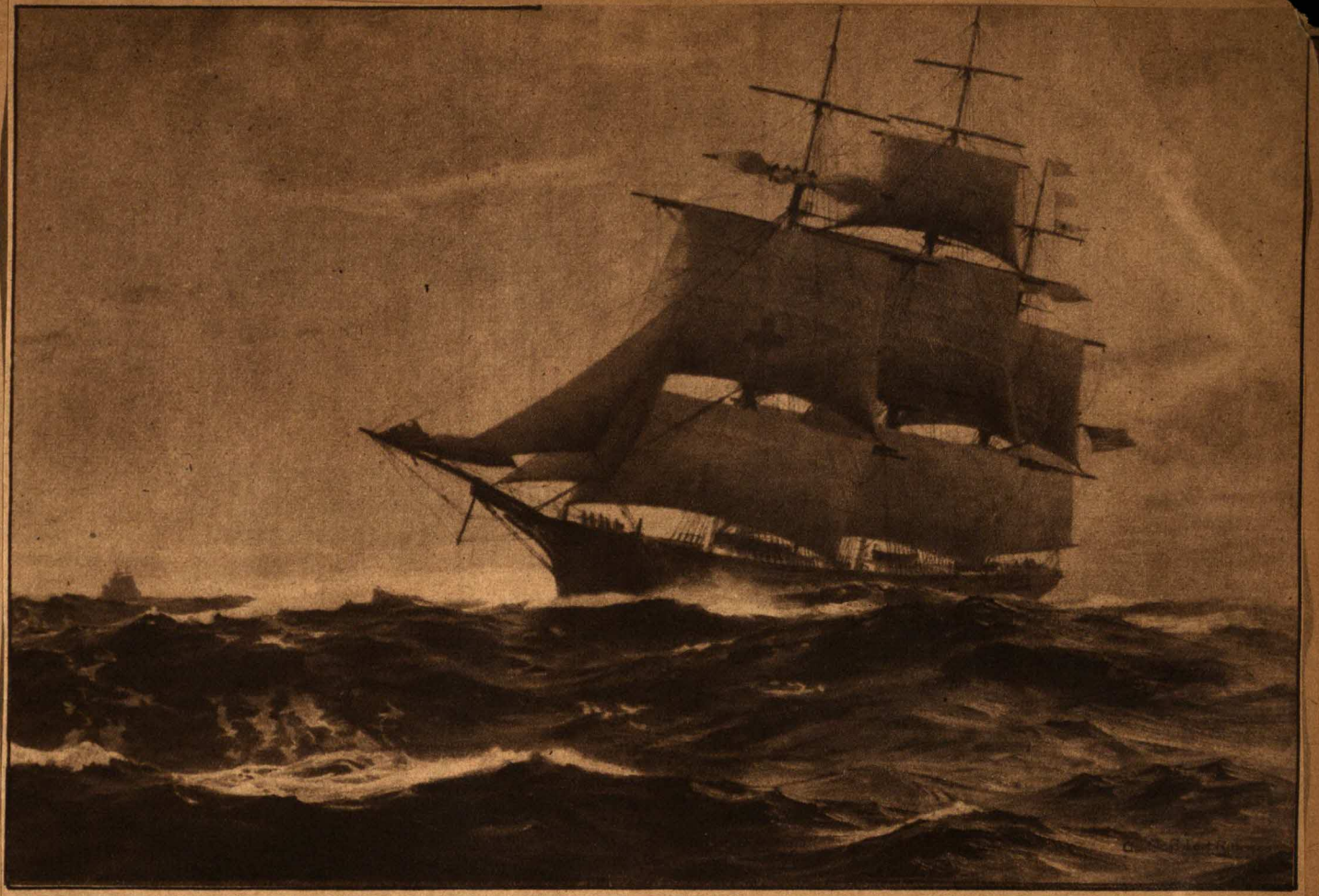


**Off for Navy
Maneuvers**

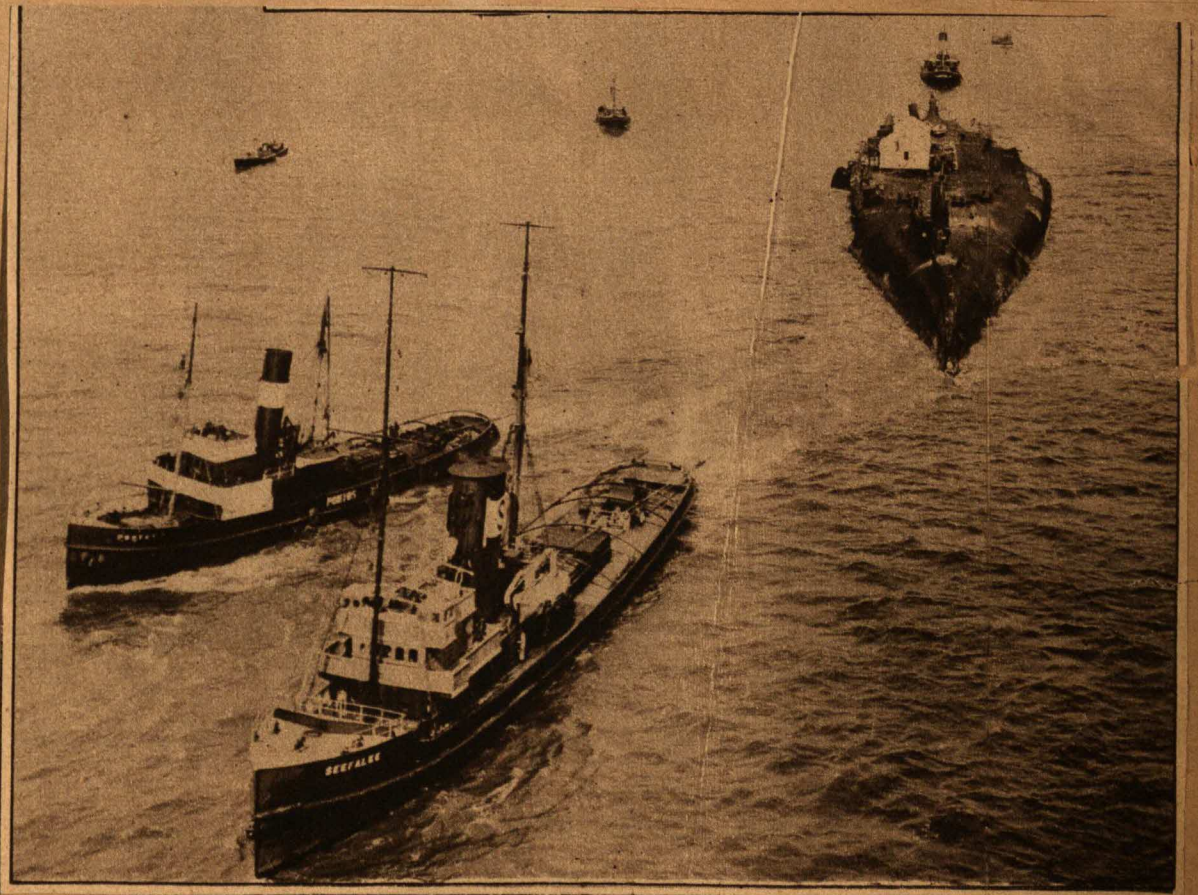
The U. S. cruiser Concord passes under the Manhattan Bridge en route from Brooklyn Navy Yard to Norfolk, Va., for annual naval maneuvers.



The bark Wanderer (above), built in 1878, was the last square-rigged whaleship to sail from New Bedford. She was wrecked on Cuttyhunk Island, August



WHEN THE CLIPPER WAS THE QUEEN OF THE SEAS: THE DREADNOUGHT



THE LAST OF ONE OF THE OLD-TIMERS OF THE COASTWISE TRADE: THE CAMILLA

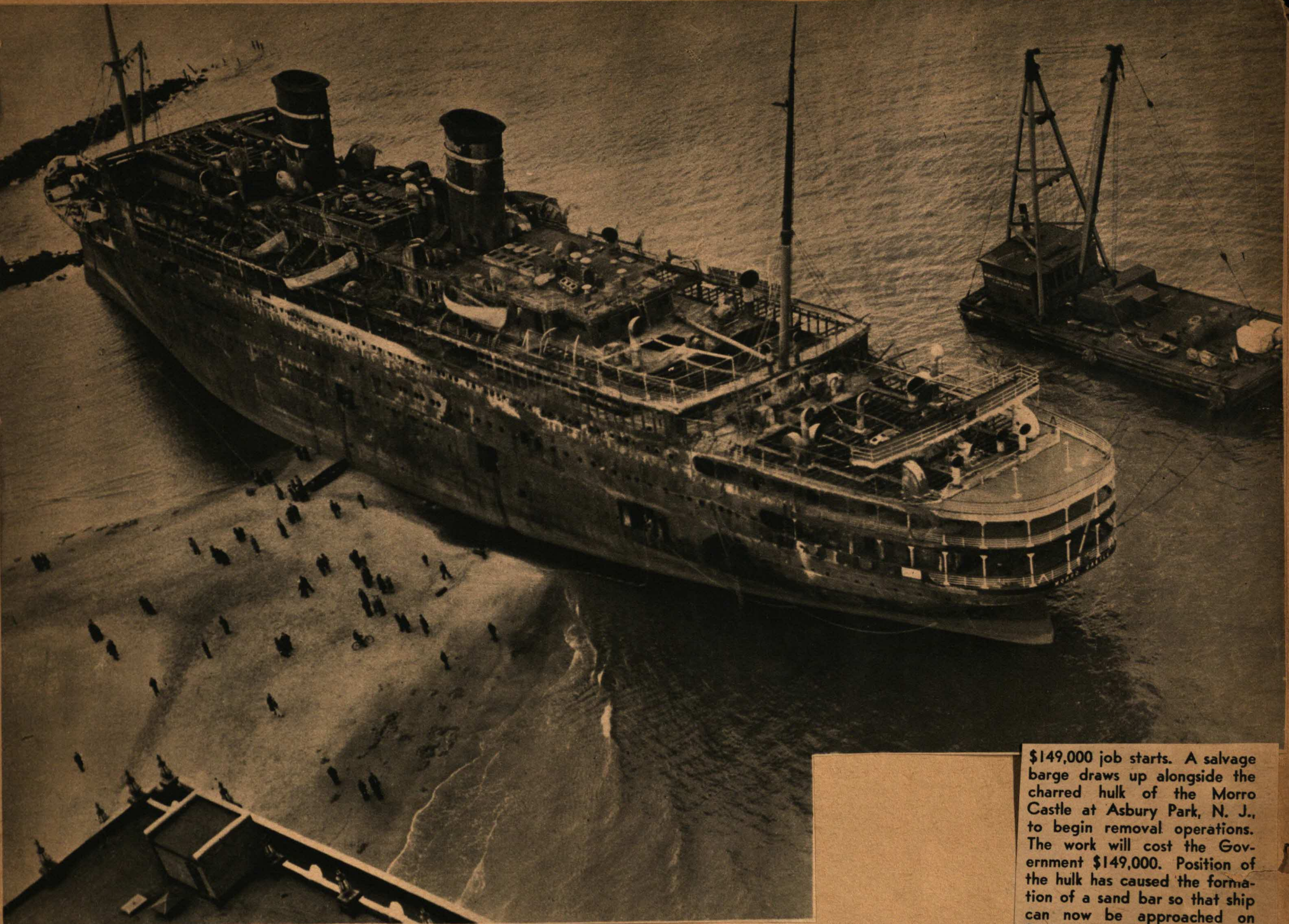


WHEN THE UNITED STATES WAGED A NAVAL WARFARE AGAINST FRANCE: THE FRENCH FRIGATE INSURGENT

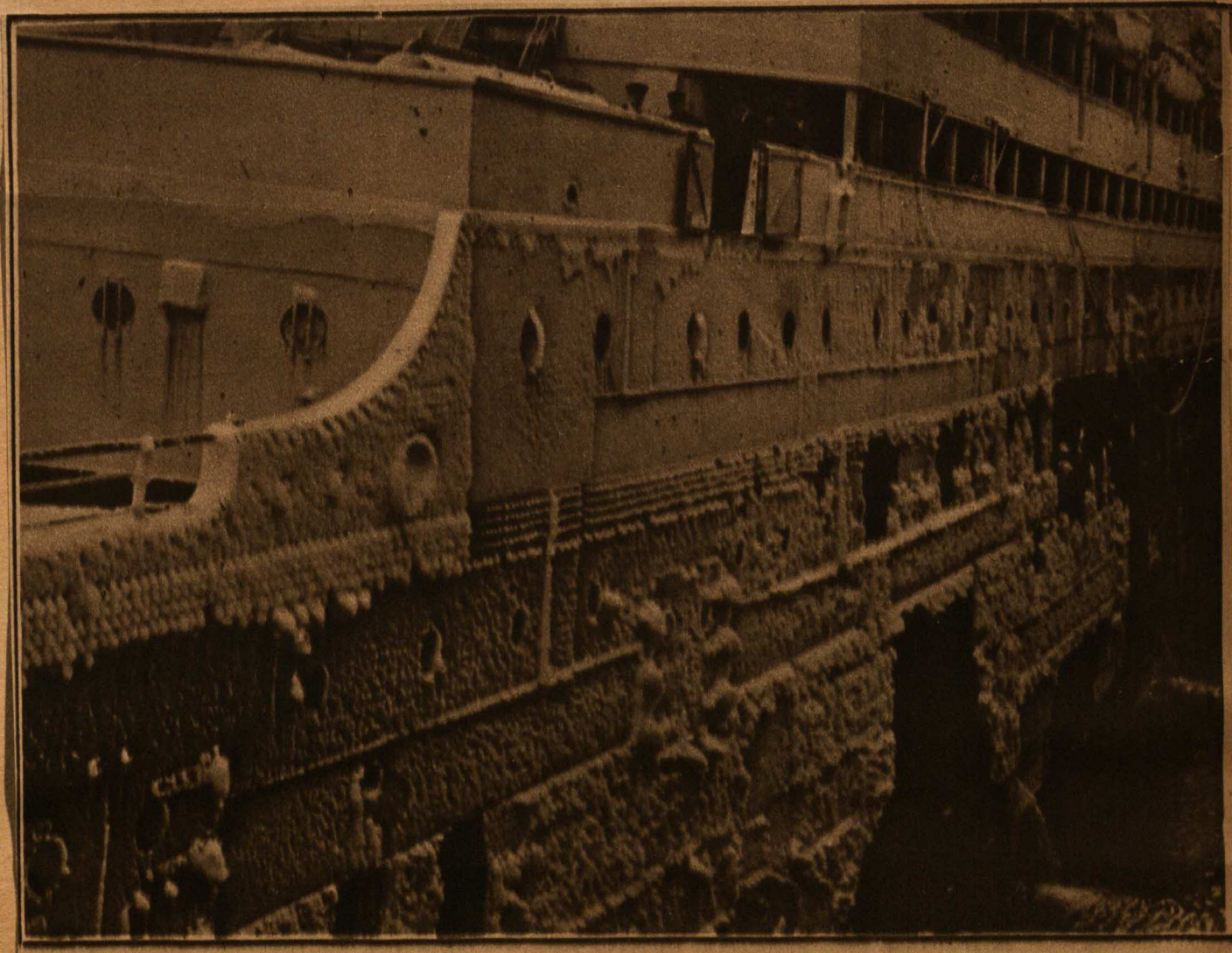


THE FIRST FRIGATE ACTION IN THE WAR OF 1812: THE U. S. S. CONSTITUTION ("OLD IRONSIDES") AND THE BRITISH FRIGATE GUERRIERE IN ACTION.





\$149,000 job starts. A salvage barge draws up alongside the charred hulk of the Morro Castle at Asbury Park, N. J., to begin removal operations. The work will cost the Government \$149,000. Position of the hulk has caused the formation of a sand bar so that ship can now be approached on foot from shore.



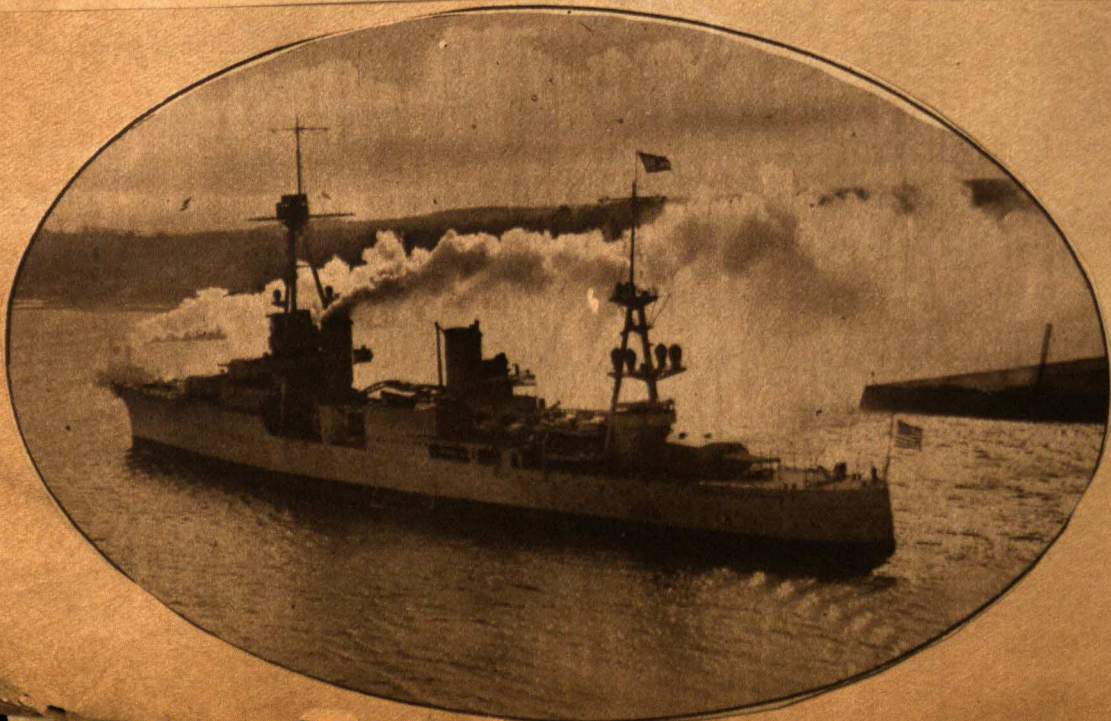
Great liners bring ice and chill into freezing New York. Photograph of the S. S. Caronia as she docked at her berth. The sides of the ship and her decks were ice-encrusted and blanketed with snow. She had a very severe and trying journey across the Atlantic.



THE SHIP ON WHICH THE PRESIDENT-ELECT WILL RETURN FROM HIS GOODWILL JOURNEY:
THE U. S. S. UTAH
Leaving the New York Navy Yard on Her Way to South America to Meet the Hoover Party on the Atlantic
Side of the Southern Continent.

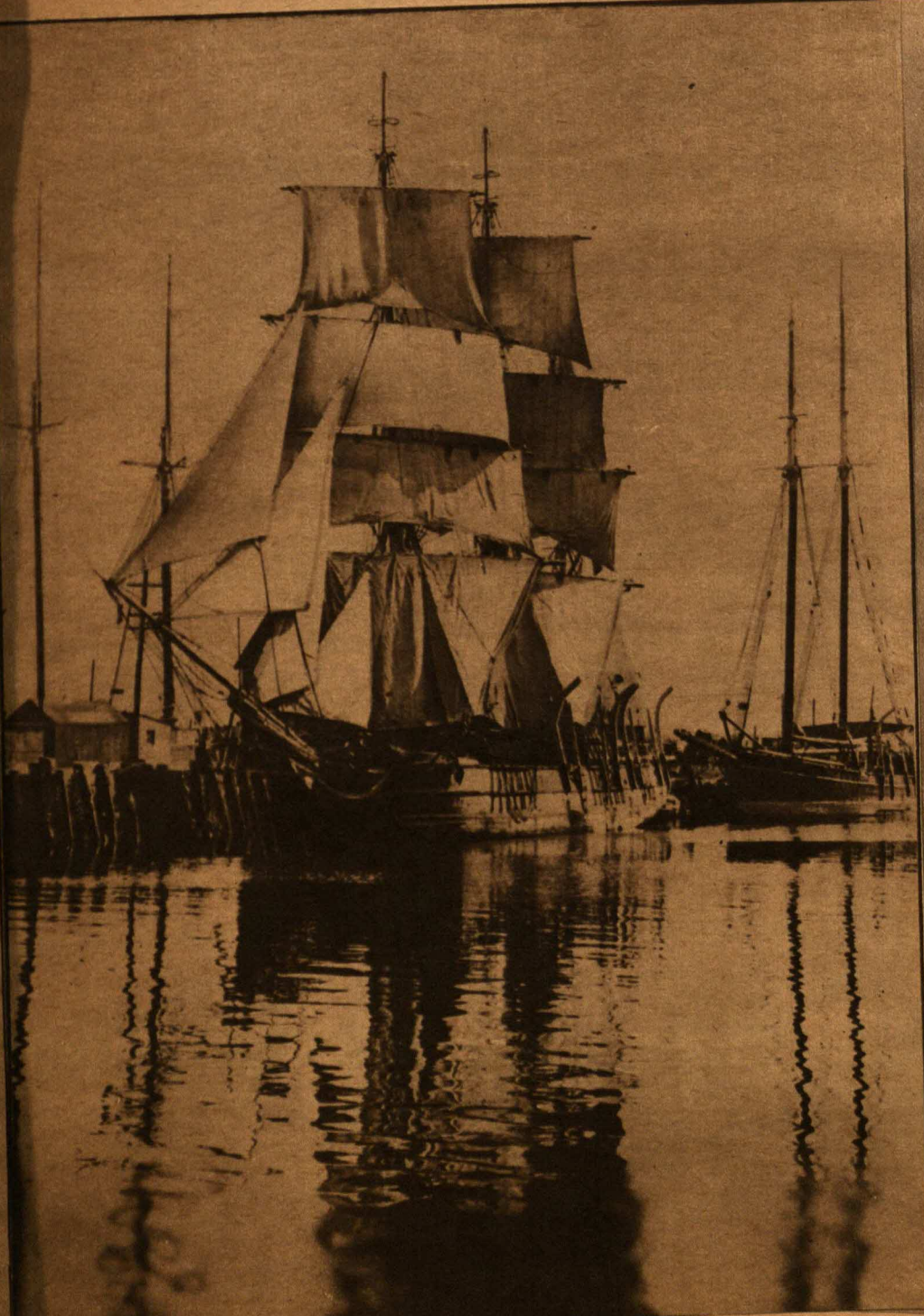


A HUNDRED PER CENT. AMERICAN SHIP: THE MALOLO (FLYING FISH),
One of the Largest Passenger Ships Built in This Country, Passes Through the Panama Canal on Her Way to San
Francisco to Start Her Voyage Across the Pacific for Honolulu.





THE QUEEN OF THE FLEET GOES NORTH FOR A VISIT: THE LEVIATHAN
Arriving in the Dry Dock at South Boston for the Semi-Annual Overhauling.



In from a voyage, the bark "Greyhound," one
of the last of the whaleships, is shown above
as she tied up at her mooring at New Bedford.
She was built in 1851.





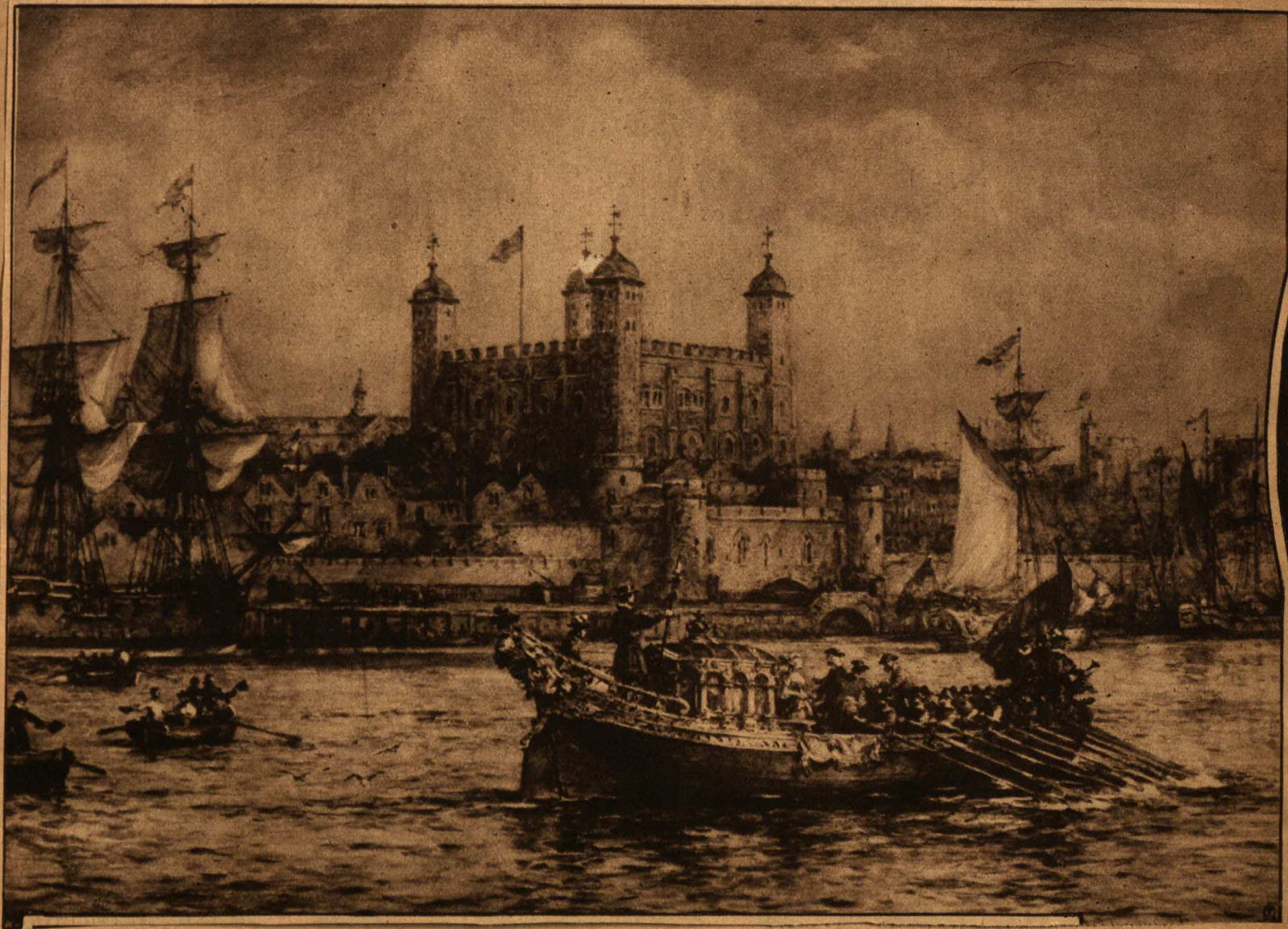
Wrecked on a stern and rockbound English coast. Hampered by fog, the ship Louise Yvonne came to grief on the treacherous rocks on the coast of Devon in southwestern England. The craft was driven into a huge cleft in the rocks, where it is shown.



"Gradually Oars Declined and Finally Disappeared in the Three-Masted Ships of the Discoverers." This is the Flying Cloud, Famous Clipper Ship, Which Expressed Top Speed Derived From the Winds.

Battlewagons on parade. Four units of the U. S. Navy's backbone, the battleships, are shown in this striking airview, just as they swung toward New York harbor after passing and saluting President Roosevelt in the greatest review of recent years. And did they ruffle the surface of the Atlantic? Look at that white wake!

(NEWS air photo by Arnold Remmert, pilot)



Sunday,
March 30, 1930

The New York Times

Hatogravure
Picture Section
In Two Parts

7



AMERICA'S ANSWER TO SIR THOMAS LIPTON'S CHALLENGE:
A DECK VIEW OF ENTERPRISE,
the First of the Cup Defenders to be Launched, Sailing in the Sound
on a Recent Trial, With Harold S. Vanderbilt at the Wheel.



Sunday,
December 16, 1934

The New York Times

Rotogravure
Picture Section
In Three Parts

8



THE UNITED STATES FLEET IN SAN FRANCISCO BAY: THE FIRST OF EIGHT SEVEN SHIPS of the Fleet Passing One of the Towers of the New San Francisco-Oakland Bay Bridge on Their Return From Manoeuvres in the Pacific.

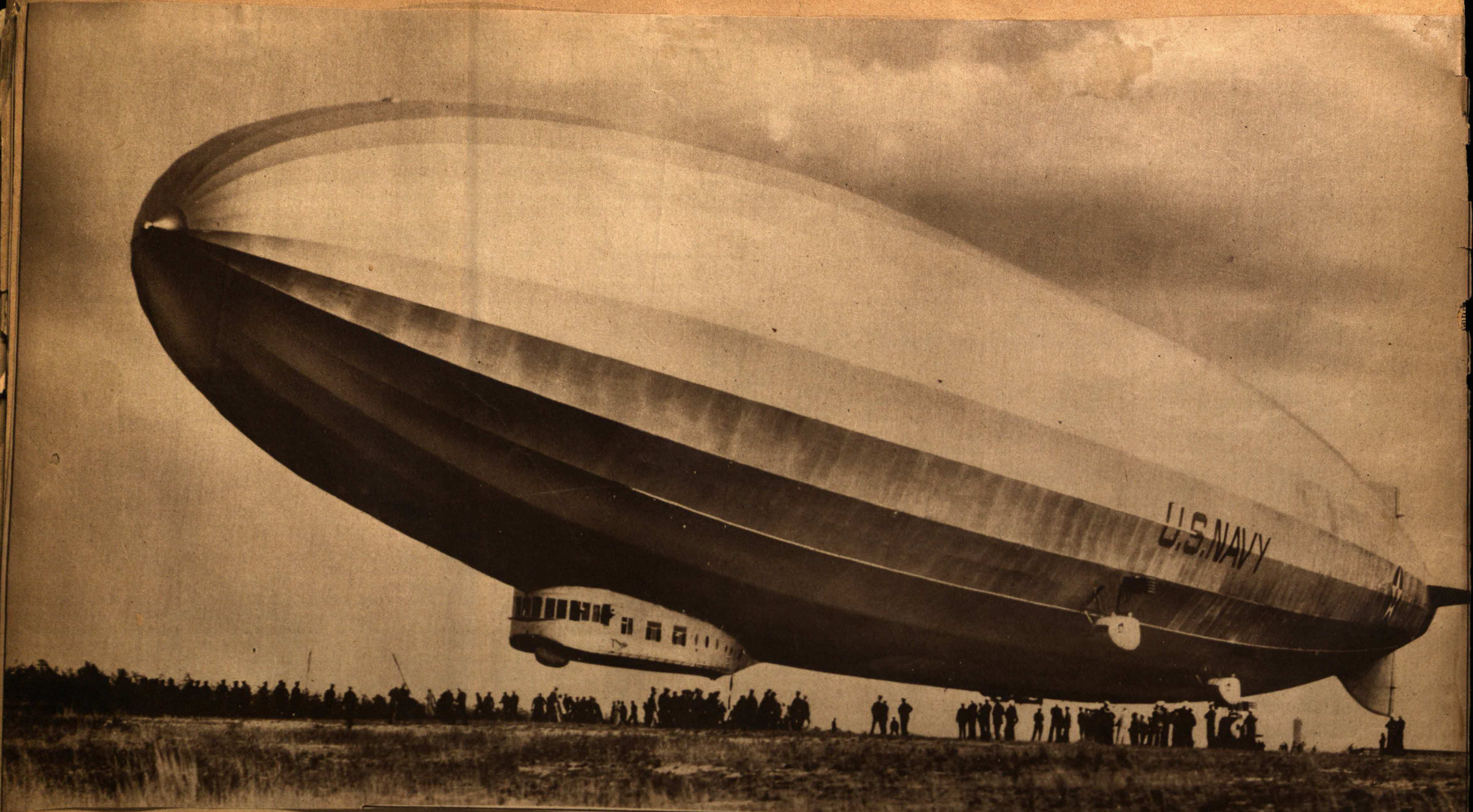


THE FIRST CARGO OF WINTER ICE FROM THE FISHING GROUNDS OFF BOSTON:
THE EDITH L. BOUDREAU
Docks in New York After a Stormy Trip, During Which She Was Covered With Ice From
the Spray of a Storm at Sea.

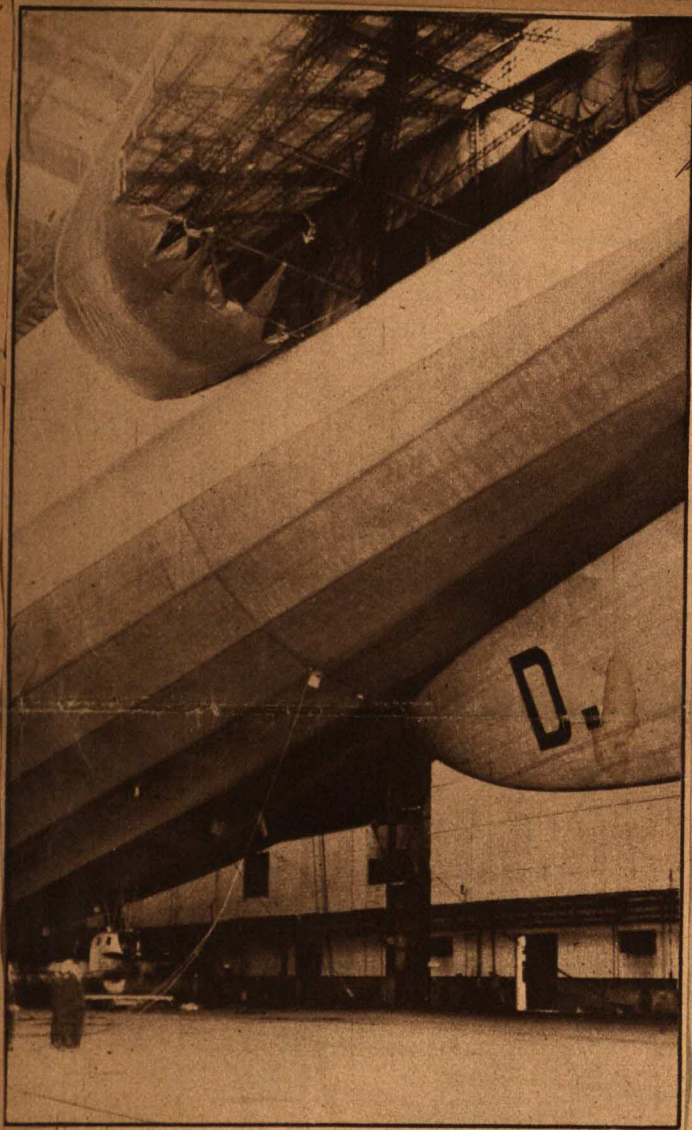
A VETERAN SUBMARINE INVENTOR DIRECTS OPERATIONS IN THE
EAST RIVER: SIMON LAKE,
From the Deck of the Mother Ship Lillian, Demonstrates His Latest Invention, the
Submarine Salvage Craft Lakso, Designed for Tidal Operations Under Which Or-
dinary Diving Methods Would Be Impossible, as It Raises Coal From a Sunken
Barge Off North Brother Island.



GALVESTON BOATS



AMERICA'S LEVIATHAN OF THE AIR STARTS WITH A NEW COMMANDER:
THE LOS ANGELES
Leaving Lakewood for a Flight Over Philadelphia, the First Since Lieut. Commander
H. V. Wiley Assumed Charge of the Airship.



THE GREAT GAP WHICH ALMOST BROUGHT DISASTER: THE TORN SPACE in the Port Fin of the Zeppelin, Which Was Repaired by Four Members of the Crew High Above the Atlantic.



A CASUALTY WITHOUT CASUALTIES: THE NAVY BLIMP J-3, a Training Ship, Which Struck a Weather Vane in Landing and Ripped a Hole Through Which More Than 25,000 Cubic Feet of Helium Escaped, Brought to Earth Safely in Front of the Hangar at Lakehurst.

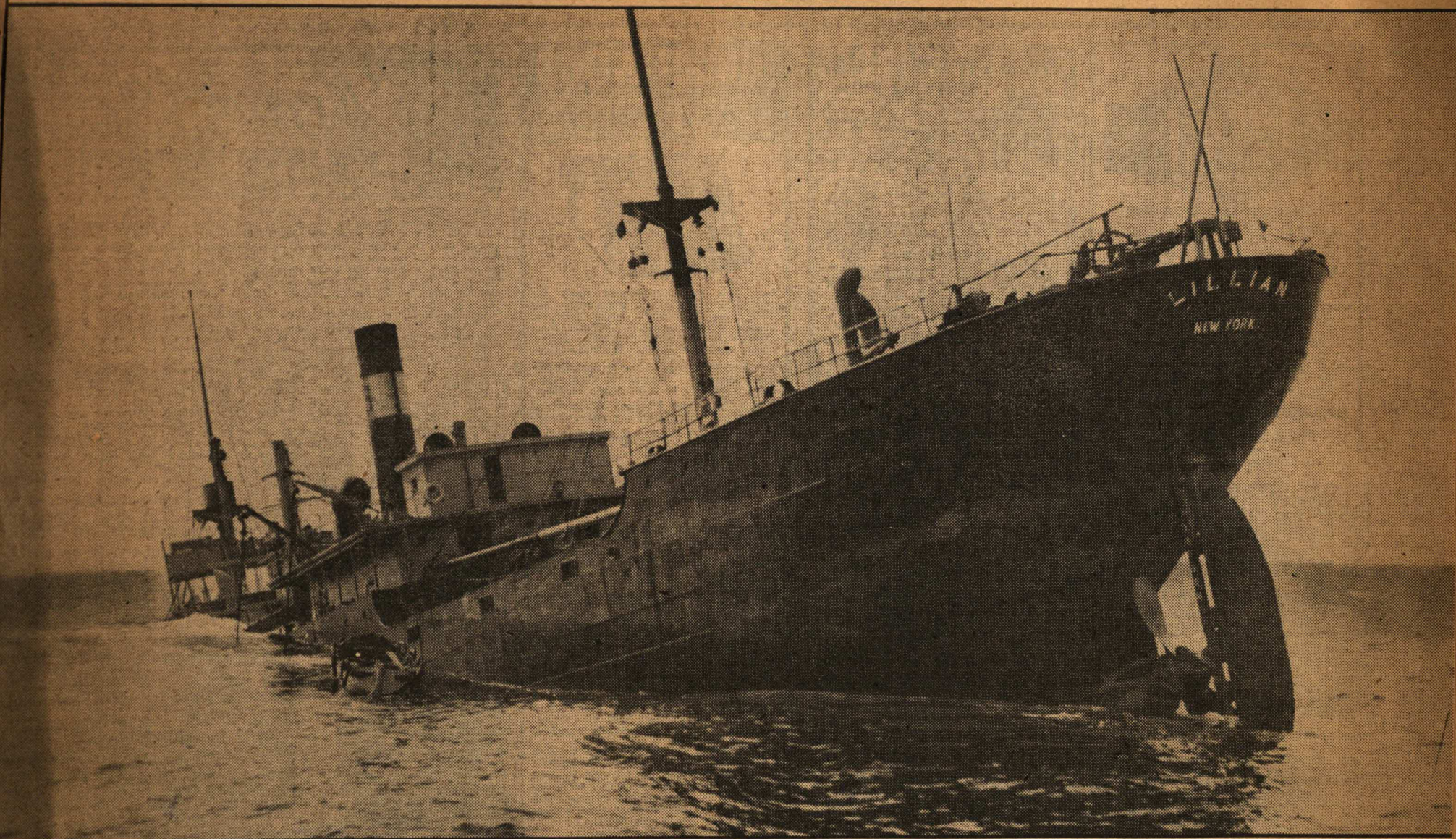


★
First Class
Dining Saloon

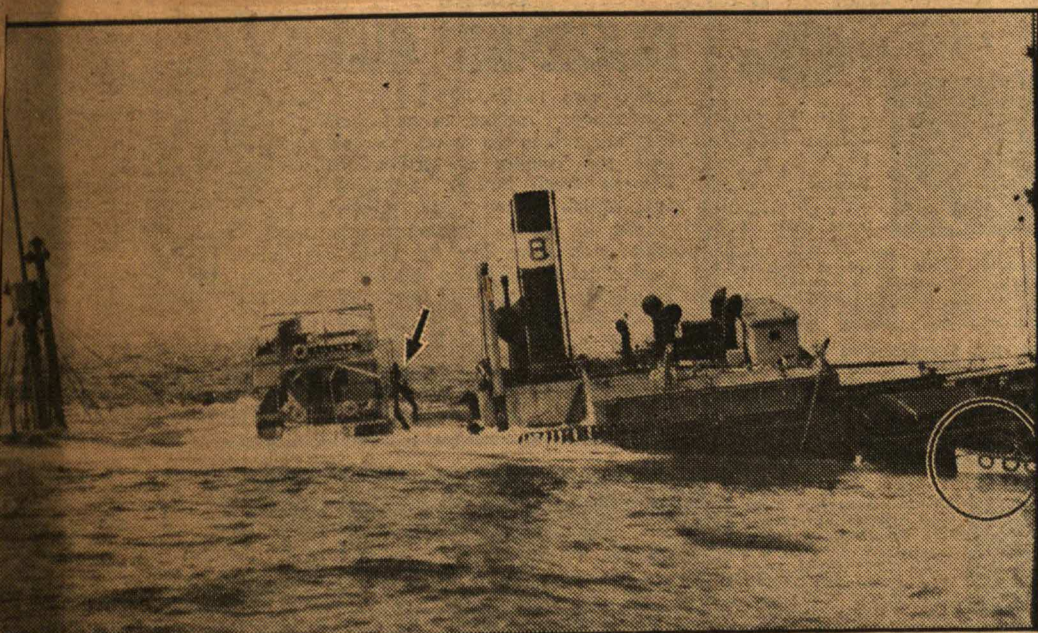


★
Entrance to
First Class
Restaurant

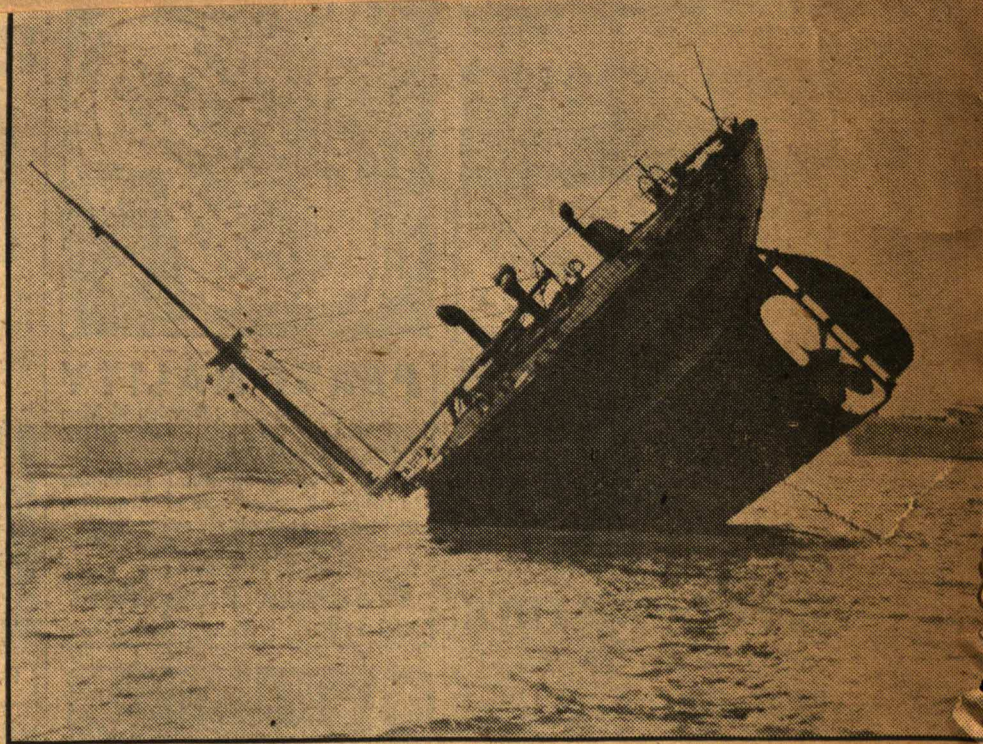
4 Steps in Sinking of the Lillian



1— In the launch that you see tied alongside the half-submerged freighter Lillian, Capt. Frank Boyer and 16 of his men returned to the ship. They had hoped to salvage some of the \$400,000 cargo.



2— The Lillian, her decks awash, began to settle. The captain (arrow) ordered his men to abandon the ship. He is shown with one of his officers, the last men to leave, as they started back for boat (circle).



3— Her decks lifting sharply, the Lillian began her plunge beneath the waves. As the water hit her boilers, an explosion shook the crippled vessel. Her stern high in the air, the ship swiftly slipped to the bottom in 24 fathoms.



4— And here's the last of the freighter Lillian, a few seconds before she disappeared from sight. A white, foamy area marked the spot, 26 miles southeast of Manasquan, N. J. The Wiegand, the other ship in the collision, limped into dry dock with her forepeak smashed in from the terrific impact.

Traveling in heavy fog off the Jersey Coast, the S. S. Lillian, a sugar-laden freighter, collided with the S. S. Wiegand. The Lillian started to fill with water and the order was given to abandon ship. For 18 hours the boat wallowed half-afloat and abandoned, and after the crew returned in a futile salvage attempt, she exploded and sank.

Life on the Mississippi---1939

Life on the Mississippi River has undergone many changes since the old romantic days when Mark Twain rode in the pilot house. But the picture of Ole Man River is still a combination of the picturesque and the commercial. Industrialists are becoming aware of the economy of water rates. River traffic is coming back, slowly, but steadily. There is none of the recklessness of the pioneer days. It is simply "a good freight business that serves the country well and pays good." These pictures give you an idea of what life really is on the Mississippi today.

(Photos by Carolyn Ramsey, Marshall, Texas).

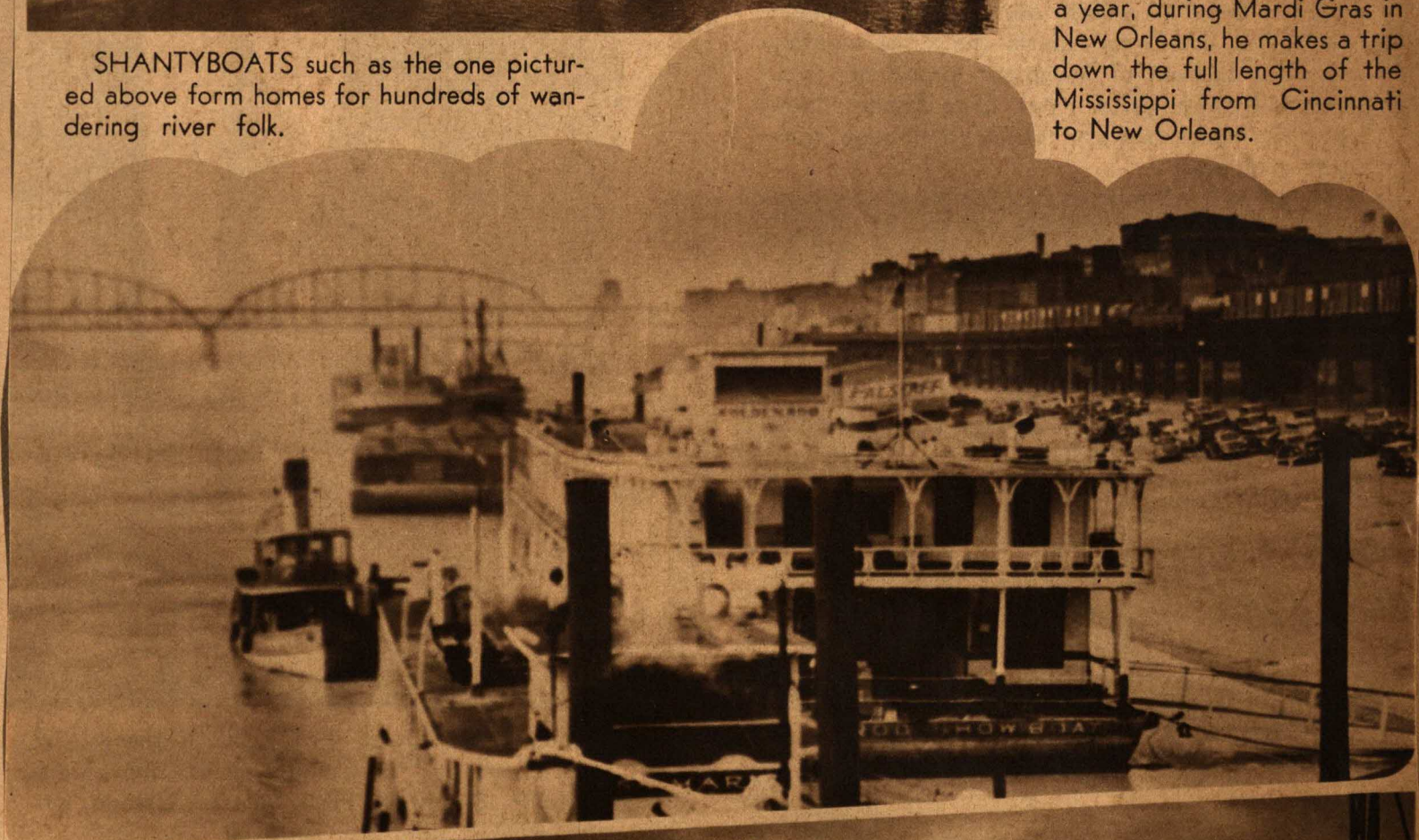




SHANTYBOATS such as the one pictured above form homes for hundreds of wandering river folk.



LAST OF THE OLD RIVER MEN is what they call Capt. Buck Leyhe of St. Louis. Once a year, during Mardi Gras in New Orleans, he makes a trip down the full length of the Mississippi from Cincinnati to New Orleans.



WHARF AT ST. LOUIS, where Ole Man River is still king. In the foreground is the "Golden Rod," a replica of Capt. Andy Hawks' "Showboat."



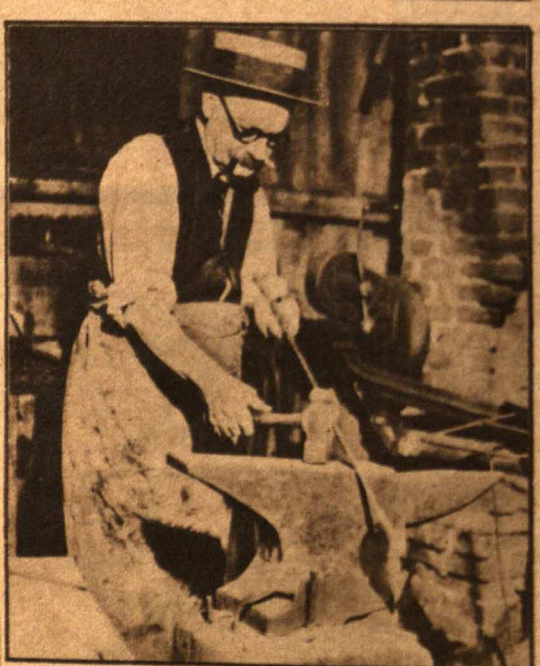
OLD RIVER TOWNS thrill to cry of "steamboat 'round the bend." When a packet puts in her stage (gangplank) at this town the whole population gathers to meet it. This ghost town is typical of many along the river.



THE U. S. S. MARYLAND,
With the President-elect and His
Party on Board, Passing Out of
Los Angeles Harbor at the
Beginning of the Trip to
South America.
(Times Wide World
Photos, Los Angeles
Bureau.)



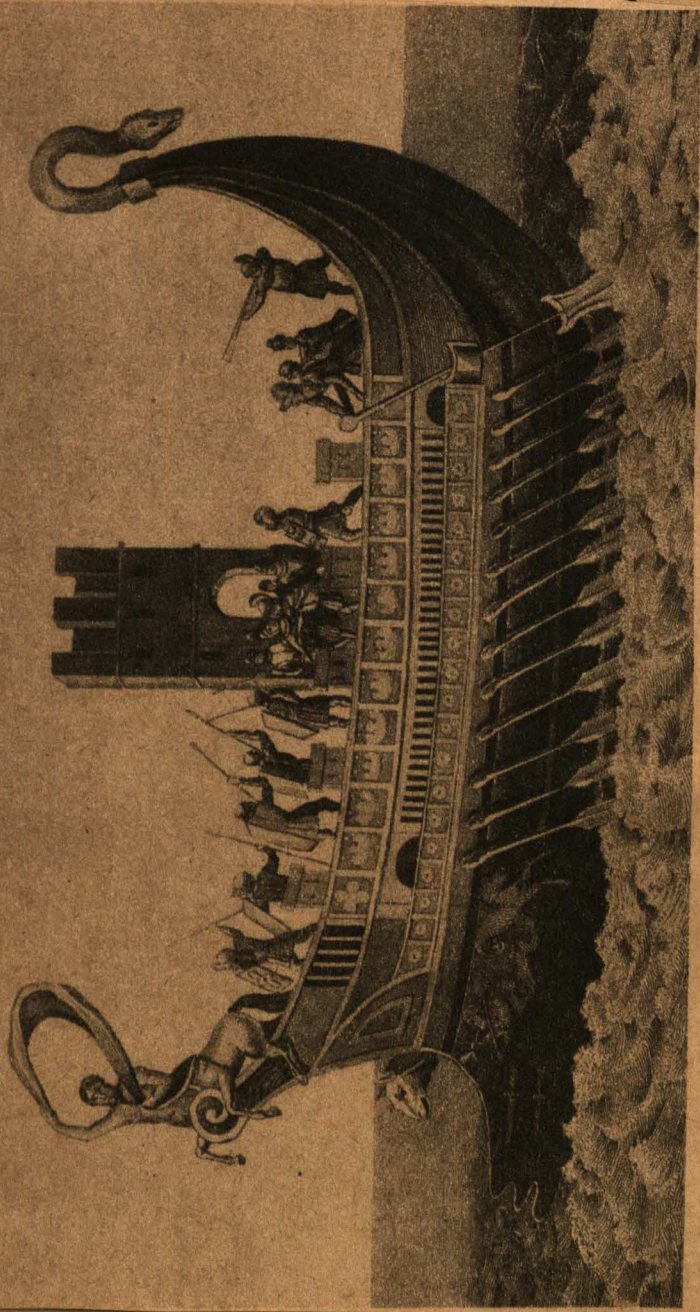
**OFF TO DECEPTION ISLAND AND
THE "BOTTOM OF
THE WORLD":
SIR HUBERT
WILKINS,**
Who Won Fame by
His Flight From Alaska
to Spitsbergen, Embarks
From Montevideo for His
Base in the Antarctic, From
Which He Will Explore the
Unknown Lands of the South
Pole.
(Times Wide World Photos.)



Edward R. Cole (above), last of the ship-smiths who built whalecraft, is shown at the old forge of his shop in Fairhaven, Massachusetts. The harpoon heads he cast were always made of malleable iron.



A NEW LINER COMES ACROSS THE ATLANTIC OCEAN: THE QUEEN OF THE WEST

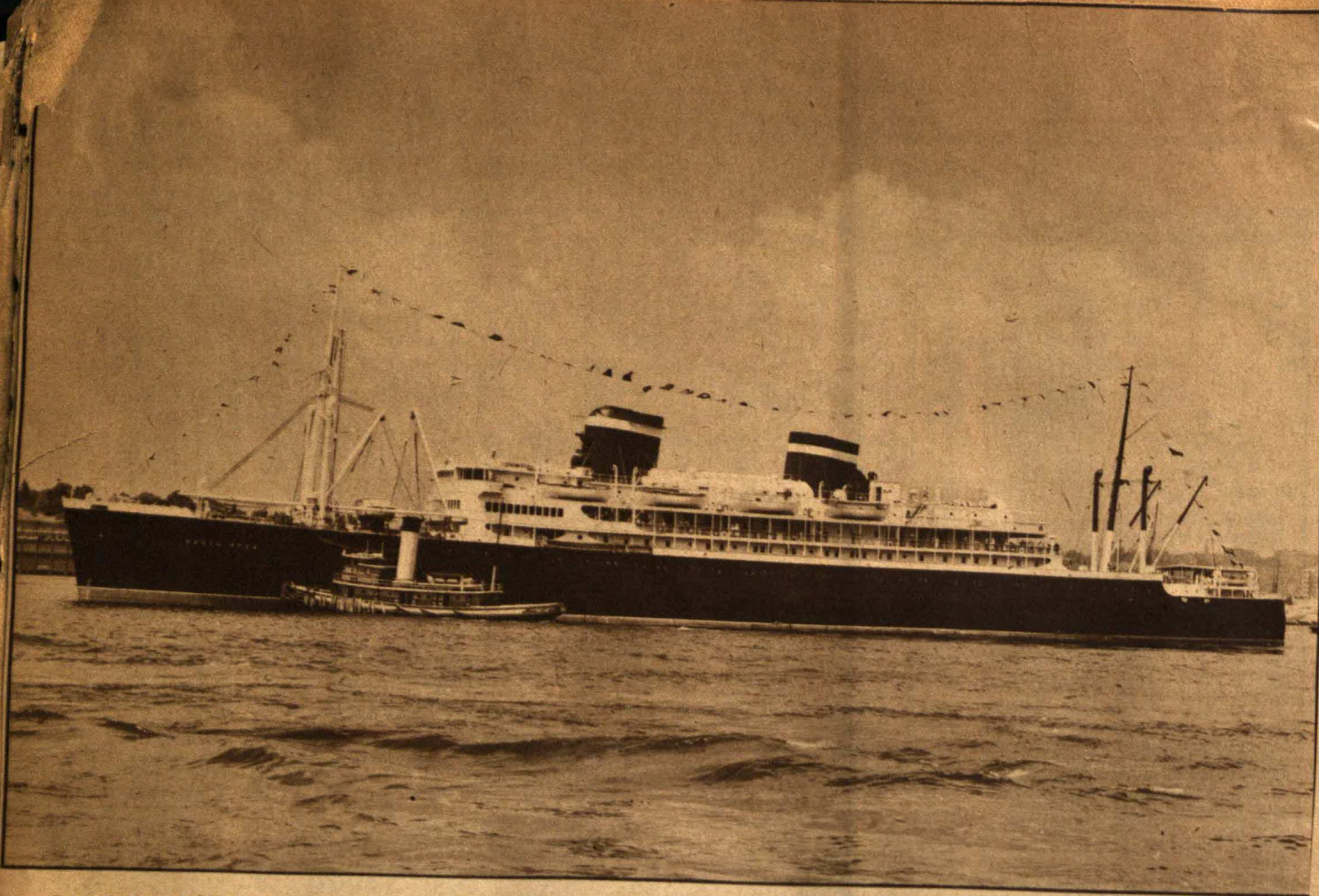


"For a Thousand Years the Oar-Propelled Galley Was Supreme." A Roman Warship Driven by Muscle.

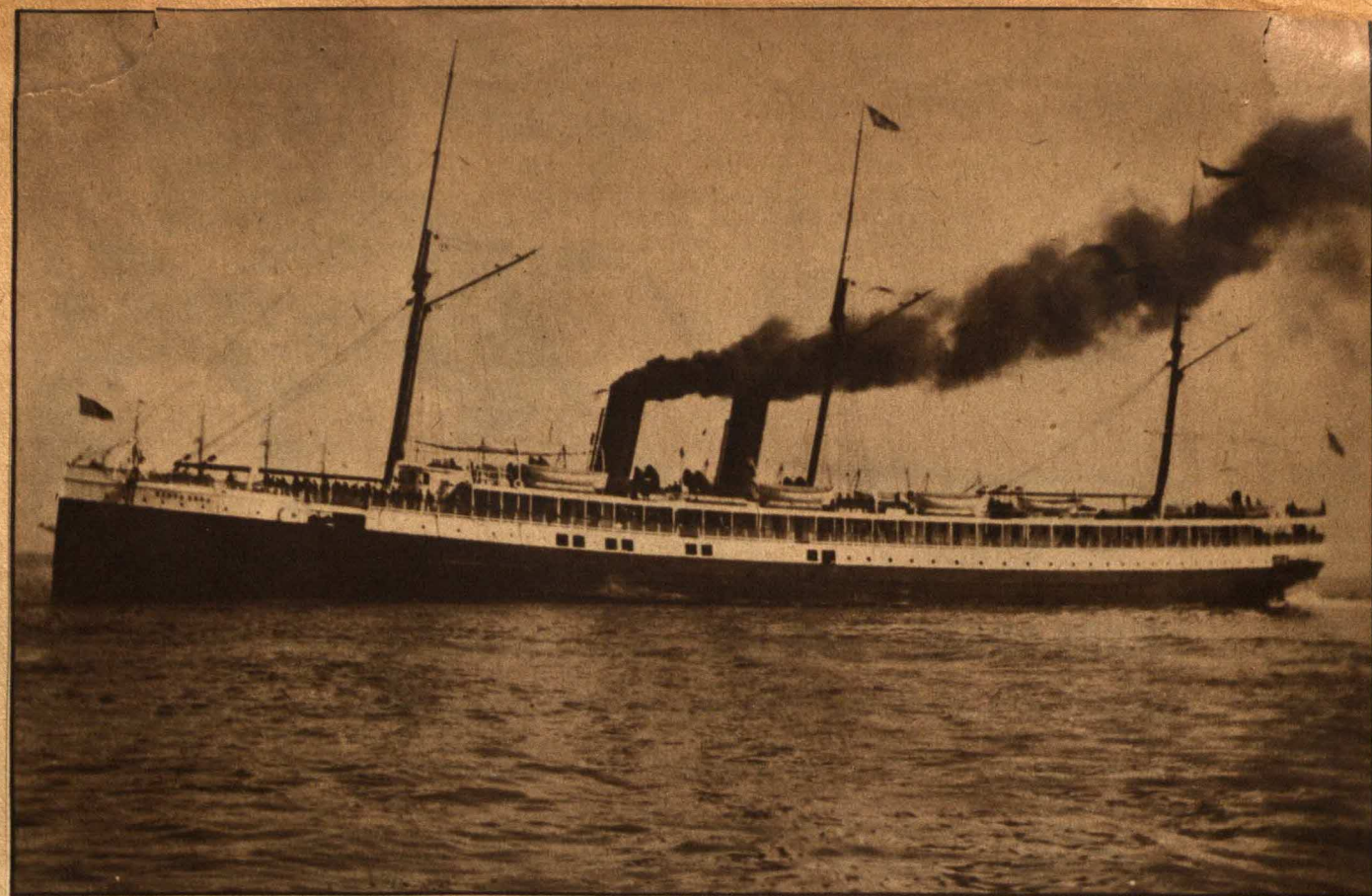


A GRACEFUL BIRD OF THE SEA

The Star of Peru was one of the many windjammers that sailed the seven seas. Few of these are left as reminders of the days when our country touched almost every port in the world through the medium of sailing ships.



THE TWENTIETH CENTURY EDITION of the old "S. S. Santa Rosa" symbolizes the economic and industrial development of the United States during the last 50 years. The present "Santa Rosa," outward bound for the Caribbean, was launched in 1932, one of four sister ships constructed under the Maritime Act of 1928. (Photo Courtesy Grace Line.)



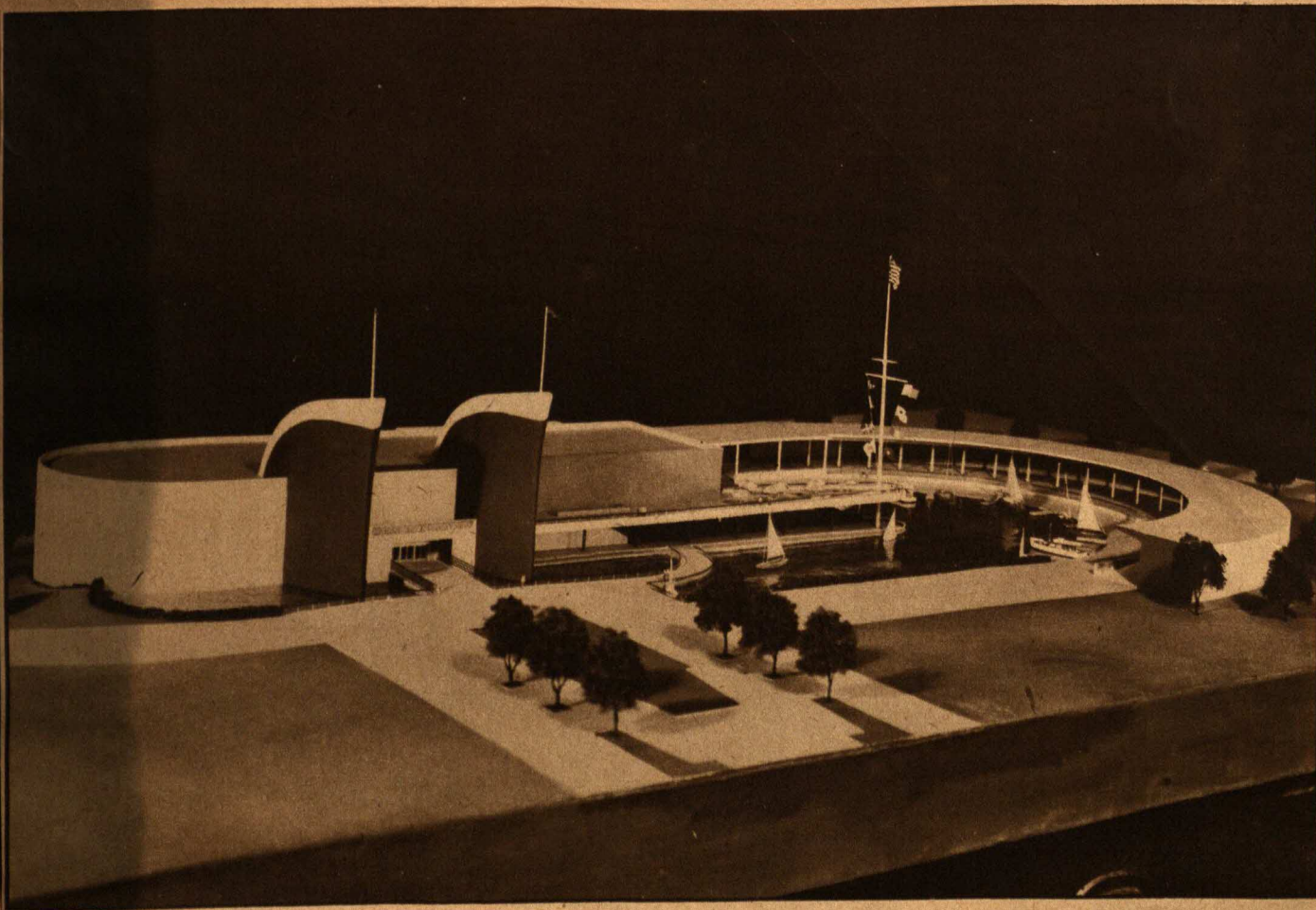
IN 1893, GREAT SAILING SHIPS still sailed the seas. But the steamship was slowly making headway, already operating on freight and passenger routes throughout the world with a regularity which sail could not duplicate. Burning coal, but still retaining sails, the "U. S. Santa Rosa," of the old Pacific Mail, in which Grace Line purchased an interest in 1916, to establish its Central American, now Caribbean service, was typical of the modern steamships during the period of the Chicago World's Fair. (Photo Courtesy Grace Line.)

World's Fair

On May 1, 1893, at Chicago, was opened the World's Columbian Exposition, celebrating the four hundredth anniversary of the landing of Columbus. The population of the country then was about 65,000,000. Arizona, Utah, New Mexico and Oklahoma had not yet been admitted into the Union. Grover Cleveland was in the White House for a second term. As the New York World's Fair prepares to celebrate the one hundred fiftieth year since the adoption of the Constitution, the country's population has doubled since the Chicago Exposition of 1893. The automobile and the motion picture have become characteristic of United States life. The airplane, unknown 45 years ago, has captured imagination, and the radio has replaced Edison's phonograph. Here we present some contrasts of 1893 and 1939.



THE GREAT TRANSPORTATION BUILDING of the Chicago Exposition in 1893, was the work of architectural firm of Adler & Sullivan. Its coloring, in contrast to the white motif of the exposition's general design, and its massive golden Byzantine doorway made the building one of the most impressive displays at the exposition. Because of its daring in conception and its able execution, the building was the subject of much controversy. This was to be expected, since the great Louis Henry Sullivan, a Chicagoan and co-partner in the firm, was an experimenter in his field and today is considered the father of modern American architecture. He gave to modernistic architecture its principle: Form should express function. (Rand-McNally & Co. Photo.)



IN CONTRAST to the huge building designed by Adler & Sullivan for the Chicago Exposition is the Hall of Marine Transportation for the New York World's Fair of 1939. Designed by Kahn, Muschenheim & Broun, the main entrance is dominated by two towering prows while the feeling of oceans and ships is further emphasized by boat decks, a 150-foot mast and a large mooring basin for yachts and cruisers. As the architect's model illustrates, the Hall of Marine Transportation depends for its general effect upon the simplicity of line and decoration. (Photo Courtesy Grace Line.)



At the foot of the ant hill of Manhattan's financial district (*above*), picturesque tugboats scurry about like busy ants, hauling barges with cargoes to ships

bound for South America. Ghost ships of belligerents take on cargoes with less show, usually at night, before dashing to Europe.



Stevedore (*right*) was caught holding the bag by our photographer. But he does not hold the bag in the same sense that 4,000 American sailors do who lost their jobs when U. S. ships were withdrawn from European waters. The shipping boom promises more work, more pay for longshoremen. That's why this one smiles.

The largest ships in the world, the Queen Elizabeth, the Queen Mary and the Normandie (*left to right in photo at left*) are taking no part in the booming maritime trade. They, together with the Mauretania and Ile de France, were voluntarily interned by the Allies to save them from torpedoing. Docking charges for one of these ships is \$1,000 a day. Since this photo was taken the Mauretania and Queen Mary have put out to sea.

Photo by Fairchild Aerial Survey.



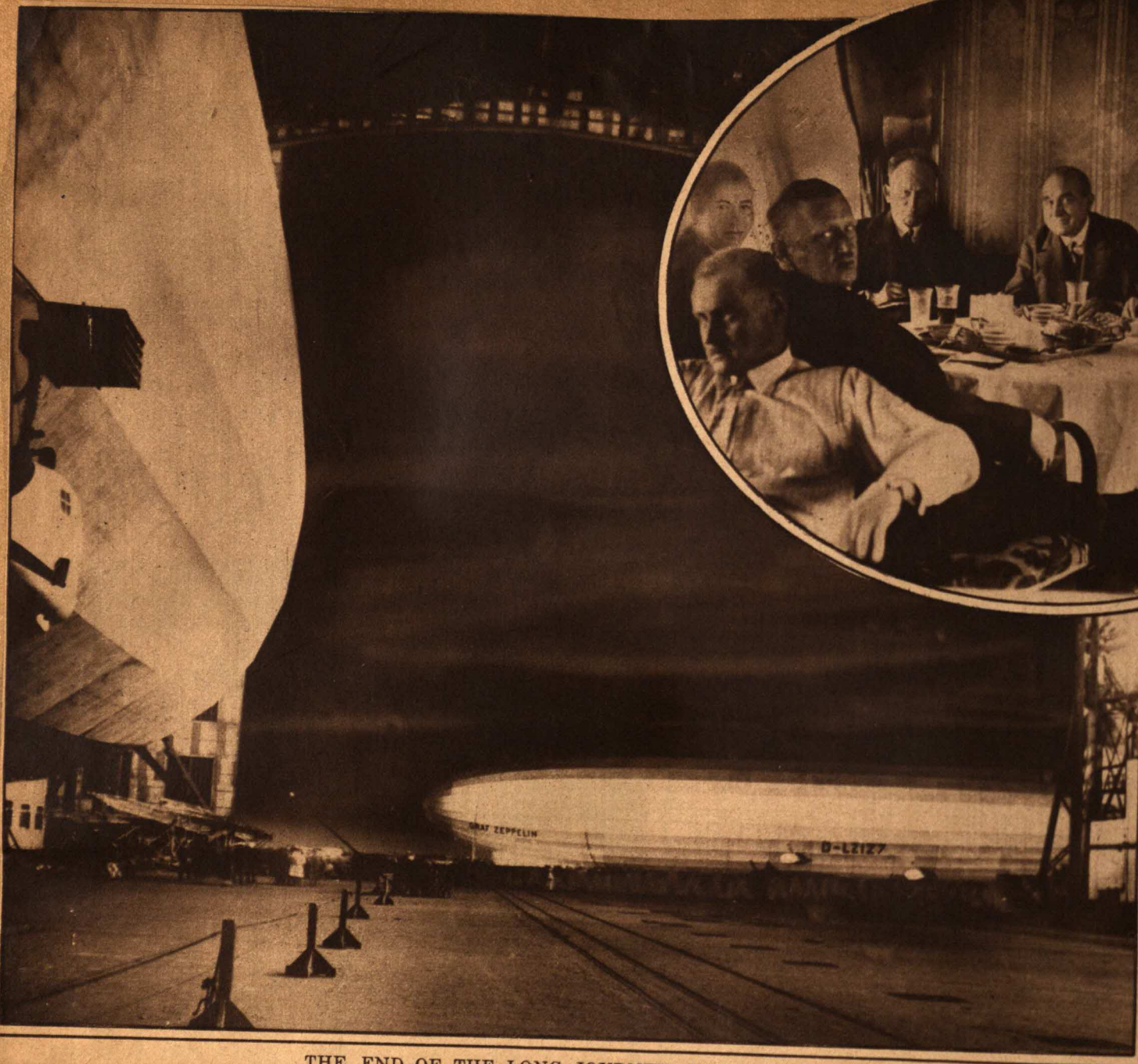
THE AIR-MINDED, in 1893, went up in a balloon. Or as one of the exposition's historians wrote: "Among the many unique delights of the Midway Plaisance, the Captive Balloon is not the least fascinating . . . its popularity is undoubted, though the charge for ascension is \$2.00 . . . and the height to which the balloon ascends is 1,493 feet. Whoever has the good fortune to go up in that balloon will see a marvelous sight, in fact, a birds-eye view of the entire fair. Beneath lies a miniature world. Within the park we find the Grand Plaisant Restaurant . . . and turning thither we refresh ourselves to think of the good time coming when man shall have discovered the art of flying and we may all ascend the trackless air." (Rand-McNally & Co. Photo.)



THE FIRST AERIAL PASSENGERS were sheep, a cock and a duck in a balloon constructed by Etienne Montgolfier, at Versailles, France, Sept. 19, 1873. Benjamin Franklin, then in Paris, records the flight in his "Chronicle of Events," adding that the "passengers" reached earth safely. Forty years later, just 20 years after the Chicago Exposition, the Wright Brothers completed their successful flight in a heavier-than-air machine at Kitty Hawk, North Carolina. Today, giant air transports, flying over the New York World's Fair grounds, span continents and link nations together with clock-like regularity. From New York or Chicago, to Buenos Aires and return is a mere two weeks' trip. In 1893, you might have made the same trip in two to three months if you were lucky. (Pan-American Grace Airways, Inc., Photo.)

GRAF ZEPPELIN



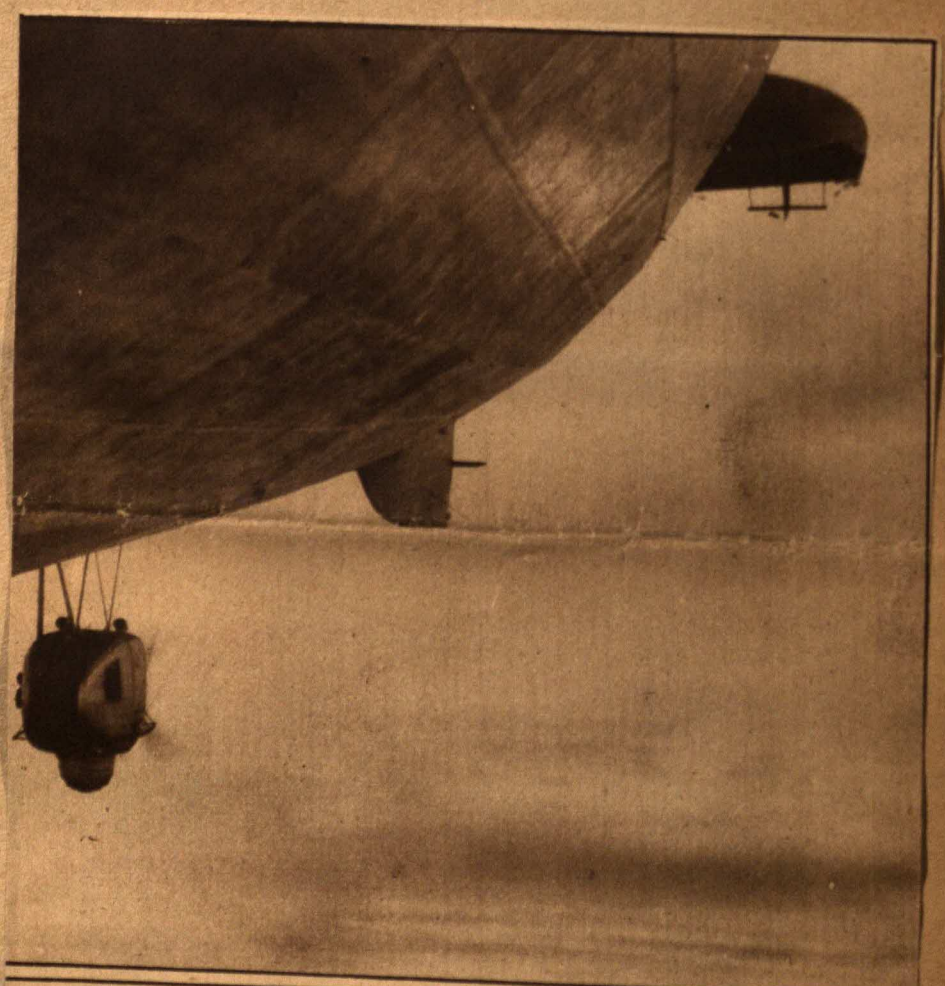


COFFEE, BUT NO CIGARETTES: SOME OF THE PASSENGERS AT LUNCH IN THE CABIN OF THE ZEPPELIN. They Are: Walter Kleffel, Ernst Brandenburg, Albert Grzesinski, Prussian Minister of the Interior; Karl von Tyszka and Count Brandenstein-Zeppelin. (© M. G. M. and International.)

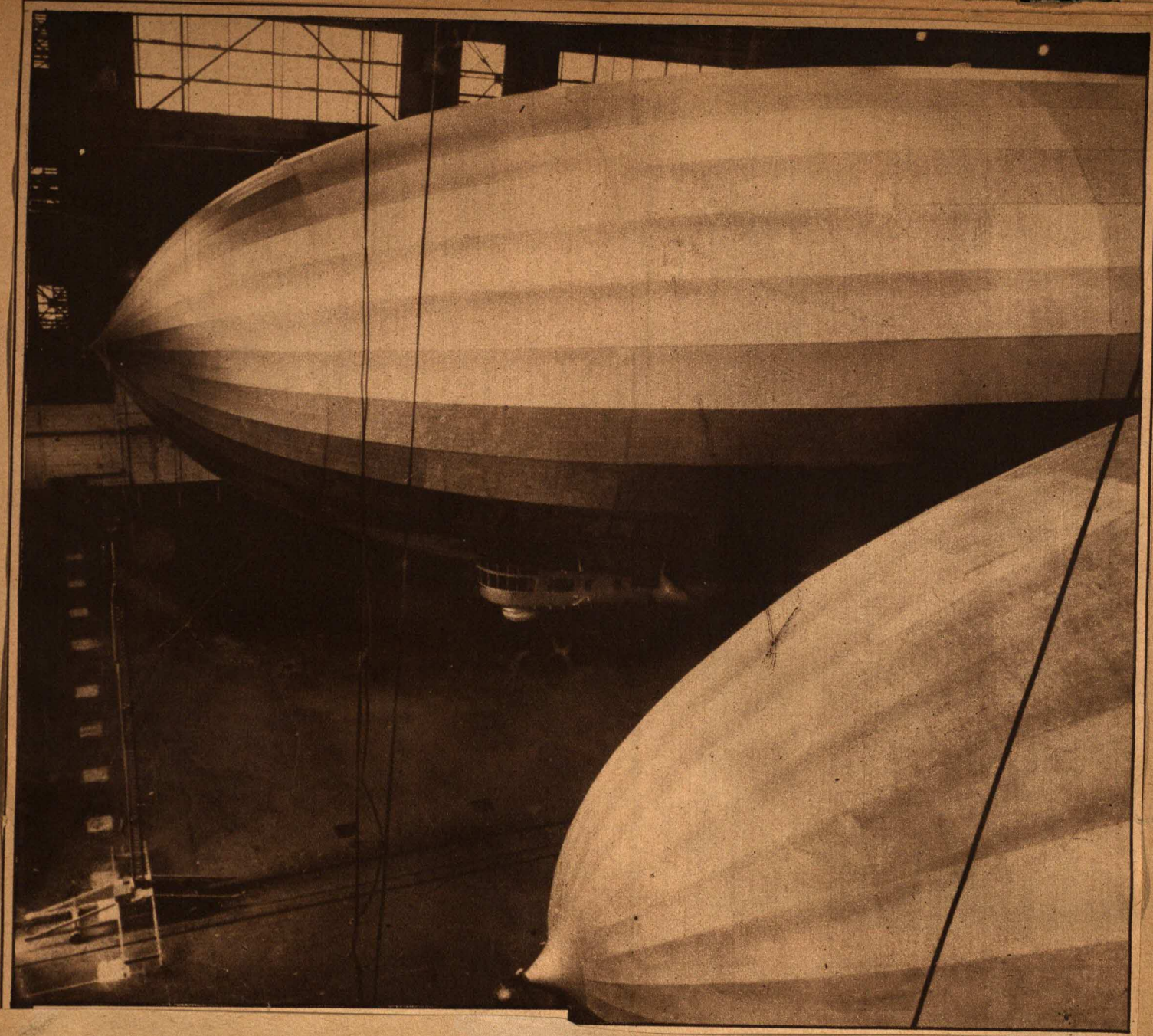
THE END OF THE LONG JOURNEY: THE GRAF ZEPPELIN Settling Down to Earth Outside the Great Hangar at Lakehurst. At the Left May Be Seen the Los Angeles, Which Was Dwarfed by the Size of the New Arrival. (Times Wide World Photos.)



A GOOD START, BUT AN UNLUCKY ENDING: THE GRAF ZEPPELIN Leaving Friedrichshafen on the Atlantic Voyage.



WHERE THE WINDS OFF BERMUDA TORE THROUGH THE COVERING OF THE ZEPPELIN: A PHOTOGRAPH Taken From One of the Gondolas of the Under Side of the Great Stabilizing Fin Which Was Ripped in a Sudden Squall. (© M. G. M. and International.)

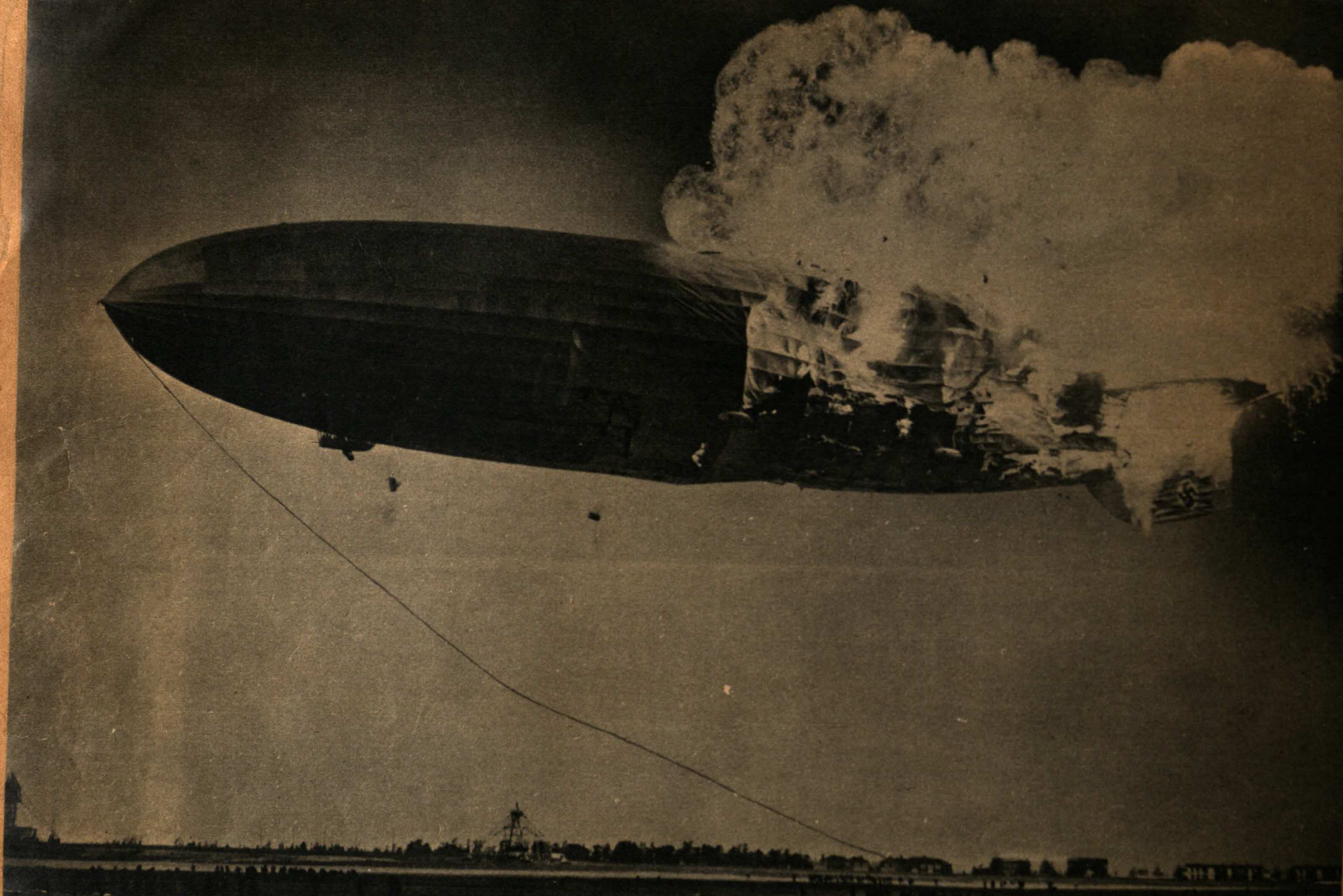


A FULL HOUSE AT LAKEHURST: THE GRAF ZEPPELIN
AND THE LOS ANGELES
Side by Side in the Naval Hangar, After the Ground Crew
Had Hauled the Larger Airship Into Place.
(Times Wide World Photos.)



"Early in the Last Century Steam Came Puffing In." The Leviathan Expresses the Power of Steam Today on the Water in a Highly Developed Form. To the Left
Is the Columbus of the North German Lloyd Line. The Scene is New York Bay.

LAST TRIP OF THE HINDENBURG



When disaster struck. This vivid foto, which caught the stricken sky liner a fraction of a second after the blast, tells its own story of the tragedy. Her aft structure is sheeted in flame and beginning to crumple. Two motors, one amidships, the other near the forward gondola, have torn loose and are falling. The ground crew drop the tow rope and scramble madly out of the path of the fiery monster.



A survivor comes through the inferno. As the flame-tortured frame of the dirigible begins to crumple after it strikes ground, a survivor (lower right) staggers from the fiery wreckage. Rescuers, in the foreground, rush forward as flames hungrily strip the Hindenburg's bones and leap out at the escaping man. (Other pictures of the disaster on page 4)



Her last flight over New York. The majestic air liner Hindenburg made this picture as she nosed her way over midtown Manhattan. Angle of foto makes her appear ready to tie up to dirigible mast of the Empire State tower. Several hours later the great ship was a seared, broken hulk at Lakehurst, N. J.

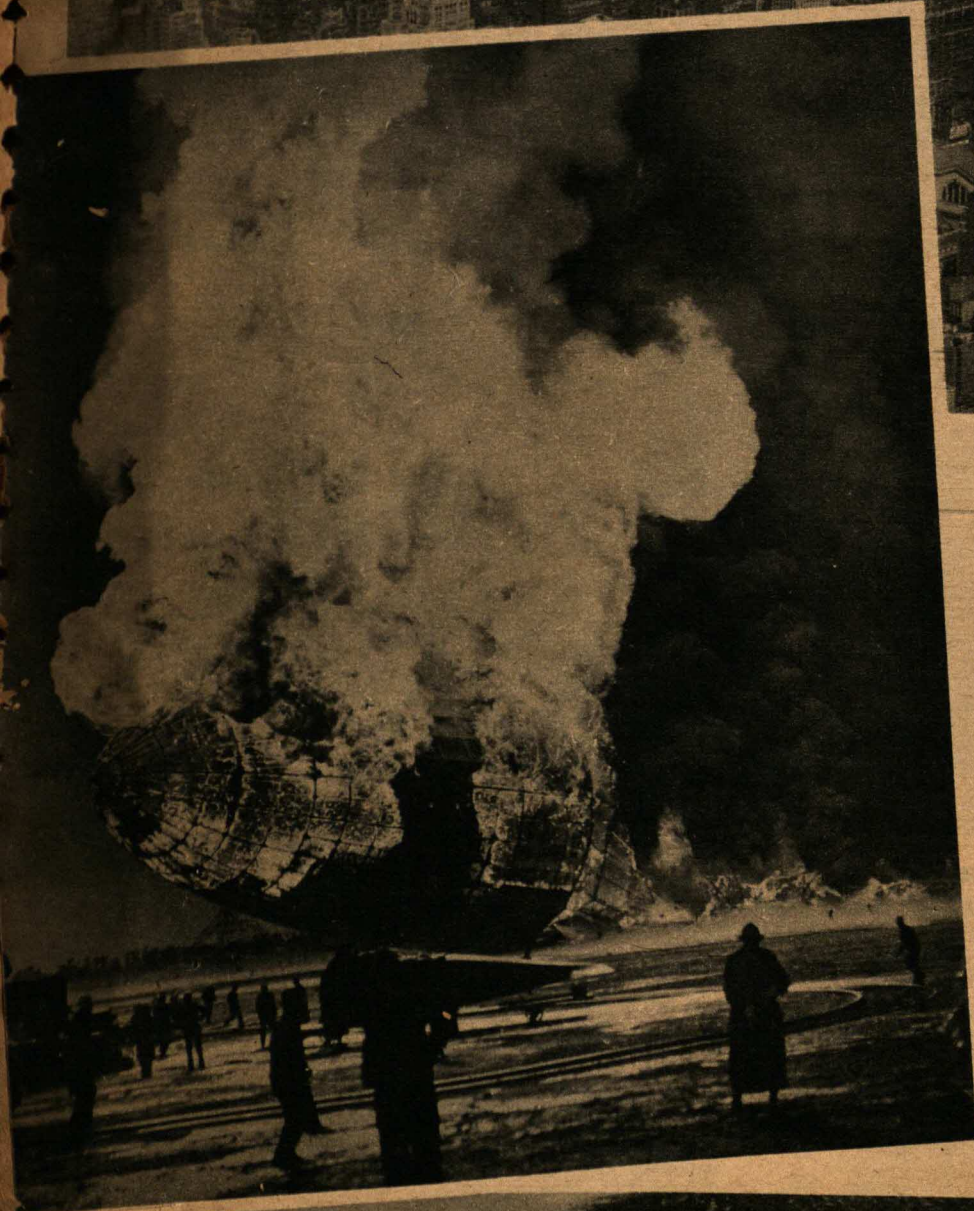
(Foto taken from News plane by C. Hoff; Krantz, pilot.)

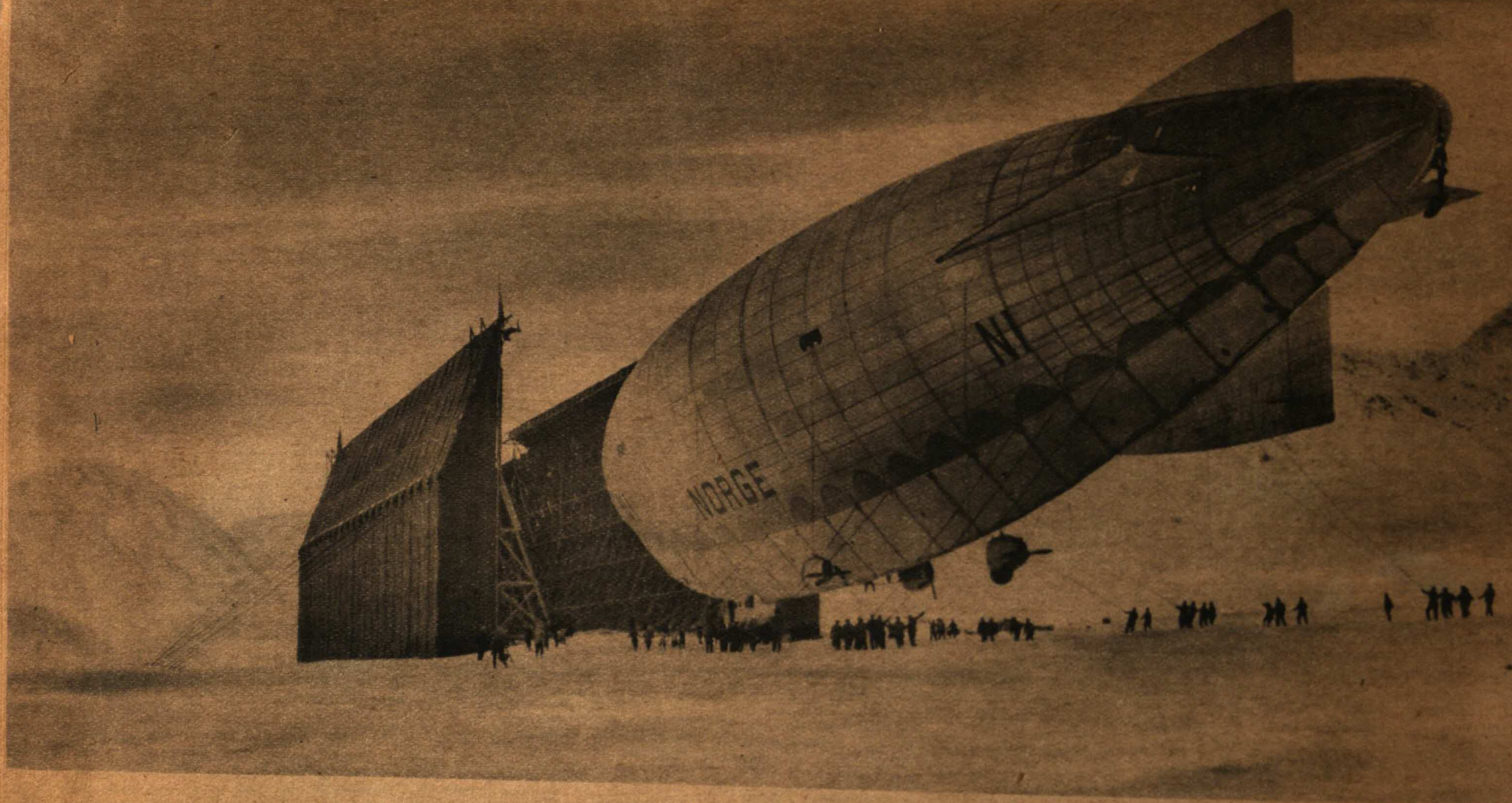


Survivors. This couple, in center, hurt, bloodied and suffering from shock, are being led to first aid station on field. They were among first of Hindenburg's passengers pulled from wreck. (NEWS foto)

Her last landing. The crushed, fire-scarred remains of the once proud Hindenburg rest brokenly at Lakehurst while searchers go through the debris for bodies of victims. A police cordon rings the wreckage.

(Foto taken from News plane by C. Hoff; Krantz, pilot.)





The Norge at King's Bay.



LARGEST COMMERCIAL PLANE IN AMERICA

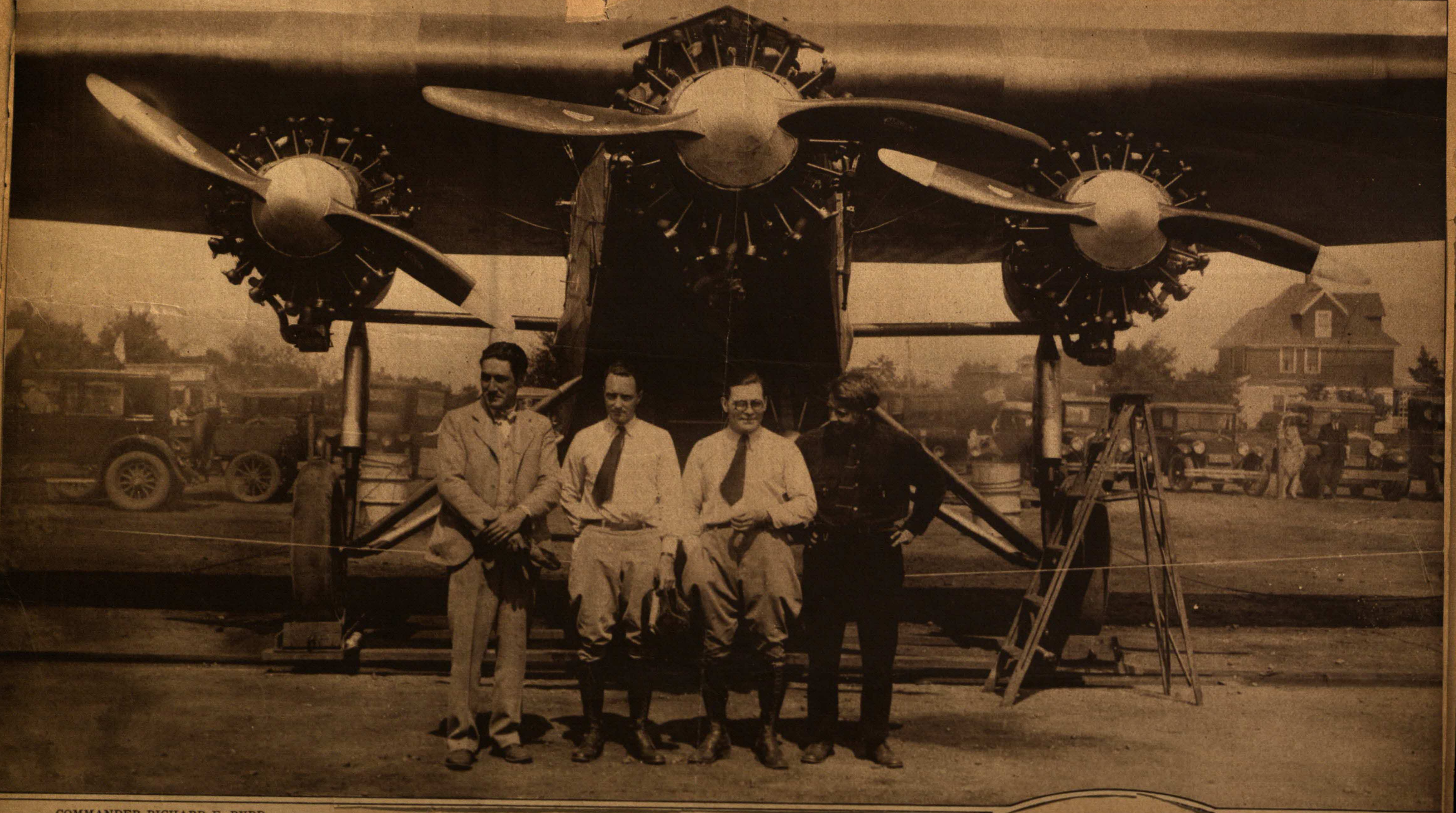
Powered by three Wright Cyclone engines, which enable it to attain a speed of 165 miles an hour, the Patricia, recently constructed by the Keystone Company, is the largest commercial plane in the United States, according to the manufacturer. It can accommodate twenty passengers.



ENGLAND'S GREATEST AIRPLANE: THE INFLEXIBLE,
With a Wing Span of 150 Feet, Is Put on Display to the Public at the Mousehold Aerodrome.
(Times Wide World Photos.)

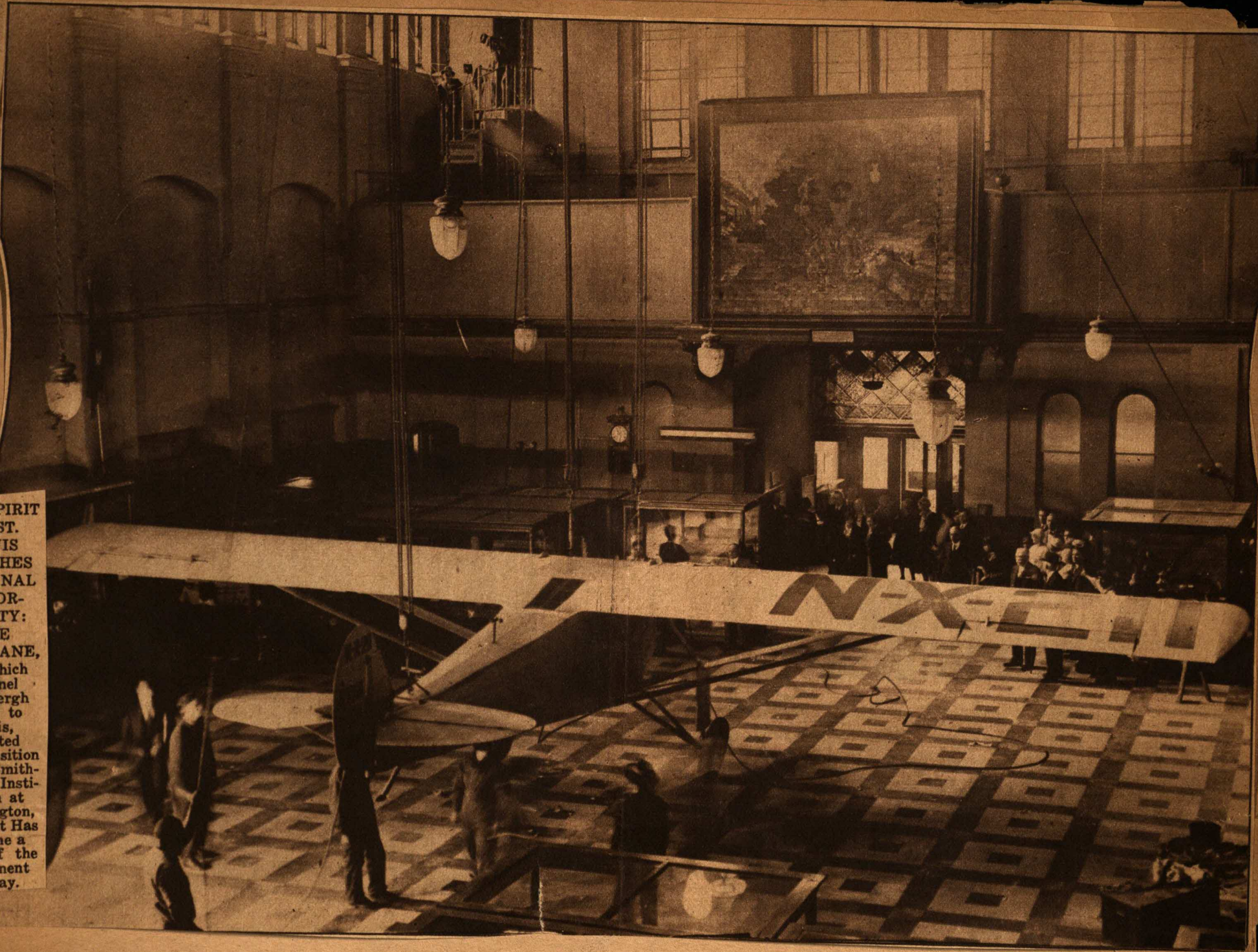
W
aft
fall





COMMANDER RICHARD E. BYRD
and the Other Members of the Crew of the New York-
to-Paris Flight in Front of the Giant Monoplane America
at Roosevelt Field.
From Left to Right are Bert Acosta, the Pilot; Com-
mander Byrd, Lieutenant George Noville and
Lieutenant Bernt Balchen.

THE SPIRIT
OF ST.
LOUIS
REACHES
ITS FINAL
IMMOR-
TALITY:
THE
AIRPLANE,
in Which
Colonel
Lindbergh
Flew to
Paris,
Hoisted
Into Position
at the Smith-
sonian Insti-
tution at
Washington,
Where It Has
Become a
Part of the
Permanent
Display.





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TO MEET THE DAWN

TREASURE



SHIPS

SCRAP BOOK