

U.S. GIFT
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Pacific Marine Review

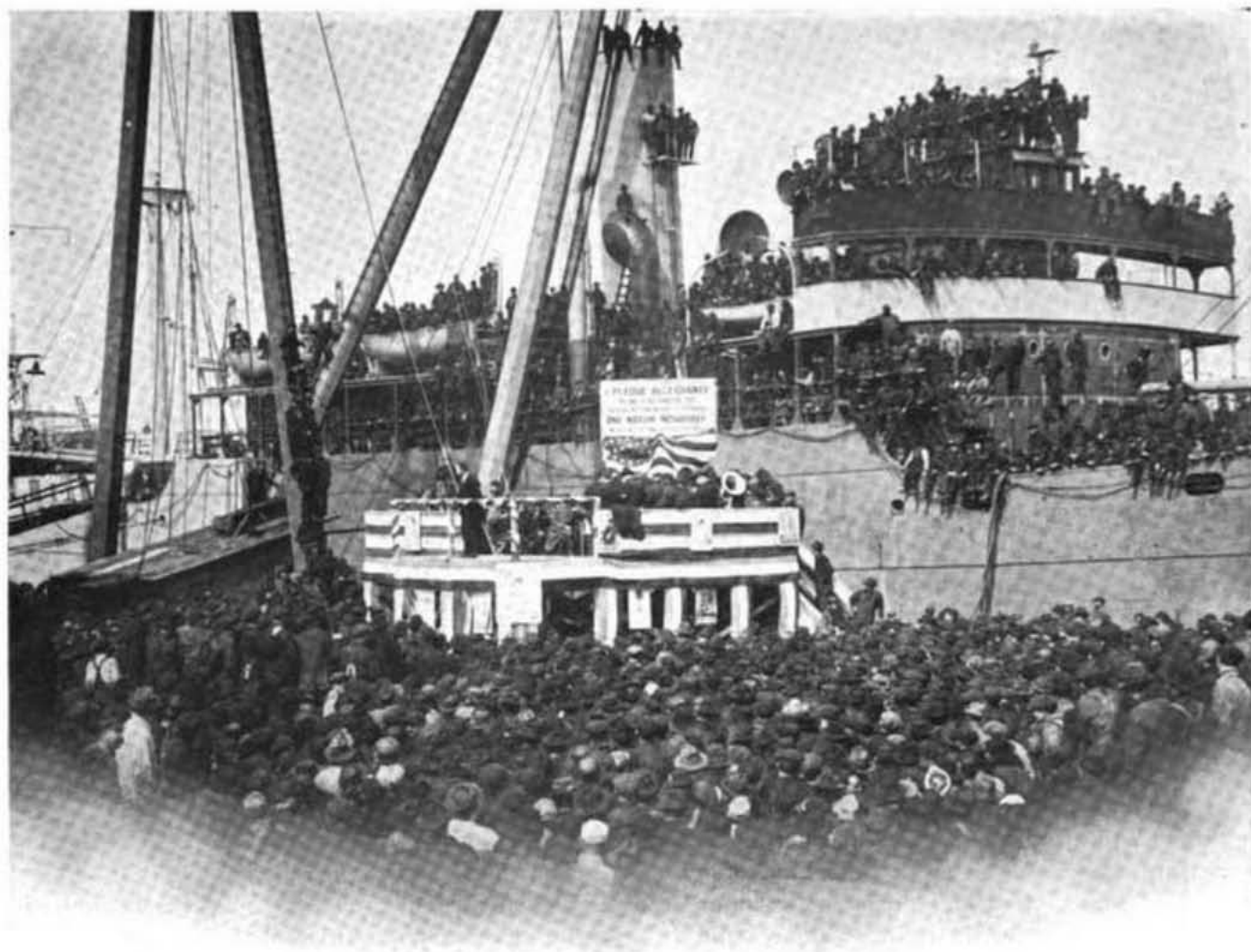
July 1918
25 cents



SEATTLE'S ANSWER
TO THE CALL
FOR SHIPS



Mr. David Rodgers, general manager Skinner & Eddy Corporation.



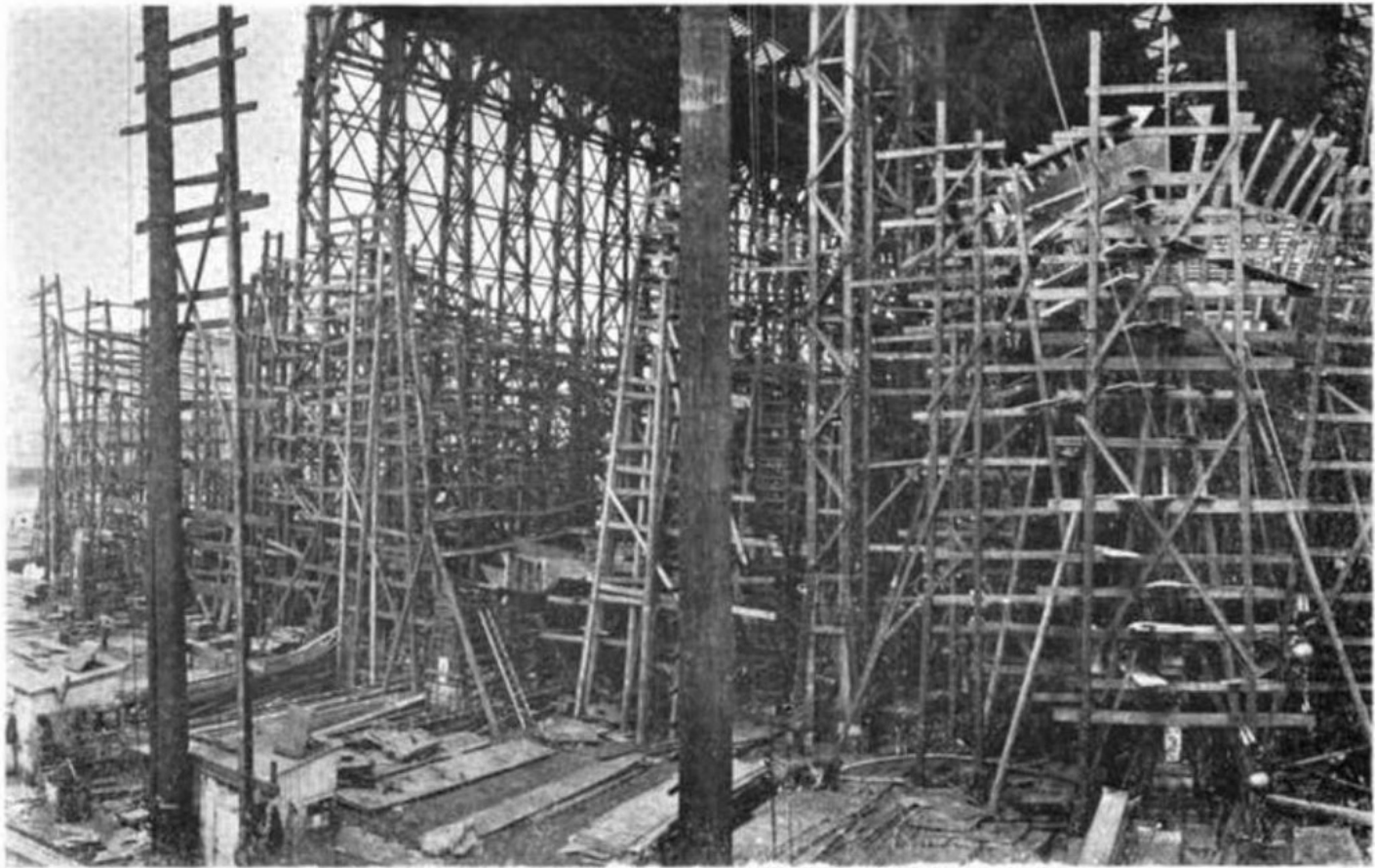
Flag-raising ceremonies at the Skinner & Eddy yard Number One.

Seattle's Record Makers

IT is a long cry from a sand lot to a shipyard with 225,000 tons of completed tonnage to its credit, yet it is only a little over two years ago that the Skinner & Eddy Corporation began the construction of its plant on a bare piece of ground, consisting of about five acres, and covered with one foot of snow. At about the time they engaged in this business, the excessive demand for ships began to set in, and Mr. Skinner, foreseeing clearly the demand that would surely follow as a result of the undersea activities, began to provide liberally for steel and equipment with which to construct a number of these vessels. Realizing that in massed production the greatest possible speed in output was obtainable, they developed the now famous 8800-ton type, and the keel of the "Niels Nielsen", the first of this fleet, was laid on May 2, 1916. Since that time this firm has built twenty-one vessels of this type, and three 10,000-ton oil tankers, or a total of 225,000 tons, which is thirty per cent more than the entire amount built in all of the shipyards in the United States in 1915.

When the keel of the "Niels Nielsen" was laid, there began a career of rapid ship construction which was never witnessed before and, continuing on down through these two short years, has been accelerated until the time now consumed in the construction of these vessels has been reduced to fifty-five days for launching, and an average of twenty days for commissioning or, a fully equipped vessel, complete with all military requirements as now developed to combat the submarine menace, and capable of carrying 8800 tons deadweight, is an actual reality in seventy-five working days.

The notoriety given to the launching of a vessel has created the erroneous impression in the minds of the public that this achievement marked the addition of new tonnage to our merchant marine, whereas, if a vessel is launched, only it is of no more service to the nation than if she had never left the keel blocks. The acid test is the actual completion of the vessel, tried and delivered and entered upon the service. For publicity purposes, effort has been centered on some vessels to launch



View of the five ways in yard Number One of the Skinner & Eddy Corporation.

them in record time. That the Skinner & Eddy Corporation has not resorted to this kind of publicity is evidenced by the consistent manner in which they have gradually reduced their building time over their entire program. When one reflects that some ten or twelve months were consumed in the construction of a ship of this size in the pre-war days, some idea of the remarkable achievement may be gained.

When this firm entered the shipbuilding business, their energies were largely employed for the first three months in 1916 in preliminary work of creating an organization and the assembly of equipment, a task accomplished in a remarkably short time, when all of the difficulties of securing machinery and equipment are considered, since the manufacturers of implements of war had engaged the capacity of the builders of such tools as were essential for installation in shipyards. These difficulties

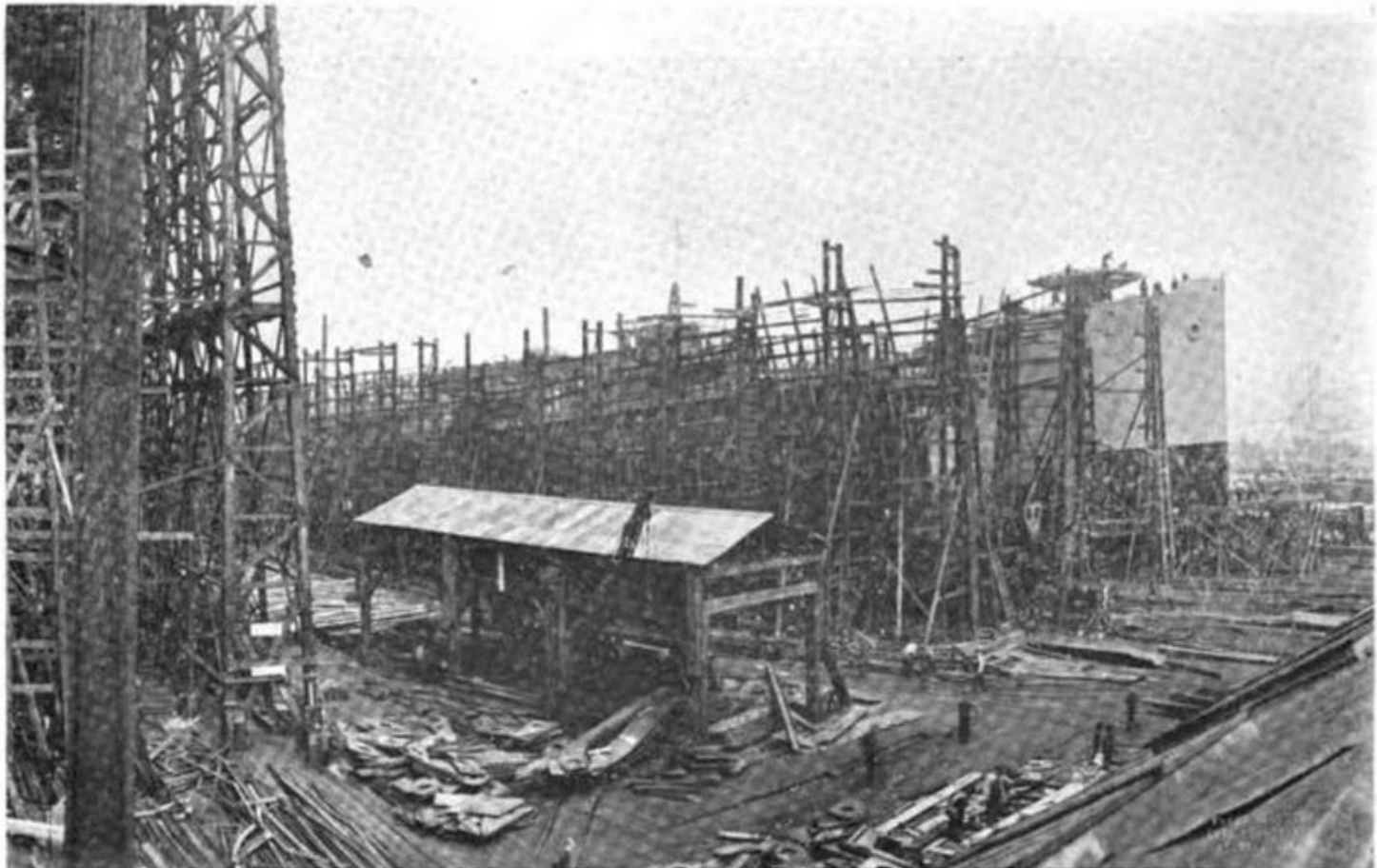
were further aggravated by the congested conditions of the railroads prevailing at that time. Yet, in spite of these handicaps, a prompt accumulation of the necessary facilities was accomplished and these obstacles overcome by the creation of effective purchasing departments and the installation of a traffic division.

Mr. Skinner's remarkable ability for surrounding himself with efficient associates was again demonstrated in the selection of David Rodgers, who, today, is known around the world as one of the greatest masters of the shipbuilding industry. His wonderful knowledge of fashioning a ship, his determination to over-ride obstacles that would halt the progress of a man of less resource, his firm but kindly disposition toward his men, his record for fair and square dealing, act as a magnet, and he promptly surrounded himself with able and loyal lieutenants and an organization of efficient shipbuilders who have set the pace for the country ever since.

Realizing the necessity for freedom of action, this firm adopted unconventional methods that the work might be pushed forward to completion with the greatest celerity and the usual red tape and routine that shackled progress heretofore was promptly dispensed with. Entering upon their work with a spirit of enthusiasm and goodfellowship this organization soon began to make its efforts known. On September 21, 1916, the first vessel took the water and was delivered on November 9th. From that day on they gradually shortened the time until on November 1, 1917, they startled the country by the launching of the S. S. "War Flame", built



Scene in one of the rooms of the Skinner & Eddy hospital, which is one of the most complete shipyard hospital units in the Northwest.



Some wonderful construction records have been created on these building ways.

for the account of the Cunard Company, and commandeered by the Shipping Board and renamed the "West Arrow", in sixty-four working days. On November 24th they launched, for the account of the United States Emergency Fleet Corporation, the first direct contract ship to be built for their account and named in honor of the city in which she was constructed. Since that time they have delivered nine direct contract ships to the United States Shipping Board, six of which completed the first contract taken, and three of which apply on a contract taken as late as January 15th, of the present year. These vessels averaging about four months earlier than the promise outlined to the Government at the time of negotiating the business. In fact, the first contract for six vessels was completed before the Board had received a direct contract steamer from any other source in the United States with the bare exception of one small vessel built on the Great Lakes and delivered one day previous to the completion of the sixth ship. The last turn of their building berths has been accomplished in fifty-five working days. If this record were maintained over the entire steel ways now in existence in the United States a most gloomy aspect would present itself to the Kaiser's undersea pirates.

In August, 1917, this corporation extended their ways from three to five sets to help answer the call of the nation for more ships, and on June 1st their facilities were increased to ten building berths by absorbing the plant of the Seattle Construction & Dry Dock Company. During the month of May

this firm was awarded a contract approaching one hundred million dollars, the largest contract ever given to a private yard by the Shipping Board, in recognition of the very valuable services they had rendered to the nation. One thing that has contributed largely to the success of their program has been the installation of their overhead facilities for handling steel on to the ships. A unit designed and patented by General Manager David Rodgers. There further developed under his guidance a scarphing machine, which has now been placed on the market and sold freely to the American and English shipyards.

The organization has depended solely on individual efforts in obtaining materials with which to

A BUTTON WILL BE PROVIDED— EACH MEMBER UPON SIGNING SLIP.



Bulletin board in the yard of the Skinner & Eddy plant. The notice in regard to providing buttons for members refers to the Employee's Relief Association, now comprising over ten thousand members.

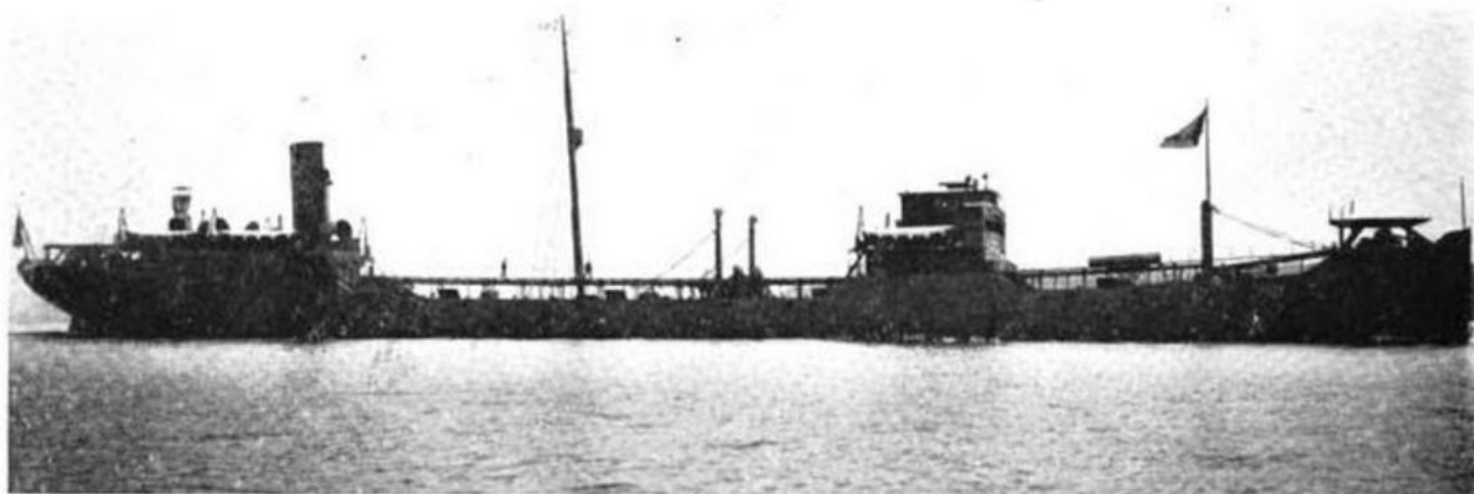


Mr. J. W. Eddy, vice-president Skinner & Eddy corporation.

Bushnell photo.



Mr. D. E. Skinner, president Skinner & Eddy Corporation.

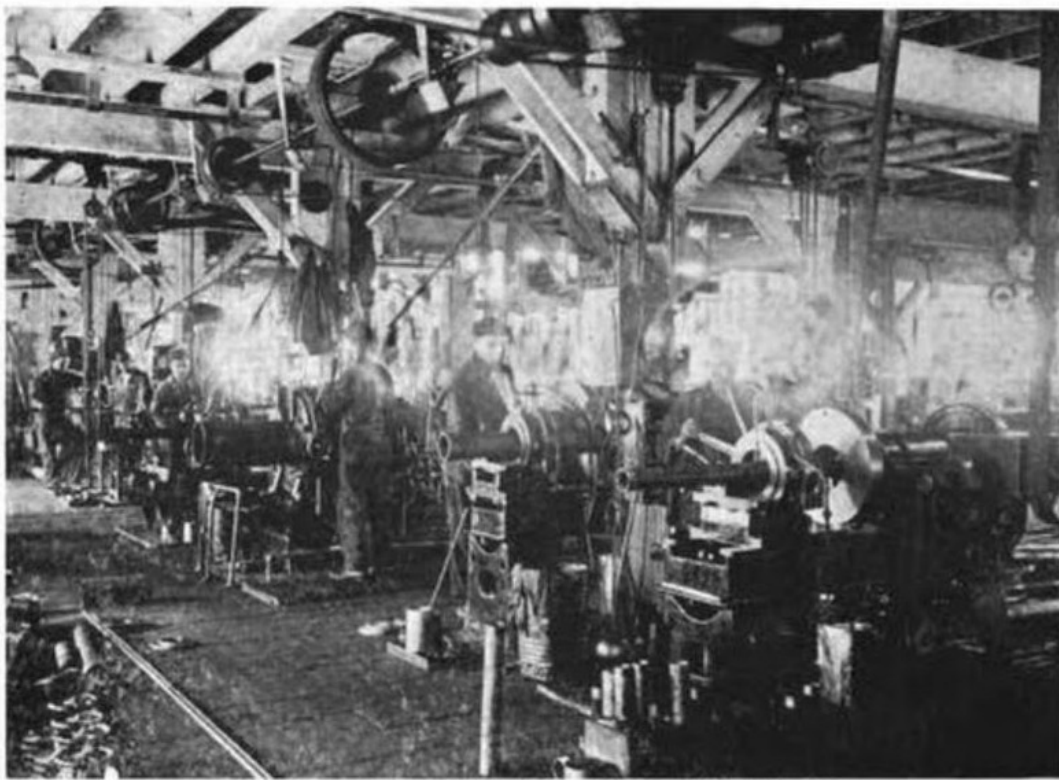


The "Ossimeke", "Trontalite" and "Western Queen", three recent products of the plant of the Skinner & Eddy Corporation.



Mr. H. G. Seaborn, second vice-president Skinner & Eddy Corporation.

Bushnell photo.



A view of some of the pipe-cutting machines in the pipe shop.

construct their vessels, and has spared no expense in securing deliveries, expressing where necessary at an extreme cost, several units in order to avoid an interruption in their building program. At one time it ran a through train from Schenectady, New York, to Seattle, Washington, with three turbines which arrived on the eleventh day.

The loyal manner in which the men have responded is evidenced, not only in their untiring efforts, to give the best in them to the concern, and through them to their country in its hour of peril, but is further reflected in their generous contributions to the Red Cross Funds and the Liberty Loan drives. In addition to the liberality expressed through these two channels they have organized "The Employees' Relief Association of the Skinner & Eddy Corporation", now comprising over 10,000 employees, and they donate each month a sum far exceeding \$10,000 to this work. The motto of the firm is "Play Fair", and this spirit pervades the entire organization.

One reason for the tremendous success attained by the Skinner & Eddy Corporation is due to the fact that the employees of this organization work "with" and not "for" its executives, and there is

a vast difference between the two standards.

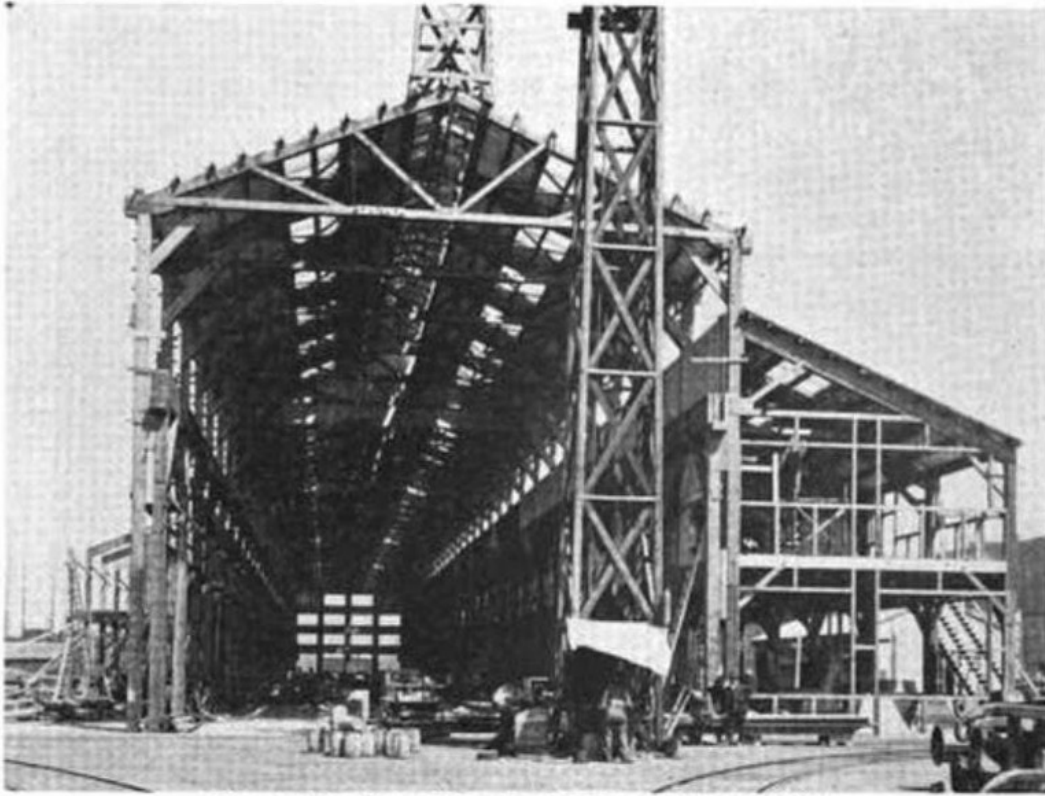
David Rodgers knows his men, knows them by name, knows their needs, participates in their pleasures, sympathizes with them in their sorrows, and this intimate touch has led to the greatest co-operation through all departments. From each rivet boy to every departmental head, he is honored and respected. His word goes, and his every request is met with an "I will" so, under his management, the plant swings merrily along, happy in the knowledge that each day's labor contributed is helping

to bring to a satisfactory termination this world's conflict, and as long as this need exists, they can be depended upon to answer and will be able to say to the world their part is performed.

The task of putting in slip and building foundations, assembling equipment and organizing the working forces of a shipyard is a most difficult one, and the remarkable speed with which the Skinner & Eddy Corporation accomplished the bringing together of a group of competent men to head the different departments, assembled tools for their large ship tool shed, rushed buildings and slips to an early completion, secured a force of competent draughtsmen, and simultaneously



A view looking through the punch shop of the Skinner & Eddy plant.



New machine shop and foundry building nearing completion.

started the design and construction of large steel ships, will always remain one of the most marked among the many remarkable feats which have featured the conduct of American industry under the stress of war conditions.

Large punches, flanging presses and bending rolls, to say nothing of timber, piles and steel-construction material, were secured despite the chaotic condition of the world's markets, foundations for slips were rushed and actual construction commenced within a space of time that surprised the most optimistic.

As will be gathered from the accompanying illustrations the Skinner & Eddy Plant is in many respects an unusual shipyard. The buildings are of the heavy mill construction, so usual to the Northwest, and the usual extensive trackage system is found throughout the yard with large locomotive cranes for general handling. Over the building ways is the trolley system, this method so universally used now by shipyard in the Northwest, was practically originated at the Skinner & Eddy plant.

The three original building ways have now been increased to five,

doctors and nurses in constant attendance.

The employees of Skinner & Eddy have always evinced great loyalty to the firm, and it is this spirit of co-operation and comradeship which has enabled the big Seattle shipyard to create so many building records and to have attained such a widespread fame throughout the length and breadth of the United States.

It is the emulation of this spirit throughout the shipyards of the United States which has resulted in a material increase in tonnage output being shown with each succeeding month's returns, and it is this spirit which has written the word "futile" on the Hun's inhuman methods of maritime warfare.



A corner in the well equipped joiner shop of the Skinner & Eddy plant.

while the addition of the plant of the Seattle Construction & Dry Dock Company will more than double the potential output of the firm.

Some idea of the remarkable growth of the work turned out is evidenced by the fact that the concern was forced to construct a large new machine shop and foundry building to care for its needs along these lines.

Of all the buildings in the big plant, however, perhaps none holds a greater interest than the hospital, a splendidly equipped building with