

Some Famous Atlantic Liners

By G. G. JACKSON

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Interesting details of the biggest and most wonderful vessels ever built.

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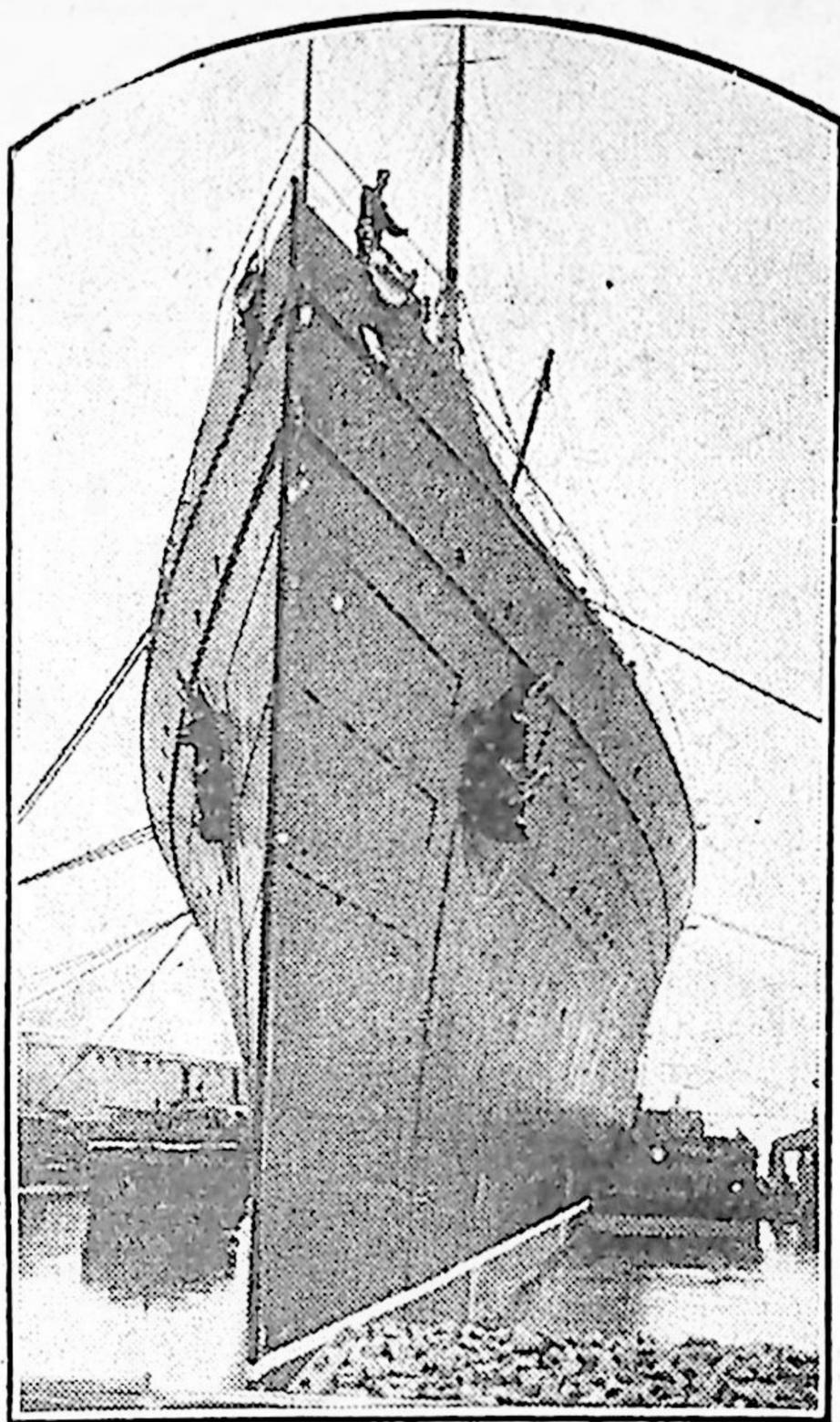
a good tonnage and splendidly designed hull, that a picture of the City of Rome was used for their note-paper heading, and also for their passenger tickets. Now the Anchor line has always held a high reputation for emigrant accommodation, and many of the poor people from all parts of Europe seeking a new home across the seas travel via Hull and Glasgow. At the latter port they board the big steamer of the Anchor line which is listed for sailing.

A great crowd of emigrants from the Continent arrived at Glasgow to embark upon an Anchor liner, but when they saw the vessel in mid-stream they refused point-blank to sail upon her. For quite a long time nothing could be done, because the foreigners could not make the steamship people understand what was wrong. Then they pointed to their tickets, and then to the ship. The mystery was made clear.

The poor folk thought they were being imposed upon, because upon their tickets there was a big three-funnelled steamer, whilst the one waiting for them had only one smoke-stack!

It was difficult to explain, but when they really understood that the question of funnels had nothing to do with the steamer's size and safety, they went aboard—still nursing, however, the thought that the wily Scotsmen had been one too many for them!

The Cunard Company did not like the White Star and the Inman playing ducks



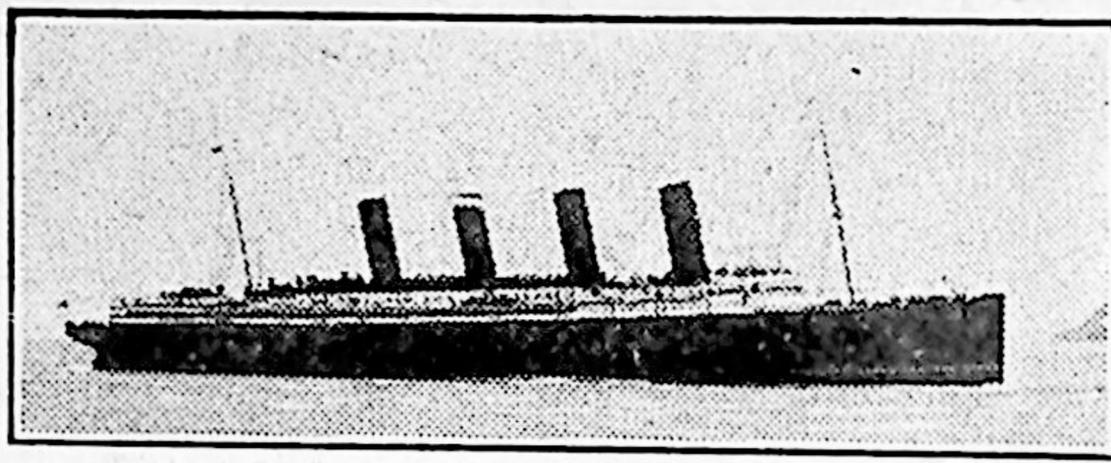
The bows of the "Lusitania."

This photograph was taken immediately after the vessel was launched.

ONE of the most famous Atlantic liners of her day, especially at the outset of her service, was the Inman liner, City of Rome. She was unique in two senses; she was the first vessel (always excepting that well-known monster, the Great Eastern) to have more than two funnels, and she was the first ship of any importance to be returned to her builders as not coming up to the speed required. This really fine ship was not long in finding a purchaser, and the rejected of the Inman became the most popular ship of the Anchor fleet.

There is a very curious and interesting story told of the City of Rome. The Anchor line was so proud in the possession of a ship with three raking funnels, combined with

and drakes with existing Atlantic records, so they answered the challenge with the equally famous—and bigger and faster—Lucania and Campania. These sisters swept all records by the board, but their reign as “queens of the Atlantic” was comparatively short.



The “Lusitania”; she was torpedoed by a German submarine during the Great War.

In 1897 the Germans had learned their lesson in shipbuilding, and, to prove it, they brought out the famous Kaiser Wilhelm der Grosse, a big four-funnelled boat (the funnels arranged in pairs), and with her the “blue riband of the Atlantic” went to the Fatherland.

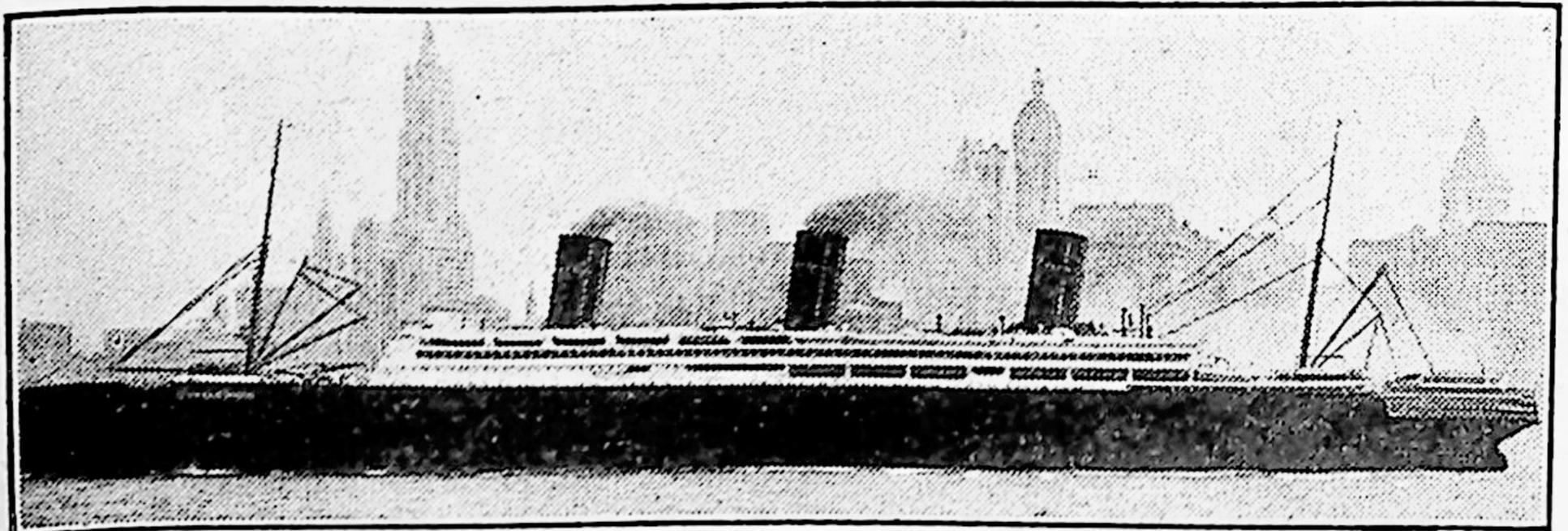
Three years later, a rival German company annexed the coveted trophy with the Deutschland, another four-funneller. Then it was rumoured that the White Star was building a second Oceanic which would bring back the title to Britain. The White Star people shook their heads when asked about speed, disclaiming any intention of entering the lists. But the rumour, once started, could not be overtaken, and there were consequently loud expressions of disappointment when it was found that, although the second Oceanic was bigger than the crack German boats, she had nothing like their speed.

What the White Star did, and have done ever since, was to secure a steady-going, splendidly-equipped boat, rather than a racer. Every extra knot is paid for at a big price in the fuel bill, and it

is indeed true that many a fine ship has been converted from a paying to a losing proposition by the addition of a knot's speed, the difference in the coal or oil bill converting profit to loss.

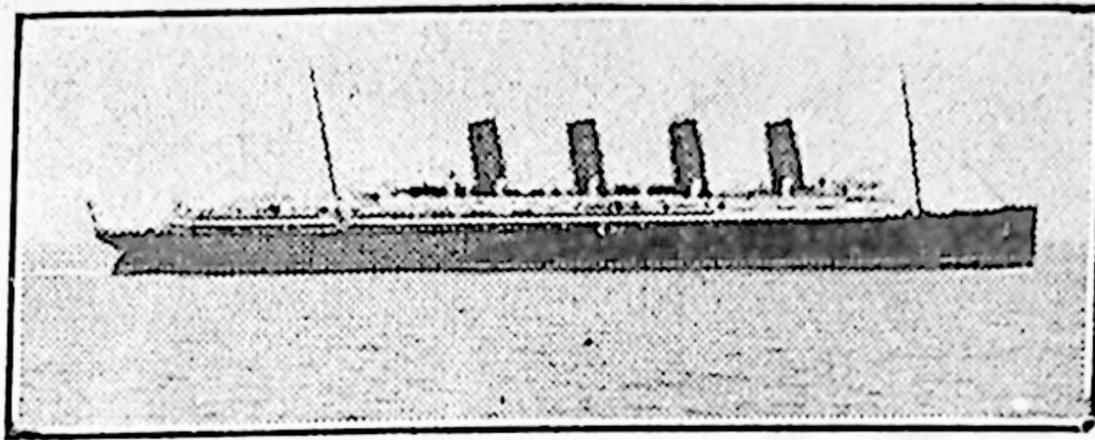
The Cunard were not content to lie low under the German challenge, and the splendid Mauretania and Lusitania, built by money advanced by the Government, brought back the blue riband to Britain; and the Mauretania—“Mary,” as she is called for short—has kept that record ever since. True, there have been times when rivals have apparently wrested her record from her, but those who know will tell you it has been achieved by taking the time from different points. In other words, it may have been that another vessel held the record between New York and Cherbourg, but *not* for the fastest trip across the Atlantic from land to land.

After the “Mary” came the sisters Titanic and Olympic of the White Star, the former lost in such tragic circumstances



The enormous size of the “Leviathan” can be judged from this photograph; in the background are the towering skyscrapers and mighty buildings of New York.

on her maiden voyage. Though bigger, these ships were slower than the Cunarders, and the latter company have since built the Aquitania, in size and speed similar to the Olympic.



The "Mauretania"; this wonderful vessel holds the "blue riband" of the Atlantic.

quarter acres. It is the biggest floating dock in the world, and about its first job was to lift the Olympic. If the dock had been completed in time, it might have had the honour of first

The Aquitania is the largest ship built in Great Britain. The White Star replied with the Britannic, even larger; but she was, unfortunately, a war victim and never sailed as a liner.

The two biggest liners now flying the British flag are German built, the Berengaria, once the Imperator—and, incidentally, the first ship to exceed 50,000 tons—and the Majestic, even bigger, which was known as the Bismarck whilst on the stocks.

The Americans have the third of these monster ex-German ships in the Leviathan, which claims to be the biggest vessel afloat.

Nowadays the tendency is to build smaller liners of from 15,000 to 25,000 tons, as being more economical in every way.

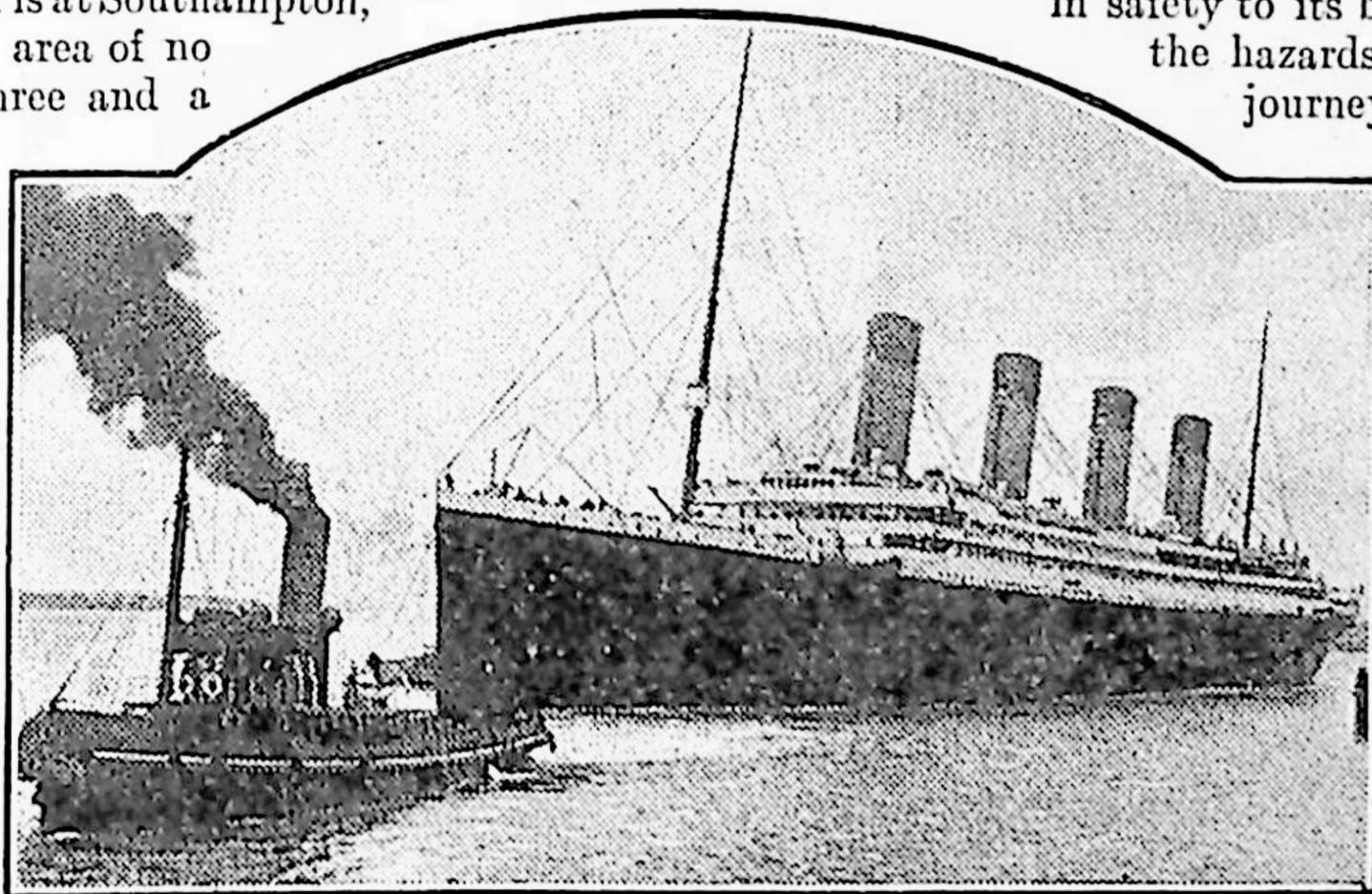
A point of interest in connection with our biggest liners is the fact that a special floating dock has been built to accommodate them when their giant hulls are in need of repair.

This dock is at Southampton, and has an area of no less than three and a

housing the Majestic, when that magnificent liner was found to have a crack amidships. As it happened, however, the Majestic had to be treated in dry dock at New York.

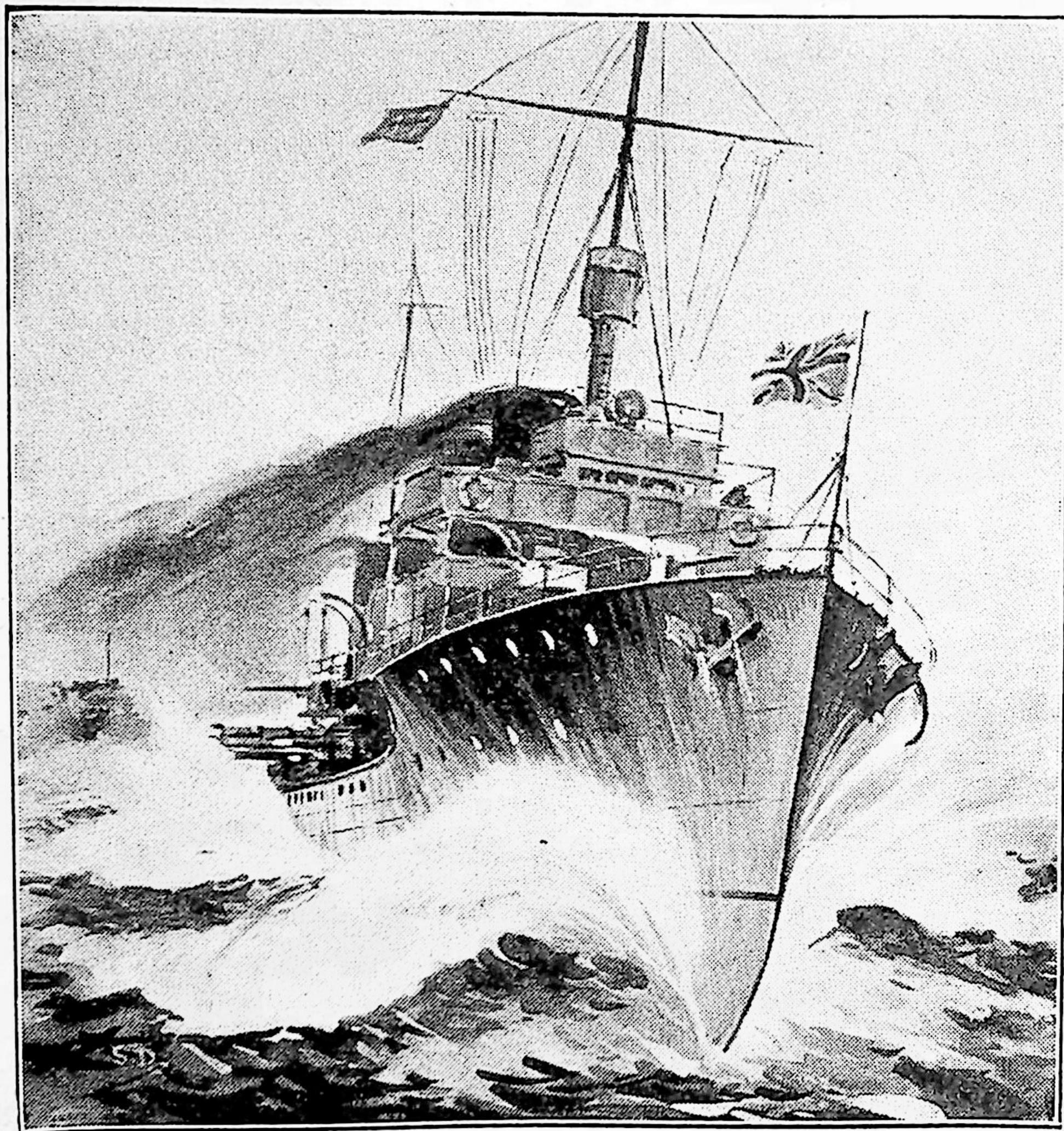
But no dry dock can give the facility of handling that the new floating dock affords. Referring back to its enormous size, there are no less than thirty miles of electric cables employed; about 3,250,000 rivets were used in its construction, involving the drilling of some 7,500,000 holes.

The building of this dock was a wonderful engineering feat, matched only by the marvellous size of the giant liners it is destined to serve. The dock was actually constructed at one of the northern shipyards, and it had to be towed around the coast to Southampton. This, as may be imagined, was no light task, and it roused a great deal of public interest at the time; but the dock was finally brought in safety to its berth, despite the hazards of its long journey.



Here is seen the ill-fated "Titanic"; this magnificent liner struck an iceberg and was sunk on her maiden voyage.

BRITANNIA'S GREYHOUNDS



This striking picture shows a destroyer flotilla-leader at the head of the line, steaming at full speed. These fine vessels are the fastest warships of their kind afloat, and are the pride of the Royal Navy.