

## NEW DREDGE GETS WORKOUT QUICKLY

Army Vessel Takes Harbor's  
Salute of Welcome and  
Turns to Her Duty

By WERNER BAMBERGER

The new \$10,000,000 Army dredge Markham lost little time here yesterday in acquiring the reputation of a work horse.

The ship could be measured in various terms of horsepower. For her operators the figure that counted was the equivalent of 2,000 horsepower in removing muck and sand from silted channels.

Hardly had the din and display of an official harbor welcome died down off the Battery, than the 339-foot craft swung around smartly and headed down the harbor for her first work site — the three-mile stretch of deep water lanes off the Brooklyn shore known as Red Hook and Bay Ridge Channels.

Her fifty-one-man crew, headed by Capt. Harry J. Ruddy, who has been aboard Army dredges for forty years, did not bother to furl the gay signal flags that had dressed the black-hulled dredge's buff superstructure.

Instead, they hurried to unlimber the ship's two side-mounted drags — two large "vacuum cleaners" that soon started filling her eight hoppers with black silt sucked up from the harbor bottom.

The Markham, named after the late Maj. Gen. Edward M. Markham, chief of Army Engineers from 1933 to 1937, then headed out to sea later in the afternoon to empty her hoppers for the first time.

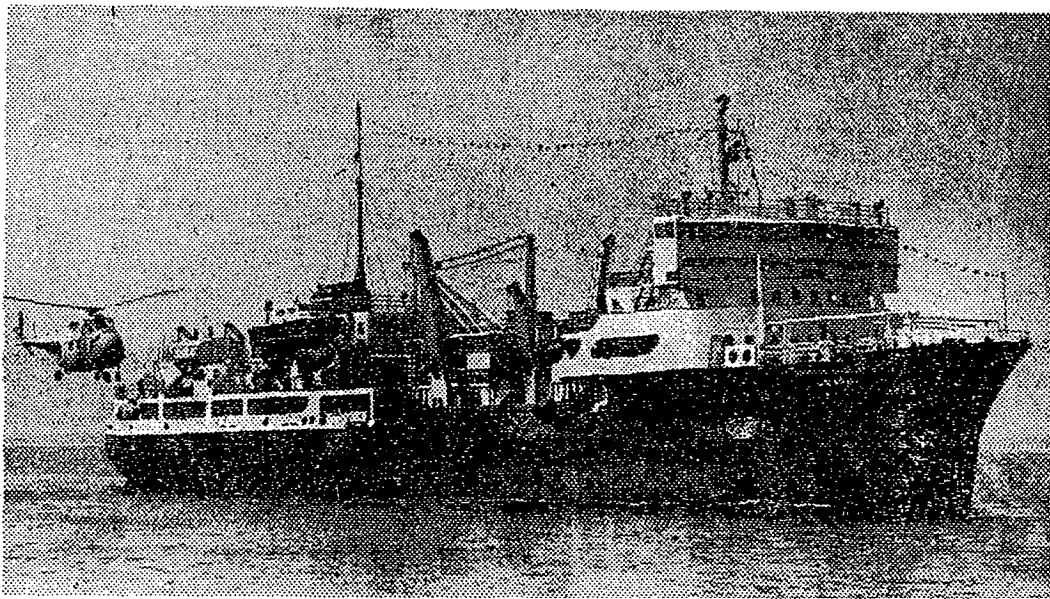
### Not Largest or Fastest

As far as Army dredges go, the Markham is the most modern but by no means the largest or the fastest. She is a 7,800-ton vessel and is dwarfed by the 22,000-ton, 525-foot Essayons and the 15,500-ton Goethals. She is rated at twelve and a half knots as against fifteen knots for the Essayons.

Designed primarily for work in the Great Lakes, the Markham is a highly complex piece of floating machinery. This ranges from Diesel-electric main propulsion machinery driving twin screws to two 1,000-horsepower dredge pumps and a novel bow thruster—a propeller in the bow for transverse propulsion for easier maneuvering while dredging and docking.

The official city greeting was extended to Captain Ruddy by James J. O'Brien, deputy commissioner of the Department of Commerce and Public Events. Col. Charles M. Duke, New York District Engineer for the Army Engineers, also greeted her.

The Markham was built at Avondale Marine Ways, Inc., Avondale, La., from designs and specifications developed by the marine design division of the Army Engineer District in Philadelphia.



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**WELCOMED AND PUT TO WORK:** The new Army dredge Markham entering New York Harbor yesterday for official greeting. Coast Guard helicopter hovers near stern. After welcome, she went to work dredging deep-water channels off the Brooklyn shore.