

Marine Technology Special Collection, Newcastle University

Periodicals Histories S: (only trade and industry technical magazines, research journals)

Listed in the same sequence as the Collection's holdings shown on the Collection's website for **Search Collection** then **Periodicals**.

Schiffbau: Zeitschrift fur die gesamte Industrie auf schiffbautechnischen und verwandten Gebieten,

[In German = Shipbuilding: Magazine for the entire industry of ship design and related fields]

v1[v1]=1899 – v?=year? but including Jxl[v40]=1939, Strauß, Vetter & Co, Berlin, Germany. Carl Marfels Aktiengesellschaft, Berlin, Germany. Various minor changes of title including “Zeitschrift” > “Wochenschrift” > “Schiffbau” > “Schiffbau, Schiffahrt und Hafenbau”. A German-based trade and industry technical magazine with international coverage. Content included shipbuilding and related topics. Later including ports, harbours, and related topics. Excellent quality and illustrated. Includes short news articles but also longer detailed technical articles typically 2-5 pages. Includes some ship general arrangement plans. Refs: none.

Example pages: [under construction].

Jahrbuch der Schiffbautechnischen Gesellschaft. [in German = Yearbook of the German Shipbuilding

Society], v1=1960 – tbc but including v84=1990, annual, The society, Germany. A German-based annual technical research journal. Contents mostly papers by members of the society about their work in Germany and around the world. Refs: none.

Example pages: [under construction].

Schip en Werf: 14 dags tijdeschft, Gewijd, aan Scheepsbouw, Scheepvaart, am haven belangs [in

Dutch = Ship and Shipyard: 14 days [fortnightly] journal dedicated to shipbuilding, shipping, and ports news], v1=1933 – v57=1991, fortnightly, Uitgevers WYT, Rotterdam, Netherlands. Continues as ***Schip en Werf de Zee***, v1=1991 – to date? A Dutch-based trade and industry technical magazine with an international coverage. Contains excellent ship general arrangement plans. Refs: none.

Example pages: [under construction].

Schip en Werf, vol.? no.1, 9 Jan 1948 pp.?. Published on very poor quality paper which indicate the continuing hardships post-WWII and yet despite this they are producing a magazine of excellent technical content.

Ship and Boat Builder and Naval Architect, v1=1947 – v14=1961, then various minor changes of title

Ship & Boat Builder & Marine Trader, v15=1962, then ***Ship and Boat Builder Naval Architect & Marine Trader,*** v16=1963 – 1967, Grampian Press, London, England. Continues as ***Ship and Boat International,*** 1968 – to date, from 1989 published by RINA, London, England and incorporating RINA magazine ***Small Craft.*** For many years incorporating ***The Boatbuilder*** official organ of The Ship and Boat Builders' National Association. A UK-based trade and industry technical magazine. Mostly editorial news articles with some substantial technical papers about commercial and pleasure craft. Includes boatbuilding, small shipbuilding and related topics. Now includes commercial small craft/small ship design, construction and operations of vessel types from 5m up to around 100m in

length including fishing vessels, tugs, ferries, etc. Refs: RINA SBI <http://www.rina.org.uk/sbi.html> by subscription, the Collection does not subscribe.

Example pages:

Ship and Boat Builder, vol.6 no.?, 1953 Jan, pp.221. *Editorial Comment*. Amongst other things suggesting that Britain's continuing Post-war economic problems might be alleviated by selling small marine craft to the rich USA.

Ship and Boat Builder, vol.6 no.?, 1953 Mar, pp.312-313 "*The Lady Grania*". [by The Editor]. Description of a new small cargo motor ship. Built by Aisla Shipbuilding Co., Ltd, Troon and delivered to Arthur Guinness and Co. Ltd, Dublin. Length 197 ft and 1252 grt to carry 550 tons cargo of stainless steel "Guinness stout" [beer] barrels from Dublin to Liverpool. Includes photos and general arrangement drawings.

SHIP & BOAT BUILDER

AND NAVAL ARCHITECT

*Incorporating "The Boatbuilder" Official Organ of
The Ship and Boat Builders' National Federation*

Editorial Comment

THE new year is dominated in prospect by the symbolism of Coronation and the accompanying feeling that this country should make just that extra effort towards pulling itself out of the economic mire and setting its feet squarely and independently upon the carpet of the world.

It seems probable that the new Elizabethan age will see Britain as renowned in the air as the last one witnessed her renown at sea, but this skyward shift in emphasis should not obliterate the importance of our heritage as a seafaring nation.

So let us make an effort to study the requirements of the great dollar market, improve our production techniques at home, re-examine costings and see whether we cannot do at least as well, if not better, than our energetic continental rivals in selling small craft to the U.S.A. during the coming year.

One of the most important facts to appreciate in this connection is that there is no such thing as selling on the strength of a past reputation. It is as if the second World War is a black line ruling off the present from the past. Reputations have to be made afresh and as far as motor cruisers and large sailing craft are concerned—for which there is an undoubted U.S. market—this country is off to a slow start by comparison with Holland and other European countries.

It can be argued that our craft are not inferior to those of other European nations and that it is simply our sales organisation that is inferior. Well, the art of selling is an integral part of business in this century and we may have been slow to grasp its importance. But an organisation does exist for disposing of small craft to American owners, even of acquiring the orders first, so it is really up to British boatbuilders to get down to the job of building with American requirements in mind. The will to succeed breeds results.

If the Coronation serves any purpose at all other than a piece of gay pageantry it is that of making this country the centre of attention for a brief interlude. It is an opportunity to say to the world in general and the U.S.A. in particular "by the way, we make first class craft of the type you require and build them quickly." Let us seize this opportunity.

* * *

Will trawlers of the future be fitted with Kort nozzles? This is a possibility worth consideration, for apart from the extra thrust provided by means of this unit which would be so useful during towing, here is an opportunity to protect the propellers against the possibility of fouling by the trawl warp and against damage from wayward otter doors.

We know that such accidents should not happen: every skipper keeps the stern of his trawler away from the wires when turning and his officers are trained to do the same thing. It can be fairly said that they are all conscious of having a sweep over the side when manoeuvring their vessels.

Nonetheless, and curious thing it is, accidents happen, and fishing trips are often broken because a blade that should be on a propeller is lying at the bottom of the deep blue sea.

Kort nozzles are relatively expensive and it may be difficult to sell trawler owners the idea that, because of the additional towing thrust they provide, their installation is advantageous though there appears to be a strong enough case, but the additional consideration of protection to the screw may have a deciding influence.

Well may we speculate as to whether the next modification in trawler design will be above or below the waterline.

JANUARY 1953



“The Lady Grania”

AT the end of December last, Ailsa Shipbuilding Co., Ltd., Troon, delivered to Arthur Guinness and Co., Ltd., the well-known firm of brewers in Dublin, the motor vessel *The Lady Grania*, which they have built for that firm specially for the carriage of stout in stainless steel containers from the owner's brewery in Dublin to Liverpool.

A total of 550 tons of stout is generally carried per journey in these containers which have been designed by the owners for speedy loading and discharging.

Principal particulars of *The Lady Grania* are as follows:—

Length b.p.	197 ft.
Breadth moulded	35 ft.
Depth moulded	19 ft.
Draught mean loaded	12 ft. 6½ in.
Deadweight	860 tons
Gross tonnage	1,152

The vessel is subdivided into fore peak, No. 1 hold, deep tank and cooler room, No. 2 hold, motor room and aft peak. Both holds are insulated and cooled by the circulation of cold air, and the system is designed to maintain a constant temperature of 50° F. The cooling machinery has been supplied by Messrs. J. and E. Hall of Dartford.

Holds are loaded or discharged through two large cargo hatches by means of six 4 ton steel derricks, six 4 ton combined hoisting and slewing electric winches, and six 4 ton topping winches. The derricks are arranged to top over the centre

of any of the containers and lift it clear of the hatches with the minimum amount of manœuvring. The hatch covers are insulated and of Macgregor patent type.

The windlass on the forecastle deck, and the capstan on the poop deck, are of electric type by Clarke Chapman and Co. and the steering gear is a combined electric and hand hydraulic gear supplied by Mactaggart Scott and Co.

Accommodation for captain, pilot, chief and 2nd officers has been provided in a deck house situated at midships. The captain is provided with a bedroom and dayroom, these being tastefully furnished with painted panelling with weathered sycamore furniture, and weathered sycamore panelling with Makori furniture respectively.

In the poop deckhouse aft, there is accommodation for the chief engineer, and a dining saloon has been provided for use of the officers at the forward end of this house.

The 2nd and 3rd engineers' rooms are situated in a deckhouse on poop deck and in a separate part of the poop deckhouse are accommodated 4 men, 1 greaser, 1 cook and boy, with galley and crew's messroom.

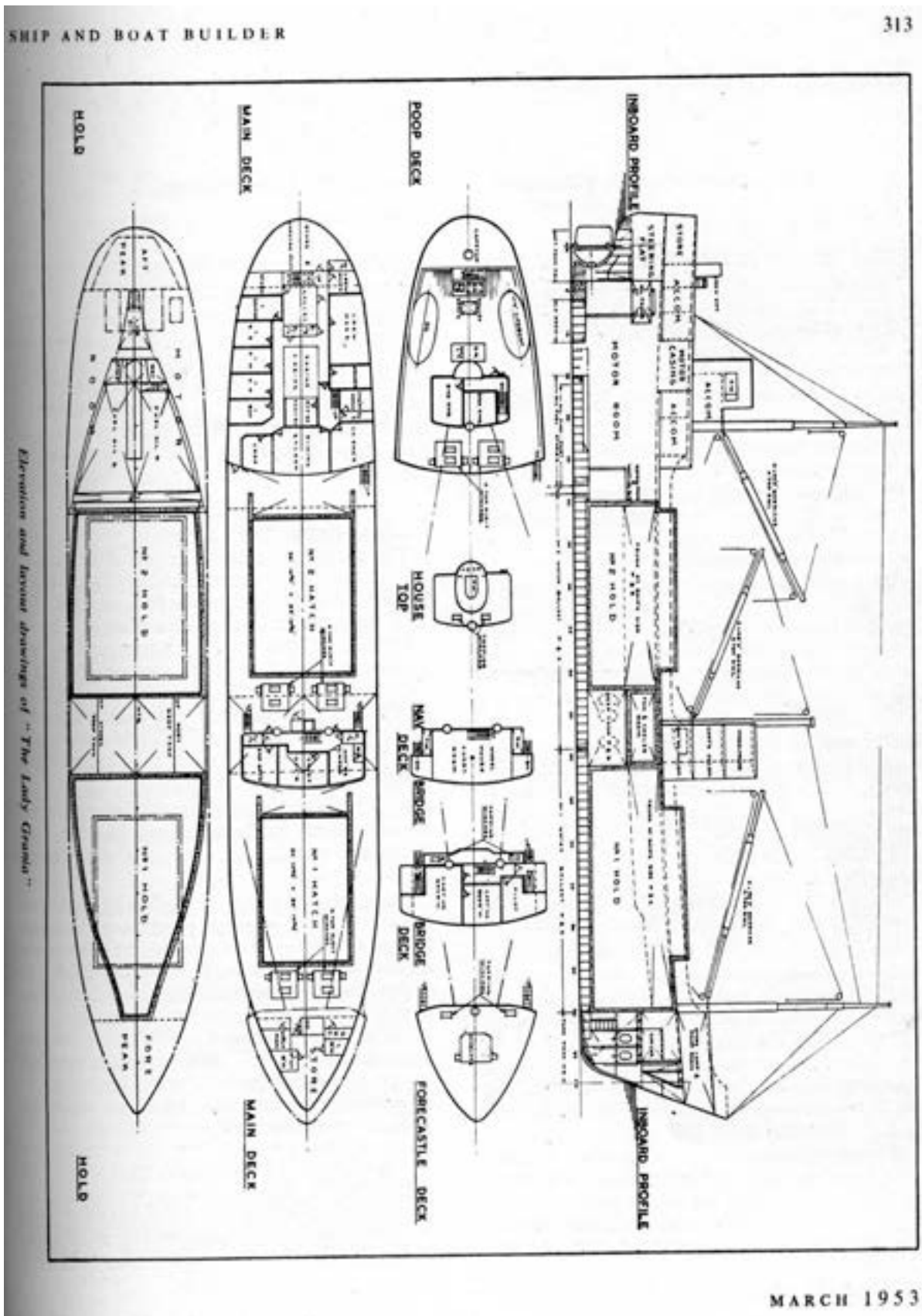
Engine room is situated aft, the propelling engine being a British Polar M46m developed 1,030 b.h.p. at 270 r.p.m. Intermediate shaft supported on a Michell tunnel block, and the 70 diameter 4 bladed, bronze propeller was supplied by the Manganese Bronze and Brass Co. Ltd. Cedervall glands are fitted at both ends of the sterntube.

Electrical requirements are supplied by two Diesel-driven generating sets, each of 75 kW, the generators being by Campbell and Isherwood driven by Mirrlees type 'J' 3 cylinder engines. A standby generating set of 20 kW is provided, the generator being by Campbell and Isherwood driven by a Gardner 4 L.W. engine.

Propelling and generator engines are fresh water cooled.

For the main engine three "Monitor" alarms are fitted, one on each of the fresh water, salt water and lubricating oil systems.

All engine room auxiliaries are electrically driven. The fuel oil systems includes a transfer pump by Stothert and Pitt and a purifier and heater by Alfa-Laval. Two Stothert and Pitt pumps and a streamline filter are provided for main engine lubrication, and the remaining engine room pumps were supplied by Worthington Simpson.



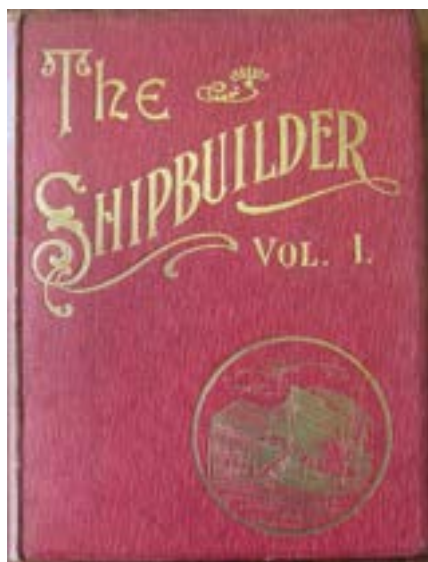
*The Shipbuilder: a quarterly magazine devoted to the shipbuilding, marine engineering and allied industries, v1=1906/07 – vXXXVII[v37]=1930, quarterly, edited and published by A. G. Hood, Newcastle-on-Tyne, Northumberland, England. Later monthly as **The Shipbuilder: journal of***

shipbuilding, marine engineering and allied industries. Later published by The Shipbuilder Press, London & Newcastle-on-Tyne, England. Started from and incorporated **The Mid-Tyne Link** [http://ncl.ac.uk/marine/The_Collection-Pers-MidTyneLink], v1=1904 – vII[v2]=1906 due to the popularity of that title. Continues as **The Shipbuilder and Motorship** in the 1920s-1930s, then **The Shipbuilder and Marine Engine-Builder**, vXXXVIII[v38]=1931 – v70=1963, Manchester Courier Ltd, Manchester, England. The revised title shows the increasing importance of marine engine-building. Contents included trade and industry news of UK and international coverage of shipbuilding, shiprepairing, marine engine-building, and related topics. Also includes detailed reviews of selected new ships and their machinery with illustrations and general arrangement fold-out plans of superb quality. Merchant and naval ships, Marine engines, shipbuilding, shiprepairing. Book reviews, obituaries, etc. Continues as **The Shipping World and Shipbuilder**, v151=1964.

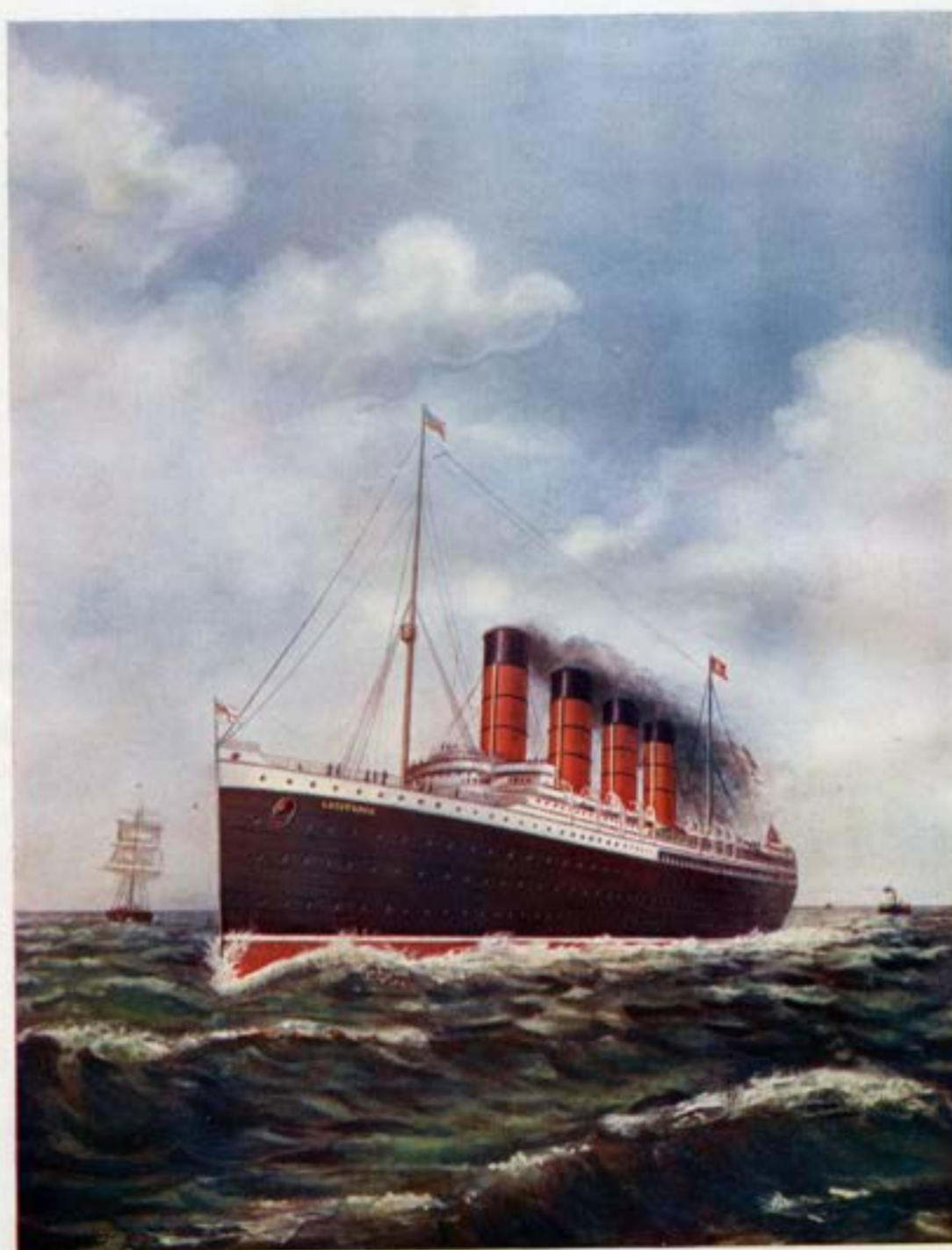
Example pages

Shipbuilder, vol.1 no.1, 1906 Summer Number, pp.3 “To our readers” explains the need for a new magazine; Pp.4-7 [only p4 scanned] “Shipping subsidies” By G. B. Hunter. Discusses that perennial question, of whether government subsidies should be paid to protect UK national industry from cheaper (and more efficient &/or unfair?) foreign competition!

Shipbuilder, vol.1 no.4., 1907 Spring Number, pp.192-200 [only pp.192-193 scanned] “The launching of the Mauretania” By H. Bocler. Gives a detailed and illustrated description of the technical difficulties to be overcome in successfully launching the giant Cunard passenger liner in the narrow confines of the River Tyne from the Wallsend Shipyard of Swan, Hunter, and Wigham Richardson Ltd.



Presented with "The Shipbuilder," July, 1906



THE QUADRUPEL SCREW TURBINE EXPRESS PASSENGER STEAMER "LUSITANIA,"
OF THE CUNARD STEAMSHIP COMPANY.

THE SHIPBUILDER.

A Quarterly Magazine devoted to
The Shipbuilding, Marine Engineering and Allied Industries.

Edited by A. G. HOOD

VOL. I.

SUMMER NUMBER, 1906.

No. 1.

.. CONTENTS ..

	PAGE.
Mr. John Devonshire Ellis (<i>Frontispiece</i>)	2
To our Readers	3
A New Type of Steamer	3
A Shipbuilding Peer	3
Shipping Subsidies	4
Our Headlights (Mr. JOHN D. ELLIS)	8
The Shipbuilding Centres (<i>Illustrated</i>)	10
The Royal Dockyards	14
The Cunard Liner "Lusitania" (<i>Illustrated</i>)	15
H.M.S. "Agamemnon" (<i>Illustrated</i>)	23
The late Sir Thomas Richardson (<i>Illustrated</i>)	24
A Coal-Bagging Lighter (<i>Illustrated</i>)	26
Moville as a Port of Call	29
The Royal Mail Steamers "Amazon" and "Araguaya" (<i>Illustrated</i>)	30
The late Mr. Arthur Coote (<i>Illustrated</i>)	32
The Petrol Motor Torpedo Boat (<i>Illustrated</i>)	34
Obituary	36
Launches and Trial Trips (<i>Illustrated</i>)	37
The "Empress of Ireland" (<i>Illustrated</i>)	53
The Patent Cantilever Framed Type of Ship (<i>Illustrated</i>)	55
Notices	57
Rivets from the Works	58

With a coloured plate of the Cunard Liner "Lusitania," as she will appear when completed.

Printed for the Proprietors (Newcastle-on-Tyne) by the Manchester Courier Ltd., 24, Cannon Street, Manchester,
and Published by A. G. Hood, at Newcastle-on-Tyne.

To Our Readers.

396
67

WHILE there are many influential and ably edited periodicals devoted to shipping and engineering, our readers will be aware that there is no British publication catering exclusively for the requirements of those engaged in shipbuilding, marine engineering and the allied industries. This fact appears somewhat remarkable when the extent and importance of these trades are borne in mind. The aim of *The Shipbuilder* will be to supply the omission, and to become the representative organ of these industries. In attempting to deal adequately with interests so vast, we are not unmindful of the magnitude of the task that lies before us; but we have been encouraged in our labours by the interest already evinced in *The Shipbuilder*, even before the publication in its present form has seen the light of day, by those whom it seeks to serve. That there is room for such a periodical, covering the whole of the British and foreign shipbuilding centres, has been unmistakably demonstrated by the support accorded to *The Mid-Tyne Link*, which, although only dealing with shipbuilding on Tyneside, had many readers on the Clyde, Thames, Mersey, Wear, Tees, at Belfast, Barrow, Hartlepool, &c., as well as in the shipbuilding districts of the Continent and America.

Our object will be to publish full and accurate records of the condition of, and the advances made in, shipbuilding, ship-repairing, and marine engineering, at home and abroad. Improvements, new developments, and new materials introduced in the design and construction of ships, engines, and boilers, will also receive attention. In short, we shall seek to deal in the pages of *The Shipbuilder* with any and every question affecting the army of workers employed in the production of anything intended to float, from the mighty battleship to the slim destroyer, and from the great ocean liner to the humble "tramp" steamer. While the articles published will often be of a highly technical nature, there will, we trust, be much in our pages to appeal to the thousands of non-experts, who, experience has

shown us, are deeply interested in the building of ships, whether for peace or war.

It only remains to be added that *The Shipbuilder* will be published four times a year—on the 10th day of January, April, July, and October respectively.

With this brief introductory note, we must leave the verdict to our readers, trusting that *The Shipbuilder* will receive an even larger measure of the generous support which has, in the past, been accorded to its local predecessor, *The Mid-Tyne Link*.

A NEW TYPE OF STEAMER.

The Monitor Shipping Corporation, Limited, Newcastle-on-Tyne, of which Mr. Axel F. Ericsson and Mr. Louis Zollner are managing directors, with Mr. Arthur H. Haver as naval architect, are bringing out a new type of sea-going vessel, and have protected it in all countries of the world. The patentees claim that the departure bids fair to revolutionize the construction of ships. While practically of the usual form, it is stated that their type will carry a larger deadweight of cargo and will be propelled more economically. We hope to present our readers with a descriptive article dealing with this interesting subject in our next issue.

A SHIPBUILDING PEER.

The recent announcement that His Majesty has been pleased to raise the Right Hon. W. J. Pirrie, P.C., LL.D., to the peerage has given great satisfaction in commercial and shipping circles. A great shipbuilder and shipowner, his services to the nation generally, and to the City of Belfast particularly, are too well known to require more than a passing reference here. We desire to offer his lordship our hearty congratulations, with the hope that he may long be spared to enjoy the honour received at the hands of his Sovereign.



Shipping Subsidies.

THE question of Government subsidies for American ships has been repeatedly and almost continuously under consideration in the United States for many years past, but the idea has not been favourably received by the Western States and the general public. Those interested in obtaining subsidies, however, have been very persistent, and it is quite possible that great public interest may be aroused in favour of subsidies being granted. It would not be too much to say that public opinion in the United States is being influenced by plausible, but unsound arguments, and by statements about foreign shipping which are misleading and incorrect. So far, the shipowning and shipbuilding interests have not been strong enough to overcome the very natural objection of other people. It is probable that if the demand for American steel for the home building trades, railways, bridges, and other purposes, had not been so great, the influence in favour of shipping subsidies would have been much greater. But, in any case, the claim would have been made, as it now is, for the benefit of particular interests, and not for the benefit of the nation in general. Shipping investments in the United States for oversea commerce have not been remunerative, neither has American shipbuilding been very remunerative. Shipping employed in the coasting trades has been profitable, because it has been a monopoly, free from the competition

of foreign ships, which would have carried the coasting freight more cheaply; and shipowners have, therefore, been able to charge high rates and, no doubt, make very large profits.

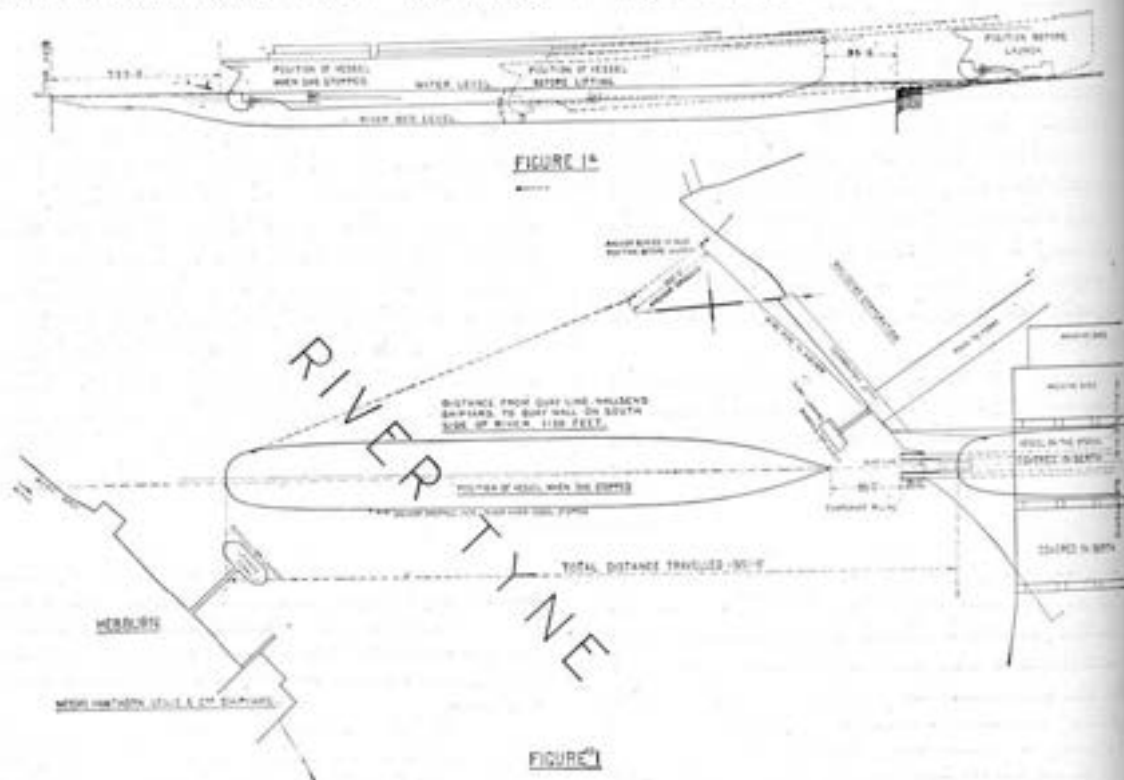
The chief arguments urged in favour of American subsidies have been partly practical and partly sentimental. There is a sentiment in favour of having a large foreign-going American merchant navy. No one can quarrel with such a sentiment, but no one can contend that it is a sufficient reason for spending very large sums of public money in favour of the special interest of shipowning. Arguments have been very loosely made to the effect that "American products should be carried in American ships," and as a phrase there is something rather catching in it; but it is not very much more reasonable than the other similar saying, "Who drives fat oxen should himself be fat." It would be more reasonable to say those who *buy* American goods have the absolute right to carry those goods in their own ships. America is the *seller* of her wheat, maize, cotton, meat and other produce, and manufactured goods. Of course if these were all given away, the giver could reasonably claim the right to transport them in his own ships; but Americans do not give these things away! They have to be paid for by British and other European buyers; and on the principle that "he who pays the piper has the right to call the tune," those who pay for the goods have a clear

The Launching of the "Mauretania."

THE launch of the Cunard express steamer *Mauretania* from the Wallsend Shipyard of Messrs. Swan, Hunter, and Wigham Richardson, Ltd., on the 20th September last, not only marked an important stage in the construction of a notable vessel, but was also of deep interest as an engineering feat, on account of the size and weight of the mass transferred from the stocks to the water. The moving

chiefs of the Company's technical staff. The builders of the vessel are to be congratulated upon the success attained, especially when it is remembered that the *Ivernia*, the heaviest ship previously launched from the Wallsend yard, had a weight only one half that of the *Mauretania*.

The River Tyne opposite the Wallsend Shipyard is only 785 feet wide; but in order that they might be prepared to undertake the construction



weight of ship and cradle amounted to not less than 16,800 tons, and constituted a record in ship launching which is not likely to be broken for a considerable time to come. Necessarily, the launching arrangements for such a huge weight required very careful consideration, and the closest attention was given to all details by Mr. C. Stephenson, the yard manager of the Wallsend Shipyard, in conjunction with the

of vessels of the largest size, Messrs. Swan, Hunter, and Wigham Richardson, three years ago, laid out two berths at such an angle to the river that a run of nearly 1,200 feet is available for launching, as shown in Figs. 1 and 1a. These berths were specially piled and covered in, and were in every way suitably equipped for the rapid and economical construction of the immense liner, which was the first vessel to be laid down

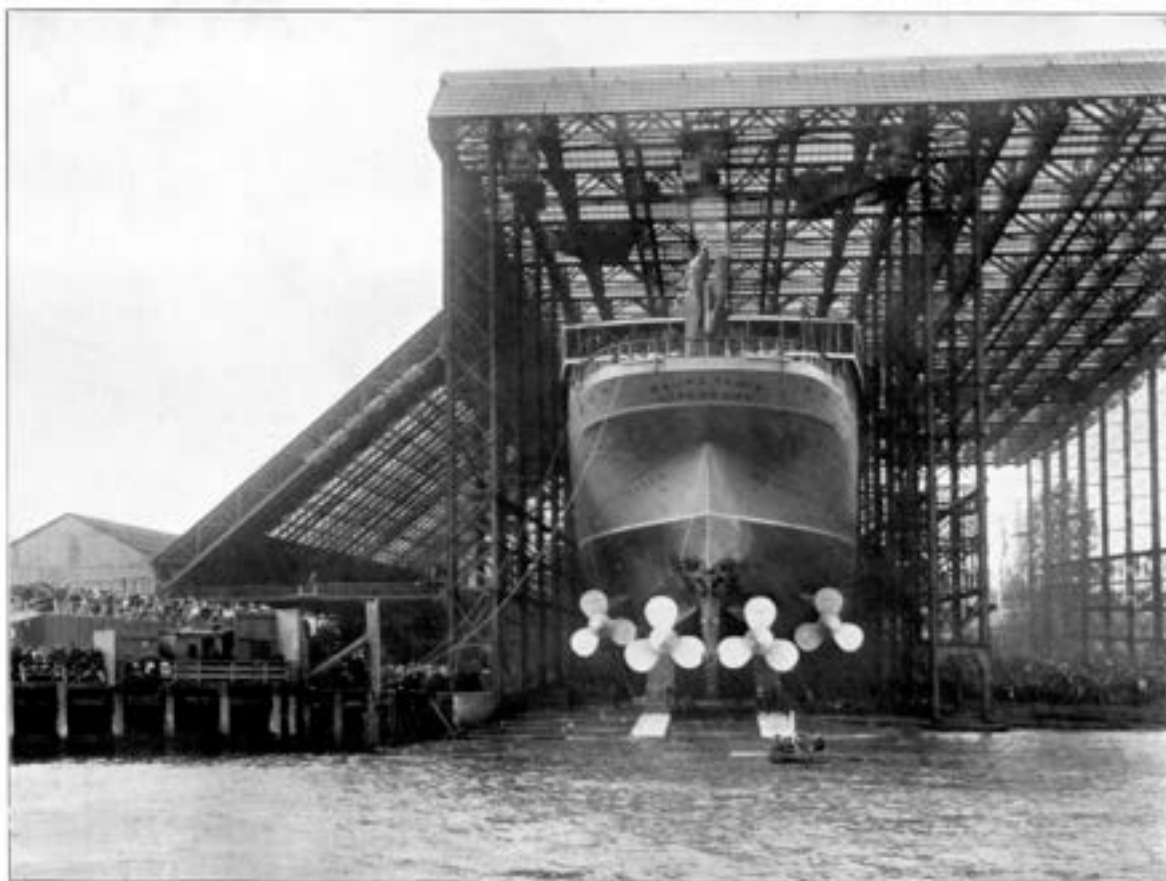


Photo by

FIG. 13.—Stern View of "Mauretania" before Launching, showing Shipbuilding Sheds and Overhead Cranes.

[J. S. Photo.]

The World's Shipbuilding in 1906.

The shipbuilding returns from all the countries of the world show a marked increase of vessels launched during the past year as compared with the work of 1905. Excluding warships, in 1905 vessels representing a gross tonnage of 2,302,467 were built, while for 1906 the tonnage launched has been increased to, approximately, 3,035,000 tons. The returns for the past year may be summarised as follows:—

British Isles—	
England	1,105,000
Scotland	642,000
Ireland	150,000
British Colonies	29,000
Foreign Countries	1,109,000

The foregoing figures clearly indicate that Britain still retains her supremacy in the production of merchant tonnage, although the shipbuilding industry in several foreign countries, notably in Germany, is making rapid strides.

THE GREAT SHIPBUILDING CENTRES.

The North-East Coast of England—by which we mean the district extending from Blyth to the Tees—has again been responsible for a larger output of merchant tonnage than any other shipbuilding district in the world, viz.,

	Tons.
Tyne and Blyth	394,500
The Wear	334,600
Tees and Hartlepool	292,400
	<hr/>
	1,021,500

to which must be added war vessels of a total displacement of 17,000 tons. Other English centres were responsible for 83,600 tons of merchant steamers, viz.,

	Tons.
The Humber	57,600
West Coast (Mersey to Solway)	24,000
Thames and District	15,000
English Channel	7,000
Bristol Channel	2,000
	<hr/>
	83,600

to which must be added war vessels of 24,660 tons displacement. Scottish shipbuilders launched merchant vessels of 642,000 gross tons, and a warship (the *Agamemnon*) of 16,500 tons displacement. Irish builders produced 150,000 tons of merchant ships, but no war vessel is included in their launching returns for the year under review.

FOREIGN SHIPBUILDING.

Merchant vessels aggregating 1,109,000 gross tons were launched from foreign shipyards, and warships of a total displacement of 216,000 tons. The following table shows the tonnage launched in the various foreign shipbuilding countries:—

	Merchant Vessels.	Warships.
United States	419,650	45,000
Germany	325,000	38,000
Holland	115,000	810
Japan	40,200	55,550
France	59,050	26,300
Norway	56,000	—
Italy	24,100	13,750
Russia	1,000	24,800
Denmark	24,200	—
Austria-Hungary	17,800	2,200
Sweden	13,500	4,300
Spain	3,900	5,280
Belgium	7,000	—
China	4,600	—
	<hr/>	<hr/>
	1,109,000	216,000

THE BLUE RIBBON.

In the following list of the eight shipbuilding firms responsible for the largest tonnage launched during 1906, the United States, the North-East Coast of England (three firms), Ireland (two firms), and the Clyde (two firms), are represented. Except where otherwise stated, the figures given in this article are Board of Trade gross tonnage in the case of merchant steamers, and displacement tonnage in the case of warships. Although these tonnages are the most satisfactory method of comparison that can be devised, our readers will bear in mind that it does not in all cases adequately represent the amount of work accomplished, the firms employed in the construction of war and passenger vessels having carried out contracts representing a much greater monetary value, and employed a greater number of men, than the shipbuilders who have turned out an equally heavy tonnage consisting, for the most part, of cargo steamers. As to the output of the American Shipbuilding Company, which controls numerous yards scattered over a great area, it can hardly be expected that British shipbuilders will be capable of competing with the great United States combine in the matter of tonnage launched. The output of any one of the yards controlled by the American Company falls far short of that of any of the great British shipyards, but it would be unfair, in making comparisons, to deal with the output of the combine other than collectively.

Shipbuilding & Shipping Record: a Journal of Shipbuilding, Marine Engineering, Docks, Harbours and Shipping, (SSR/S&SR), v1=1912 – v123n13=29 Mar 1974, weekly, Shipbuilding and Shipping Record, London, England. Includes UK and international trade and industry technical news. Also includes detailed reviews of selected new ships and their machinery with illustrations and general arrangement fold-out plans of superb quality. Marine engines, shipbuilding. Continues as **Marine Week**, v1n1 = 5 Apr 1974 – v7n16=23 May 1980 ceased publication.

www.ncl.ac.uk/media/wwwnclacuk/marinescienceandtechnology/files/mtsc/Periodicals_Histories_S.pdf Page

Example pages: [under construction, references to be confirmed]

WAR AND SHIPPING.

"SPECIAL" TO SHIPBUILDING AND SHIPPING RECORD.

THE EFFECT OF WAR ON CONTRACTS.

WAR implies not only hostilities between the armed forces of States. Commercial intercourse also ceases, and the existing contracts between the subjects of the belligerents come under new and onerous conditions. On no other section of the community does the dislocation of trade caused by war fall heavier than it does on people connected with shipping.

Let us consider some of the legal incidents which war imposes on this industry. At English law contracts entered into between British citizens and the subject of a Power at war with Great Britain are as a general principle void. But the domiciled subject in a State at war with this country, is not treated as an alien enemy. When war comes it finds in existence contracts between the subjects of belligerent States. It would be a gross breach of faith to sweep them away with the same ruthless hand as agreements made after the declaration of war. Broadly speaking, it appears to be the policy of the law to divide existing contracts into two categories. If the contract is in any way helpful to the enemy, then it becomes unenforceable and void. If, on the other hand, it is not actually helpful to the enemy, its operation is suspended until conclusion of the war.

Take an instance of a contract which war would abrogate. A charter party under which a vessel is engaged to transport English goods to an enemy's port would not be enforceable in an English Court of law, nor would one which contemplated that a British ship should enter an enemy's harbour. Public policy alone would forbid such a contract; and, indeed, the law further holds as dissolved, contracts which cannot be resumed at the end of a war at the position in which they were at the beginning of hostilities. Such might include commercial partnerships between a British subject and the citizen of an enemy Power. But, as a matter of fact, on many of these points we are in a region where we have to rely more on the views of legal writers and theorists than on judicially decided law. That branch of our jurisprudence which deals with these matters was built up during the Napoleonic wars before the development of modern commerce under the regime of joint stock enterprise.

Undoubtedly a complication has arisen with modern practice whereby goods consigned and insured by the subject of one State may successively become the property of the subjects of several States. A British underwriter is under no enforceable liability to a subject of an enemy Power in respect of a loss occurring during the war under a policy effected in time of peace. But may a British subject, if he so desires, pay an enemy subject in time of war for a loss which he has incurred either before or during the war? Lloyd's is advised that the British subject may do so. Founding himself on that advice, Sir Edward Beauchamp, M.P., as Chairman of Lloyd's, declared last year that the position which the English underwriters had assumed, and which they had expressed their intention of continuing to hold, was that no contract of marine insurance would be repudiated by them on the ground that it covered enemy goods, but that all such contracts would be faithfully carried out during war as in time of peace. Some criticism of the law involved in this declaration has been offered. It has been urged, for instance, that even if there was no actual contravention of the law, Parliament would intervene to prevent payments being made for losses incurred by capture at the hands of British cruisers.

It must not be assumed, however, that because English law lays down certain rules in regard to contracts in war time, other systems of jurisprudence will take precisely similar views.

MERCHANT SHIPPING OF BELLIGERENT POWERS.

One of the first effects of war, between maritime Powers, is to disorganise merchant shipping. When it appeared imminent, last week, the orders given to the German liners to remain in port came forcibly to remind us that the right of maritime capture is still one of the most potent methods of naval warfare, and is a real pressing contingency which belligerents must take into account. Perhaps it is one of the minor ironies of the present situation, that this country, through its Foreign Minister a few weeks ago, let it be known that we were prepared to re-examine our traditional hostility to the doctrine of immunity for private property at sea with a view to deciding whether at the next Hague Conference, and if so, under what limitations, we might with safety make concessions in the direction of abolition.

That, however, does not affect the present situation. The rule that the private property of the enemy subjects at sea is liable to capture remains, so far as this country is concerned, what it has been for the last half century. That capture may take place either on the high seas or in the territorial waters of belligerents. It may not be effected in the territorial waters of a neutral. Certain limitations on the old untrammelled doctrine of seizure which was evolved under the stress of the Napoleonic wars were introduced under the Declaration of Paris, in 1856. The right of capture was stringently confined to the merchant shipping of the enemy. It was agreed that a neutral flag covered enemy goods, although an exception was made of contraband of war. Nor were neutral goods under an enemy's flag liable to capture. Further privateering was abolished. In passing it may be remarked that the enemy character of goods would depend on the domicile rather than on the nationality of the owner.

In all the debates in Parliament on these subjects in recent years, the value of the maintenance of maritime capture has been emphasised by the spokesmen of the Government, and more particularly of the Admiralty, and we may say that there never has been any intention to relax those rules unless great counterbalancing concessions were obtained in other directions. It may therefore be assumed that in any contingency which may arise at the present crisis in European affairs, we will admit no limitation of our existing rights.

Perhaps many of the problems which now arise, or may arise, have not received sufficient attention in the recent past. Provision has not been altogether wanting in several directions. For example, Mr. Churchill's policy of arming vessels engaged in the transport of foodstuffs seems to have been inspired by admirable wisdom and foresight. So long as conversion of merchant vessels on the high seas is maintained as a legitimate operation in naval war, so long does there exist abundant justification for the mounting of guns for defensive purposes on our food ships.

The Government have now adopted, although somewhat tardily, national policy in regard to the war risks of shipping. In moments of grave uncertainty undoubtedly a factor of stability is the knowledge that there exists some tangible scheme, which would automatically come into being at the moment war was declared, to spread and equalise the risks. We are, of course, aware of the unfavourable findings of the report of the Treasury Committee on a national guarantee for the war risks of shipping, but in the times of transformation through which we have been passing the need of a concrete scheme known to the public as being in existence could have allayed much uneasiness. Such a scheme has now been put forward and adopted, and the

FRANCE.

Type.	No. of ships.	Date completed.	Displacement (tons).	Horse-power.	Armament.
BUILDING—					
<i>Jean Bart</i> ...	2	1913	23,908 (3)	26,000 ⁽¹⁾	12-12", 22-5 1/2", 8 smaller light guns, 4 submg. tps. the.
<i>Jules</i> ...	4	1911	18,443- 18,500 (4)	22,500 ⁽¹⁾	4-12", 12-9 1/4", 20 smaller light guns, 2 submg. tps. the.
<i>Patris</i> ...	2	1907-8	14,400- 14,600 (2)	18,442	4-12", 10-7 1/2", 20 smaller light guns, 2 submg. tps. the.
<i>Andren</i> ...	1	1901	14,800- 15,200 (1)	17,700	4-12", 10-6 1/2", 27 smaller light guns, 2 submg. tps. the.
<i>Andren</i> ...	1	1901	12,526	15,000	4-12", 10-6 1/2", 8-5 1/2", 20 smaller light guns, 2 submg. tps. the.
<i>Andren II</i> ...	1	1902	8,400	12,200	2-10 1/2", 7-3 1/2", 14 smaller light guns, 2 submg. tps. the.
<i>Charlemagne</i> ...	2	1909- 1909	11,000- 11,300 (2)	14,000- 15,000 (2)	4-12", 10-5 1/2", 8-5 1/2", 20 smaller light and mach. guns, 2 submg. tps. the.
<i>Desaix</i> ...	2	1906- 1906	11,413- 11,520 (2)	14,000- 15,000 (2)	2-12", 2-10 1/2", 8-5 1/2", 20-22 smaller light and mach. guns, 2 submg. tps. the.
<i>Charles Martel</i> ...	1	1907	11,800	15,000	2-12", 2-10 1/2", 8-5 1/2", 20 smaller light and mach. guns, 2 submg. tps. the.
BUILDING—					
<i>Andren</i> ...	2	1912	20,000 (2)	25,000 ⁽¹⁾	12-12", 22-5 1/2", 8 smaller light guns, 4 submg. tps. the.
<i>Andren</i> ...	2	1912	20,127 (2)	25,000 ⁽¹⁾	10-12 1/4", 20-5 1/2", 8 smaller light guns, 4 submg. tps. the.
<i>Narcisse</i> ...	2	—	21,800 (2)	24,000 ⁽¹⁾	12-12 1/4", 21-5 1/2", 7 light guns, 4 submg. tps. the.

GERMANY.

Type.	No. of ships.	Date completed.	Displacement (tons).	Horse-power.	Armament.
BUILDING—					
<i>Exer</i> ...	2	1912-13	21,210- 21,410 (2)	25,000 ⁽¹⁾	10-12", 14-5 1/2", 16 smaller light and mach. guns, 2 submg. tps. the.
<i>Ostfriesland</i> ...	4	1911-12	22,400	26,000	12-12", 14-5 1/2", 18 smaller light and mach. guns, 6 submg. tps. the.
<i>Nassau</i> ...	4	1910-11	16,600	20,000	12-11", 12-5 1/2", 20 smaller light and mach. guns, 6 submg. tps. the.
<i>Deutschland</i> ...	2	1906-8	15,040- 15,410 (2)	18,240- 18,410 (2)	4-11", 14-6 1/2", 24 smaller light and mach. guns, 8 submg. tps. the.
<i>Preussentier</i> ...	2	1904-6	12,900- 13,120 (2)	16,000- 17,120 (2)	4-12", 14-6 1/2", 22 smaller light and mach. guns, 6 submg. tps. the.
<i>Wittelsbach</i> ...	2	1902-4	11,011- 11,710 (2)	14,200- 15,710 (2)	4-9 1/2", 14-5 1/2", 18 smaller light and mach. guns, 6 submg. tps. the.
<i>Exer</i> ...	2	1901	10,474	13,300	4-9 1/2", 14-5 1/2", 18 smaller light and mach. guns, 6 submg. tps. the.
<i>Kaiser Friedrich</i> ...	2	1902	10,471	13,300	4-9 1/2", 14-5 1/2", 18 smaller light and mach. guns, 6 submg. tps. the.
<i>Kaiser Friedrich</i> ...	2	1906-01	10,421	13,500	4-9 1/2", 14-5 1/2", 18 smaller light and mach. guns, 6 submg. tps. the.
<i>Hayes</i> ...	2	1906-7	8,084	5,500 5,520	2-9 1/2", 12 smaller light and mach. guns, 4 tps. the. (2 submg.).
BUILDING—					
<i>Kitty</i> ...	4	—	—	—	10-12", 14-5 1/2", 16 smaller light and mach. guns, 2 submg. tps. the.
<i>Kronk Wirth</i> ...	—	—	—	—	8-12", 10-5 1/2".

AUSTRIA-HUNGARY.

Type.	No. of ships.	Date completed.	Displacement (tons).	Horse-power.	Armament.
BUILDING—					
<i>Fischer Casati</i> ...	2	1912-13	20,000 (2)	25,000 ⁽¹⁾	12-12", 12-5 1/2", 20 smaller light and mach. guns, 4 submg. tps. the.
<i>Radecky</i> ...	2	1910-11	14,200	20,000	4-12", 8-9 1/4", 20-2 1/2", 12 smaller light and mach. guns, 2 submg. tps. the.
<i>Erzherzog</i> ...	2	1900-2	17,000- 18,000 (2)	—	4-9 1/4", 12-5 1/2", 21 smaller light and mach. guns, 2 submg. tps. the.
<i>Mohary</i> ...	2	1902-4	8,161	13,000- 15,200 (2)	2-9 1/4", 12-5 1/2", 20 smaller light and mach. guns, 2 submg. tps. the.
<i>Mosonik</i> ...	2	1906-7	8,400- 8,500 (2)	—	4-9 1/4", 8-5 1/2", 15 smaller light and mach. guns, 2 tps. the.
BUILDING—					
<i>Fischer Casati</i> ...	2	1912	20,000 (2)	25,000 ⁽¹⁾	12-12", 12-5 1/2", 20 smaller light and mach. guns, 4 submg. tps. the.

ITALY.

Type.	No. of ships.	Date completed.	Displacement (tons).	Horse-power.	Armament.
BUILDING—					
<i>Duca d'Athens</i> ...	1	1902	18,400	22,000 (1)	12-12", 20-4 1/2", 14 smaller light and mach. guns, 2 submg. tps. the.
<i>Filippo Reissner</i> ...	4	1907-8	12,400	18,000- 22,500 (4)	2-12", 12-6", 20 smaller light and mach. guns, 2 submg. tps. the.
<i>Re Umberto</i> ...	2	1903-4	13,207	20,400- 20,600 (2)	4-12", 4-8", 12-6", 20 smaller light and mach. guns, 4 tps. the. (2 submg.).
<i>Armando di</i> <i>Stato Duca</i> ...	2	1901	9,845	13,000- 14,400 (2)	4-12", 8-6", 8-6 1/2", 12-10 smaller light and mach. guns, 4 tps. the.
BUILDING—					
<i>Duca di Genova</i> ...	2	1911	22,740	24,000 (2)	12-12", 18-4 1/2", 20 smaller light and mach. guns, 2 submg. tps. the.
<i>Andrea Doria</i> ...	2	1912	23,525	24,000 (2)	12-12", 18-6", 20 smaller light and mach. guns, 2 submg. tps. the.

BATTLE CRUISERS.
GREAT BRITAIN.

Type.	No. of ships.	Date completed.	Displacement (tons).	Horse-power.	Armament.
BUILDING—					
<i>Queen Mary</i> ...	1	1903	27,000	25,000 (1)	8-12 1/2", 16-4", 3 mach. guns, 2 tps. the.
<i>Ajax</i> ...	2	1902	26,200	25,000 (2)	8-12 1/2", 16-4", 3 mach. guns, 2 tps. the.
<i>Subtle</i> ...	2	1911-13	18,700- 19,800 (2)	40,000- 41,000 (2)	8-12", 16-4", 3 mach. guns, 2 tps. the.
<i>Invincible</i> ...	2	1905-8	17,200	41,000 (2)	8-12", 16-4", 3 mach. guns, 2 tps. the.
BUILDING—					
<i>Tiger</i> ...	1	1914	—	—	—

RUSSIA.

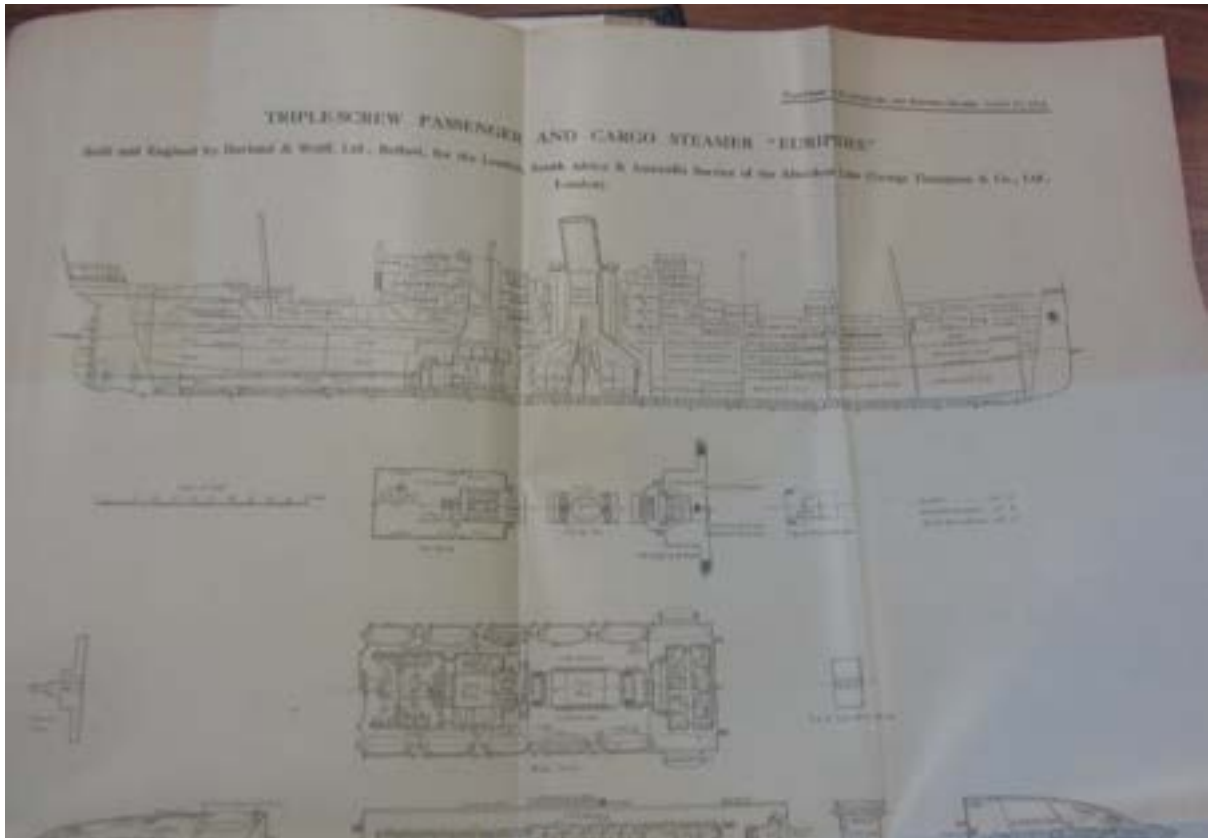
Type.	No. of ships.	Date completed.	Displacement (tons).	Horse-power.	Armament.
BUILDING—					
<i>Narvik</i> ...	1	—	22,200	30,000 ⁽¹⁾	12-14", 21-5 1/2".

GERMANY.

Type.	No. of ships.	Date completed.	Displacement (tons).	Horse-power.	Armament.
BUILDING—					
<i>Neptun</i> ...	1	1913	24,510	30,000 ⁽¹⁾	10-11", 12-5 1/2", 14 smaller light guns, 4 submg. tps. the.
<i>Mein</i> ...	2	1911-12	22,640- 23,750 (2)	28,500- 28,500 (2)	8-11", 10-5 1/2", 19 smaller light and mach. guns, 4 submg. tps. the.
<i>Van der Tann</i> ...	1	1911	19,100	40,000 ⁽¹⁾	8-11", 10-5 1/2", 19 smaller light and mach. guns, 4 submg. tps. the.
BUILDING—					
<i>Deffinger</i> ...	1	1912	—	—	8-12", 12-5 1/2".
<i>Lissa</i> ...	1	1912	—	—	8-12".
<i>Kronk Wirth</i> ...	1	—	—	—	11-5 1/2".

* Maximum I.H.P. except where indicated (1) turbines, or (2 & 3) turbines and reciprocating. † Date launched. ‡ Battleship, coast defence type. § Designed.

NEW YORK AND LEVIATHANS.—“The immediate problem of providing proper berths for steamships of the type of the *Apollonia* has caused much anxiety to the port authorities,” says a report on the Consular district of New York just issued. Ships in New York Harbour are docked at piers projecting at right angles to the river, a principle which permits a maximum number of vessels to dock on a given length of water front, but which, with the increasing length of ships, raises the danger of reducing the fairway to the extent of interfering with the navigation of the river. In 1912 no piers of sufficient length to accommodate ships of the *Olympic* or *Leviathan* types existed. Work is now being actively pushed forward to construct piers 1,000 to 1,200 ft. long by excavating in shore. Material is to be removed to a depth of 40 ft. below low water, and that work, which will take from two to three years to execute, is estimated to cost about £800,000, exclusive of the cost of the land. A concession has been granted by the Secretary of War, which provides for lengthening 50 piers, and adding nearly 2 miles to the dock front of the city.



AUGUST 6, 1914.

SHIPBUILDING AND SHIPPING RECORD.

161

WAR RISKS INSURANCE—Continued from page 152.

7. The brokerage or discount to be deducted should be calculated at the rate of 1s. per guinea of premium.
8. The reference to "stamp" printed on the slip may be disregarded, and the policy will be stamped by the Inland Revenue Authorities without further charge.
9. All applications for insurance must be made personally by the insurer or his representative.

THE SHIPPING SHARE MARKET.

Any list of prices in the shipping share market is necessarily quite nominal and does not convey any indication either of the price at which securities can be bought or sold. The Stock Exchange was closed on Friday morning in order to protect holders of good investment stocks against an artificial lowering of prices. It became obvious that Continental sellers were forcing their stocks on to the London market at any price, and as this necessitated dealers putting down prices to protect themselves they were unfairly damaging genuine holders of good stocks. When it was found that the same Continental operators were unable to meet their commitments, an immediate cessation of business was forced upon the London Stock Exchange in order to prevent a very large number of firms being "hammered." The settlement in progress last week will be concluded and the settlement due August 13 has been postponed to the end of the month. The Stock Exchange Committee has, in fact, established such a "moratorium" as the Government will also probably put into force in respect to all liabilities should the financial crisis show signs of further extension. Holders of well-secured shipping securities should have no undue fear as to the ultimate recovery of their capital. In the event of Great Britain being involved in heavy loss by an engagement on a big European war, capital invested in shipping securities will, of course, suffer in proportion and not more than other investments. On the other hand, the shipping trade would be the first to feel the effects of the great activity which would follow after the crisis had passed.

SOUTH AFRICAN HARBOURS.

The estimates of expenditure on capital and betterment works on the South African railways and harbours for the year ending March 31, 1915 have been laid on the table. The programme for the year is allotted as follows:—

	£
Completion of lines under construction	1,200,000
New works on open lines	1,260,000
Rolling stock	275,704
Harbours	200,000
Working capital	92,904
Contingent works	100,000

The chief feature of the new proposals is in respect of harbours. A new programme, involving an outlay of £3,130,922, is to be inaugurated. This is in addition to the £747,000, being the balance of last year's programme, and in the current year a sum of £266,000 is to be expended. The details of these works show that provision is to be made for a protecting arm and the re-modelling of the South Pier Elbow in Table Bay at a cost of £36,000; and the reconstruction of No. 3 (Loch) Jetty, exclusive of electric cranes, at a cost of £109,000, of which £10,000 will be spent in the current year. The work of widening the East Pier will be held over in the meantime, as the former work would provide two deep-water berths, the latter only providing one.

At East London £400,000 is to be applied to the extension of the breakwater and works on the east bank, and £29,000 to the further extension of the quay wall on the west bank.

At Mossel Bay, £21,000 is to be allocated for breakwater extension. At Port Elizabeth an expenditure of no less than £1,500,000 is to be applied to the extension of the breakwater, while at Durban provision is to be made for a new graving dock, at a cost of £500,000.

BATTLESHIPS AND BATTLE CRUISERS OF THE POWERS.

Below will be found an abstract of the Dickinson Return, showing the battleships and battle cruisers of Great Britain, France, Russia, Germany, Italy and Austria-Hungary. As we pointed out recently, this return does not show the relative strengths of the fleets, as the basis on which it has been drawn up is misleading and gives an exaggerated impression of the fighting power of the British Fleet. It does, however, crystallise to some extent some of the main features of the respective classes. It must also be borne in mind that in the lists of vessels "building" some of the ships have, since the publication of this report, been completed.

BATTLESHIPS.
GREAT BRITAIN.

Type.	No. of ships.	Date completed.	Displacement (tons).	Harbour power.	Armament.
BUILT—					
<i>King George V</i>	4	1912-13	25,000	27,000 (7)	16-12 ^{1/2} ", 16-4", 5 mach. guns, 2 tpls. tns.
<i>Queen</i>	4	1912	22,500	22,000 (7)	16-12 ^{1/2} ", 16-4", 5 mach. guns, 2 tpls. tns.
<i>Colossus</i>	2	1911	20,000	20,000 (7)	15-12 ^{1/2} ", 16-4", 5 mach. guns, 2 tpls. tns.
<i>Neptune</i>	1	1911	19,800	20,000 (7)	16-12 ^{1/2} ", 16-4", 5 mach. guns, 2 tpls. tns.
<i>St. Vincent</i>	3	1910	19,200	24,500 (7)	16-12 ^{1/2} ", 16-4", 5 mach. guns, 2 tpls. tns.
<i>Edinburgh</i>	2	1909	18,600	20,000 (7)	16-12 ^{1/2} ", 16-4", 5 mach. guns, 2 tpls. tns.
<i>Lord Nelson</i>	2	1908	16,500	16,500 (7)	4-12", 16-9", 20-12 pr., 5 mach. guns, 2 tpls. tns.
<i>Devonshire</i>	1	1906	17,000	20,000 (7)	16-12 ^{1/2} ", 20-12 pr., 5 mach. guns, 2 tpls. tns.
<i>King Edward VII</i>	3	1905-6	16,250	16,250 (7)	4-12", 4-9", 16-6", 12-12 pr., 21-3 pr. and mach. guns, 4 tpls. tns.
<i>Seaford</i>	2	1904	13,500-13,900	12,500 (7)	4-12", 16-7 ^{1/2} ", 14-14 pr., 2-12 pr., 6-6 pr. and mach. guns, 2 tpls. tns.
<i>Duncan</i>	3	1903-4	14,000	18,000 (7)	4-12", 12-6", 12-12 pr., 4-2 pr. and mach. guns, 4 tpls. tns.
<i>Forth</i>	3	1903-4	13,000	12,000 (7)	4-12", 12-6", 16-12 pr., 4-2 pr. and mach. guns, 4 tpls. tns.
<i>Compass</i>	3	1902-3	12,000	13,500 (7)	4-12", 12-6", 12-12 pr., 4-2 pr. and mach. guns, 4 tpls. tns.
<i>Marsfield</i>	3	1902-3	11,000	12,000 (7)	4-12", 12-6", 16-12 pr., 6-3 pr. and mach. guns, 3 tpls. tns.
BUILDING—					
<i>Iron Duke</i>	4	1913-15	25,000	26,000 (7)	16-12 ^{1/2} ", 16-4", 2-3" A guns, 9-3 pr. and mach. guns, 4 tpls. tns.
<i>Queen Elizabeth</i>	2	1913	—	—	—
<i>Royal Sovereign</i>	3	—	—	—	—

RUSSIA.

Type.	No. of ships.	Date completed.	Displacement (tons).	Harbour power.	Armament.
BUILT—					
<i>Andrei Perov</i>	2	1911	17,000	17,000	4-12", 14-6", 12-4", 16 smaller light and mach. guns, 5 submtg. tpls. tns.
<i>Novik</i>	2	1910-11	12,800	10,000	4-12", 8-4", 12-4", 28 smaller light and mach. guns, 3 submtg. tpls. tns.
<i>Stern</i>	1	1903	12,518	10,000	6-12", 12-4", 16 smaller light and mach. guns, 3 submtg. tpls. tns.
<i>Zemchik</i>	1	1902	12,000	10,000	4-12", 12-6", 20 smaller light and mach. guns, 2 submtg. tpls. tns.
<i>Pushkin</i>	1	1902	12,000	10,000	4-12", 16-6", 24 smaller light and mach. guns, 3 submtg. tpls. tns.
<i>Estafet</i>	1	1900	9,800	9,700	4-12", 8-6", 16 smaller light guns, 2 submtg. tpls. tns.
BUILDING—					
<i>Novikopol</i>	4	1913	20,000	42,000 (7)	12-12", 16-4", 14 smaller light and mach. guns, 4 submtg. tpls. tns.
<i>Imp. Alexander III</i>	3	1913	20,500	20,500 (7)	12-12", 16-4", 14 smaller light and mach. guns, 4 submtg. tpls. tns.

* Maximum h.p. except where indicated (7) turbines, or (7 & 8) turbines and reciprocating.
† Date launched. ‡ Battleship, coast defence type. § Designed.

THE SPOILS OF WAR.

Below will be found a list of vessels reported captured or sunk. While every care is taken to ensure its accuracy, owing to conflicting reports, the particulars are given with all reserve. The preponderance of German ships is due to the fact that, for obvious reasons, news of what the enemy is doing to our ships is not readily available.

Vessel.	Flag.	Tonnage.	Owners.	Builders.	Remarks.
Adel, m.	German	943	H. Schmidt, Flensburg	Rostocker, A.G.	Taken to Gibraltar. Seized at Leith.
Adelph, schooner	German	—	—	—	Seized in the Tyne.
Albert Glaeser, m.	German	1,163	Otto Zelek, Rostock	Neptun A.G.	Seized at Bordeaux by French Government.
Albatros, m.	German	2,514	D.G. "Algo," Bremen	Neptun A.G.	Seized by Russians.
Alba, m.	German	940	Daupht. "Neptun"	Helsingør Jernsk. & Sk.	—
Albatros, cruiser	(See Marine Casualties, p. 194.)	—	—	—	—
Albia, m.	German	8,122	Hamburg-America Line	Werkman, Clark & Co., Ltd.	Seized off Biscaya and taken to Newport, Mon. Captured by British and German vessels. Captured by British and towed to Wick by m. "Alba" (1910).
Albia, s.s.	German	—	—	—	Captured by British Warship off Oporto. Recently purchased from the Hamburg South American Line.
Albregat, l.s.	German	7,619	Hamburg-America Line	Elsholz & Voss	Seized by Germans at Hamburg.
Alfred, m.	British	2,031	J. Westall	Short Bros.	Seized in Seaboard Harbour.
Alfred, m.	German	1,471	J. H. Jensen, Flensburg	Schoner & Jensen	Seized at Bordeaux by French Government.
Alfred Horn, m.	German	2,504	D. E. Horn, A.G.	Helsingør Jernsk. & Sk. Elsholz	Exported seized at Hamburg.
Alfred, m.	British	954	Lancashire & Yorkshire Rail- way	Swan, Hunter & Wigham Richardson, Ltd.	Seized at West Hartlepool. TB prop.
Alfred, m.	German	1,481	—	—	Seized in Manchester Ship Canal. Crew belonging to German Navy detained.
Alfred, s.s.	German	1,921	Helmek, F. V. Arp, Hamburg	Neptun, A.G.	Seized in port of Bristol.
Alfred, s.s.	German	1,809	Ang. Bolton	Foster & Hodgkinson, Liver- pool	Captured and taken to Plymouth by cruiser. Hides.
Alfred, s.s.	German	223	Last owners	—	German Navy Reserve. Brought to Gibraltar.
Alfred, m.	German	3,314	Dutch East India Line	Bosser Vulkan	Seized at Middlesbrough.
Alfred, m.	German	1,286	Held, Meiss, G.m.b.H.	Campbelltown Shipbuilding Co.	In port of seized at Hamburg.
Alfred, m.	British	933	Lancashire & Yorkshire Rail- way	Earl's Co., Ltd.	Taken to Malta. General cargo.
Alfred, m.	German	2,954	Deutsche Levante Line	Bosser Vulkan	Detached at Yarmouth.
Alfred, m.	German	1,569	J. Jost, Flensburg	Flensburger, S.G.	Captured by British warship and taken to Dover.
Alfred, m.	German	1,214	H. C. Horn, Lebeck	Neptun, A.G.	Seized at Rlyth.
Alfred, m.	German	912	—	—	Seized at Grimsby.
Alfred, m.	German	1,619	D. G. George Hauger	"Neptun," A.G.	Attacked in River Hault. Wheat.
Alfred, m.	Austrian	2,813	Nav. & Yap. Napried	A. Rodger & Co., Pt. Glasgow	Seized in the Thames.
Alfred, m.	German	1,173	Louisa & Blumberg	H. Kock A.G.	Seized at Rlyth.
Alfred, m.	German	—	—	—	Seized at Newcastle. Coal for Russia.
Alfred, m.	German	1,638	Otto Zelek, Rostock	Oskarson, Graham & Co.	Attacked in the River Uck.
Alfred, m.	German	946	A. Faberheim	Hammag & Ferguson, Ltd.	Held up at Hamburg. Passengers landed at Leberg.
Alfred, m.	British	1,303	Tran. Tron S.S. Co.	Earl's Co., Ltd.	—
Alfred, m.	(See Marine Casualties, p. 194.)	—	—	—	—
Alfred, m.	German	8,694	Hamburg-America Line	Fried. Krupp A.G.	Seized in Plymouth Harbour.
Alfred, m.	Austrian	8,333	D. Tripenovich, Trieste	Cent. Navale Triestina	Captured by British destroyers.
Alfred, m.	German	6,706	Deutsche Amerikanische Petroleum Ges.	—	Captured at sea and taken to Bordeaux.
Alfred, m.	German	2,155	Neptunische Fischdampfb. A.G.	Eilerwerth A.G.	Seized in the Humber.
Alfred, m.	German	1,456	Helm & Molau, Flensburg	Neptun A.G.	Seized in the Humber.
Alfred, m.	German	1,317	Otto Zelek	Neptun A.G.	Captured and taken to Glasgow.
Alfred, m.	German	1,466	Louisa & Blumberg	H. Kock A.G.	Seized in the Thames near Tower Bridge.
Alfred, m.	British	1,465	J. Westall	Rlyth Shipbuilding Company, Ltd.	Seized by Germans at Hamburg.
Alfred, m.	German	1,251	D.G. "Algo"	G. Seebek A.G.	Seized at Leith.
Alfred, m.	German	1,137	J. H. Jensen	Schoner & Jensen	Captured and towed to Leith. Timber.
Alfred, m.	German	1,255	Marras Oden & Sohn	F. Schichan	Seized at Rlyth.
Alfred, m.	German	132	Sartori & Berger	F. Schichan	Seized at Leith.
Alfred, m.	German	967	M. Oden & Sohn	F. Schichan	Seized at Plymouth.
Alfred, m.	German	2,765	—	—	From New York to Hamburg with oil. Seized and taken to Dover by British warship. Formerly named "Brilliant."



August 13, 1914.

SHIPBUILDING AND SHIPPING RECORD.

169

SHIPBUILDING AND SHIPPING RECORD

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Vol. IV. THURSDAY, AUGUST 13, 1914. No. 7.

CONTENTS.

EDITORIALS:	The "C" Type of German Submarines..... 180
Sea in Current Topics..... 159	
WAR AND SHIPPING:	MISCELLANEOUS:
The Release of Merchantmen..... 172	The Shipping Share Market..... 178
Insurance of War Risks..... 173	Table showing the Comparative Strength of the Navies of the Belligerent Powers..... 180
Comments during a State of War..... 179	Shipping at Funchal..... 180
Progress in Naval Engineering..... 175	Vessels Reported Captured, &c..... 181
ELUCIDATED:	GENERAL NEWS SECTION..... 183
Atlantic Storage Outwards and Returns..... 179	OFFICIAL NOTICES AND SHIP SALES..... 187
Twelve-hour Passenger Steamer "Edith"..... 180	

GERMAN ADVERTISERS.—Whatever course be adopted by our contemporaries, proprietors of "Shipbuilding & Shipping Record" after carefully considering the matter, and in no spirit of vindictiveness, have decided that in consequence of the war it would not be right to allow German firms to continue to use our advertisement columns. All advertisements of German firms and their agents are henceforth cancelled. The loss of revenue thereby entailed and the risks of possible litigation are, it is felt, far outweighed by the reasons which have decided them to take this step.

MORE than ordinary interest attaches to the fact that the first vessel to be sunk in a naval encounter is the *Königin Luise* which had been converted into a mine layer. The vessel, of 1,800 tons displacement, was owned by the Hamburg-America Line, and went into commission last winter when she entered the Mediterranean daylight service, and during this summer she entered the daylight service between Helligoland and the mainland. The chief interest, however, is that she was fitted with the Föttinger hydraulic transformer, and was one of the earliest vessels to manœuvre, owing to the facility with which the engines could be controlled. In this respect she was probably ideal for mine laying and her speed of 20 knots placed her on a level with the two special mine layers owned by the German navy, namely, the *Albatros* and *Narvalus*. Naval engineers will deplore the loss on academic grounds, as the efficiency of the transformers on this vessel at the end of a few years' run would have demonstrated fully many of the claims made by Dr. Föttinger. Presumably an opportunity will again arise when one of the Hamburg-America's new South American ships of 20,000 tons will be put into commission—originally intended to be next October—for the *Törpöt* is also fitted with this hydraulic transformer. In Admiralty circles the loss of the *Königin Luise* must have been received with peculiar

interest, for a special party, including, we believe, Mr. Churchill, went over the ship last May at Southampton, as the guests of Sir William Beardmore, whose firm is interested in the patents, and the vessel was then subjected to numerous tests and evolutions in the Solent.

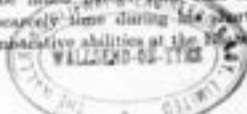
The thing that most people are thinking about now more than anything else except war news, is how the war will affect their own business. As far as previous experience goes for anything in the present crisis, both shipping and shipbuilding are likely to boom when it is over. In the immediate future shipping is undoubtedly handicapped, but as soon as the trade routes are clear it should more than recover owing to the absence of German competition. Foreign competition is at present not very great as regards mercantile shipbuilding, and neither in this direction, and still less in the direction of naval shipbuilding for other countries is it likely to be very active for some time to come. The destruction of shipping which unfortunately accompanies naval warfare will result in more shipbuilding both for war ships and for the mercantile marine being required. If the war is long continued the temporary removal of so much foreign tonnage from the seas will mean that more ships will be required by ourselves and neutral countries for carrying the traffic offering. Finally, as regards ship repairs we anticipate that both during the war and after the repairs will be very busy.

The War and Shipbuilding.

As naval strategy begins in the shipbuilding yards, it is desirable that as little as possible should be said in print regarding what is happening there. It is obvious, however, that with no demand for mercantile vessels, concentration is possible everywhere on naval work. The greatest and the quickest shipbuilding industry in the world is behind the Royal Navy, and the workers in it are fighting stoutly and valiantly for the Empire, with the men behind the guns and their brothers in the engine rooms and stokeholds of the ships. There is new work for them to do, and there will almost certainly be repair work. That they will do it to the limit of their power we have not the least doubt. In their day they have fought many a hard fight with employers for a bigger share of the profits of the business. Now, when they realise that the industry's whole existence depends upon our success in this war which has been forced upon us, they will, we feel, put the same grit and determination into their co-operation with the employers that they in other days put into their opposition to them. At the moment, the Empire is heavily depending upon the Navy, and the complement of the Navy is the shipbuilding industry.

The Ship Builders.

Mr. Runciman has succeeded Mr. John Burns as President of the Board of Trade. We are glad to see as the Minister in charge of this Department so closely connected with shipping, one who has been a shipowner. In the thrilling times through which we are passing the chief requirement of the Parliamentary head of the Board is administrative ability and Mr. Runciman has a chance to show if he has any. The war cannot fail to disorganise the shipping industry in some directions, but the disorganisation may be brief. We have no means of knowing, but circumstances may arise when it will be of considerable advantage to the shipping community to have a President of the Board of Trade who has a certain knowledge of shipping affairs. Mr. Runciman has for some years been a member of the Cabinet. He has successively had control of the Board of Education and of the Board of Agriculture, but he has shown no great ability in either. His task will be much harder than that of his predecessor. Mr. Burns had severely tried his part tenure of the post to show his administrative abilities at the Board of Trade.



JANUARY 4, 1922.

SHIPBUILDING AND SHIPPING RECORD.

33

MARINE ENGINEERING IN 1921.

While Marine Engineering has, during the past year, suffered in common with almost every other industry from the severe depression which has had such dire effects upon the trade and prosperity of the country, nevertheless it has been a year during which substantial progress has been made both in the direction of improving the well-established types of propelling machinery and of further advancing the newer types which are striving to win the favour of the marine engineer.

The most striking feature of the past year's work has been the enormous increase in the use of oil fuel as the source of energy for the propulsion of merchant ships. Either as a means of raising steam or by burning directly in the cylinders of internal-combustion engines, the returns which are available all point to the remarkable growth in the use of oil fuel. Thus it appears from the figures issued by Lloyd's Register Society covering the twelve months ending June 30, 1921, that, for the first time in the history of the Society, of the vessels classified during the year under review, those propelled by oil fuel exceeded in total tonnage those in which coal was employed. Of the total of 911 vessels classed during the year, 353, representing 1,997,115 gross tons, were fitted for burning oil fuel, this being 58 per cent. of the total tonnage, and this figure does not include those vessels which during the year may have been converted from coal to oil burning. The most notable instance of conversion is the famous Cunard liner *Mearnsia*, which is now in the hands of her original builders (Swan, Hunter & Wigham Richardson), being fitted for oil burning, and at the same time undergoing a thorough overhaul, which was partly necessitated by the fire which occurred on board in July. Another notable liner which is to be converted from coal to oil burning is the *Beringaria* (originally the Hamburg-America liner *Imperator*), which now flies the Cunard flag.

Oil Fuel.

The development in the use of oil fuel has not, however, been confined to steamers, for much progress has been made in the direction of the use of internal-combustion engines for marine propulsion. Considering for a moment the figures for the year ending June 30, referred to above, of the total of 353 vessels running on oil fuel, 34, representing 101,608 tons, were fitted with internal-combustion engines, of which all, with the exception of three, representing 336 tons, were fitted with engines using heavy oil. The growing confidence which shipowners are showing for the Diesel engine is shown by the fact that only with motor ships has there been an increase in the number of vessels classified during the year under review. On June 30 there were classified in Lloyd's Register Book a total of 1,473 motor ships, of which 287 were of 1,000 tons and upwards, 65 of these being of a tonnage exceeding 3,000, while 21 have a tonnage greater than 7,000. But, before dealing in greater detail with the actual developments that have occurred during the past year in the design and construction of Diesel engines, it will be of interest to review what progress has been made in the design of machinery for vessels propelled by steam engines.

Water-tube Boilers.

Considering first of all the boiler plant, reference has already been made to the growth in the use of oil fuel in lieu of coal, but the various systems available for burning the fuel have not been materially improved. The pressure system, that is to say, the system in which the heated oil is forced into the furnace under pressure, instead of under the influence of a jet of compressed air or steam, appears to meet with a considerable degree of favour, and is the system which is most generally adopted for use on board ship. With regard to the boiler itself, the usual form of cylindrical return tube is still the only type which is employed. Despite its many advocates, the water-tube boiler does not appear to command such favour among British shipowners. Particularly when used in conjunction with oil fuel, the advantages of the water-tube boiler appear so considerable that it is a matter of difficulty

to account for the almost entire disregard for this type of steam generator, but the fact remains that, despite the appearance of one or two new designs and of others, which having become world-famous in their application to naval work, have been specially adapted for use on merchant vessels, the water-tube boiler has not yet been adapted to any extent for steam-raising purposes in the merchant service.

Steam Turbine Practice.

The steam turbine continues to gain favour for the propulsion of vessels of large size or of high speed in which a large power is necessary; although in the majority of steamers the reciprocating steam engine is still fitted. This latter form of engine is perhaps capable of improvement, but the majority of marine engine builders are content with the simple well-tried triple-expansion type, and as such it has been installed in a very large number of cargo steamers during the past year. There have been no remarkable developments in steam turbine design during the last twelve months, although the improvements introduced in the turbines of the *Cairross* designed and constructed by the pioneer firm of turbine builders, the Parsons Marine Steam Turbine Co. Ltd., are worthy of notice. The construction of the high pressure and intermediate pressure turbines call for no comment here, but the low-pressure ahead and the low-pressure astern turbine embody one or two notable improvements. The ahead turbine is of the reaction type, while the astern turbine comprises an impulse wheel followed by a series of reaction stages in accordance with the builders' usual practice. But the rotor carrying the reaction blading in both the ahead and the astern turbine, instead of being of the usual drum pattern, is formed of a number of discs mounted on the shaft in contact with one another and also supporting each other at the rims. This construction, it is claimed, is in many ways superior to the older form of drum construction, particularly for turbines of large dimensions. Attention may also be drawn to the reaction blading as fitted on the high-pressure turbines. This is of the "end-tightened" type fitted with an improved form of shrouding, which enables ample radial clearances to be employed, at the same time preventing any undue leakage of the steam, the axial clearance of the blades being registered by means of the thrust block, so that the shrouding from one ring of blades just touches against the root of the next. In this way the reaction blading possesses all the advantages, as regards ample clearances, usually claimed for the impulse blading, as well as its ability to withstand the effects of highly superheated steam.

Double-Reduction Gearing.

The tendency, particularly with vessels of large power, appears to be towards the adoption of double-reduction gearing between the turbines and the propeller shaft, thus permitting very high ratios of speed reduction. It is well known that a certain amount of trouble has been experienced in connection with the running of these gears, and a considerable amount of anxiety was evinced by shipowners and engineers as to the correctness of their design. At this year's Spring meetings of the Institution of Naval Architects, Mr. R. J. Walker read a paper entitled "Mechanical Gears of Double Reduction for Merchant Ships," which served to focus attention upon this matter. He mentioned that in certain cases requests had been made for a further margin of safety than had been deemed necessary when the original designs were prepared. It was demonstrated, however, that such failures as had occurred

cylinders 23½ in. in diam., with piston stroke 37 in. Each engine develops 1,200 h.p. when running at 100 r.p.m. The engines work on the two-stroke cycle, with scavenging air as well as exhaust taking place through ports in the cylinder liner, the admission of air being controlled by a valve working beside the air ports. There is only one opening in the cylinder head for the fuel injection valve and the starting valve, with the result, it is claimed, that one of the weakest parts of the Diesel engine, viz., the cylinder head, is greatly strengthened and thereby made thoroughly reliable. A special feature of these engines lies in the fact that they can be run on heavy fuel oil of the same kind as is used for burning under boilers. Tests have been made with the engines running on gas oil, Mexican crude oil, Mazout and tar oil, and with all satisfactory running was obtained with any alteration of the settings. The advantage of being able to run on any kind of fuel oil need not be emphasised.

Opposed-Piston Engines.

With a view to increasing the power that can be developed per cylinder, and also to obtain the advantages of slow piston speed, which is necessary in order to give a low speed of rotation of the shaft, the opposed-piston engine has been developed, and two interesting applications of this principle have been made on board ship. One of these is the Camellaird-Fullagar engine, made by Cammell Laird & Co. Limited, of Birkenhead, while the other is the Doxford engine, made by Wm. Doxford & Sons Limited, Sunderland. Two sets of Camellaird-Fullagar engines have been fitted into the motor ship *Malta*, which recently completed her trials. These engines are made in units of two cylinders, with the pistons cross-connected so that the working stroke of one cylinder, during which the pistons are forced apart, draws the other pair of pistons together. The engine works on the two-stroke cycle, so that with the lower piston of each cylinder connected to the crankshaft in the ordinary way, there is one impulse per revolution for each line of cylinders. The diameter of the cylinders is 14 in. and the stroke of each piston 20 in., and each engine comprises two units, that is to say, four cylinders. On the trials the combined power of both engines was

1,480 i.h.p. at a speed of 118 r.p.m., and the fuel consumption worked out at 0.29 lb. per i.h.p. per hour. The general arrangement of the machinery in the engine-room of the *Malta* is shown in the drawings on page 34, the plan of the engine-room being shown on page 35.

The "Yngaren."

In the Doxford opposed-piston engine the lower piston is connected to the crankshaft in the usual way, but the upper piston is connected to two external links, which move up and down in a vertical line on either side of the cylinder, the bottom ends of these links being connected to the crankshaft by means of connecting rods of light construction. There are thus three cranks to each cylinder line. The first vessel to be fitted with an engine of this type is the motor ship *Yngaren*, which ran her trials last June. The vessel is of the standard type developed by her builders for propulsion by a single screw driven by a steam reciprocating engine, and she has therefore only one set of engines, this being a four-cylinder unit developing 3,000 i.h.p. at 77 r.p.m. The cylinders are each 22½ in. diam. and each piston has a stroke of 45½ in. This engine also works on the two-stroke cycle, and a notable feature is the slow speed of rotation which is obtained by the use of the opposed-piston principle. On the trial trips, when the vessel was running in ballast, the engines developed a mean of 2,950 i.h.p., running at 83 r.p.m., using Diesel oil of specific gravity 0.91.

These two engines are of particular interest as indicating that while many builders are content with improving the existing type of single-acting engine, others feel that it is only by a more radical departure from preconceived ideas that any substantial progress can be made. But the practice of Diesel engine design and construction is not yet sufficiently advanced to indicate in what direction the final and best possible type will appear. Meanwhile, as we have shown, experiments are being made with many different designs, and no doubt newer and possibly better types will be forthcoming. But it is only by the searching tests of actual running under commercial conditions that the most satisfactory type will be evolved.

THE PASSENGER LINER OF TO-DAY.

The tendency towards greater simplicity of decorations and furnishings with adequate comfort for the voyage.

In our Annual Review Number for 1920 we published a series of illustrations of the interiors of liners showing the elaboration to which ocean travellers were becoming accustomed. In the following pages we give a series of illustrations of some ships put into service since the publication of that number, and, with few exceptions, they may be taken as representative of the type of liner which has come into existence since the war.

The most noteworthy exception is that of the *Paris*, owned by the Compagnie Générale Transatlantique, which, although a post-war liner so far as entering the service is concerned, was a pre-war conception. It will be observed that the interior is of a spaciousness and sumptuousness not excelled by any other ship which has gone on service in the last two years. If we take the new Canaders, the Canadian Pacific liners, or any of the others, it will be noted that they follow more generally the intermediate style, excepting for the furnishing, which is on a higher plane than the pre-war type of intermediate liner. Owing to the limitation of size, however, the public rooms lack that spaciousness which one associated with big ships like the *Arythasa*.

One of the most pronounced features is the tendency to abolish the domes and galleries, which, while serving as excellent ventilating

shafts, took up a considerable amount of space and introduced in the bigger liners structural difficulties which were not always as pleasing to the naval architect as to the eye of the passenger. But if in some respects the modern liner misses the roominess of the biggest boats, it lacks nothing in general comfort and convenience, and it is not every traveller who likes to travel on the biggest ship. The continued popularity of the *Cornwallis*, for example, is eloquent testimony of this, and there are many compensations for those who prefer to go to sea in the intermediate type.

In one direction at least there has been notable economy, and this is in regard to the amount of panelling and carving in many of the public rooms. The business of furnishing and decorating ships has become greatly extended in recent years, and by the use of three-ply and similar panelling, fibrous plaster and paint a very handsome effect can be produced which suffices for the life of the ship—too many masterpieces of craftsmanship were lost during the war.

As the life of a ship is relatively short and the duration of the average transatlantic voyage shorter still, there is not much object in fitting out public rooms with the solidity and refinements of a medieval banqueting hall.



Dining Saloons of the Cie. Générale Transatlantique's new Liner "Paris."



Hall and Main Entrance of the Transatlantic Liner "Paris," built by the Chantiers et Ateliers de St. Nazaire.

Shipbuilding in Japan, dates tbc but including 1973 – 2000, annual, variously published by Japan Ship Technology Research Association, The Shipbuilders' Association of Japan, The Cooperative Association of Japan Shipbuilders, Japan Ship Exporters' Association, Japan Marine Equipment

Association, Tokyo, Japan. ISSN 1344-3127. An annual summary of Japanese shipbuilding and related industries. Contains brief statistics, some photos but no ship general arrangement plans. In English language. Refs: none.

Example pages: [under construction]

Shipbuilding Equipment, v1=ca1957 – v7=1963, continues as **Shipbuilding International**, v8=1964 – v15=1972, monthly, Hulton Publications, London, England, then Whitehall Press, London, England. A trade and industry technical magazine with UK and international coverage of shipyards. Originally mostly advertisements with a few editorial news articles. Includes some ship general arrangements. From Oct 1970 onwards it included more news items. Refs: none.

Shipbuilding International continues as **Shipbuilding and Marine Engineering International**, v1=1967/68 –v15 n2=Jun 1972, monthly, Whitehall Press, London, England. Continues **Shipbuilding and Marine Engineering International**, v? = July 1972 – tbc, incorporating **Marine Engineer and Naval Architect**. A UK-based trade and industry technical magazine covering shipbuilding, marine engineering, and related topics. Refs: none.

Example pages: [under construction, not yet available]

Shipbuilding Technology International: the International Review of Ship Design and Construction Technology, tbc but including 1986 – 1994, annual, Sterling Publications, London, England. Annual trade and industry technical magazine reviewing developments including ship design and construction, propulsion and steering, auxiliary plant and machinery, fuel and lubricants, communications, navigation, computer integrated management systems, safety, corrosion protection and underwater maintenance, interior design, cargo management, etc. Articles are usually 2-4 pages and written by company staff rather than editorial staff. Refs: none.

Example pages: [under construction]

The Shipping World and Herald of Commerce, v1[v1]=1888/89 – to date with various changes of title, London, England. Initially contents included current events, harbours & docks, industrial & shipping news, launches, Board of Trade examinations [results], patent intelligence, letters to the editor, freight rates, and similar. Also included some technical articles. Continues as **The Shipping World and Shipbuilding & Marine Engineering News: the Oldest Weekly Journal devoted to Shipping, Shipbuilding, Marine Engineering, Shiprepairing, Insurance and Finance**. Included reviews of new ships and their machinery with illustrations and general arrangement fold-out plans. New contracts, launches, trial trips, etc. Generally editorial short articles, often 1-2 pages. Also contains many adverts. Continues as **Shipping World & Shipbuilder**, v151=1964 – to date, published by Benn Group, London & Newcastle-upon-Tyne, England then later by IMarEST, London, England, ISSN 0037-3931. Refs: Shipping World & Shipbuilder, IMarE <http://www.imarest.org/resources/professional-magazines/shipping-world-and-shipbuilder> by subscription, The Collection does not subscribe now.

Example pages

Shipping World and Shipbuilding and Marine Engineering News, vol.CXXVII[vol.77] n3079, 1952 July 2 Wednesday, ppA9 [Contents]. Showing a range of technical articles and a half-page advert for plywood;

www.ncl.ac.uk/media/wwwnclacuk/marinescienceandtechnology/files/mtsc/Periodicals_Histories_S.pdf Page

Shipping World and Shipbuilding and Marine Engineering News, vol.CXXVII[vol.77] n3079, 1952 July 2 Wednesday, pp1. *A triumph over circumstances*. Another hint that all is not well politically with the control of the Suez Canal, a pivotal link in world trade, which will eventually culminate in the “Suez Crisis” (war) of 1956 and Egypt finally ousting the European owners.

Shipping World and Shipbuilding, v153 n3726, 1965 Jan 7, pp9, *Those hard facts behind the glamour*. Brief details of the British government loan (subsidy?) of £17m at low interest rates to help fund the building of the new 83,000 ton Cunard liner – later to be named the “Queen Elizabeth II”. The hard economic facts – British companies cannot compete in the rapidly changing international market without government subsidies.

Shipping World and Shipbuilding, v153 n3726, 1965 Jan 7, pp20-23 [only pp20-22 scanned], *Large new collier goes on charter to C.E.G.B.* Technical description and general arrangement plan of the 7,200 dwt collier “Chelwood” to join a small fleet of ships to carry coal mined in the pits of North East England to fuel power stations in the Thames region.

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Vol. CXXVII.

WEDNESDAY, JULY 2, 1952

No. 3079

A Triumph over Circumstances... .. 1	A Boiler Research Station 11
Current Events 1	Aluminium Ore Carriers... .. 13
On the " Baltic " 4	An Australian Coastal Collier 17
Suez Canal Company 5	U.S.N.S. Barrett 18
The Clan Line Steamers, Ltd. 7	Recent Ship Sales 18
Coal and Oil 8	Round the Shipyards 19
Swedish Shipping and Shipbuilding 9	Pictures 20
Shell Transport & Trading Co., Ltd. 10	New Contracts, Launches, Trial Ships 21
International Shipping Federation 10	Maritime News in Brief 22

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1



THE SHIPPING WORLD

A TRIUMPH OVER CIRCUMSTANCES

M. FRANCOIS CHARLES-ROUX, the president, as well as his colleagues on the board of the Suez Canal Company, may well be proud of their record of service to the shipping of the world in the past year. We have a special interest in their achievements because British shipowners are responsible for more than one third of the transits and British taxpayers profit from the canal's prosperity, since this country has an impressive stake in this great international concern. Of the 471,348 shares, the British Government holds 211,246; of the 328,652 Actions de Jouissance—shares that have been replaced by certificates—it holds 142,078. In the past year the cargo carried through the Canal reached a record of 76,753,000 tons, an increase of 5.7 per cent, but receipts fell by 1.4 per cent to Fr.27,633,623,806. In the first few months of this year, however, receipts have increased sharply in spite of the reductions in dues as from last September. But that is not all. The opening of the Trans-Arabian pipeline, the cessation of Persian oil production and the closing of Abadan refinery were almost compensated by the soaring oil production in Persian Gulf countries other than Persia, chiefly Kuwait, and by increasing exports of refined petroleum products from Europe to ports east of Suez.

It is no slight triumph that the directors of the Suez Canal Company should have managed to keep "outside the ring," so to speak, during the political battle that has been fought between the British and Egyptian Governments and have succeeded in these difficult conditions in strengthening the company's financial resources so that it may be in a position to meet and beat any shocks which may occur in the future. They have never shut their eyes to the fact that this is an international waterway. It serves the shipping under all flags, and it is in this spirit that it has always been administered, though it was French in its conception, and most of the shares are still held in France. By a hasty and false step during recent months, the directors might have endangered the smooth flow of traffic through the canal. In face of many obstacles, but not

without the help of the Royal Navy and the military forces of this country which have stood on guard in the canal area, shipping has continued to move without serious interruption. It is not surprising, in view of the untoward course of events in Persia, to the direct injury of British interests, that the Egyptian Government, in face of an outbreak of nationalistic fever, should have been encouraged to assert itself contrary to its treaty engagements. That is the price which has had to be paid for weakness in the critical phase of the Persian oil dispute. In these days, it is the fashion to regard treaties as just pieces of paper to be torn up at the will of one party, if thereby any advantage, even if only temporary, can be gained. But in the case of the Suez Canal other interests beside those of the British and Egyptian Governments are involved. The Suez Canal is an essential artery of world trade. Its preservation in peace and war is a matter of concern to all the maritime nations.

M. Francois Charles-Roux and his fellow directors have adopted a statesmanlike attitude to these wider issues. Their present concern is with the events of the past 12 months, and very wisely they have refused to become embroiled in current political matters or to indicate what course they will take in the years that lie ahead. They are on firm ground. They can point to many years of successful administration, without fear or favour, which has earned them the gratitude of all the maritime nations, and has benefited the people of Egypt in no slight degree. It would be foolish to prophesy as to the future, but it is at least certain that when the time comes, East and West will present a united front in dealing with a waterway which is essential to the welfare of one and all in this highly industrial age, more and more dependent on the oil which passes through the canal. Any interruption of traffic would result in widespread disaster. When the appropriate time comes, a *modus vivendi* will no doubt be found which will reconcile the aspirations of the Egyptians and the interests of other nations.

Current Events

Unheeded Pleas

DO MINISTERS ever read the speeches of shipowners warning them of the inevitable consequences of the present scale of taxation—the gradual shrinkage of the tonnage under the British flag? Early in the century we had half of all the tonnage afloat, whereas now the proportion has declined to just over 21 per cent. When will the politicians realise that we live in an island and that ships are necessary to our existence, not only for the carriage of our goods, giving employment to officers and men as well as to workers in the shipyards and engine shops, but because they earn sterling and dollars without which the trading account of this country would be even more out of balance than

it is today? As the Chamber of Shipping has warned the nation, completely surrounded as it is by the sea, "there is no sign of a halt in rising costs, and the industry has to face not only the problems of replacement which are a legacy of its contribution to the 1939-1945 war, but also the financial problem of building at a time of increasing prices combined with continued severe taxation, while builders face the physical problem of obtaining steel and other essential materials, all of which are becoming scarcer". The Chamber added that delays in repairs cause much anxiety. "Demands on dry-docking facilities in the U.K. are greatly accentuated by two new factors—the claims of the increasing number of big tankers on the

B

SHIPPING WORLD & SHIPBUILDER

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7 JANUARY 1965
 Vol. 153 No. 3726

THIS WEEK...

Personal news	10, 11
Cunard's "736" for John Brown	12
Shipping honours	13
'U.K. orders two-thirds below capacity'	14
Blythwood yard to cease building	15
Lykes introduce sea-barge system	16
World summary	18
U.K. collier for C.E.G.B.	21
Bulk carriers will influence trends	25
The disappearing fleet	27
The freight markets	29
Casualties—a weekly selection	31
Launches, contracts and trials	32

Those Hard Facts Behind The Glamour

By the time the new Cunarder is completed taxpayers will certainly have had good measure of excitement for their £17 mil. loan. The signing of the contract really fired public imagination and with the keel laying, countless progress interludes, launching, and trials all to come as instalments of a thrilling serial story, few will have second (or even first!) thoughts about the public financial bucking necessary to make the project possible. They will have even less idea that the source has now dried up, leaving shipowners and yards to scratch around for credit.

While the entire industry can appreciate and share the intense satisfaction which both John Brown and Cunard must feel at the signing of this most important contract, it would be unfortunate if the event created a wrong public image. "There's a new Cunarder building on the Clyde and all's well with shipping" must never become a parrot cry. "There's no more financial assistance, so this ship may be the last of its kind" would be nearer the truth.

The new vessel will certainly enhance British prestige and provide a valuable shot-in-the-arm to shipbuilding, but not even an 83,000 tons gross sophisticated liner can bring security to an industry. The hard facts behind the glamour are that in 1964 British shipbuilders gained only enough orders for two-thirds of their capacity. If continuous employment is to be maintained beyond the end of 1965, the order books will have to fill out rapidly in the next few months.

Mr. Roy Mason, the Minister for

Shipping, finds that British shipyards are "by no means outmoded in techniques or machinery." Shipbuilders, in their own interests, are also doing all they can to reduce their costs. Despite this, the ending of the shipbuilding credit scheme makes it impossible to offer owners credit terms as attractive as they can find in many countries overseas. This is the problem calling for prior attention.

Ports For The Ships

LARGE scale grain shipments played a dominant part in providing a buoyancy to the freight markets throughout 1964. The unprecedented Russian demands from the West were a major factor in this. Afterwards, the healthy tone was maintained by the anxiety to move grain from strike-poised America.

Meanwhile, as a factor not to be discounted in estimating prospects for 1965, there has been a considerable build-up in world bulk carrier fleets. Not least is Britain's somewhat late but apparently determined entry into this field. It is here that precedent can offer little guidance, although the pointers indicate a sphere of increasing competition.

The greatest handicap bulk carriers may face is lack of ports with facilities to accommodate them. If world conditions make bulk shipments an economic necessity, then the time has come when many more of the world's ports must get themselves into shape to meet the trade. Let a start be made in Britain!

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• SHIPS

LARGE NEW COLLIER GOES ON CHARTER TO C.E.G.B.

THE 7,200-d.w.t. collier *Chelwood*, the largest vessel of its type now operating into the Thames, has been in service since mid-October. She is the first of four colliers of approximately the same tonnage ordered by Wm. France, Fenwick & Co. Ltd., Wm. Cory & Sons Ltd., Hudson Steamship Co. Ltd. and Stephenson Clarke Ltd.

The second and third of the sister ships are due to enter service in the New Year, and the fourth in the spring. They will each be put on charter to the Central Electricity Generating Board.

The *Chelwood* has been placed on a seven-year charter to the Central Electricity Generating Board. She is the largest collier in the fleet of 42 vessels—29 owned and 13 chartered—which the C.E.G.B. controls. She will make a round voyage once a week between the North East coast and power stations on the lower reaches of the Thames.

On the North East coast, she will take on coal at Immingham and Hull, with periodic calls at Tyneside.

Built by Bartram & Sons Ltd. at South Dock, Sunderland, the *Chelwood* was scheduled for delivery in mid-October. Owing to labour trouble at the yard, she sailed before final completion work was carried out. She traded for two voyages before going on acceptance trials when, despite unfavourable

weather, she attained a mean speed of 14.32 knots at 163.8 r.p.m.

The owners, represented by Mr. A. D. Pelly, joint managing director, were completely satisfied with her performance.

Mr. Pelly told SHIPPING WORLD & SHIPBUILDER that under good conditions the *Chelwood* was expected to complete the discharging operation in about 12 hours. He stated that she is the largest type of collier that can be built which does not require tugs to berth her. She is expected to carry about 360,000 tons of coal a year from the North East coast to the Thames.

The vessel, the largest collier built on the River Wear, is of the single deck type, with poop and short forecastle. The engine room and accommodation are aft. The stem is of raked rounded plate construction and she has a cruiser stern. A hinged aluminium signal and radar mast is fitted on the wheelhouse top and there is a

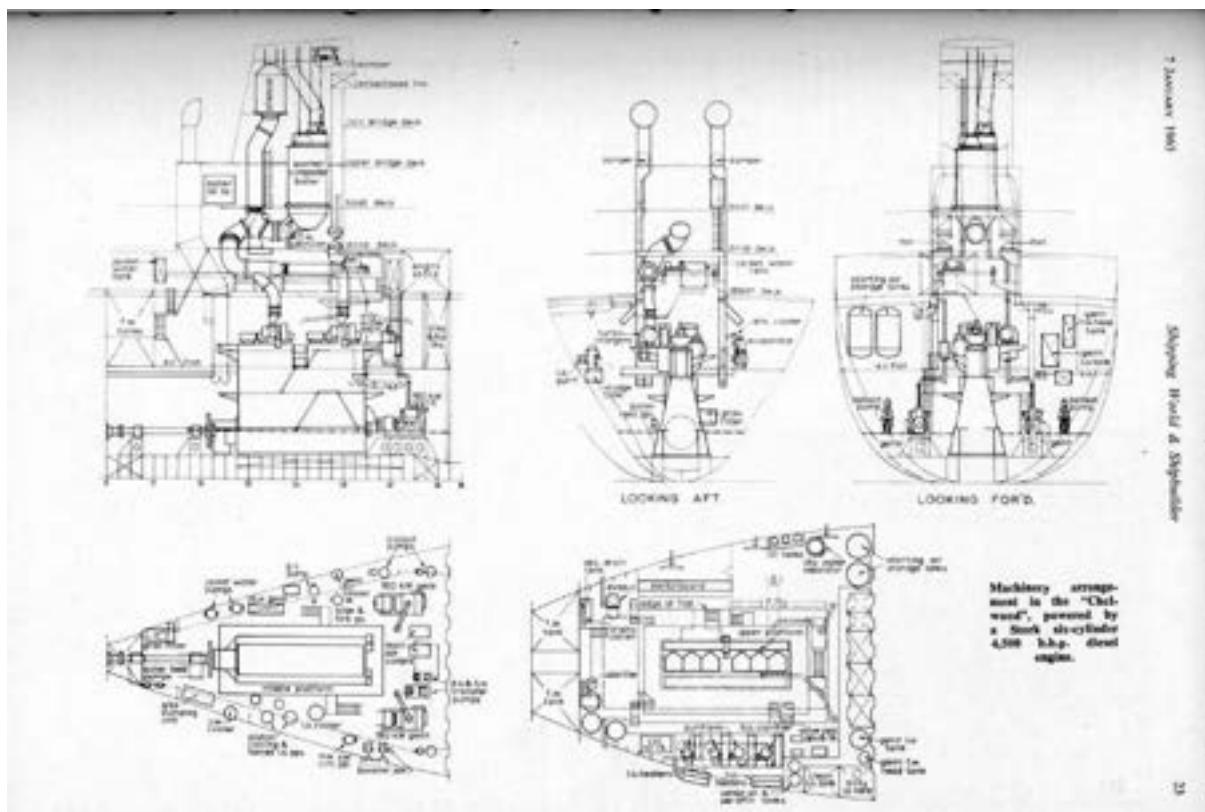
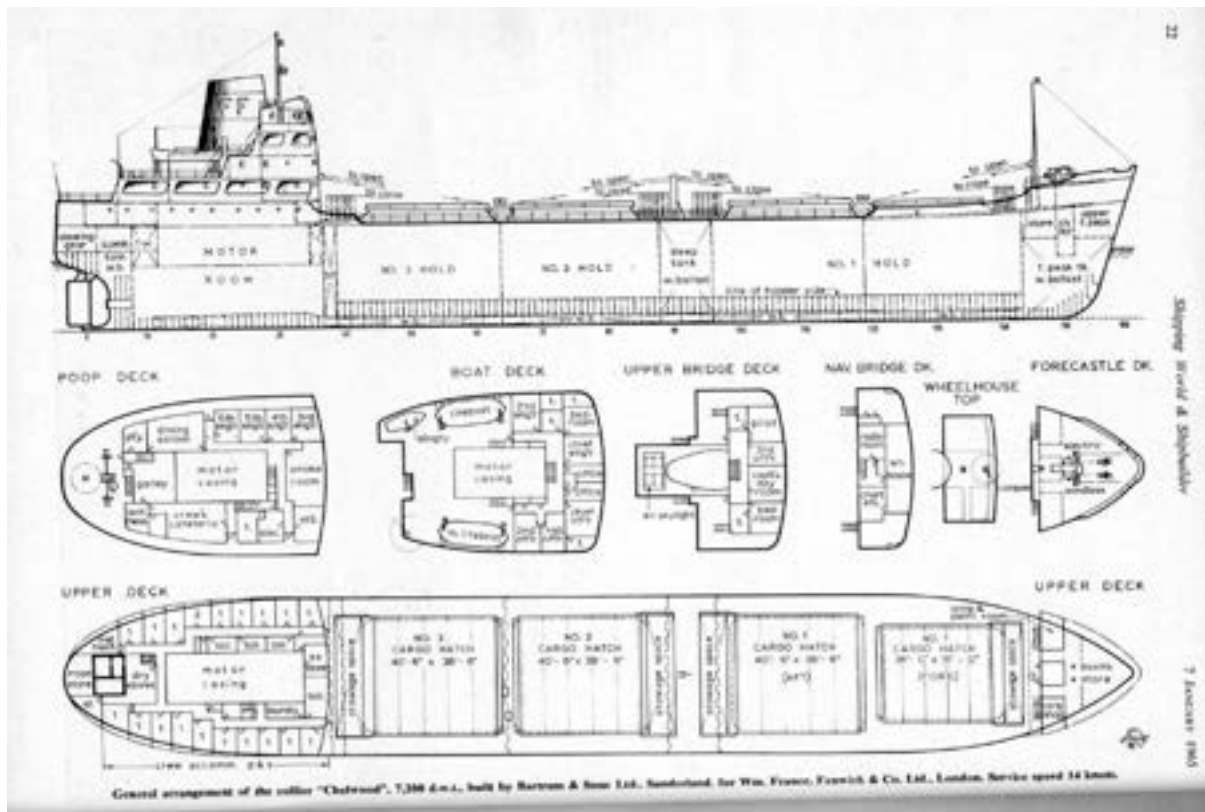
Principal Particulars

Length o.a.	370 ft.
Length b.p.	350 ft.
Breadth, extreme	53 ft. 6 in.
Depth, moulded	34 ft. 3 in.
Draught loaded, (summer)	23 ft. 5 in.
Deadweight, (summer)	7,200 tons
Gross tonnage	5,531
Cargo capacity, (bale)	358,990 cu. ft.
Ballast capacity	2,329 tons
Machinery output	4,500 b.h.p.
Service speed	14 knots

steel mast at the after end of the forecastle.

The *Chelwood* has been constructed in accordance with Lloyd's Register of Shipping rules to their classification \star 100 A1, and complies with the requirements of the Ministry of Transport. The scantlings are suitable for a summer draught of 23 ft. 5 in., and she complies with the National coal trimming requirements for an ocean-going self-trimmer. There are three holds and four hatches, with a deep tank arranged between Nos. 1 and 2 holds.





Small Ships. Continues as **Small Ships: International coverage of the design, construction, operation, and maintenance of specialised marine craft up to 90m**, v1=1975 – tbc but including 1997, monthly/ 6pa, continues title **Small Ships: Workboats, Commercial, Military**, DMG Business

Media Ltd, England, ISSN 0262-480X. A UK-based trade and industry technical magazine with contents as indicated by the title. Refs: None.

Example pages: [under construction]

Smith's Dock Monthly: an illustrated Social Magazine for the Workers & Staff of Smith's Dock Company Limited, North & South Shields & South Bank-on-Tees, v1n1=Jun 1919 – vVI[v5] n55=Oct 1924, monthly. Edited by Captain James Robinson. Publisher Smiths' Dock, England. Continues as ***Smith's Dock Journal***, vVI[v6] n56=Jan 1925 – tbc?, quarterly. Contains news about the company's activities with some British and worldwide developments. Contains some technical articles such as ship launching, whaling, but mostly social news items about the company and its employees including gardening, welfare, housing, natural history, travel, sport, obituaries, etc, together with educational and general interest articles. It is as much a social history as a technical history. Refs: none.

Example pages:

Smith's Dock Monthly, vol.1 no.1, 1919 June, pp."front cover"; pp."front cover obverse";; pp.1-2 [only pp.1 scanned] "*The Launch*" [poem about a ship launch and symbolising launch of the new magazine];

Smith's Dock Monthly, vol.1 no.2, 1919 July, pp.52-53 "*Welfare Report*" [including boy scout troops].

Smith's Dock Monthly



An Illustrated Social Magazine for the Workers & Staff of Smith's Dock Company Limited, North & South Shields & South Bank on Tees.

EDITED BY CAPTAIN JAMES ROBINSON F.S.S., F.C.I.S.

No. 1 VOL. 1

JUNE 1919

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Smith's Dock Monthly

An Illustrated Social Magazine for the Workers and Staff of Smith's Dock Company, Limited. Edited by CAPTAIN JAMES ROBINSON, F.S.S., F.C.I.S.

No. 1. Vol. I.

JUNE 1919

CONTENTS

The Launch. By the Editor 3	Talks About Words 17
Greeting. By the Chairman of Smith's Dock Co., Ltd. 5	Editorial Notes 19
Smith's Dock Welfare Scheme. Reprinted from the "Shields Daily News" 6	The City of the Golden Temple (Illustrated)... 20
Poultry Notes. By "Eggsaminer" 9	Departmental News, South Bank 23
What Smith's Dock Did in the War (Illustrated) 10	" .. North Shields 24
Roll of Honour 11	Public Utility Societies and Housing. By Capt. Richard Reiss 26
The Auxiliary. By Rear-Admiral R. A. Hopwood, R.N. 15	The House Fly 27
Co-operative Goat Keeping. By H. S. Holmes Pegler 16	Gardening Notes—June. By Scot 28
	Staff Notes 29

The Launch

*And see! she stirs!
She starts,—she moves,—she seems to feel
The thrill of life along her keel,
And, spurning with her foot the ground,
With one exulting, joyous bound,
She leaps into the ocean's arms!
And lo! from the assembled crowd
There rose a shout, prolonged and loud.*

LONGFELLOW.

THE launching of a ship is still a great event, not less to those who have built her than to the visitors who know nothing of the pains which gave her birth. The visitors are thrilled with "the magnificent sight" of hundreds or thousands of tons of gracefully shaped iron gliding gently from the land into the placid waters of the river, but the emotions of the builders are deeper. There is the justifiable pride in their handiwork, whether of brain or of muscle. Every man and boy, from the directors, designers, and managers to the last joined catcher or store-

boy, with pardonably proud joy, exults in the grand achievement to which each has contributed his share. This is the moment when *esprit de corps* among *all the workers* reaches its highest flood-tide of feeling. The shouts when the vessel has finally left the ways and floats majestically in her true element are but the inadequate expression of the relief which comes after a task well done and that pride of actual accomplishment, dear alike to the earnest worker, whether he makes great structures in wood and iron and stone, or to the painter of an enchanting landscape or a glorious sunset. They are the pæans of victory

bursting from glad hearts when success crowns the deeds of soldier, builder, worker, planter or sower. There are vivid recollections of toilsome days, of anxious moments, and of all the human ingenuity, skill and energy that have been literally put into the ship. There is, further, the outreaching desire that she may do well among the argosies of the seas. If she do well, thousands will ask "Who built her?" and the fame of the men who co-operated in her construction will reach the uttermost parts of the earth!

But we wish to call attention to another kind of launch. This first number of SMITH'S DOCK MONTHLY is the launch we mean. This ship will carry goods—social and literary, informative and instructive—for the benefit of the workers of the four branches of Smith's Dock Company. It will carry messages of goodwill and encouragement to and fro among them, uniting them in a bond of mutual welfare, help and association, which, we believe, will inspire them with that commendable emulation which creates friendly competition and emerges in harmonious and successful co-operation. The object of this magazine is to promote friendly intercourse among all the workers and staff of Smith's Dock Company, and to foster a

lively sense of a common interest in that labour which is best done when it is a labour of love as well as a labour for daily bread.

Not chance of birth or place has made us friends,

*But the endeavour for the self-same ends,
With the same hopes, and fears, and aspirations.*

The Editor invites every one of you to share the pleasure and instruction with which our newly-launched ship will, we hope, be laden every monthly trip; but he hopes each one of you will, also, each voyage, furnish some share of the cargo. South Bank! get ready your bales of rich merchandise, and Bull Ring, Pontoons and High Docks be prepared with a fair exchange of your good things, so as to establish a commerce in wit, wisdom, instruction and delight!

Let us all hope that this magazine, which we have launched to-day, will always be well laden with riches for the satisfaction of our intellectual and moral cravings, and if she should some day strike a rock or land on a shoal (which God forbid!) we have the happy consolation of knowing that none should be better qualified to repair the damage than the staff and workers of Smith's Dock Company.



on the roundabouts," and so we give things a chance, and humour them, in the hope of better results all round. Every enterprise has its risks and failures, that's how we learn to succeed. We all buy a lot of things we don't want. They "strike our fancy," but afterwards serve no real end. The best thing is to turn them into things we do need. We can learn something from the school-boy in that respect, for he is an adept at that kind of thing. He promptly swaps the unwanted article for something he *does* want. There is always the second-hand market, but it is better to barter direct where possible.

But *economy* goes much further than this, for in it is included distribution (the second half of the Greek word means to *deal out*). If the manager distributes all his produce, if the father expends all he makes out of his daily work, and out of his garden and stock, that is *not* economy; if he does so he is at the end of his tether. He must put aside some part of his makings for use in enabling him to continue producing. That is capital, and it is true economy also. He distributes

some, and some he puts to capital use. He will also put some to "reserve," against wear and tear, and unforeseen circumstances and unexpected chances of purchasing cheaply. Giving is also a part of true economy, for it is casting bread on the waters to find it after many days, "battered on baith sides and treaced i' the middle," as the Sandhill fish-wife said.

And so we have seen how economy works. In the little state we have tried to describe, one common conscious aim animates and informs *every* part; that aim is the well-being of *each*, the good of *all*. This beats Jeremy Bentham with his catch phrase of "the greatest good of the greatest number"—it is the good of *all*! That is the meaning of *economy*. What a lot of meaning in one word! *Economy* essentially means the perfection of wise management, and *management* comes from a word meaning to *handle*. So even in handling a hammer *economy* comes in, for the man who discovers the *knaek* of knocking down rivets knows that it means doing the work well without undue waste of energy.

Welfare Reports

NORTH SHIELDS

RAPID and satisfactory progress is being made in organising scout troops, recreation clubs, and other welfare agencies. The most notable event of the past month is without doubt the generous action of Smith's Dock Co., Ltd., in purchasing what was formerly the Preston Miners' Hall, in Hawkey's Lane. It is an ideal building for an institute. An illustration of the building is given on the front page.

Eighty-four senior boys have enrolled in the Sea Scouts and 76 junior boys under 16 years of age have joined the Boy Scouts troops. The latter are all looking forward to promotion to Sea Scouts in due time.

No better Scoutmaster could have been found than Capt. J. G. Garrard, who has, with his usual devotion, accepted this position. Another great acquisition is Mr. Ditchburn, who has been in the Scout movement since 1908. A four days' instructional camp was held in Race Week for patrol leaders. Week-end camps for scouts are to follow during the summer.

A Bugle Band is in process of formation. A Cycle Club of 50 members has been formed, and regular runs take place.

A Boxing Club has also been established, under

some of the finest expert trainers in the north. The present membership is 47.

An Advisory Committee on which both workers and staff are represented has rendered very valuable assistance to Mr. Bellward, the supervisor, and a Finance Committee, under the able chairmanship of Mr. Colin Smith, has been instituted to advise in finance questions.

A playing field has been secured, and the Tynemouth Education Committee have very kindly given permission to use the school yard of King Edward's School. The Parks Committee have also allowed the use of a ground.

Mr. Bellward, through the medium of the magazine, desires to thank all those who have helped him in the welfare work, which, everyone confidently believes has a great future before it.

The sea-scouts have just had two excellent steel boats presented to them. The first 22 feet long for 8 oars by Smith's Dock Company and the second 28 feet long for 12 oars by the generosity of Mr. William Hill, Boatbuilder, of South Shields, who has always been a keen supporter of nautical sports. These two boats are for the use of both North and South Shields sea-scouts.

July 1919

Smith's Dock Monthly

SOUTH SHIELDS

On June 6th an enthusiastic meeting of the workers and apprentices and boys of Smith's Dock Co.'s High Docks Department was held for the purpose of inaugurating the Boys' Welfare scheme and other measures for the benefit of men and boys. Mr. Launcelot Smith, chairman of the company said that many there had no doubt wondered why a start had not been made. It was, however, a difficult task to start anything at the present time—the world seemed upside down. They had made a start, and his principal object was to introduce Capt. K. H. Thornycroft, the welfare supervisor at the High Docks. That officer had also served his country, and was always keen amongst the boys. They wished him to look after the boys—look after them at their play, for they realised that boys could not become good workmen without a certain amount of play. They would endeavour in every way to improve the minds and the bodies of the boys.

It was the wish of the firm that what had been done at North Shields would be done at South Shields. They would have to consider whether a smaller canteen than at North Shields would suffice for the conditions at South Shields were not quite the same, many men living much nearer their work. The suggestion with respect to the proposed recreation ground was that it would be open to every workman.

He had hoped to have there the first number of the SMITH'S DOCK MAGAZINE, the object of which was to keep everyone informed of what was going on. A general interest in the whole concern was desired. They hoped to publish a series of instructive articles. He hoped all would give their co-operation in bringing about the success of the magazine. (Applause.)

Capt. Thornycroft next addressed the workmen. The success of the welfare scheme depended upon two fundamental things, he said. One was the realisation of all of them of the importance of the work as a whole. There was no end to its possibilities. The second thing was the desired determination on the part of all to make it a success in every way. Every little helped, and he would be grateful for assistance in any way. If there was quantity at North Shields there was no reason why there should not be quality at South Shields.

Votes of thanks were accorded with acclamation on the motion of Mr. George Coulthard. He believed that it was the intention of the firm to benefit any likely lad in the matter of education, realising that what was a lad's benefit was also that of the firm.

SOUTH BANK

Inauguration of Welfare Scheme

The welfare of their employees has always been a primary consideration of Smith's Dock

Co., Ltd. At all times and in numerous directions they have striven to ensure a better understanding between employer and employees, and the workmen on their part have not been unmindful of the duty which they owe to the firm.

The past five years have been years of anxiety, and the company in their yards at North and South Shields and at South Bank have been able to render enormous service to the country. The 2,400 employees have loyally played their part, and now that the war is over the firm are turning their attention to the provision of educational and recreative facilities for the men and boys.

To this end the welfare scheme which was inaugurated marks an important development. In the platers' shed at the South Bank dockyard on Wednesday, June 11th, the scheme was unfolded by Mr. Launcelot E. Smith, C.B.E., and it was obvious from the attitude of the big audience of workmen who assembled round the flag-bedecked platform that it has the hearty approval of those for whom it is intended.

Mr. Smith was supported by Mr. W. Reid, O.B.E., general manager and a director of Smith's Dock Co.; Mr. W. L. Spence (commercial manager), Mr. Chas. Cullen (representative of the Industrial Welfare Society), Capt. J. Robinson, Capt. S. H. Bowley, Mr. J. H. S. Allison (Joiners' and Carpenters' delegate), and Mr. T. McDonic (shipwrights' representative).

Mr. Smith expressed his appreciation of the interest which the men were taking in the scheme as witnessed by the large attendance. Along with many other firms, Smith's Dock Co. had decided to start a welfare scheme for their employees, but principally for the boys. Everyone realised that an effort must be made to make a better world, and the company had come to the conclusion that the first thing was to start with the boys, and to give them every opportunity of educating and improving themselves that they might become good men.

At South Bank they had made a start with an institute, for the success of which they owed much to the enthusiastic work of Mr. McCoy. Mr. and Mrs. McCoy had devoted their lives to the boys, and now the institute had an excellent troop of scouts. Taking that as the foundation, the firm wanted to go a good deal farther, and they had appointed Capt. James Robinson as the chief organiser of the scheme.

It had been truly said that all work and no play makes Jack a dull boy. The Company was out to provide healthy recreation and to direct play in the right path. For South Bank they had appointed Capt. S. H. Bowley to take charge of the boys. He had always taken a great interest in boys and their work, and was now ready to do everything possible to assist them.

Unfortunately they had not yet been able to get a suitable recreation ground, but they were

France. A French regional professional learned society. A research journal with covering all aspects of industrial science and engineering with occasional marine/shipping content. Refs: none.

Example pages: [under construction]

The Steamship: an Illustrated Monthly Scientific Journal devoted to the interests of Shipbuilders, Marine Engineers, Electricians, and Shipowners, v1n1=Jun 1919 – vXIV[v14] n86=Jan 1933 – end date tbc?, monthly, publisher John Lockie, Leith, Scotland. Edited by John Lockie. A Scottish-based trade and industry magazine. Contains a wide range of Scottish, British, and international news, mostly short editorial articles about current trade and industry. Included technical articles, book reviews, steamship launches, trial trips, letters to the editor, patent reviews, steamship sales, Board of Trade examination results, etc. Refs: none.

Example pages: [references to be confirmed]

Example pages:

JULY 1, 1889.] THE STEAMSHIP. 1

The Steamship.

LEITH, JULY 1, 1889.

INTRODUCTION.

IN launching a new Journal, some words by way of introduction are necessary.

"THE STEAMSHIP" will be a Scientific Journal, devoted to the interests of Marine Engineers, Shipbuilders, and Shipowners. The importance of these is very great, and it is common matter of remark that, while the Engineering Trades generally are represented by most excellent Technical Journals, there are very few periodicals which are devoted exclusively to matters connected with steamships.

As showing the importance of British shipping interests, we may state that there are some 33,000 steam and sailing ships belonging to all the different countries, having a tonnage of over 21,000,000. Of these, 12,000 vessels, having a tonnage of 11,000,000, belong to Great Britain. The amount of British capital invested in home and foreign shipping is estimated at over £250,000,000. It would appear from these statistics that fully one-half of the carrying capacity of the world belongs to Great Britain. But this is under the mark, as we must add to this a large number of ships which are owned in Britain, but classed, for various reasons, as belonging to other countries.

If we look now at the statistics of shipbuilding throughout the world, we find that last year there were built by all the countries 765 vessels, having a tonnage of 927,000; and of these Great Britain built 484, having a tonnage of 777,000. So that Great Britain built 84 per cent. of all the ships launched in the world during last year.

The only other countries that may be said to build ships are—Germany with 37 vessels of 40,000 tons, and the United States with 73 vessels of 38,000 tons. The vessels built in the United States were almost wholly of wood, so that practically our only competitor is Germany, and at the present time the volume of Britain's shipbuilding industry is twenty times that of Germany. It will be interesting to watch the progress which Germany is making in shipbuilding.

At no period in the history of shipbuilding has such rapid progress been made. Every large liner which is launched has improvements on its predecessor, which all go towards increased speed, safety, and general comfort. The amount of machinery in a large steamship is very great, and new applications of steam apparatus are continually being found. Refrigerating, distilling, electric light, and forced draught apparatus are among the latest additions. It will be our province to chronicle these changes as they occur, and to supply information on the scientific principles involved.

There will be a number of special features in "THE STEAMSHIP," which it is hoped will be found of some importance to our readers. Among these may be mentioned the "Illustrated Patent Record." This will be carefully compiled from official sources, and all Patents which are of importance to our readers will be described and illustrated. We have made special arrangements for the supply of accurate and interesting descriptions. There will also be a List of Applications for Patents, selected from the most recent published records.

We have made arrangements for chronicling all Launches and Trial Trips of importance that occur in Britain, and this will be carefully kept up to date. Trade Notes and Records of Passing Events will receive attention.

A number of well-known writers have arranged to contribute articles on subjects of interest. Among those which will appear in this and the following numbers are:—"Electric-Lighting," "Mechanical Refrigeration," "Marine Boilers," "Combined Indicator Cards," "Torsion Diagrams," "Marine Engine Economy," "Coal and Its Combustion," "Board of Trade Rules and Constants," "Anti-Fouling Compositions," "Barge Towing on the Thames," &c., &c.

It would be tedious to mention more in detail the various subjects which we intend to take up. Suffice it to say that we will endeavour to provide original articles on all matters of interest to our readers, and it will be for them to judge if these intentions are carried out properly.

We believe there is a want for a Journal such as "THE STEAMSHIP" professes to be, and we aspire to supply it. Meantime we submit our first number to the criticism of the public.

TRIPLE-EXPANSION ENGINES OF S.S. IVY.

WITH this month's issue we publish a two-page engraving in which we illustrate the triple-expansion engines just constructed by Messrs Westgarth, English & Co., of Middlesbrough, for the new screw-steamer Ivy. On next page are given illustrations of some of the details of the engines. The following is a copy of the specification from which the engines have been constructed:—

SPECIFICATION

OF A SET OF

Triple-Expansion Surface-Condensing Vertical Marine Engines, with Three Cranks,

To be Built for *s.s. Ivy*, by Messrs Westgarth, English & Co., Middlesbrough.

1. General Description.—The engines to be of the ordinary inverted marine type, with three cranks, each engine having separate direct acting valve-gear. Condenser to form part of the main framing of the engines, back columns being cast upon it; front of cylinders supported by three strong circular cast iron columns. The machinery to be built for a working pressure of 160 lbs. per square inch, and in accordance with Lloyd's requirements for their class L.M.C., in red.

2. Cylinders.—To be 16½, 26, 44 in. diameter respectively, and 33 in. stroke. High-pressure cylinder to have a piston valve and a separate liner or face to be fitted; intermediate cylinder to be single ported, and low-pressure cylinder single ported. The cylinders to be of hard close grained iron, sound and free from flaws, and to be carefully bored and machined; a separate liner to be fitted to the high-pressure cylinder, and an auxiliary hand valve with gear to starting platform to be fitted to the intermediate cylinder. Escape valves to be fitted to both ends of each cylinder, and to intermediate and low-pressure receivers; these to be spring loaded and to have proper protecting dome, with brass adjusting screw and check nut. Drain cocks, with gear to starting platform to be fitted to cylinders and valve chests, with copper pipes to bilges. Indicator cocks and gear to be supplied. The cylinders to be carefully lagged with hair felt and sheet iron lagging.

3. Cylinder Covers.—To be strong box castings with turned flanges, and corrugated on top. Bolts to be carefully spaced with a view to the strain they have to bear, and nuts to be extra large. Starting screws to be fitted, also eye bolts for lifting. A close ended steel spanner to be supplied for cover nuts.

4. Pistons.—To be strong box castings, well ribbed and carefully turned and fitted; special care to be taken to secure core hole plugs, which are to be on top side, screwed in and a stop screw fitted. Junk ring bolts to be 1 in. diameter, fitted with deep brass nut and a guard ring. Pistons to be finished turned upon the rods. High-pressure piston to be fitted with Buckley's springs, intermediate piston with Buckley's springs, and lower pressure piston with ordinary coach springs and metallic ring.

5. Slide Valves.—High-pressure cylinder to be fitted with a piston valve which is to be very carefully made and fitted, intermediate cylinder to be fitted with an ordinary slide valve, and the low-pressure cylinder with an ordinary single ported valve. The valves to be secured to spindles by large washer at bottom, and washer and double brass nuts and split pin at top, holes for spindles to be well ovalled. Suitable means to be provided for lifting the valves out of place.

6. Stop Valve.—A good stop valve to be fitted on main steam pipe close to boiler, also a butterfly throttled valve on cylinder, gear to be fitted for working both valves from starting platform.

7. Piston and Connecting Rods.—To be of really good forged iron, turned and machined bright, fitted with wrought iron caps and steel bolts, nuts to have proper steel check screws and pins. Piston rods to be 4 in. diameter in body, and fitted with adjustable brasses 4½ in. diameter and 6½ in. long, also adjustable cast iron shoes, with large bearing surfaces. Connecting rods 6 ft. long between centres, and 4 in. diameter at smallest part, with double eye at top ends, into which steel gudgeons are shrunk; bottom ends fitted with adjustable brasses

8½ in. diameter and 8½ in. long, liners to these brasses for adjusting. Proper cast brass lubricators and syphons fitted for both ends, also eye bolts and gear for overhauling. Piston and connecting rods to be duplicate.

8. Valve-Gear.—To consist of double eccentrics and double bar link motion, all bearings fitted with adjustable brasses with large surfaces, or bushed with brass. Eccentric straps to be of cast steel lined with white metal, sheaves of cast iron; valve spindles 2½ in. diameter, fitted with adjustable brasses, also guide bracket at bottom end, and working in brass bushed guide dome at top end, except for piston valve, for which the spindle is not carried up.

9. Reversing Gear.—To consist of powerful hand gear, having an all-round motion, so that it cannot be over run or damaged; to be fitted on bottom platform, and all gear for working engines, etc., to be within easy reach of the engineer at starting platform. Suitable means to be provided for fixing the links in any position when working notched up.

10. Turning Gear.—To consist of a strong wheel and steel worm, with a second motion-wheel gear.

11. Columns.—The back columns to be cast on condenser, and to be fitted with hard cast iron separate slides and bars for piston rod shoes, and having carefully arranged means of lubrication, also bars fitted for slinging rods. After column to be used as exhaust pipe for low-pressure cylinder. Intermediate column to be utilised as air vessels for the pumps. Three strong circular cast iron columns to be fitted in front of engines, reversing gear to be carried upon centre front column.

12. Bedplate.—To be a strong box casting, carefully connected to lower part of condenser. To have five main bearings, fitted with adjustable cast iron bushes lined with white metal, bottom half to be semi-circular so that it can be removed for examination without lifting shaft; parting strips to be fitted to these bushes, and oil box with brass lid fitted to each bearing. The bedplate to be carefully secured to engine seatings in ship by a large number of bolts. Engine seatings in ship to be made to engineer's requirements, and to be very strong and well fitted.

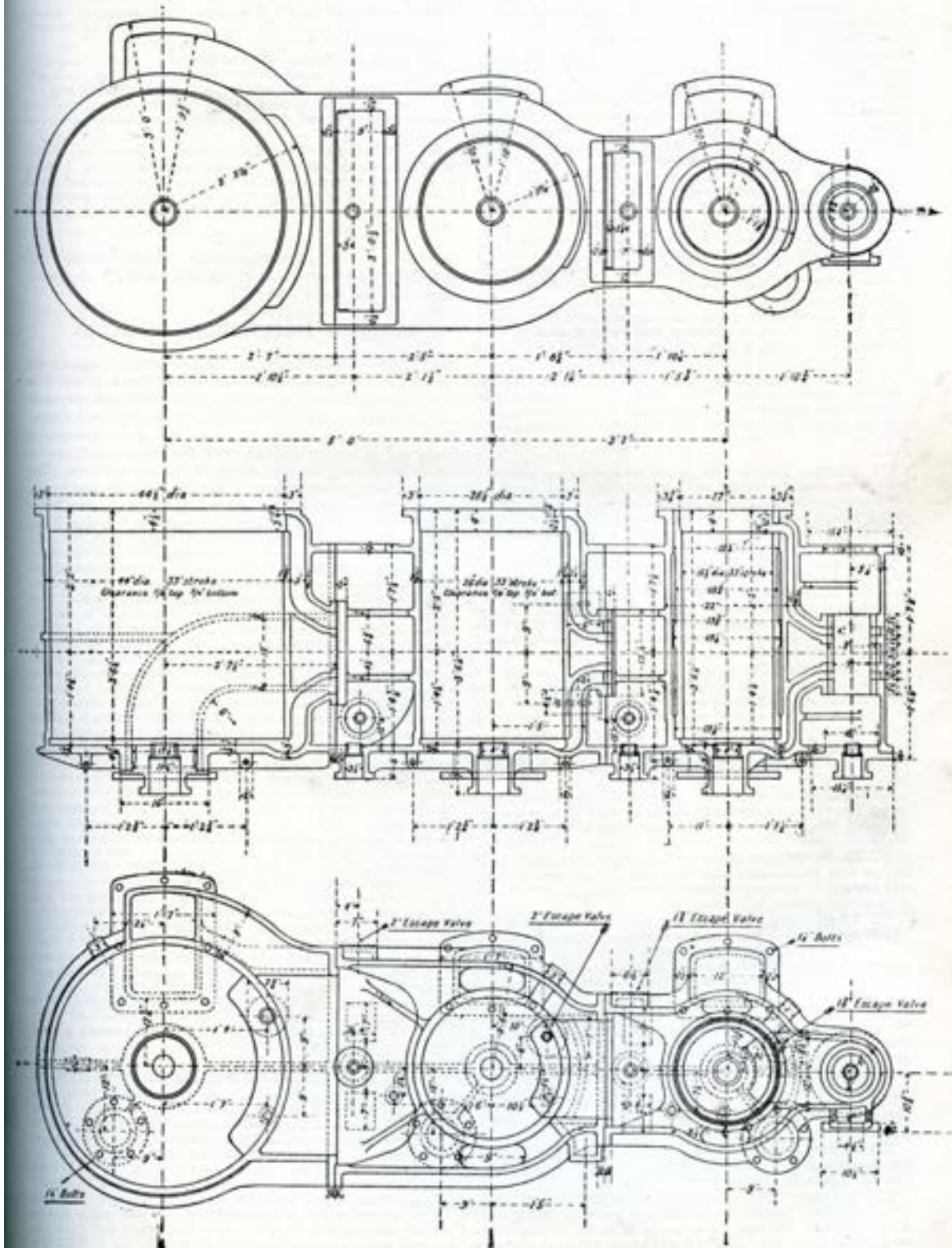
13. Condenser.—To be on the surface condensing principle, a strong box casting, forming part of the main framing of the engines. To be fitted with brass tube plates 1½ in. thick, and a cast iron supporting plate 1 in. thick in centre of tubes. Tubes to be of solid drawn brass, ¾ in. external diameter, 18 B. W. G. thick, packed with wood ferrules. Cooling surface about 800 square ft., water to be circulated twice through tubes. All bolts and nuts subject to action of sea water to be of brass or Muntz metal. Arrangements to be made for circulating water by means of the donkey. Bilge injection, auxiliary supply, soda cock, and other usual and necessary fittings to be supplied.

14. Air Pump.—To have one single acting air pump, 13 in. diameter and 18 in. stroke; barrel, bucket, valves, etc., to be of brass; rod cased in brass and fitted with brass cap nut at bottom end with copper set screw. Valve falls to be of Muntz metal, half a set of spare falls to be supplied, together with half a set of studs for guards. Air vessel for this pump to be cast in one of the back columns, and a proper self-acting spring-loaded discharge valve to be fitted, also an air pipe.

15. Circulating Pump.—To have one single acting circulating pump, 11 in. diameter and 18 in. stroke; barrel, bucket, and valves to be of brass, and rod cased with brass and fitted with cap nut, same as air pump. Valve falls to be of india-rubber, half a set of spare studs for guards to be supplied. Large air vessel to be provided for this pump in one of the back columns; also a copper discharge pipe with suitable non-return valve on ship's side, this valve to have brass seat, valve and spindle, with suitable means for holding it open. Bilge injection to be connected to circulating pump. A large air valve to be fitted.

16. Feed Pumps.—To have two single acting feed pumps, 2 in. diameter and 18 in. stroke. Rams to be solid forgings, cased with brass. Valve chests to be of brass, valves to be large diameter with small lift, suitable means to be provided for regulating lift. A large air vessel to be fitted, also escape valve and air valves. The pumps to be worked one at each end of the crosshead, so that if one end of the crosshead should become disabled, the other pump will still be serviceable, and cocks are to be fitted so that the pumps can be worked separately, and that either pump can be overhauled without stopping the other.

17. Bilge Pumps.—To have two single acting bilge pumps, 3 in. diameter and 18 in. stroke. Rams to be solid forgings, cased in brass. Valve chests to be of iron, fitted with brass check valves and seats, air valve to be fitted,



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