

## HOW THE KAISER'S NEW YACHT LOOKED LAST WEEK AT THE TOWNSEND &amp; DOWNEY SHIPYARDS, ON SHOOTERS ISLAND.

## LARGE SHIP; LARGE DOCK.

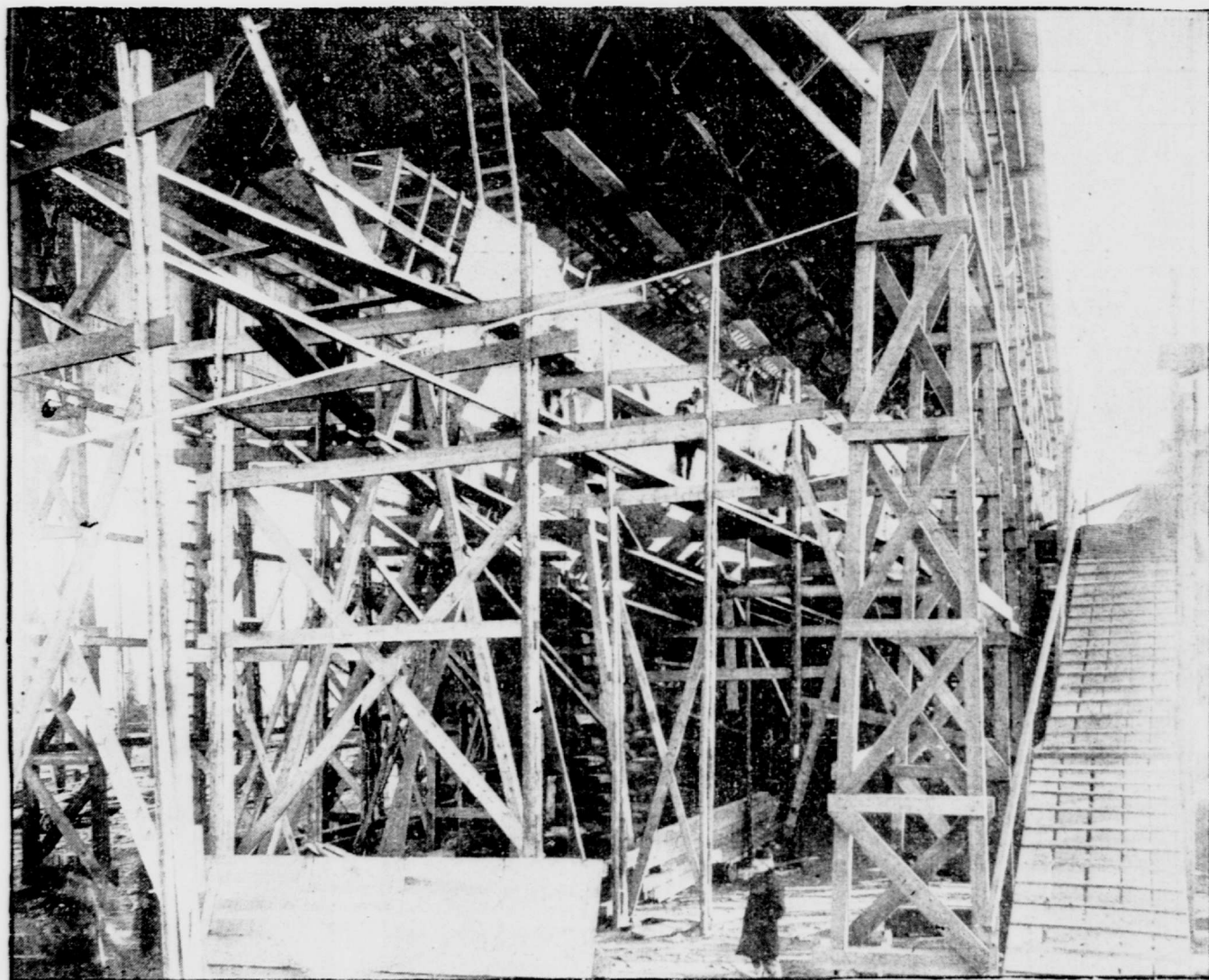
FLAGSHIP FOR THE LAUNCHING OF THE KAISER'S YACHT TESTED THE BIG CRADLE AT NEW-ORLEANS.

Washington, Jan. 25.—The battleship Illinois is expected to be the flagship of the squadron which will attend the launching of the German Emperor's yacht in New-York next month, and also for the same conspicuous position at the coronation of King Edward VII. She is the latest commissioned addition to the United States Navy, and, because she is also the largest, was sent to New-Orleans to test the floating dock the government recently built for the new naval station at that port. The dock is the largest of the kind in the world, and marks the beginning of a new class of docks in America.

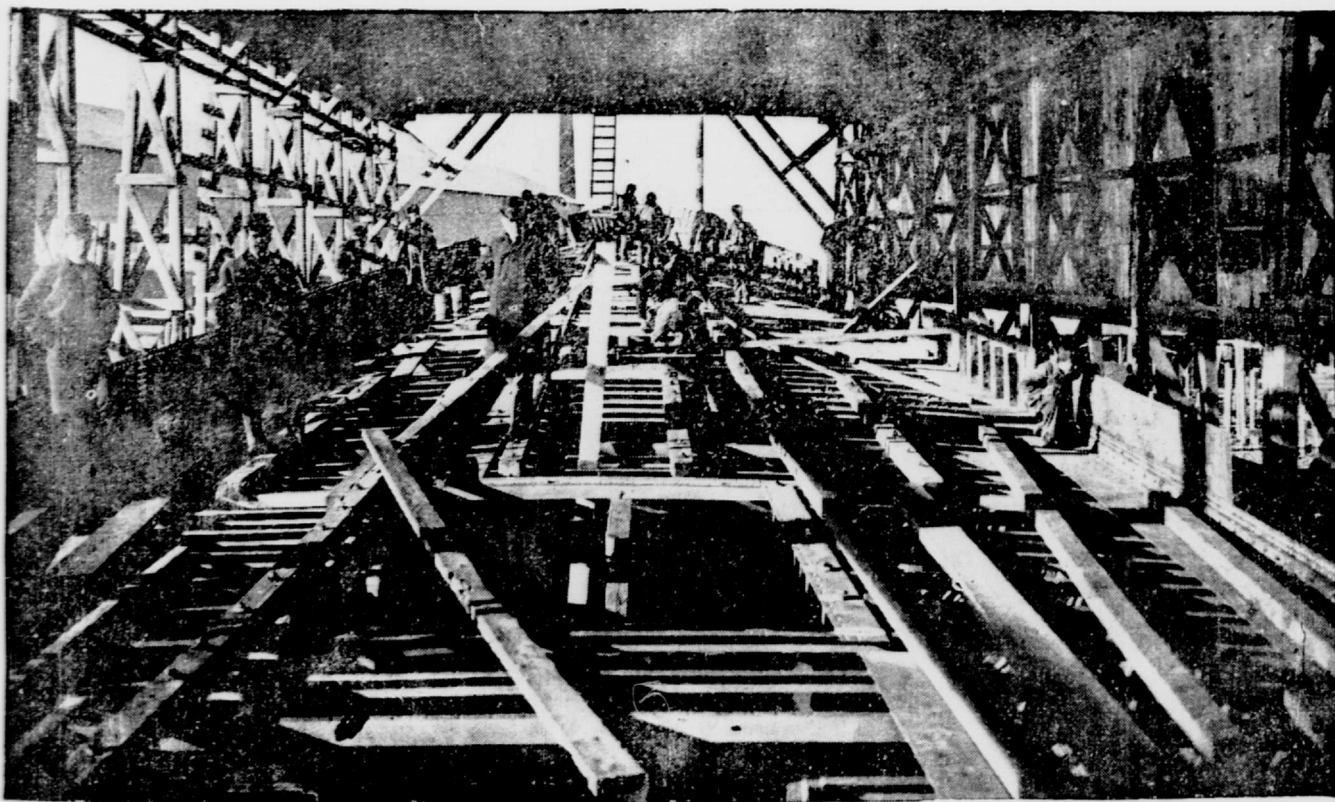
When war was threatened, the Spanish Government placed an emergency contract with Swan & Hunter, Wall's-End-on-Tyne, for two floating docks of ten thousand tons capacity, and offered premiums to the builders and the towing contractors for the completion and delivery of these docks respectively at Manila and Havana in the way of several thousand pounds sterling for each month they clipped from the contract time of delivery. In just eleven months from the date of the contract the now famous Havana dock was delivered at that place. It cost the Spanish Government £119,000, £30,000 more being paid for towage and premiums. It arrived in Havana about two months before the blowing up of the Maine, and served the few Spanish cruisers then about Cuba in getting into condition to fight America. Unfortunately for Spain, the dock was misplaced. Had it been sent to Santiago, Cervera's fleet would have been able at least to have made a better run, for their bottoms would all have been cleaned and scraped.

The other dock was not finished until after war had begun, and after the protocol was signed was taken to Port Mahon, Balearic Islands.

According to the treaty of peace, all movable property of the Spanish Government could be taken away from Cuba. The board to pass



THE HULL SEEN THROUGH A FOREST OF TIMBERS.



DECK VIEW OF THE KAISER'S NEW YACHT.

## KAISER'S YACHT DETAILS.

## MEASUREMENTS OF THE VESSEL—HER SAILS AND MASTS.

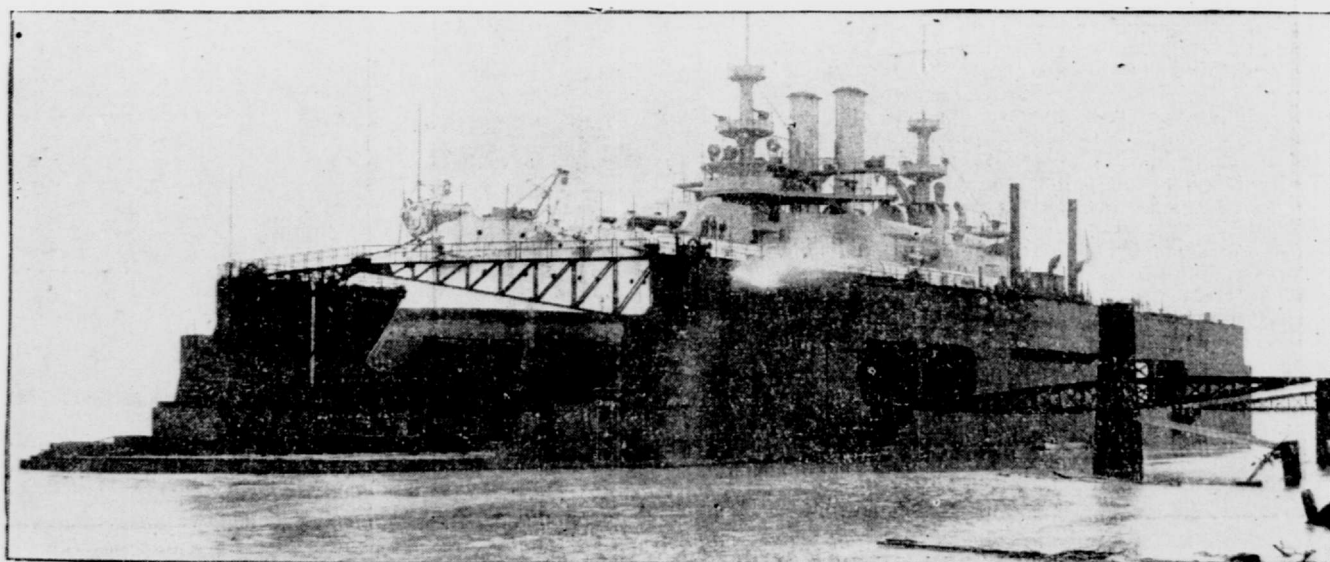
The Kaiser's yacht, building at Shooters' Island, is well advanced, and will be on the high road to completion when the ceremony of launching takes place on February 25. She is 160 feet long over all, and her water line is 120 feet. Her other measurements are: Beam, 27 feet; extreme draught, 15 feet; depth from bottom of keel to top, 19 feet; freeboard at lowest point, 4 feet; freeboard at bow, 19 feet; freeboard at stern, 6 feet; height of bulwark, 2 feet 4 inches; displacement, 315 tons; leaded ballast, about 120 tons.

Mr. Downey, of the shipbuilding concern where the yacht is being constructed, gave the following details of the vessel:

She is known as a fore and aft schooner, and she will have the following sails: Mainsail and foresail, forestaysail, jib, main and aft and gaff topsail, main club and topsail, ordinary trysail, balloon trysail, balloon forestaysail, balloon jib-topsail, baby jib-topsail, spinnaker fore and aft trysail. The spars are as follows: Mainmast of Oregon pine, 89 feet 3 inches above the deck; total length of mainmast, 105 feet 3 inches; foremast of Oregon pine, length above the deck, 85 feet 3 inches; main topmast of spruce, total length, 59 feet 4 inches; foretopmast of spruce, total length, 54 feet 8 inches; main boom of hollow Oregon pine, 82 feet; main gaff of spruce, 49 feet; fore boom and gaff, 36 feet; bowsprit of Oregon pine, 45 feet 10 inches; spinnaker boom, 68 feet 6 inches. The keel will be of trough type; the deck will be of the best selected white pine, and all the deck fittings, companionways, hatches, etc., of the best selected teakwood. Several designs bearing the royal coat of arms will be furnished to us to be placed in different parts of the boat.

## THE UNITED STATES BATTLESHIP ILLINOIS.

As she looked while testing the great new floating dock at New-Orleans on January 10.



The Illinois will be the flagship of the United States naval squadron at the launching of the Kaiser's yacht.

upon movable and immovable property declared the dock movable, but Spain had no use for it in her shipless state, and sold it to this government for the sum of \$185,000.

Immediately after the war a contract was awarded for the building of a floating dock for Algiers, La., opposite New-Orleans, that would lift any vessel in the navy. This was to be the largest dock of its kind afloat, 15,000 tons capacity with decks two feet above water, 18,000 tons awash. In October the dock was successfully towed from Sparrow's Point, Md., its place of construction, to New-Orleans. This style of dock was decided on because a graving dock could not be built in a stable way in the alluvial soil of the Mississippi's banks, because of the variation of eighteen feet in the river levels at high and low water, and because of the cheapness of first cost (one-third less) and of maintenance, as compared with stone docks. The test of the full capacity of the dock could not be made, for the tonnage of the Illinois is only 14,000, but the test of that lift was entirely successful and satisfactory, and as a result probably most of the docks the government builds in the future will be of that type.

## STINGINESS AND GENEROSITY.

From The Chicago Tribune.

"De stingier a man is," said Uncle Eph'm, "de mo' he gives hisse'f away."