SEA FIGHTER NEVADA READY FOR HER TEST

America's Newest Warship Here from the Fore River, Mass., Yards.

HAS ANTI-AIRCRAFT GUNS

First of Dreadnoughts to Burn Oil —Has French Gun-Turret Arrangement.

The new superdreadnought Nevada, the greatest ship of her type afloat, arrived at the Brooklyn Navy Yard yesterday morning from the yards of her builders, at Fore River, Mass. In appearance, in arrangement of her batteries, and in many other important ways the Nevada is a ship the like of which was never before seen in New York. She has a broadside in weight greater even than that of England's great superdreadnought, the Queen Elizabeth, and the great revolving turrets are so placed that every gun in the main battery can be fired from either the port or starboard side.

Nearly three times the tonnage of the famous old Oregon, not far from twice as big as "Bob" Evans's old flagship, the Connecticut, and 8,000 tons greater in tonnage than the Delaware, the first of American ships of the dreadnought type, indicate the size and the offensive and defensive strength of the newest of American sea fighters.

The Nevada is the first of the first-line units of the navy to mount anti-aircraft guns; she is the first dreadnought in any navy to burn exclusively oil fuel, and she is the first of American line ships with a single funnel. Likewise, she does not stand so high out of the water as some of her predecessors, and for that reason does not offer the target some of the older battleships do.

The new fighter made a beautiful picture as she slowly steamed through the bay and into the East River on her way to the navy yard yesterday morning. A big blue pennant, on which appeared the words "Fore River," alone indicated the fact that as yet she has not been officially accepted by the Government, an acceptance that will not take place until after the conclusion of the official builder's trials off Rockland, Me., which will be steamed within the next week or ten days. Captain Joseph I. Kemp, Marine Superintendent of the Fore River Shipbuilding Company, brought the ship to New York, making a leisurely voyage that lasted from last Friday afternoon until late Sunday night, when the Nevada arrived off the Ambrose Channel Lightship.

In the two and a half days the Nevada was at sea Captain Kemp and his assistants took advantage of the opportunity to give the ship the benefit of a little tuning up. During several speed spurts the Nevada developed a speed of more than nineteen knots, and yesterday it was stated that there is no doubt of the ship's ability to make twenty-one knots when she starts over the measured course off Rockland a few days hence. The contract speed of the Nevada is twenty-one knots.

The gun arrangement on the Nevada marks an entirely new departure in American battleship armament. In all of the vessels that have been built heretofore the guns of the main batteries have been placed two to a turret. In the Nevada the ten guns are mounted in four turrets. In Turrets 2 and 3 there are two guns, and in the other two turrets, the extreme forward one and the extreme aft one, there are three guns. The three-guns-to-a-turret arrangement is of French origin, and is being followed in the placing of the main batteries on all of the ships of the first line now authorized or in process of construction. With the exception of the Nevada's sister ship, the Oklahoma, all the big turrets on American dreadnoughts will in the future mount three guns of the latest improved type of fourteen-inch ordnance.

Another interesting feature in the armament of the Nevada is the anti-aircraft battery of four high angle three-inch guns. Two of these guns are mounted forward on the main deck, one on either side. The other two are to be mounted on top of Turret 3, just aft of the second of the lattice-work masts, forward of the aft three-gun turret. A platform, which in appearance looks like a bridge, has been erected on top of this turret and on this platform will be mounted the anti-aircraft guns. These three-inch pieces are the only guns of the battery not yet in place.

The next most interesting feature of the Nevada is the fact that she will be the first dreadnought which will burn oil exclusively. Her great oil tanks have a capacity of nearly 600,000 gallons of fuel. The main armor belt of the Nevada is seventeen and a half inches thick; eight and a half feet is below the water line. The deck armor is three inches thick, while the great fourteen-inch gun turrets are, in the case of the triple-gun turrets, sixteen, and in the case of the double-gun turrets, eighteen inches thick. The conning tower is protected with a belt of sixteen-inch armor.

Immediately on her arrival at the navy yard the Nevada went into dry dock to have her bottom scraped and painted. She is expected to come out of dry dock tomorrow, and will immediately sail for the official trial course off Rockland. During her trial several high ranking naval officers will represent the Government on board, among them Rear Admiral David W. Taylor, Chief Constructor of the navy; Rear Admiral Victor Blue, Chief of the Bureau of Navigation; Rear Admiral Robert S. Griffin, Engineer in Chief of the navy, and Captain Henry B. Wilson, President of the Board of Inspection and Survey.

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