

HUGE SHIP GLIDES TO HOME ON LAKE

Big Seeandbee, Launched
at Detroit, Watched by
Thousand Guests.

Ship is Largest Side-Wheel
Vessel in World and
Cost \$2,000,000.

BY A. M. CORNELL.

STAFF SPECIAL.

DETROIT, Mich., Nov. 9.—At the launching of the steamer Seeandbee at the Wyandotte yards of the American Shipbuilding Co. today, several thousand people saw for the first time the ship that not only is the largest sidewheel steamer in the world, but also the vessel from which the Cleveland and Buffalo Transit Co. expects to land more than 100,000 persons in Cleveland next summer.

Miss May Knight, 1087 W. 77th-st., Cleveland, was the first to suggest the name "Seeandbee." She will be paid \$50 by the owners of the ship, while Miss Eva Todd, 1511 Mars-av., Lakewood, will be paid \$30, she having been the second to propose the same name. Several suggested names very much like the accepted one and it has not been decided who will be paid the \$20 offered for the third name.

More than 100 Cleveland people, traffic men and other guests from New York, Toronto and Chicago and residents of Detroit to the number of 1,000 made the trip from Detroit to Wyandotte on the steamer Britannic. When the excursion boat reached the dock scores of men with iron mauls received the signal to drive the restraining blocks from under the ship. Like an army trained for a single maneuver, they swung the heavy mallets while axmen with the keen edges raised stood like soldiers at attention.

Five hundred feet from the launching stand a shipyard foreman lifted his hat; Supt. Frank Jeffery signaled that all was ready; the foreman's hat dropped and simultaneously the axes fell, Miss Eleanor Moody swinging the silver-encased bottle and the steamer Seeandbee became a ship with a name.

As the immense hull slipped down the ways, M. E. Farr, president of the Detroit Shipbuilding Co., the name by which the local branch of the American Shipbuilding Co. is known, grasped the rail of the launching stand. The ship struck the water, listed away heavily, righted herself and swung toward the building berth. All eyes were fixed on the wide guard near the berth. It came close to the ways but did not touch. The Seeandbee, eighteen feet wider than the slip in which she was born, was successfully launched.

Next week 500 skilled artisans will start work finishing the interior of the hull. They will have to work steadily from now until the middle of June to complete the ship in time to go on the Cleveland-Buffalo route by July 1. When the vessel leaves

PAINESVILLE GIRL CHRISTENS NEW BOAT, THE SEEANDBEE



MISS ELEANOR MOODEY

the Detroit river on her maiden trip she will be complete in every detail and furnished from keel to boat deck. The ship cost approximately \$2,000,000—a half million more than the next largest boat on the lakes.

The main entrance will be aft of the center of the ship. The lobby will be as large as that of a large hotel. The main dining room will be situated back of the lobby on the main deck, so passengers may look out over the water instead of at the water line as is the case in the older ships. A banquet room will be built on one side of the main dining room and two private dining rooms on the opposite side. These rooms will be all finished in mahogany, inlaid with contrasting woods.

On the deck below the main deck, under the dining room, will be the buffet. This will be a reproduction of an old English inn, decorated appropriately and furnished with furniture of the style then in use.

From the lobby a wide stairway will lead into the main saloon, which will be 400 feet long. Off the saloon observation room will be the writing rooms, book store and flower booth. The wainscoting in this part of the cabin will be of mahogany, while the cross bulkheads and larger panels will be decorated with murals. The ceiling will be used as the background for one large mural design. Ionic architecture will prevail in this section of the ship.

The gallery deck, just above the promenade deck, will be finished in gray, white and ivory enamels. The after part of the gallery deck will be devoted to a ladies' drawing room, just forward of which will be a stand for an orchestra. The drawing room will be of Italian renaissance design finished in walnut. On the upper gallery deck in the middle of the ship will be the lounge of conventional design in turned oak.

Twenty-four parlors with private baths, sixty-two staterooms with private lavatories and 424 regulation staterooms will accommodate 1,500. Each room will have hot and cold running water, private telephone, and will be ventilated by a forced air system. The parlor suites will be known as the directors' rooms.

The hull of the ship which was launched today is 500 feet long and 37 feet 8 inches wide over the guards. At the guards the hull is 22 feet deep and 58 feet wide. When completed, the ship will be divided into three general compartments. Above the main deck three cross-bulkheads will be fitted with fireproof doors which will make it possible to confine a fire should one break out. An automatic sprinkling system, a fire alarm system and fire fighting equipment in every part of the boat will give added protection.

A triple-expansion engine of 12,000 horse power will be installed. The builders guarantee the vessel to make twenty-two miles an hour. The two low pressure cylinders will be eight feet in diameter and the high pressure cylinder five and a half feet in diameter. The castings for the larger cylinders weigh thirty-three tons and the smaller one twenty-seven tons. The crank shaft will be seventy-eight feet long and a little more than two feet in diameter and will weigh 120 tons. The paddle wheels will weigh 100 tons.

Six single-ended marine boilers fourteen feet in diameter and ten and a half feet long, and three double-ended boilers fourteen feet in diameter and twenty feet long will furnish steam. The boilers will have twenty-four inside furnaces. The ship will be the only one on the lakes to have four stacks.

Auxiliary engines will operate steering gears attached to the rudders, one of which will be on the bow. Electric devices connected with the pilot house will indicate what the machinery is doing and whether the captain's orders are being obeyed.

In addition to the electric lighting plant, which will furnish current for 4,500 lamps and the largest searchlight on the Great Lakes, thirty-two inches in diameter, an electric fog signal and wireless plant will be carried. The wireless instruments will be equipped with storage batteries of sufficient strength to operate the apparatus for six hours after the main power plant has been shut down.

Lifboats sufficient for approximately half the sleeping capacity of the ship will be on board the vessel at all times. In addition to the mottled lifeboats the boat will have specially designed lifebuoys and lifebelts for all on board. She will have more life saving apparatus than is required by law.

Miss Moody was accompanied in the launching stand today by Mrs. Fannie Moody, Mr. and Mrs. R. C. Moody, Mrs. C. F. House, Mrs. G. W. Alvord, all of Painesville; Mr. and Mrs. T. F. Newman, the former general manager of the C. & B. line; Mr. and Mrs. C. C. Harris, Miss Dorothy Toror, Mr. M. A. Bradley, president of the C. & B. line; Mr. H. D. Goulder, Mr. J. C. Wallace, president of the American Shipbuilding Co.; Capt. and Mrs. Hugh McAlpine of Cleveland; Rev. P. G. Robinson, rector of St. Stephen's Episcopal church of Wyandotte, and Mr. M. E. Farr, president of the Detroit Shipbuilding Co. of Detroit.

Among those who attended the

launching were D. C. McIntyre, Mr. and Mrs. D. C. Moon, Mr. G. H. Worthington, Mr. and Mrs. H. K. Oakes, Misses Beatrice and Minnie Logan, Robert Logan, H. N. Herri-man, Alva Bradley, F. S. Masten, Edward Shurmer, A. W. Ellenberger, Mr. and Mrs. A. T. Zillmer, Mr. and Mrs. C. L. Brown, Mr. and Mrs. J. H. McCallum, Mrs. A. H. McCallum, Mr. and Mrs. Charles Lorimer, F. B. Humberstone, Mrs. Carrie Andrews, Misses Helen and Jeanette McAlpine, Harold McAlpine, Smith McAlpine, Mrs. M. Burton, S. D. Johnson, H. R. Rogers, R. D. Williams, F. J. Hor-rigan, B. C. Wilder, A. C. Janka, W. F. Herman, J. D. Brown, E. H. How-ard, C. B. Leach, E. H. Smith, Capt. Dan Henderson of Cleveland, Mr. and Mrs. E. D. Hartwell, Mr. and Mrs. M. T. Breed, Mr. and Mrs. L. A. Thorpe of Painesville, C. F. Bellman, W. B. Bellman, B. A. Parker, Frank Kirby, designer of the ship; Louis Kell, de-signer decorator of the ship, of De-troit; G. A. Bomm, Mr. and Mrs. F. B. Signer, W. F. Cloney of Buffalo.