|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Table XII.—*Showing Dimensions, &c., of Famous Atlantic Liners, 1819-1910.* | | | | | | | | | | | | | |
| Name of Ship. | Owners. | When Built. | Where Built. | ?  3  s | Length between Perpendiculars. | I  « | Λ  α  V  G , | Displacement. | Gross Tonnage. | j | How Propelled. | steam Pressure per Square Inch. | Indicated  Horse-Power. |
|  |  |  |  |  | Feet. | Feet. | Feet. | Tons. |  | Knts. | Paddles | Lb. |  |
| Savannah ... | Colonel Stevens | 1819 | New York | Wood | 130 | aâ | 16.s | 1.850  1,980 | 320 | 6 | 10 | 90 |
| Royal William .  Sirius . . . . | City of Dublin Co. .  Brit. & Amer. St. Nav. Co. | 1838 | Liverpool |  | MS | 27 | 17∙5 | 720 | 7-5 |  | S | 400 |
| 1838 | Leith |  | ∏8 | 25-5 | 18.25 | r,99S | 703 | 8·S |  | IS | Gθθ |
| Great western . | Great Western S. S. Co. | 1838 | Bristol | m | 2z2 | 35-3 | 23.25 | 2,3∞ | 1,340 | 8-S |  | IS | 750 |
| British Queen .  Britannia .... | lint. & Λmer. St. Nav. Co. | 1839 | London | j | 275 | 37-S | 27.0 | 2,970 | 1,863 | & |  | IS | *700* |
| Cunard .... | 1840 | Grecoock | Iron | 207 | 34-S | 22.s | 2,oso S,78o | 1,150 | &·S |  | 12 | 74O |
| Great Britain | Great western | 1843 | Bristol | 274 | 48.2 | 31-S | 3,270 | II | Single Screw | 2S | ι,5∞ |
| America .... | Cunard .... | 1848 | Greenock | Wood | 251 | 38 | 2S-3 | 4,2so | 1,825 | 10.2s | Paddles | 13 | 1,4∞ |
| Asia | Cunard .... | i8λo | New\* York |  | 2ÓS | 45 | 24 | 3,620 | 2,227 | 12 | ,, | iS | 2,000 |
| Arctic | Collins .... | 1850 | p | 2S2 ■ | 45 | 31-S | 6,2∞ | 2,860 | 12>S |  | 17 | 2,000 |
| Persia | Cunard .... | 1856 | Glasgow New York | Iron | 36θ | 45 | 29.9 | 7.i3o | 3.300 | 12.S |  | 20 | 3,6oo |
| Adriatic .... | Collins .... | 1857 | Wood | 355 | SO | 35-0 | 7,504 | 3,670 | 13∙S | S. Screw and Paddles | 25 | 4,0∞ |
| Great Eastern . | Great Eastern S.S. Co. | iSs8  1862 | Millwatl | Iron | 680 | 82.8 | 4S.2 | 32,160 | 18,915 | U | 30 | 11t∞0 |
| Scotia | Cunard .... | Glasgow |  | 379 | 47-8 | 30.5 | 7,0∞ | 3,871 | i3∙S | Paddles | 2S | 4,∞0 |
| City of Çaris | Iαmaα .... | 1866 |  | 346 | 40.4 | 26.2 | 6,411 | 2,651 | 13.5 | Single Screw | 30 | 2,6∞ |
| Russia | Cunard .... | 1867 |  |  | 358 | 43 | 28.8 | 6,770 | 2,959 | I3S |  | 25 | 2,5∞ |
| Cily of Brussels | Inman .... | 1869 | Belfast |  | 390 | 40.3 | 27.1 | 6,q∞ | 3,081 | MS |  |  | 3,0∞ |
| Oceanic .... | white Star | 1S71 |  | 420 | 41 | 31 | 7,240 | 3.707 | T4∙7S |  | 6S | *3,000* |
| City of Richmond | Inman .... | 1874 | Glasgow | m | 441 | 43∙5 | 34 | 9,320 | 4,623 | ιs | „ »» | 70 | 4,o∞ |
| Britannic .... | While Star | 1874 | Belfast | m | 4SS | 4S-2 | 33-7 | 9,0oo | 5,o<x> | 16 | » 1» | 75 | SJ∞ |
| City of Berlin . | Ionian .... | 187s | Greeoock |  | 488.S | 442 | 35 | 10,100 | 5,491 | 16 | ***,, „*** | 75 | S.2∞ |
| Arizona .... | Guion .... | 1879 | Glasgow | Steel | 450.2 | 454 | 35-7 | 9,9∞ | 5>147 | 16.2s | „ M | QO | 6,300 |
| Servia | Cunard .... | 1SS1 | 5 iS | 52.1 | 37-9 | 12,3∞ | 7,392 | 16.5 | ,, 1» | 90 | 12,000 |
| City of Rome | Inman .... | 1SS1 | Barrow | Iron | 560.2 | 52-3 | 37 | 13.500 | 8,144 | I7-S |  | 90 | ii,500 |
| Alaska | Guion | 1SS1 | Glasgow |  | 500 | 50 | 38 | 9.5∞ | 7,∑42 | 17.75 | Twio Screw | 100 | zι,∞o  2,800 |
| Notting-Hül | NotLing-HΠI S. S. Co. | 1S81 | steel | 420 | 45∙i | 26.5 | 6,210 | 3,Q2O | 12 | 100 |
| Aurania . . . \* | Cunard . . . . | x882 |  | m | 470 | S7-2 | 37-3 | ∑3,36o | *7t2bo* | 17 | Single Screw | 90 | 8,soo |
| Oregon .... | Guion and Cunard . | 1883 | *tt* | Iron | Soi | 54-2 | 40 | ∑2,S∞ | *7,375* | 1S | Μ M | no | 13,000 |
| America .... | National | 1884 |  | Steel | 432 | SI-3 | 38.6 | 9,550 | 5,528 | 1S.7S | >» >> | 95 | 8,300 |
| Etruria .... | Cuαard . | 1H85 | ,f | ,, | SOI | 57 3 | 38.2 | I3,3∞ | 8,120 | i9-S | M »I | no | 14,5∞ |
| Aller ...  City of Paris (second of | North German Lloyd | 1886 |  |  | 438 | 48 | 34-6 | IO,46θ | 5.4∞ | ∑6-S | Twin Screw | IS© | 8,200 |
| name) .... | Iαman .... | 1889 | Belfast |  | 527.6 | 63.2 | 39.2 | I7,6SO | 10,670 | 21 | ISO | 18.soo |
| Teutonic .... | White Star | 1SS9 | tt | 566 | 57-3 | 39-2 | 16,740 | 9,984 | 20 |  | 180 | 17.S∞ |
| Fürst Bismarck | Hamburg-American | 1890 | Stettin | ,, | 502.ó | 57-6 | 38 | 15.2∞ | 8,874 | 19.5 |  | 160 | 17,000 |
| Campania .... | Cunard .... | ∑8ς3 | Glasgow | ,, | 598 | 6S | 43 | 21l0∞ | I2,9SO | 22 | It »» | 16s | 30.000 |
| St Louis .... | American .... | 1895 | Philadelphia | ,, | 535∙7 | 63 | 42 | 16,000 | 11,630 | 21 | I» >» | 200 | io,500 |
| Kaiser Wilhelm der Grosse | North Germaα Lloyd | 1897 | Stettin | o | 62s | 66 | 43 | 25,760 | 14,350 | 23 | ,, „ | 178 | 32,0∞ |
| Kaiser Friedrich. | North German Lloyd | 1898 | Danzig |  | 584 | 64 | 41 | 20,1 ∞ 26,I∞ | I2,O∞ | 21.s | ,, ,, | 226 | 2 *7f000* |
| Oceanic (second of name). Deutschland (second of | White Star | 1899 | Belfast | >∙ | 685 | 68 | 44∙S | I7.274 | 21.5 |  | 192 | »0,000 |
| name) .... | Hamburg-American . | 1899 | Stettin | m | 666 | 6SS | 45-5 | 24,4∞ | 14,5∞ | 23-25 | ***99 99*** | 22s | 36,∞O |
| Kronprinz Wilhelm . | North German Lloyd | 1901 | Belfast | f\* | 637-3 | 66.3 | 39-3 | 22,3∞ | 14,908 | 23-47 | ***99 99*** | 213 | 35. ∞o |
| Celtic | White Star | 190z |  | 680.9 | 75-3 | 44.1 | 37∣9∞ | 20,904 | 17.0 | ***99 99*** | 210 | 13,000 |
| Kaiser wílhelm II . | North German Lloyd | 1902 | Stettin | m | 684.3 | 72-3 | 40.2 | 26,OOO | 19,361 | 23.71 | ***99 99*** | 213 | 42,O∞ |
| Finland .... | Red Star .... | 1902 | Philadelphia | ft | 560.0 | 60.2 | 38.4 | 38,OOO | 12,185 | 160 | ***99 9 9*** | 170 | 10 *000* |
| Cedric | White Star | 1903 | Belfast | m | 6S0.g | 75-3 | 44-I | 21,03S | ró.o | ***99 99*** | 210 | *13,000* |
| Baltic  Kaiserin Auguste Victoria La Provc□ce | White Star | 1904 | stettin | m | 709.2 | 75-6 | 52.6 | 40,7∞ | 23,876 | 16.0 | ***9 9 99*** | 210 | 13,000 |
| Hamburg-American .  Cie Générale Trans­ | 190s |  | 677.S | 774 | 50.2 | 43,000 | 24.581 | 17-S | ***99 99*** | 215 | 16,700 |
| Carman îa .... | atlantique  Cunard .... | 190s  190s | St Nazaire Glasgow | » | 602.3  650.4 | 65.0  72.2 | 38.3  40 | 19,160  31,000 | 13,753 19,524 | 22.0  20.0 | Parsons Turbines  3 Screws | xς>8  iOS | 30t000  21,000 |
| Caron ia .... | Cunard ....  Hamburg-American . | 190s | Belfast | m | 650.0 | 72.2 | 40.2 | 31,000 | 19,687 | 19,0 | Twin Screw | 210 | 21,OOO i5.8θθ |
| Amerika .... | 190S | m | 669.0 | 74-3 | 47-8 | 42,0∞ | 22,622 | US | ,, ,, | 210 |
| Kronprinzessin Cec∏ie | North German Lloyd | 1906 | Stettin |  | 685.4 | 72.2 | 40-5 | 27,000 | 19.503 | 23.58 | M ,. | 213 | 45,ooo |
| Nieuw Amsterdam . | Hollaed Amerika | 1906 | Belfast |  | 6∞.3 | 68.g | 35-6 | 3i,∞o | 16,967 | IÓ.O | Μ M | 21S | 10,000  16,000 |
| Adriatic .... | White star | 1906 |  |  | 709.2 | 75-S | 52.6 | 40,800 | 24,S4i | 1S.0 | ) Parsons Turbines ( | 210 |
| Mauretania | Cunard .... | 1907 | Newcastle | M | 762.2 | as.o | 57∙i | 42,000 | 3i>93δ | 26.06 | IQS | 70,000 |
| Lusitania .... | Cunard . . . . | 1907 | Glasgow  Belfast |  | 7Ó2.2 | 87.8 | 56.6 | 42,000 | 3i,55θ | 25-SS | J 4 Screws 1 | IQS | 70,*000* |
| Rotterdam .... | Holland Amerika | 1908 |  | 650.5 | 77-4 | 43-5 | 37,2∞ | 24.149 | 17.0 | Twin Screw | 21S | ∑5.o∞ |
| Lapland . β . | Red Star .... | 1908 | SteLlin |  | 605.8 | 70-4 | 37-4 | 30,500 | 17,540 | 17-5 | »» H |  | 13t<κ×> |
| George Washington | North German Lloyd | 1908 | ft | 6qg.i | 78.2 | 50. t | i7,∞o | 2S,S7O | 19.0 |  | 213 | 20,∞0 |
| Minnewaska | Atlantic Transport Co. . | 1909 | Belfast | ft | 600.3 | 6S∙4 | 39-6 | 20,SJO | 14,317 | 16.0 | ] Combination of Par- í | 214 | II,OOO |
| Titaoic .... | White Star | ιgιo | m | m | 850.0 | 92.5 | Ó4-S | 52>3∞ | 43,5∞ | 21.0 | Isons Turhiαes and | 215 | so,∞o |
| Olympic .... | white star |  |  |  | 850.0 | 92 s | Ó4-S | 5J,3∞ | 43,S∞ | 21.0 | Γ Reciprocating En- J gines, 3 Screws l | 21S | 50,000 |

The Hamburg-American Company followed a similar course to the White Star Line and added two large vessels of 17 ½ knots speed— the “ Amerika ” of 22,622 tons gross, built by Messrs Harland & Wolff, and the “ Kaiserin Auguste Victoria ” (fig. 32, Plate VII.), of 24,581 tons gross, built at Stettin. The largest German vessel afloat in 1910 was the “ George Washington," built in 1908 at Stettin for the North German Lloyd.

The Hamburg-American Company ordered in 1910 two vessels, not only much larger than the “ George Washington,” but exceed- ing even the “ Olympic ” in dimensions. They were said to be over 900 ft. long over all, 94 to 95 ft. beam, 20,000 tons gross greater tonnage than the “ George Washington,” 13,000 tons more than "Mauretania ” and 2000 tons more than “ Titanic ” and “ Olympic ”; turbines of 60,000 to 70,000 H.P. being provided to maintain a speed of 22 knots across the Atlantic. The Cunard Company ordered in Dec. 1910 a 50,000-ton turbine-driven ship from John Brown & Co., to steam at 23 knots on service.

The “ Minnewaska ” of the Atlantic Transport Company is typical of vessels on the Atlantic route carrying a large cargo together with a limited number of passengers of one class. Three hundred and twenty-six first-class passengers are carried and provided with ex­cellent accommodation. When fully loaded the displacement is over 26,000 tons and the speed 16 knots; the horse-power required being

only a sixth that of the fast Cunarders. To large numbers of pas- sengers the additional period on the voyage is ho disadvantage, while the transport of a large cargo at the relatively high speed of 16 knots is a great advantage.

*Canadian Liners.—*With the increasing trade between Europe and Canada the direct Canadian liners increased in numbers and im­portance, and now bear favourable comparison with the great liners running between Europe and the United States. The “ Victorian ” and "Virginian ” of the Allan line, built in 1904 and 1905 and plying between Liverpool and Montreal, were the first ocean liners to be fitted with Parsons turbines; they are 520 ft. long, 60 ft. 5 in. beam, 38 ft. moulded depth and 10,629 tons gross; and they can carry 1500 passengers and a large cargo at a speed of 17 knots. They were followed in 1906 by the “ Empress of Britain ” and “ Empress of lreland,” built by the Fairfield Company for the Canadian Pacific Railway Company; they are 570 ft. long over all, 549 ft. between perpendiculars, 65 ft. 6 in. beam, 36 ft. 8 in. depth moulded, tonnage 14,189 gross tons, displacement 20,000 tons at 28 ft. draught ; quadruple-expansion engines of 18,000 I.H.P. are fitted and a speed of over 20 knots was obtained on trial. Excellent accomodation is provided for 1580 passengers; and a considerable quantity of meat can be carried in insulated holds provided with refrigerating arrangements, besides a large general cargo, a total of 6500 tons