

"SAXONIA" - FIRST OF THREE 22,000 TON CUNARDERS.

LARGEST BUILT FOR CANADIAN SERVICE.

The "SAXONIA" is the first of three new Cunarders, each 22,000 tons gross, the largest ships which the Company has built specially for service to Montreal. Whilst work is proceeding apace on the "SAXONIA" and she is being made ready for launching the keel of her sister ship, "IVERNIA", has already been laid on an adjoining slipway. Furthermore, only last October the Company announced that in spite of the continuance of high building costs they had seen fit to place a contract with Messrs. John Brown for the construction of a third ship similar in dimensions to the "SAXONIA" and "IVERNIA". The building of these three ships is an indication of the importance and faith which the Company place in the future of the Canadian trade and in the industrial expansion of the country.

The "SAXONIA" embodies in her design many new features in passenger liner construction. Her single funnel will be of novel shape with a domed top, the design of which has been based on smoke tests carried out in a wind tunnel to ensure that when the ship is under way smoke will not foul the upper decks. There will be a single mast set abaft the bridge and the curved rounded front of the superstructure and curved raked stem will give the ship a handsome silhouette. She has nine decks, is 608 feet in length overall and has a beam of 80 feet. Three anchors will be fitted, the third being a special stern anchor for use in the St. Lawrence River. Each of the bow anchors will weight about eight tons each and the stream anchor at the stern will weigh about five tons.

The "SAXONIA" will have extensive spaces for the carriage of cargo and the cargo handling gear will be of the most modern design for speedy turn round. Her main propelling machinery will consist of twin screw geared

steam turbines taking steam from four water tube boilers. Very extensive use will be made of electricity for auxiliaries both below and above decks.

The "SAXONIA" will carry two classes of passengers, first and tourist, in accommodation of great comfort and the principal public rooms in both classes will be air-conditioned. One of the most notable public rooms will be the cinema theatre, the first in any Cunarder to be fitted with a balcony. Since the ship is intended primarily for the Canadian trade it is appropriate that the decorative design of the passenger accommodation should interpret Canadian life and history. Many of the public rooms will take up this theme. In the wall coverings there will be wide use of Canadian motifs - the Maple Leaf, husky dogs and tribal symbols of North American Indians. Some of the designs have been inspired by the colourful patterns of Red Indian tribal blankets.

The selection of "SAXONIA" and "IVERNIA" as names for the first two of the three liners revives the memory of two Cunarders famous in the early part of the century. The previous "SAXONIA" and "IVERNIA" were also sister ships, built in 1900 for the Boston trade. They were of 14,000 tons gross, 580 feet in length and carried when built over 1,500 passengers in three classes. The first "SAXONIA" was built by Messrs. John Brown & Company in the same shipyard as her successor of to-day. She sailed first in the Boston trade, then between London and New York, and in the Fiume-New York service from 1911 until 1914 when she was taken over as a transport. She returned to the Company in 1919 and after a period of service between London and Hamburg to New York she was sold for breaking up in 1925. The first "IVERNIA" was built at Wallsend-on-Tyne by Swan Hunters and was employed in the same trades as her sister ship. She too became a troop transport in 1914 but did not survive the war. She was torpedoed and sunk in the Mediterranean on January 1st, 1917.