

LAUNCH OF NEW 22,000-TON CUNARDER, "SAXONIA".

LADY CHURCHILL PERFORMS NAMING CEREMONY.

FIRST OF THREE NEW LINERS FOR CANADIAN SERVICE.

The naming by Lady Churchill of the new 22,000-ton liner "SAXONIA" at Messrs. John Brown's Clydebank Shipyard on February 17th is the first stage towards the completion of a 66,000 ton shipbuilding programme which will provide the Cunard Line with three of the largest and most modern liners on the Canadian route. The "SAXONIA" and her sister ships are building at a time when Canada is daily expanding her industries and population, twin developments which are reflected in the design of these largest Cunarders ever built for service up the St. Lawrence to Quebec and Montreal. The particular demands of the trade thus called for maximum passenger capacity and maximum comfort allied to large cargo capacity - all within the maximum dimensions which would permit the ship to reach Montreal, nearly a thousand miles up the St. Lawrence.

The "SAXONIA" will carry 125 First Class passengers and 800 Tourist Class passengers in accommodation of the highest standards of modern comfort. In six hatches, served by handling gear of up-to-the-minute design for rapid turn-round, she will have capacity for some 300,000 cubic feet of cargo, a figure that includes 15,000 cubic feet of insulated space for the carriage of perishable goods.

A Handsome Ship.

The "SAXONIA" will be a handsome ship; although the curved rake of her stem and the placing of the mast abaft the bridge will be reminiscent of the "CARONIA", the distinctive domed top of her single funnel will easily distinguish her from all other Cunarders. Based on a long series of wind tunnel tests this funnel design was evolved to solve the problem of dispersing smoke and exhaust gases clear of the ship without

their causing discomfort anywhere on the open decks. Other features will be Denny-Brown stabilisers - the "SAXONIA" will be the first Cunarder to incorporate this anti-rolling device at the time of building - and a five-ton anchor set in a recess at the stern specially for use in the St. Lawrence. A curved rounded bridge front, terraced decks aft which will provide unusually large spaces for open air recreation and a cruiser stern complete a pleasing silhouette. The absence of guys from funnel and mast will add to the smartness of the design, which contrasts strikingly with that of the first "SAXONIA" built fifty-four years ago. Her four masts and their mass of rigging, the tracery of guys supporting the single funnel, the lifeboats resting on deck and taking up promenade space, the profusion of cowl top ventilators - all make interesting comparisons with the new "SAXONIA'S" clean profile. The old "SAXONIA" at 580 feet was nearly the same length as the new ship, whose length is 608 feet, but her beam was 64 feet compared with 80 feet. The new "SAXONIA'S" gross tonnage of 22,000 is 8,000 tons up on her predecessor's. Machinery comparisons demonstrate the advance in marine engineering: the old ship had nine boilers supplying steam to quadruple expansion engines that extended in height through several decks; the new ship has four boilers supplying steam to compactly arranged double reduction geared turbines at a pressure of over 500 pounds per square inch compared with 210 pounds half a century ago.

#### Passenger Accommodation

##### Canadian Themes in Design

Canada will see much of the "SAXONIA"; she will carry many Canadians bound for holidays in Europe and she will carry many people setting out to make their homes in Canada. To introduce them to the Canadian scene

and to remind Canadians of their heritage of natural beauty, the pioneers who helped to make the nation and the colourful history of the North American Indian, imaginative use has been made in many of the public rooms of designs that derive from Canadian symbols. Wall coverings in a newly devised reinforced plasticised fabric make use of the Maple Leaf, Indian tribal motifs derived from colourful tribal blankets, the tomahawk and arrow, the fleur de lys, the husky dog. Across a panel on the Main Tourist Staircase on the Promenade Deck there will be a huge coloured map of Canada picked out with the names of hundreds of towns, so that settlers may locate the towns where their new homes will be. Mr. Tom Iuzny, a noted Canadian artist resident in Aldershot, is working on a large mural painting of beavers building dams, a scene that suggests man's development of sources of hydro-electric power. Mr. Iuzny is also designing roundels recalling Jacques Cartier's voyages of exploration and his discovery of the St. Lawrence River in the sixteenth century.

The accommodation for First Class passengers will be especially attractive. A pleasingly situated Smoking Room, high in the ship on the Boat Deck will face forward over the bows and follow the curve of the bridge front, whilst directly below on the Promenade Deck will be the Lounge, similar in shape to the Smoking Room, with large windows facing forward. There will be a dance floor and a platform for an orchestra.

Conveniently close at hand will be the Cocktail Bar, Library, Barber's Shop and Beauty Parlour, the Children's Playroom and the Shop. All first class staterooms, single and double rooms, each with adjoining bath or shower, will be on the Main Deck. One of the most spectacular public rooms, and one which will be available to both classes of passengers, will be the Cinema Theatre with seats for nearly 300.



The first in any Cunarder to have a balcony, it will extend in height through three decks. A passenger lift serving five decks will terminate on the Restaurant Deck at the First Class Restaurant.

Tourist Accommodation: Accent on Comfort and Space.

The accommodation for Tourist Class passengers will occupy the greater part of the passenger space in the ship, with spacious public rooms and well equipped staterooms. The principal public rooms will be on the Promenade Deck flanked on either side by a broad glass-enclosed promenade. Situated nearly amidships will be an impressively large Smoking Room, the design of which incorporates a Cocktail Bar. Next, on the Port Side will be the Garden Lounge with the Drawing Room and Library in the corresponding position on the Starboard Side. Just abaft the Garden Lounge and <sup>the</sup> Drawing Room will be the Tourist Lounge. One of the largest public rooms in the ship, it will have a central dome directly over a dance floor. Continuing further aft the Tourist Games Deck is reached, one of four similar spaces which will make the games and sports areas for Tourist passengers among the finest in any Atlantic liner. Forward on the Sports Deck will be a broad stretch of open deck for First Class passengers who will have also a covered promenade on either side of their public rooms on the Promenade Deck and an open promenade forward on the Promenade Deck, which will provide excellent views over the bows.

Two passenger lifts will serve the Tourist accommodation, extending to the Restaurant, which will stretch across the full width of the ship and seat nearly 500 passengers. A special feature in Tourist Class will be the large Playroom for children, incorporating a miniature cinema, and there will also be a Shop and Barber's Shop. Staterooms for Tourist passengers will be on the Main, A, Restaurant, B and C Decks.

The emphasis here, as everywhere in the ship, will be on space and comfort, and the staterooms, for two and four passengers, will be most generous in area.

Considerable attention has been given to the accommodation for the Captain, officers and crew. The Captain's suite will be immediately below the navigating bridge. Officers and Engineer Officers will be accommodated in large rooms on both sides of the Boat Deck where also will be two Wardrooms. Spacious recreation rooms for all ratings and roomy sleeping quarters, including a number of rooms amidships on B Deck provide the crew with most modern accommodation.

Facts and Figures about the new "SAXONIA".

Dimensions:

Length overall	608'	3"
Length between perpendiculars	570'	
Breadth (moulded)	80'	
Depth (moulded)	46'	3"
Number of decks	9	
Gross tonnage	22,000	

Hull Construction:

The ship is constructed with a cellular double bottom giving a continuous water-tight inner skin from peak to peak, with 18 water-tight compartments between the inner and outer bottoms. Ten transverse water-tight bulkheads form the main water-tight divisions above the double bottom.

Navigation Equipment:

The equipment on the bridge will include gyro compass and gyro pilot, echo sounding apparatus of the visual recorder type, direction finding apparatus, radar, Decca Navigator and telephonic communication systems with all parts of the ship.

Anchors and Cables:

Two anchors will be carried forward in recessed stowage; each will weigh approximately 8 tons and there will be 165 fathoms (990 feet) of chain cable attached to each. In a recess at the after end of the ship a stern anchor will be housed weighing about 5 tons and with 165 fathoms of cable attached.

Lifeboats:

The twelve lifeboats will all be carried in gravity davits. They will comprise two 36-foot motor lifeboats and eight 36-foot boats fitted with Fleming hand propelling gear. Each boat will accommodate 136 persons. There will also be two 26-foot emergency lifeboats, designed to carry 43 persons.

Fire Fighting Equipment:

A central fire station with all fire alarm indicator panels placed there will ensure the immediate detection of fire in any part of the ship. All public rooms, passenger and crew accommodation, storerooms and baggage rooms will be fitted with automatic sprinklers. Fire-proof bulkheads and fire-resisting doors will be so arranged to give maximum protection throughout the ship. A system of carbon dioxide fire extinguishing gear will be fitted in the cargo holds.

Air Conditioning and Ventilation:

Controllable ventilation will be installed in all passenger staterooms and the principal public rooms in both First and Tourist Class will be air-conditioned.

Main Machinery:

The main propelling machinery and boilers are being constructed at Clydebank by Messrs. John Brown and will incorporate the latest improvements in steam turbines and watertube boilers.

Main Machinery: (Contd.)

The propelling machinery will consist of a twin screw installation of geared steam turbines designed for steam at 550 lbs per square inch gauge pressure and at 800°F. temperature. The high pressure and the low pressure turbines will be coupled to the propeller shafts through double reduction, double helical gearing. At normal power the high pressure turbines will run at 4,025 revolutions per minute and the low pressure turbines at 3,700 r.p.m., the gearing reducing the turbine revolutions to a propeller shaft speed of 135 r.p.m. The main condensers will be underslung, one below each low pressure turbine, each having a cooling surface of 11,000 square feet.

There will be four end-fired watertube boilers fitted with superheaters and air heaters supplying steam at a pressure of 550 lbs per square inch gauge and a temperature of 800°F. leaving the superheater. Each boiler is designed with a generating surface of 7,684 square feet and a superheating surface of 1,800 square feet. The air supply to the boilers will be controlled by a balanced closed trunk system of forced draught and induced draught.

There will be two interesting features in the engine room: the unusually high floor level, caused by arranging the piping beneath the floor in banks with passages between to allow easy access and inspection, and the metering of the steam to all engine room and ship's services.

The Electrical Installation:

All the ship's electrical requirements will be met by a power station at the after end of the main engine room designed to produce 3,000 kilowatts. There will be four generators, each giving 750 kilowatts at 225 volts, the dynamos being driven by steam turbines through single reduction gearing. The turbines will rotate at 8,000 revolutions per minute,



The Electrical Installation: (Contd.)

reducing to 800 at the dynamo. In accordance with latest practice, each turbine will be provided with a separate condenser incorporated in the base of the set. The turbines will be of the 'pass-out' type, i.e. steam will be passed out at an intermediate stage and at reduced pressure for auxiliary purposes and ship's services. The main switchboard will be situated on an athwartship platform immediately abaft the dynamos and will be 35 feet long.

All the deck machinery will be electrically operated including windlass, capstans, winches, as also will be the steering gear, stabilisers, lifts, ventilation fans and air-conditioning units. In the main engine room and boiler room most of the auxiliary machinery will be electrically operated. The approximate total horse power of electric motors to be fitted in the ship is 5,400, the largest being a 450 horse power boiler feed pump which will perform a service that up to now has been carried out by steam in the majority of ships.

The First "SAXONIA".

The previous "SAXONIA" and "IVERNIA" were also sister ships, built in 1900 for the Boston trade. They were of 14,000 tons, 580 feet in length and carried when built over 1,500 passengers in three classes. The first "SAXONIA" was built by Messrs. John Brown and Company in the same shipyard as her successor of today. 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.

Canada and the Cunard Line.

The association between Canada and the Cunard Line dates back over a hundred years. The tiny "UNICORN", first ship of the Line to cross the Atlantic, and the "BRITANNIA", first of the mail steamers with which Samuel Cunard began his regular service between Europe and the New World, both steamed into Halifax, Nova Scotia, in the summer of 1840. Going even further back, in 1787 Samuel Cunard himself was born in Halifax. The direct link between Britain and Canada which the genius of this great Canadian had created was maintained for over twenty years. Even in the 1860's when Cunard's ships ceased to call at a Canadian port and went direct to Boston or New York their superior speed and great reputation still drew large numbers of passengers travelling between Europe and Canada.

In 1911 the Company re-entered the Canadian trade; they acquired the Thomson Line and built three new ships specially for Canadian service. The "ANDANIA", "ALAUNIA" and "ASCANIA", as they were called, were very successful ships but all three were lost during the first world war. When peace came six 14,000-ton liners - the "ANTONIA", "ANDANIA", "AUSONIA", "AURANIA", "ASCANIA" and "ALAUNIA" - were specially built to meet the need for regular passenger and freight services to Canada as the country expanded.

During the years between the wars the six 'A' ships became well-known on both sides of the Atlantic. All six went on national service during the second world war and only the "ASCANIA" was returned to the Company. To her, in fact, fell the task of re-establishing the Company's normal passenger services to Canada. After a limited refit she operated from Liverpool (her first sailing being in December, 1947), up to her withdrawal in November 1949 for reconditioning.

A new phase, however, of Cunard association with Canada had been begun by the "AQUITANIA" in 1946. Throughout 1946-47 she carried many thousands of Canadian service men and their British wives and children who were beginning new lives in Canada. The "AQUITANIA" actually continued in Canadian service throughout 1948 and 1949, making her last voyage to Canada before being sold for breaking up. Altogether in these two years she made twentyfive voyages to Halifax carrying many thousands of settlers.

Following their release from war service the "SCYTHIA" and "SAMARIA" also carried thousands of settlers to Canada before they followed the "FRANCONIA" and "ASCANIA" for reconditioning. Today, these four Cunarders, carrying First and Tourist Class passengers in accommodation of great comfort, serve Canada.

Of post-war importance also has been the commissioning of the three fast cargo liners, "ASIA", "ARABIA" and "ASSYRIA", and the purchase of two fast cargo liners from the Silver Line, re-named "ANDRIA" and "ALSATIA". All five ships have been, and are, including Canadian ports in their itineraries.

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"SAXONIA" LAUNCH  
Wednesday, 17th February, 1954.

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