“ Dreadnoughts,” was laid down at Portsmouth,@@1 and the following vessels of the group (the “ Thunderer,’’ “ Monarch ” and “ Conqueror ”) were ordered to be built in the private yards of the Thames Iron Works, Sir W. G. Armstrong & Co. on the Tyne, and Beardmore & Co. on the Clyde a few weeks

later. In these vessels there is a considerable increase in displace­ment, amounting to 2500 tons or 12½% beyond that reached in the preceding group, their displacement being 22,500 tons on a length of 545 ft. between perpendiculars. The additional displacement haá allowed the whole of the turrets to be placed on the middle line, the side armour to be raised to the upper deck, and heavier guns to be carried.

Great Britain thus had in 1910 fourteen “ Dreadnoughts ” built and building, not including the “ Dreadnought ” cruisers described later on under cruisers.

In the first seven vessels—“ Dreadnought,” “ Bellerophon,” “ Temeraire,” “ Superb,’’ “ St Vincent,’’ “ Collingwood ” and “ Vanguard ”—six 12-in. guns could fire directly ahead and six

broadside. Their displacement had been reached by five steps from that of the “ King Edward VII.’’ and “ Lord Nelson,”—the first of 1400 tons, 8½%; the next three each of about 700 tons, say 4%; and the last of 2500 tons, or 12½%. The first of these increases, though not without precedent in

the British navy,@@2 elicited some hostile criticism. Its justifica­tion lay in the fact that all the world followed the lead. The 22,500 tons of the “ Orion ” was not acceptable in 1904, but her design was practically that advocated by Lord Fisher when he took office as First Sea Lord in October 1904 after certain modi­fications had been made as the result of investigations at the Admiralty.

The general growth of the fleets of British and foreign powers is dealt with in the article Navy. Some details may be given here of foreign battleships.

*United States.—*In 1889 the “ Texas,” designed by the late Mr William John, was laid down. On a displacement of 6315 tons she carried an armament of two 12-in. and six 6-in. guns at a speed of 17 knots—the 12-in. guns being mounted in two turrets placed

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Table **XV.—***Particulars of British Battleships of Dreadnought Type.* | | | | | | | | | | | | | | | |
| **vessel.** | **J3**  **§ ' J3**  **0**  **Ü**  **c** | **Hull.** | | | | | **î**  **CΛ** | **1**  **1** | **Machinery.** | | | **Armament.** | **ogl**  **Hl**  **a \*** | **?**  **s**  **fΞ** | **⅛!**  **•ü** |
| **1** | **⅞**  **5** | **-d**  **1**  **w** | **CΛ**  **S2**  **aoε** | **■ãá**  **≤g** | **i3**  **á** | **Engines.** | **Boilers.** |
| **Drcadαought**  **Bdterophoα**  **Temeraire**  **Superb**  **St. Vincent Collingwood Vanguard Neptune . Colossus . Hercules .** | **1906**  **1907**  **1907 1007**  **1908**  **1908 1900**  **1909**  **1910 IQIO** | **Steel.**  **ft**  **tt**  **»**  **ft**  **ft**  **tf**  **f>** | **Feet.**  **490.0**  **490.0**  **490.0**  **490.0**  **500.0**  **Soo·o**  **500.0**  **510.0**  **510.0**  **5100** | **Feet.**  **82.0**  **82.0**  **82.0**  **82.0**  **84.0**  **84.0**  **84.0**  **85.0**  **85.0**  **85.0** | **Feet.**  **261**  **27.0**  **27∙0**  **27.0**  **27.0**  **27.0**  **27.0**  **27.0**  **27.0**  **27χ5** | **Tons.**  **I7,9∞**  **18.600**  **18.600 18,600**  **19.250**  **10.250**  **19.250 20,000 20,000 20,000** | **Knots.**  **21.6**  **31.8**  **22.07**  **21.6**  **21.7 21.5 22.1 2I.Ol 2I.Ol 2I.O1** | **23,000 23,000 23,000 23,000 24,5∞ 34,5∞ 24,5∞ 25,000 25,000 25,000** | **4**  ***4***  ***4***  **4**  **4**  **4**  **4**  **4**  **4**  **4** | **Parsons Turbines.** | **Babcock & wîlcox**  **Yarrow large tube Babcock & Wilcox**  **Yarrow large lube Babcock & Wilcox Yarrow large tube Babcock & Wilcox Yarrow large tube** | **10—12’ 24—12pr.**  **10—12\* 16—4’**  **10—12\* 16—4'**  **10—12\* 16—4\***  **10—12\* 30—4,**  **10—12\* 20—4'**  **10—12’ 20—4\***  **10—“12\* l6—4\***  **10—I a\* 16—4\***  **10—12\* 16—4\*** | **Barbettes.**  **».**  **»>**  **1»**  **»»**  **»»**  **II**  **1»**  **I»**  **I»** | **11’**  **II\***  **II'**  **II\***  **IO\***  **IO\***  **10\***  **10'**  **10\***  **10'** | **£**  i,oi√o,qoo  **1,649,042 1.627,655 115441146 I,OI2,8lO I,589124o 1.46s,381 1,580,240** |
| **l Estimated.** | | | | | | | | | | | | | | | |

directly astern, and eight could fire on the broadsides. In the next three—“ Neptune,” “ Colossus ” and “ Hercules ”—six 12-in. guns could fire ahead, eight could fire astern, and the whole ten could fire on either broadside. In the last four— “ Orion,” “ Thunderer,” “ Monarch ” and “ Conqueror ’’—four guns could fire ahead, four astern and the whole ten on either

diagonally in a central citadel and protected by 12-in. armour. She was followed by the “ Maine,” which was sunk in Havana Harbour. In 1891 the “ Indiana,” “Massachusetts ” and “ Oregon ” were laid down, of 10,288 tons displacement and 16 knots speed, protected by 18-in. belt armour and armed with four 13-in. and eicht 8-in.

@@@l She was launched on the 2oth of August 1910.

@@@2 From the “ Trafalgar ” to the “ Royal Sovereign,” and from the “ Duncan ” to the “ King Edward VII.,” increases in each case of 17 % were accepted.