

THE VERMONT.

VOL. XI.

OCTOBER, 1905.

No. 3.

VERMONT IN THE NAVY.

BY THE EDITOR.

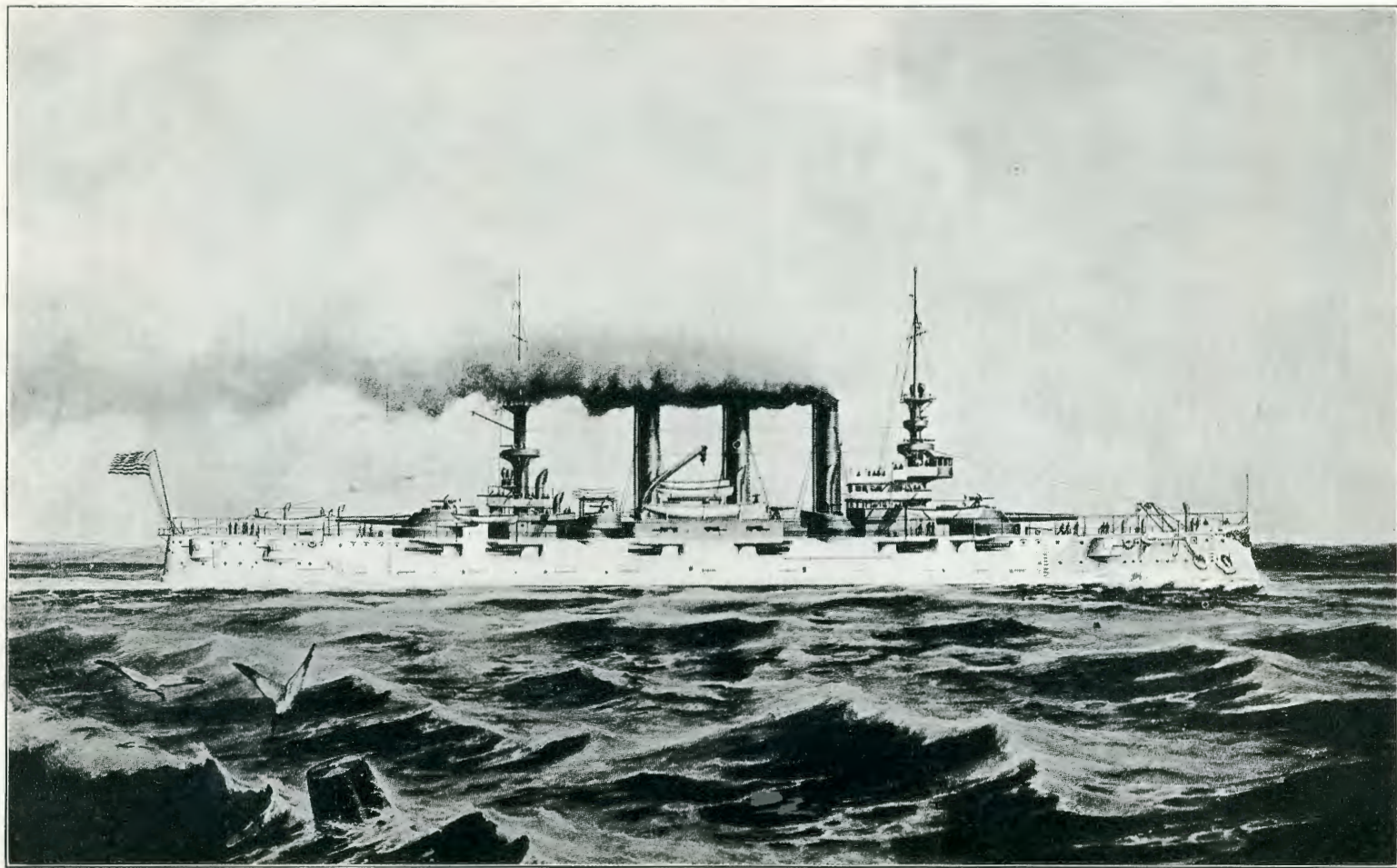
VERMONT occupies an unique as well as an important place in modern naval history. Although an inland State she has contributed very materially in ships and men to the glory of the American navy and the fame of American sailors. Two fleets of war vessels have been built on Vermont territory and one of the great naval battles of the world was fought on waters that washed the soil of the Green Mountain State. Vermont has grown not only timber for war ships but has also raised sailors to man them when built.

In the early days of the Revolutionary War and when Vermont was known as the New Hampshire Grants, a primitive navy yard was established at Addison, on Lake Champlain, for the construction of a fleet of armed American vessels to give battle to British men-of-war on the waters of this great lake. In the second war with England another fleet of American war ships was built at the mouth of the Otter Creek, below Vergennes, to oppose the invasion of Lake Champlain by a British fleet. The first American flotilla was fitted out in 1776, and consisted of 15 boats of all kinds, mounting 84 guns. This fleet was commanded by General Benedict Arnold, and the ships were manned by 700 men, among whom were a number of the settlers of the New Hampshire Grants. Arnold's flotilla was ready for service before September 1, 1776. This Vermont-made navy was opposed by a much superior fleet of English war ships. The little fleet sailed boldly out from the Vermont shore of the lake to meet the formidable British squadron lying beyond Cumberland Head. This fleet consisted of 29 boats, mounting 91 guns and manned by 700 men. On October 12 a fierce engagement took place between the opposing squadrons. The Americans were defeated and several American and British vessels destroyed. Arnold's fleet was pursued up the lake by the enemy and the

battle was renewed next day. The gallant American commander set fire to his remaining ships and ran them aground on the Vermont shore, now known as Arnold's Bay, south of Ferrisburg. The stubborn and gallant fight made by Arnold's fleet against great odds, although resulting in defeat, showed the metal of Vermont-made ships and the heroism of the men in this early naval battle of the Revolution.

The second American fleet on Lake Champlain was built below Vergennes, at the mouth of the Otter Creek. The ships were constructed in 1814, and consisted of 2 square rigged ships, a schooner, a sloop and 10 gunboats or galleys. They carried 86 guns and were manned by 882 men, among whom were many Green Mountain Boys. These ships constituted the American fleet commanded by Commodore Thomas Macdonough in the famous battle of Plattsburg, September 11, 1814. The opposing fleet was slightly stronger, consisting of 16 boats carrying 95 guns and manned by 1,000 men. The battle resulted in a brilliant victory for the American fleet, which captured every British ship and many prisoners. It proved to be the severest naval battle of the war and is ranked by historians as one of the great naval battles of the world. The brilliant victory won by Macdonough's flotilla of ships built of green Vermont timber by Vermont men has made forever memorable this event on the historic waters of Lake Champlain.

Those were the days when wooden war ships constituted the United States navy. Among these old gunboats whose fame is a tradition, was the "Vermont," built at Boston. Her keel was laid in 1818, but she was not completed and launched until 1848. She was a two-decked ship of the line, and had a displacement of 4,150 tons. The "Vermont" mounted 84 guns, and carried a crew of nearly



THE NEW FIRST-CLASS BATTLESHIP "VERMONT,"
(Showing the Battleship when completed.)

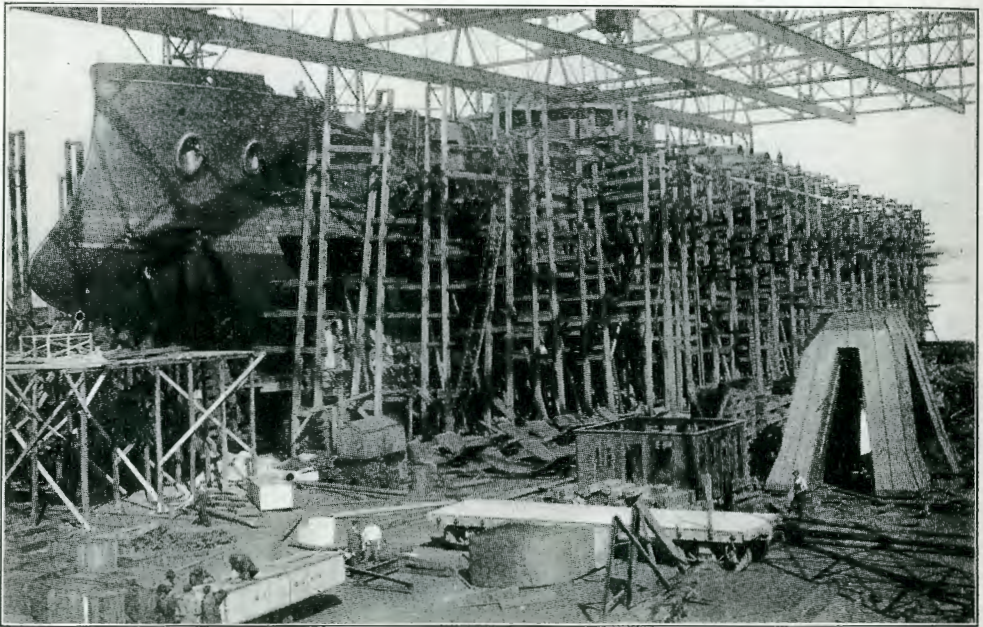
1,000 men. She was never a fighting ship, but remained in service during the Civil War as a store and hospital ship. From 1865 until a few years ago the "Vermont" was a receiving ship at the Brooklyn navy yard. She was subsequently sold and destroyed.

VERMONTERS IN THE U. S. NAVY.

High honors have been conferred upon many Vermonters serving in the United States navy during the past half century. The official list includes one Admiral, 5 Rear-Admirals,

rear-admirals of Vermont birth includes, George F. Emmons, Theodore P. Greene, Charles Edgar Clark, George Albert Converse and Albert S. Kenney. Of this number only two, Rear-Admiral George Albert Converse and Rear-Admiral Albert S. Kenney are in active service. The former is chief of the Bureau of Ordnance, and the latter is treasurer of the Panama Canal Commission. Rear-Admiral Charles E. Clark was placed on the retired list August 10, 1905.

The active list of naval officers also includes Captain George Partridge Colvocoresses, on



THE BATTLESHIP "VERMONT" BEFORE LAUNCHING.

6 Captains, 2 Commodores, 3 Commanders, 6 Lieutenant Commanders and over 50 Lieutenants and other officers of lesser rank.

Several Vermonters served as officers in the second war with England and also in the Mexican War. In the Civil War more than 50 natives of the State held commissions in the United States navy. Several of the sons of Vermont won undying renown as naval officers in foreign wars.

"Manila Bay" and "Santiago" stand for victory, and Dewey and Clark for heroism in that War.

The present ranking officer in the United States navy is Admiral George Dewey, senior member of the general board. The list of

duty at the United States Naval Academy; Commander Stephen Rand, pay corps; Lieutenant Commander Henry Thomas Mayo, Lieutenant Theodore Gibbs Dewey, Lieutenant Commander, Wm. B. Fletcher, Lieutenant George Robert Evans, Lieutenant George Calvin Day, Lieutenant Jonas Hannible Holden, Second Lieutenant Berton W. Sibley, marine corps; Passed Midshipman Harold D. Childs, and Midshipman Edward E. Spafford, Midshipman Harold H. Shanley, Midshipman C. M. Noyes.

Other Vermonters have performed distinguished service in public life for the upbuilding of our navy, conspicuous among whom are Hon. Charles H. Darling, Assistant Secretary of the Navy and Hon. George Edmund Foss,

M. C., Chairman of the Committee on Naval Affairs of the House.

THE NEW BATTLESHIP "VERMONT."

A new "Vermont" looms up in the horizon in the opening years of the 20th century. It is one of the largest and most powerful battleships laid down for the United States navy. The new "Vermont" is one of a homogenous squadron of five great battleships of 16,000 tons each, authorized by Congress in 1903 to be built. The four other battleships are named the "Kansas," "Minnesota," "Connecticut" and "Louisiana." The total cost of these monster war ships when completed will exceed \$7,500,000 each. The contract for the "Vermont" was awarded by the Navy Department to the Fore River Ship Building Company of Quincy, Mass., of which Rear Admiral Francis Bowles is president. The hull was laid May 17, 1904.

The launching of the new battleship "Vermont" on August 31, 1905, was a memorable event. The hull of this war leviathan was laid May 17, 1904, on the ways on which the "Rhode Island" stood. She was about two-thirds completed at the time her maiden dip was taken from the cradle in the works of the Fore River Ship Building Company at Quincy, Massachusetts. The occasion was marked by the presence in this great New England shipyard of several thousand people, among whom were many distinguished National officials, the Governors of Vermont and Massachusetts, and hundreds of prominent citizens from these two States. The Fore River Ship Building Company, of which Rear-Admiral Francis J. Bowles is president, was the host at the christening of the battleship "Vermont," and unbounded hospitality was displayed by the representatives of this company to their guests present. A special train of six coaches was provided by the builders to transport the guests between Boston and Quincy on the morning of the launching.

To Miss Jennie Bell, younger daughter of Governor Charles J. Bell, of Vermont, had been assigned the honor of christening the new "Vermont." The fair sponsor was dressed in a charming costume of cream colored serge, with hat to match. On her left breast was a large knot of red, white and blue ribbon to match that attached to the champagne bottle, and in her left hand she carried a large bou-

quet of pink roses. The maids of honor were Miss Mary Emma Morse of Randolph and Miss Virginia Elizabeth Perry of McIndoes, two Vermont school friends of Miss Bell.

On the christening platform with the sponsor and maids of honor were Gov. Charles J. Bell and Mrs. Bell, Miss Adine Bell, Lieut.-Gov. and Mrs. C. H. Stearns, Gov. Wm. L. Douglass, Assistant Secretary of the Navy Charles H. Darling, Commander A. G. Boutakoff, Russian naval attache at Washington; Hon. Fletcher D. Proctor, Congressman D. J. Foster, Mayor Thompson of Quincy, W. S. Lark and W. L. Balsinger of the Carnegie Steel Company and President Greve of the Cramp Ship Building Company and Rear-Admiral Francis J. Bowles, president of the Fore River Ship Building Company.

The christening party and invited guests occupied a lofty stand at the rear of the ways, close to the bow of the monster battleship. A little nearer the water was a stand occupied by the officers and members of the Vermont Veterans Association of Boston, the Vermont Association of Boston and the Boston Daughters of Vermont.

The occupants of the launching platform numbered nearly 200 persons, many of whom had never witnessed a launching before. It was a distinguished company of men and women that saw the christening so gracefully performed by Miss Bell. A small raised platform built against the bow of the war-ship held the christening party.

The sponsor and maids of honor upon reaching the launching platform prepared for the christening. The bottle of champagne provided for the purpose had been enclosed in a woven network of red, white and blue silk ribbons to prevent it from showering anybody with splinters of the broken glass. It was suspended from the lanyards by tri-colored ribbons ready for the sponsor to throw against the bow of the battleship. From an early hour of the day two hundred and fifty workmen had toiled with sledges and crowbars to release the "Vermont" from the ways that had held her for more than 15 months. Blow after blow had raised the vessel to the proper pitch; beam after beam had been removed—a score of men with battering rams knocked some of the props away. And then one piece remained. This, sawyers attacked at the last, and when the crucial moment came a sharp snap gave Admiral Bowles the signal. At this juncture

Miss Jennie Bell swung her right arm and struck a blow with the dangling, beribboned bottle squarely on the port side of the ram bow and cried, "I christen thee Vermont!"

A splash of foam nursed white rivulets of wine that coursed down over the bow. There was a distant crash of falling timber and as the huge, red hulk, gaining momentum with every instant's fraction, slipped noiselessly from her birthplace, a terrific shout went up, the whistles of the entire plant screamed forth,

along the port and starboard sides and towed her to the company's dock, fastening alongside of the Rhode Island.

The launching was a great success and the christening feature of the affair was most effectually accomplished by the sponsor. Miss Bell was fairly overwhelmed with congratulations on all sides for the admirable manner in which she had performed her part in christening the battleship.

After the launching the visiting Vermonters



CHRISTENING OF THE BATTLESHIP "VERMONT" BY MISS JENNIE BELL.

echoed by a hundred small craft in the river alongside.

Thin, wispy clouds of smoke curled from 'twixt cradle and ways. Two broad ribbons of white seemed to unroll from either side of the receding foot of the vessel—belts of tallow, steaming, white as soapsuds, residue of most four tons of grease.

Down the perspective of the uprights that had held the ship in place, the moving mass of steel and iron, decked from stem to stern with flags and lined at the rim with faces melted into the middle distance, still moving with stately grace on the water. After the "Vermont" had left her cradle, tugs came

and other guests present were served a fine collation in the banquet hall of the works by the Fore River Ship Building Company. The president, Rear Admiral Bowles, presided at the post prandial exercises.

ADDRESS OF REAR-ADMIRAL FRANCIS J. BOWLES.

"Ladies and Gentlemen:—The Fore River Ship Building Company regrets the unfortunate weather to-day, and especially welcomes those who have braved it to come to the launching. We are fortunate to-day and grateful for the presence of the Governor and Lieutenant-Governor of the State of Vermont.

We owe special thanks to them for the skill and accuracy of the christening.

"We are also honored by the presence of His Excellency the Governor of our State. It is a special pleasure to many of us in this party to have seen the battleship named "Vermont" (applause), for some of us took part in the designing of the vessel and some here to-day took special interest in securing the name "Vermont" for that ship.

"Vermont has many noble sons and I trust you will pardon me one personal allusion in this connection. There is one son of Vermont whom I have always held in special honor and veneration. He was kind to me when I was a young man, as he was to a multitude of others—ex-Senator Edmunds (applause), one of the most distinguished statesmen, I believe, of our New England product. Let us hope that those who command this battleship in the future will take their cue from the sons of Vermont, some of whom have served with great distinction in the navy, and I am sure that the best wish we could have for that battleship would be that her commanding officers would emulate the example of that gallant, modest, brave admiral, Charley Clark. (Applause.)

"I am going to propose a toast that I am sure will be welcome to every one of you, and in doing so I shall ask a son of Vermont to respond to it—one who for some years past has occupied the place of assistant secretary of the navy with great honor to himself and with great profit to the nation. His high-minded purposes have made themselves evident in every act and he has won the respect of every man who has come in contact with him—Judge Darling. (Applause).

"Ladies and gentlemen, I give you the health of a soldier, a peacemaker, a statesman, a brave and honest gentlemen, Theodore Roosevelt, President of the United States." (Applause.)

This toast was greeted with great enthusiasm, and drunk to the strains of the "Star Spangled Banner," which the band immediately struck up. Secretary Darling was given a royal reception as he advanced to respond.

ADDRESS OF HON. CHARLES H. DARLING.

"Mr. President, Ladies and Gentlemen:—On this occasion of the assembly of officers of the navy and men high in political positions

in the United States to witness the christening of the most powerful engine of war that has ever been given to the deep, in talking upon the toast, 'The President of the United States,' the natural theme would be San Juan hill, and those acts of bravery that have characterized President Roosevelt from his boyhood until his last act in descending in a submarine boat under the waves of the sea.

"But at this time the first great thought that comes to us in connection with the President of the United States is as an envoy of peace, who has brought to terms of binding peace and lasting amity two great powers who have recently been divided in an awful war—Russia, our long-time and ancient friend (applause); Japan (applause), the foster child of the United States (applause), the Yankee of the East, the nation that has shown the most progress in the last fifty years of any nation upon the face of the earth, and in the culmination of those terms of peace, brought about by our President, he has added to his glory the sentiment and demonstration of the fact that 'Peace hath her victories no less renowned than war.' (Applause.)

"It is always a pleasure for one interested in the navy to speak to the toast, 'The President of the United States,' in the person of Theodore Roosevelt. No man in the executive chair in either ancient or modern times has ever demonstrated a greater interest in the navy. Under him the navy has grown from one of secondary to one of first importance in the land. And now that the "Vermont" has taken the waves, I am permitted to congratulate you, the people of the State, the President of the United States and the president of the ship building company, who has the honor, not only of having built that magnificent structure that took the waters this morning, but has the additional honor of having the brains that conceived and put the design upon paper. (Applause.) A loyal subject, a most loyal navy officer and a most valuable civilian is the president of the Fore River Ship Building Company. (Applause.) True to the traditions of his fathers, who honored and respected, and who did more to mould the sentiment of the State of Vermont than almost any other man in New England, Samuel Bowles of *The Springfield Republican*. (Applause.)

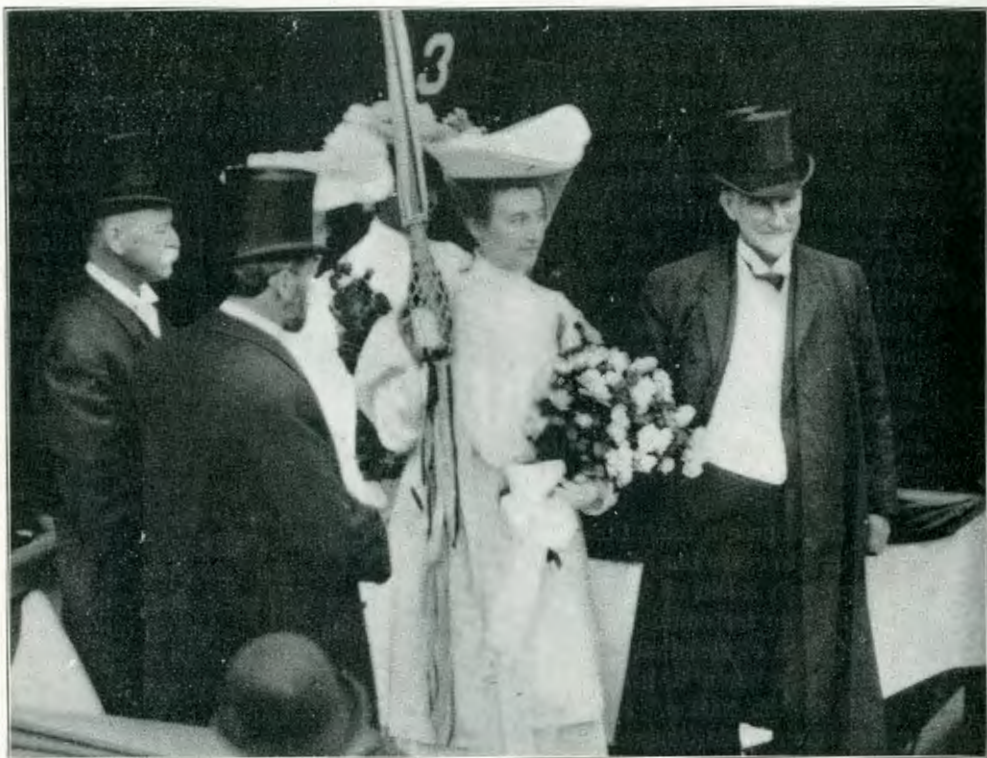
"I cannot pass this subject of the launch-

ing of the Vermont without expressing the hope that every naval officer that ever mans that ship may do so with the spirit that was given to us by Paul Jones: 'My country, may she ever be right; but, right or wrong, my country.' (Applause.) And when in the heat of battle that ship rides alongside of her competitor, may the captain say, as Paul Jones said to his vanquished foe: 'We have just begun to fight.' (Applause.)

OTHER SPEECHES.

The band played "Marching Through Georgia," after which Admiral Bowles introduced Gov. Wm. L. Douglass, of Massachusetts, to say a formal word of welcome to the guests. The Governor was accorded an enthusiastic greeting. He said:

"In behalf of the commonwealth of Massachusetts it gives me much pleasure to



A SCENE BEFORE THE CHRISTENING.

GOVERNOR DOUGLASS.

MISS BELL.

GOVERNOR BELL.

ASSISTANT SECRETARY OF THE NAVY DARLING.

"I thank you, ladies and gentlemen, for being here as a representative of the general government. That ship must be in the future a credit to the state of Vermont—the largest of her class that floats in our navy; larger than the entire American navy in the days of the war of 1812; powerful enough to have wiped out the navies of the North and South in the civil war; more than equal to the entire navies of the world in the days of the war of 1812; may she ever float the waves with credit to our State, to the builders and to the President of the United States." (Applause.)

welcome you, Your Excellency Governor Bell of Vermont, to our midst."

This brief speech was greeted with applause and some laughter, whereupon Admiral Bowles remarked: "I said he was a business Governor." This was the signal for more laughter and applause and cheers.

Governor Bell was then introduced, and was given a royal reception. He said:

"There have been three great periods in my life. The first was when I was born. (Laughter.) There was great consternation in the Bell family that morning. (Laughter.) The next was when I was married. There was

great consternation in a family over in a neighboring town when that happened. (Laughter.) To day is the proudest day of my life, to be the governor of the little State of Vermont and to be here in the great State of Massachusetts to assist at the christening of a battleship "Vermont."

"Vermont has many great heroes, small though she is. One of our sons made something of a record for himself in Manila Bay, as well as winning glory for his country. (Applause). A short time afterward Admiral Clark of the "Oregon" went around the Horn and appeared at the right spot at the right minute, as Vermonters sometimes do. (Applause).

"And now, my friends, when this great leviathan of the deep shall plough the deep, around Cape Horn, up the Mediterranean, even perhaps to the North Pole, if she is commanded by a Vermonter, having been christened by a bottle of champagne and by the waters from heaven, which pleases Vermont (laughter), her record, we have not one particle of doubt, will equal that of any ship of war upon the waters of the world." (Applause.)

DISTINGUISHED PEOPLE AT THE LAUNCHING.

Among Vermonters present were Hon. Charles H. Darling, Assistant Secretary of the Navy, Rear Admiral Charles E. Clark, Governor Charles J. Bell and Mrs. Bell, Miss Julia Bell, Miss Jennie Bell, Miss Adine Bell, Miss Mary Emma Morse, Miss Virginia E. Perry, Lieutenant Governor Charles H. Stearns and Mrs. Stearns, Adjutant and Quartermaster General Wm. H. Gilmore and Mrs. Gilmore, Mrs. H. B. Chamberlain, Hon. David J. Foster, M. C., and Mrs. Foster, Hon. Kittredge Haskins, M. C., and Mrs. Haskins, Miss Ruth Childs, Hon. Fletcher D. Proctor and Mrs. Proctor, Hon. Mason S. Stone and Mrs. Stone, Judge Advocate General Nathan G. Williams and the Misses Williams, Surgeon General Warren E. Putnam and Mrs. Putnam, Col. Charles W. Scarff, Col. Merritt B. Roberts and Mrs. Roberts, Col. Nelson A. Dole and Mrs. Dole, Col. Franklin S. Billings and Mrs. Billings, Col. Merton D. Wells and Mrs. Wells, Hon. Frank L. Fish and Mrs. Fish, Hon. C. C. Fitts and Mrs. Fitts, Hon. Olin Merrill and Mrs. Merrill, Hon. Z. M. Mansur and Mrs. Mansur, Mr. W. A. Dutton and Mrs. Dutton,

Mr. Charles T. Walter and Mrs. Walter, Col. George H. Bond, Hon. C. S. Palmer and Mrs. Palmer, Mr. C. M. Graves and Mrs. Graves, Col. Henry S. Bingham, Col. F. L. Abbott, L. P. Norton, Mr. George H. Cross and Mrs. Cross, Joseph Auld, Fred N. Whitney, Miss Marian Aitkins, Miss Agnes Aitkins, Miss Ruth Childs, Hon. M. A. Bingham, Mr. F. B. Pier and Mrs. Pier, R. B. Galusha, Dr. Frederick Fletcher, George B. Wales, George A. Weston, Hon. Frank Kenfield, Linus Leavens, George O. Stratton, F. F. Shepard, Mr. James Ritchie and Mrs. Ritchie, Mr. C. R. Cummings and Mrs. Cummings, Miss Helen Bailey, Miss Nellie Deane, B. N. Davis and Gardner Brewer.

The Vermont Association of Boston was represented by Albert Clarke, Charles H. Darling, Everett C. Benton, Eugene N. Foss, N. L. Sheldon, Ira R. Kent, Frank W. Thayer, James M. Gleason, Samuel C. Burnett, Wade Keyes, James W. Newton and George B. Reed. Among the members of the Vermont Veteran Association present were Granville C. Fiske, Frank E. Martell, John G. Bostwick, P. P. Pettes, Thomas C. Bond, C. H. Bradley and John J. Warden.

Among other distinguished guests present were Governor William L. Douglass, of Massachusetts and Mrs. Douglass, Commander A. G. Boutakoff, Russian Naval Attache at Washington; Rear Admiral A. S. Snow, Mayor James Thompson of Quincy, W. S. Lark and W. L. Balsinger of the Carnegie Steel Company, President Greve of the Cramp Ship Building Company, Senator Henry Cabot Lodge of Massachusetts; Senator Eugene Hale of Maine; Senator Henry S. Burnham of New Hampshire and Congressman Samuel W. McCall and Congressman Ernest W. Roberts of Massachusetts. The members of the staff of Governor Douglass were also present.

DESCRIPTION OF THE NEW "VERMONT."

The general dimensions of the "Vermont" are as follows: Length of load waterline, 450 feet; breadth, extreme, at load waterline, 76 10-12 feet; displacement, 16,000 tons; mean draught to bottom of keel, 24½ feet; gross draught full load, about 26¾ feet; total bunker capacity, 2,000 tons. The requirements call for a trial speed at sea for four hours of 18 knots. The hull is of steel throughout, fitted with docking and bilge keels.



SPONSOR AND MAIDS OF HONOR.

MISS MARY E. MORSE.

MISS JENNIE BELL.

MISS VIRGINIA E. PERRY.

In the main battery there will be four 12-inch breech-loading rifles, eight 8-inch breech-loading rifles, twelve 7-inch breech-loading rifles; secondary battery, 12 three-inch, 14, pounder rapid-fire guns, 12 three-pounder and semi-automatic guns, six one-pounder automatic guns, two one-pounder semi-automatic guns, two three-inch fieldpieces, two machine guns, caliber .30 and six automatic guns, caliber .30.

The hull is protected at the water line by a complete belt of armor 9 feet 3 inches wide, having a maximum thickness of 11 inches for about 200 feet amidships. Forward and aft of this the maximum thickness is 9 inches within the limits of magazines, from which points

the thickness is gradually decreased to 4 inches at the stem and stern.

The lower casemate armor extends to the limits of the magazine spaces and reaches from the top of the water-line belt to the lower edge of the seven-inch gun ports on the main deck, and is six inches in thickness, the athwartship bulkheads at the end of this casemate also being six inches thick.

The casemate armor around the seven-inch guns on the gun deck is seven inches thick, and the splinter bulkheads from $1\frac{1}{2}$ to 2 inches thick. The protection of three-inch guns is nickel steel two inches thick.

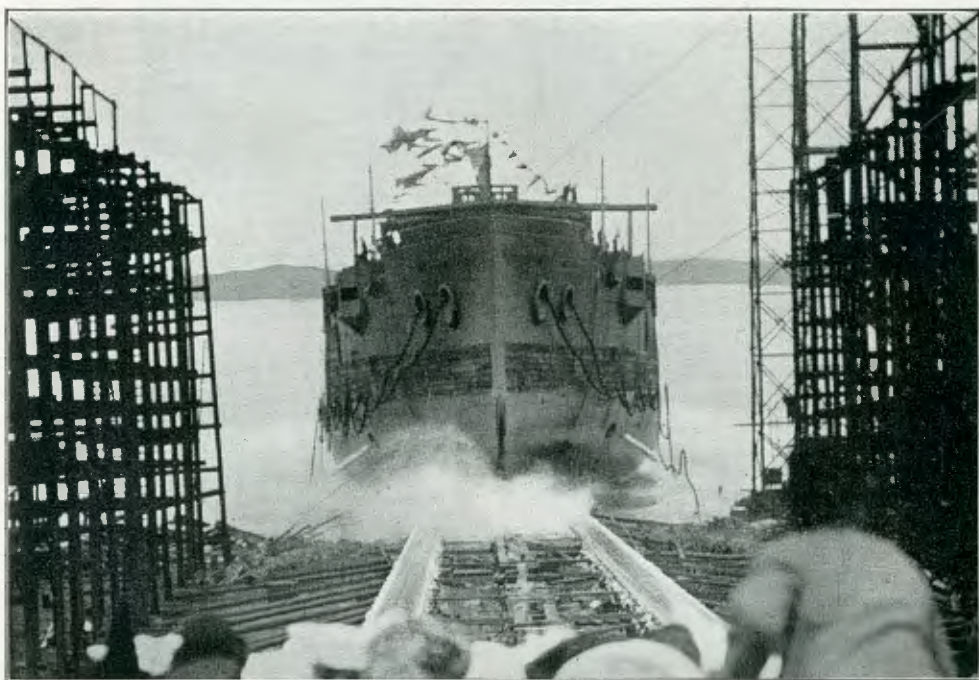
The 12-inch barbettes extend from the protective deck to about four feet above the main

deck and consist of 10 inches of armor in front and seven and one-half inches in the rear above the gun deck. Between the gun deck and protective deck there is a uniform thickness of six inches.

The 12-inch turrets have a front plate 12 inches thick, rear plates eight inches thick and top plates $2\frac{1}{2}$ inches thick. The eight-inch barbettes are six inches thick in front and four inches thick in the rear, with the upper tube $3\frac{3}{4}$ inches thick and the lower tube three inches thick.

pressure will be 250 pounds. The stroke will be four feet. The ratio of high pressure to low pressure cylinder will be at least 1 to 7, and the diameters will be sufficient for the required I. H. P. at about 120 revolutions per minute.

There will be 12 boilers of the Babcock and Wilcox type, placed in six water-tight compartments. The vessel is to be heated by steam and lighted by electricity. The electric plant will consist of eight 100 kilowatt steam-driven generating sets, all to be of 125 volts' pressure



BATTLESHIP "VERMONT," JUST CHRISTENED, ENTERING THE WATER.

The conning tower and shield are each nine inches thick, and the signal tower six inches thick. And armor tube 36 inches in diameter extends from the base of the conning tower to the protective deck, and is six inches thick throughout.

There is a complete protective deck extending from stem to stern, the deck being flat amidships but sloped at the sides throughout and sloped at each end; built up of 20-pound plating throughout, with nickel steel of 40 pounds on the flat and of 100 pounds on the slopes.

The engines will be of the vertical, twin screw, four-cylinder, triple expansion type, of a combined I. H. P. of 16,500. The steam

at the terminals, disposed in two separate and independent dynamo rooms. Ice and evaporating plants will be part of the equipment, and there will be telephones, automatic fire alarm warning signals, alarm signals, etc.

All main compartments of the ship below the gun deck except the coal bunkers, are to be provided with forced ventilation, and there will be 33 blowers, with a combined capacity of not less than 104,000 cubic feet per minute.

The vessel is designed as a flagship, and the arrangement of quarters will provide ample accommodations for a flag officer, chief of staff, 19 wardroom officers, 10 junior officers, 10 warrant officers and not less than 761 men including 60 marines.