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SHIPS & SEAMEN

By

GEOFFREY RAWSON

Author of

"ADMIRAL BEATTY," "ADMIRAL BLIGH,"
"ADMIRAL RAWSON," etc.



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APPENDIX

FAST SHIPS

26 knots

<i>Rex</i>	.	.	.	Turbine	.	Italian
<i>Bremen</i>	.	.	.	Turbine	.	German
<i>Europa</i>	.	.	.	Turbine	.	German

25 knots

<i>Mauretania</i>	.	.	.	Turbine	.	British
<i>Majestic</i>	.	.	.	Turbine	.	British
<i>Leviathan</i>	.	.	.	Turbine	.	United States

CHANNEL PACKETS

<i>Anglia</i>	.	.	.	Turbine	.	British
<i>Cambria</i>	.	.	.	Turbine	.	British
<i>Hibernia</i>	.	.	.	Turbine	.	British
<i>Scotia</i>	.	.	.	Turbine	.	British

24 knots

<i>Empress of Britain</i>	British
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CHANNEL PACKETS

<i>Paris</i>	.	.	.	Turbine	.	British
<i>Versailles</i>	.	.	.	Turbine	.	French

APPENDIX

23 knots

<i>Aquitania</i>	.	.	Turbine	.	British
<i>Berengaria</i>	.	.	Turbine	.	British
<i>Ile de France</i>	.	.	Turbine	.	French
<i>Monticello</i>	.	.	Turbine	.	United States
<i>Mount Vernon</i>	.	.	Turbine	.	United States

22 knots

<i>Olympic</i>	.	Turbine and Recip.	British
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LARGE BRITISH LINERS

<i>Majestic</i>	.	.	.	56,621	Tons	Gross
<i>Berengaria</i>	.	.	.	52,226	"	"
<i>Olympic</i>	.	.	.	46,639	"	"
<i>Aquitania</i>	.	.	.	45,647	"	"
<i>Homeric</i>	.	.	.	34,351	"	"
<i>Mauretania</i>	.	.	.	30,696	"	"

LARGE GERMAN LINERS

<i>Bremen</i>	.	.	.	51,656	Tons	Gross
<i>Europa</i>	.	.	.	49,746	"	"
<i>Columbus</i>	.	.	.	32,565	"	"

LARGE UNITED STATES LINERS

<i>Leviathan</i>	.	.	.	59,957	Tons	Gross
<i>George Washington</i>	.	.	.	23,788	"	"

APPENDIX

LARGE FRENCH LINERS

<i>Ile de France</i>	.	.	.	43,153	Tons	Gross
<i>L'Atlantique</i>	.	.	.	40,945	"	"
<i>Paris</i>	.	.	.	34,569	"	"

LARGE ITALIAN LINERS

<i>Augustus</i>	.	.	(Motor)	32,650	Tons	Gross
<i>Roma</i>	.	.	(Turbine)	32,583	"	"

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THE literature which has grown up about the sea, shipping and seamen is of vast extent. *The History of Merchant Shipping* by W. S. Lindsay was for long a standard work from the historical point of view. For details regarding the sailing ship of modern times the reader is referred to the excellent series by Mr. Keble Chatterton and by Mr. Basil Lubbock. The most readable book on navigation for a layman is Lecky's *Wrinkles in Navigation*, which has gone into many editions since first published two generations ago, though there are, of course, many textbooks on this subject. For the naval architecture of early ships, Mr. G. S. Laird Clowes's various works are to be recommended. *The Marine Chronometer* by Gould, Stevens on *Stowage*, Todd and Whall on *Practical Seamanship*, Martin's *Navigation*, and *The Men of the Merchant Service* by Frank Bullen are all standard works dealing with their various subjects.

The Sailing Ship by R. and R. C. Anderson is a valuable technical treatise, while the student will find much material in the yearly issues of Brassey's *Naval Annual* which contain sections devoted to merchant shipping. *The History of the Merchant Navy during the Great War* by Sir Archibald Hurd is a semi-official publication of great historical interest. There is also a mass of interesting material dealing with ships and seamen in the publications of the Hakluyt Society, the

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Navy Records Society and the Society for Nautical Research. Numerous House of Commons Papers, the various Merchant Shipping Acts, the annual report of the Controller of Navigation (Washington) and other official publications contain much information, while *Master Mariners* by John R. Spears (No. 55) in the "Home University Library" contains an historical sketch of the world's shipping.

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