

encountered probably all kinds and combinations of weather in the Atlantic category, from calm to heavy gale, from fog to sunshine, from head sea to flowing sea, and for four days she rolled along in a very heavy beam sea which would have made things most unpleasant on a smaller vessel; the performance of the engines under these conditions was most satisfactory. With the exception of several occasions when the low pressure turbines were considerably slowed down during thick fog and very heavy seas, the engines ran continuously at full speed on both passages, and in no case was either of them entirely stopped. The class of weather and the daily runs on the homeward voyage are given below in the log. The daily runs average lower than had been hoped for, but in combination with very heavy weather, this was

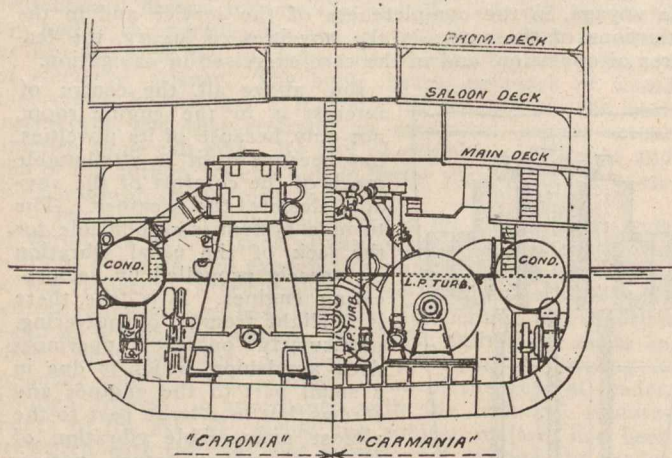


Fig. 3.

undoubtedly due to the poor quality of coal (quantity not given) which caused much disappointment, especially to the chief engineer. This officer—a magnificent specimen of the genial and careful Scotch engineer from Glasgow—very forcibly indicated his warmth of feeling on this subject, closing with, “an’ that’s whut I can say for their American coal, and I wush to G—— they hud it back.”

The two new Cunarders now building will again far surpass the “Carmania” in size and power, being 800 feet in length and 30,000 gross tonnage; engined with four turbines, and screws of a combined power of 75,000 H.P., capable of

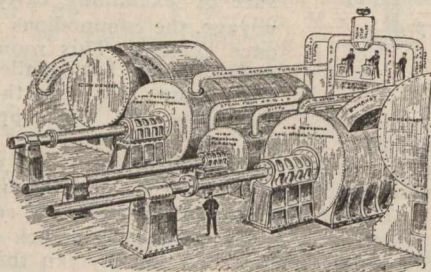


Fig. 4.

making about 30 miles per hour. The designing engineers of these new vessels were aboard the “Carmania” on this voyage, carefully watching the performance of the engines.

Extracts from Log of “Carmania.”

Date	Knots	Wind, Weather, Etc.
Saturday, Dec. 16	7	11.30 a.m. Sandy Hook lightship.
Sunday, Dec. 17	351	Moderate E.N.E. gale with rough head sea.
Monday, Dec. 18	385	Fresh S.E. breeze. Rough head sea.
Tuesday, Dec. 19	412	Strong W.N.W. breeze. Rough following sea.
Wednesday, Dec. 20	420	Fresh N.N.W. breeze. Rough sea.
Thursday, Dec. 21	408	Moderate S.E. breeze. High N.W. swell.
Friday, Dec. 22	392	Light S.W. breeze. High N. W. swell.
Saturday, Dec. 23	360	Fresh S.W. breeze. Rough sea.
Saturday, Dec. 23	72	5.10 p.m. Daunt's Rock lightship.
Sunday, Jan. 24	228	8.00 a.m. Liverpool Bar lightship.

Note: Runs taken to noon of each day.

Length of passage, Sandy Hook to Daunt's Rock, 2,807 knots.

Time of passage, Sandy Hook to Daunt's Rock, 7 days, 0 hours, 40 min.

Time of passage, New York to Liverpool Pier, 7 days, 18 hours.

BOILER INSPECTION; A CORRECTION.

Montreal, Jan. 19, 1906.

Editor “Canadian Engineer.”

In your issue for this month we notice in the editorial columns a reference to the report of Mr. Longridge, of the British Engine, Boiler, and Electrical Insurance Company, Limited, in which mention is made of Babcock & Wilcox boilers. The statement made is entirely misleading, and, therefore, we feel that we should draw your attention to it. You state the following: “Mr. Longridge insists that the headers of Babcock & Wilcox boilers should be removed annually for examination. He cites a case in proof of this need.” This must be incorrect, as the headers should never be removed for examination. The case cited must have been a very exceptional one, and the water used must be very bad for boiler purposes, and we should say that if this water were used on the ordinary type of horizontal tubular or shell boilers very dangerous results would follow. The statement as it appears in your columns would mislead any person who was not a practical engineer, and we trust, therefore, that you will make the necessary correction. We think that all engineers will agree that every steam boiler should be thoroughly inspected at least once a year.

Apologizing for trespassing on your time, we are,

Yours very truly,

BABCOCK & WILCOX, LIMITED.

H. W. Weller, manager for Canada.

Montreal, Jan. 19, 1906.

[Our correspondent is in error when he alleges that our statement is “entirely misleading.” It is true we inadvertently omitted the words “doors of the,” prior to the word “headers,” but the context shows that this is what we meant; for the terms “doors,” and “doors and caps,” are used in the subsequent elaboration of the facts. We are glad Mr. Weller agrees with the plea for yearly inspection of the doors or caps in the headers. EDITOR.]

A FRIENDLY WORD FROM THE EAST.

225 Brussels Street, St. John, N.B.,

Canada, Jan. 20, 1906.

Biggar-Samuel Co.:

Dear Sirs,—I have been planning to write you for some time about your paper, “The Canadian Engineer,” since it was combined with your discontinued paper, “The Canadian Machine Shop.” Mr. Groves, your esteemed Editor, wished me to give you a few lines on the style of your paper from July issue forward. I have been reading and studying it these several months deeply and carefully with the old issue, and I am fully convinced that it is better and brighter than ever it was before, as far as I ever knew to my reading of it for some years, and I do think that it is a paper that Canadian engineers and mechanics ought to be proud of and support to the best of their ability and means. As for my own part, every issue comes as a treat to me, to sit down and read after my daily toils are over, and, instead of being a thing that you would think engineers would be tired of enough in their daily work, and our trying times, you know, are not scarce, it comes to me, does “The Canadian Engineer,” as a refresher, and a treat, and a rest, instead of a drag to read it after work. It is not the only paper or book in our line that I have read or studied over in spare time, but myself, and others also around me that take your paper, of whom I know, they are as deeply interested in this line as myself, would not be able to find words to express both their appreciation of your paper in any words they could give you better than I have described. There is no great show or flattery about it when I ask them if they have got their paper and read it. All they say is, *it's all right*, and so on, and that is a good test of the value of your paper now. I will now close my letter this time. I would have written you before this, but I am quite busy most of times with my work and study; and also I thought I would give it lots of time before expressing my opinion.

Yours respectfully,

EDWARD WATSON,

Engineer Vulcan Foundry, St. John, N.B.

P.S.—Please find enclosed \$1.00 for a new subscriber to your paper, C. N. Northrop, 22 Queen Street, St. John, N.B.