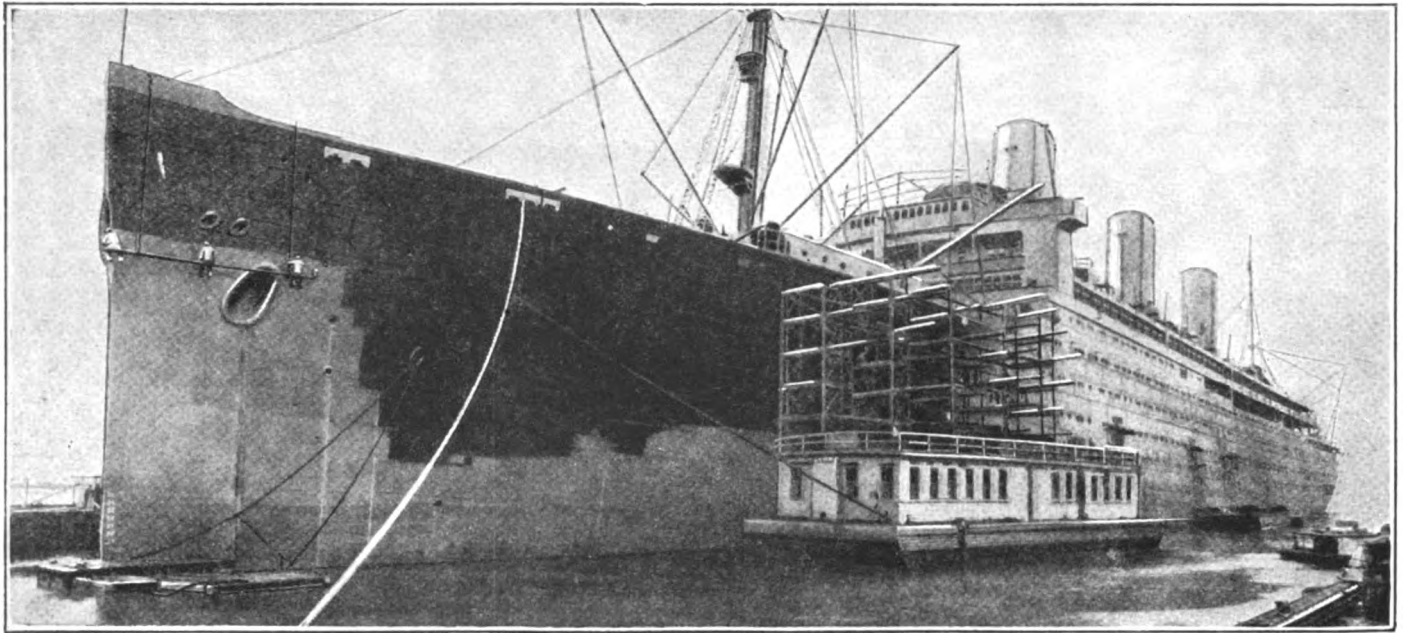


Historic "Leviathan" Becomes Queen of the Seas



From troopship to floating palace—the mighty "Leviathan," second largest vessel in the world, as she appears at Newport News, Va., in the process of transformation, at a cost of \$8,000,000, into the most magnificent of all passenger liners

THE most stupendous task of its sort ever attempted in the history of shipbuilding is now under way at Newport News, Va., where the historic "Leviathan," next to the largest vessel in the world, is being converted from a battered troopship into the finest passenger liner afloat.

When the monster ship that carried 104,500 United States officers and men in 10 trips to France during the war, sets out on her maiden voyage as a passenger carrier under the American flag early in the present year, she will represent the last word in sea-going luxury.

Five years ago the "Leviathan," formerly the German "Vaterland," was carrying

more than 10,000 American soldiers on each trip to France (in one trip she carried 12,000). Two years ago she lay rotting at her pier at Hoboken, N. J., while shipping men called her a "white elephant" on Uncle Sam's hands. They said the day of monster liners had passed, and that the "Leviathan" might as well be towed into the Atlantic and sunk.

Now more than \$8,000,000 and the daily labor of 2500 men are being spent on her to prove that America's merchant marine, after all, can support a liner outclassing the world's finest.

Eleven electric elevators are being installed. Oil will replace coal under her boilers. To protect the ship from any possible increase of fire danger, marvelous new automatic safety appliances have been adopted to flood the boiler rooms with a smothering foam in an emergency.

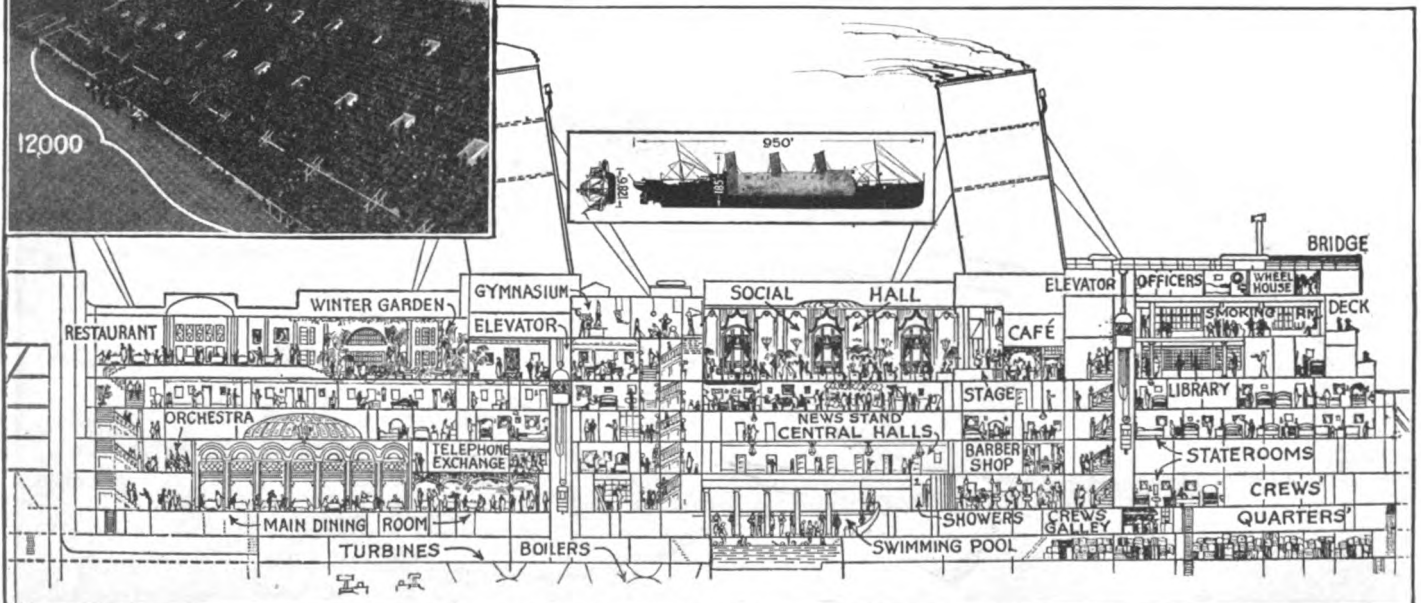
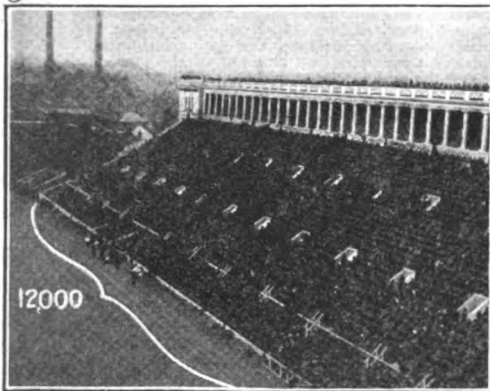
Contrary to century-old maritime conditions, a "landlubber" architect

has been employed to re-design the interior. Her elaborate lighting fixtures will glow with 15,000 electric lamps. The entire ship is equipped with an intricate system of telephone communication, 600 instruments being connected on a central board.

To prepare food for the 5000 passengers and crew, seven complete galleys and four bakeries are being equipped. More than half a million dollars is being spent on the steward's department alone. For the dining rooms there will be 150,000 pieces of china and glassware. On every round trip the vessel will need three tons of tea and coffee, and 186,000 pounds of meat.

Since the only plans of the "Leviathan" in existence were in the hands of the German builders and were obtainable only at a prohibitive price, the American designers were compelled to adopt unique detective methods to remodel the ship. It was necessary to follow out all the wiring and plumbing lines and to ascertain accurately the sizes of hidden structural members.

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This cross section diagram of the re-designed "Leviathan," shows arrangement of luxurious passenger accommodations. On one trip during the war, this mammoth vessel carried 12,000 troops—a throng visualized in the larger inset, showing a

section of the Harvard stadium. The smaller inset illustrates her tremendous proportions—Columbus' flagship, the "Santa Maria," placed on end, would not reach top of "Leviathan's" funnels. White portion represents section shown below

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