

# THE GREAT CUNARDER "MAURETANIA"

## QUADRUPLE-SCREW TURBINE

THE FASTEST STEAMSHIP AFLOAT HAVING COVERED 300 KNOTS ON HER TRIAL TRIP AT 27.36 KNOTS---311-2 MILES---PER HOUR

The "Mauretania" is sister to the Lusitania now holding the record for the fastest trip across the Atlantic, 4 days-18 hours-40 minutes, at an average speed of 24.25 knots and having also established the record for a day's run of 618 miles.

Safety, Comfort and Speed are assured to travelers on the "Mauretania" and it is expected she will soon rival her sister ship, the "Lusitania," the present undisputed queen.

The great Cunard steamship, "Mauretania," though at first sight identical with the "Lusitania," exceeds that vessel slightly in size, so that the plan of being the greatest vessel which the world has ever seen is transferred to the "Mauretania."

She also differs from her sister ship in the matter of internal decoration. Probably no vessel has ever had bestowed upon this branch of its structure so much thought or such a striving after a tasteful result as has been the case with the "Mauretania." The result is a series of public rooms and private staterooms devised with excellent taste in a style conveying a sense of richness without the garishness which so often characterises the decorations of expensive modern structures. So successful is the result that the effect upon the passenger is that of being in some richly-decorated country seat or palace.

The immense size of the "Mauretania" can best be appreciated by the following dimensions: Length, 790 ft.; breadth, 88 ft.; depth to boat

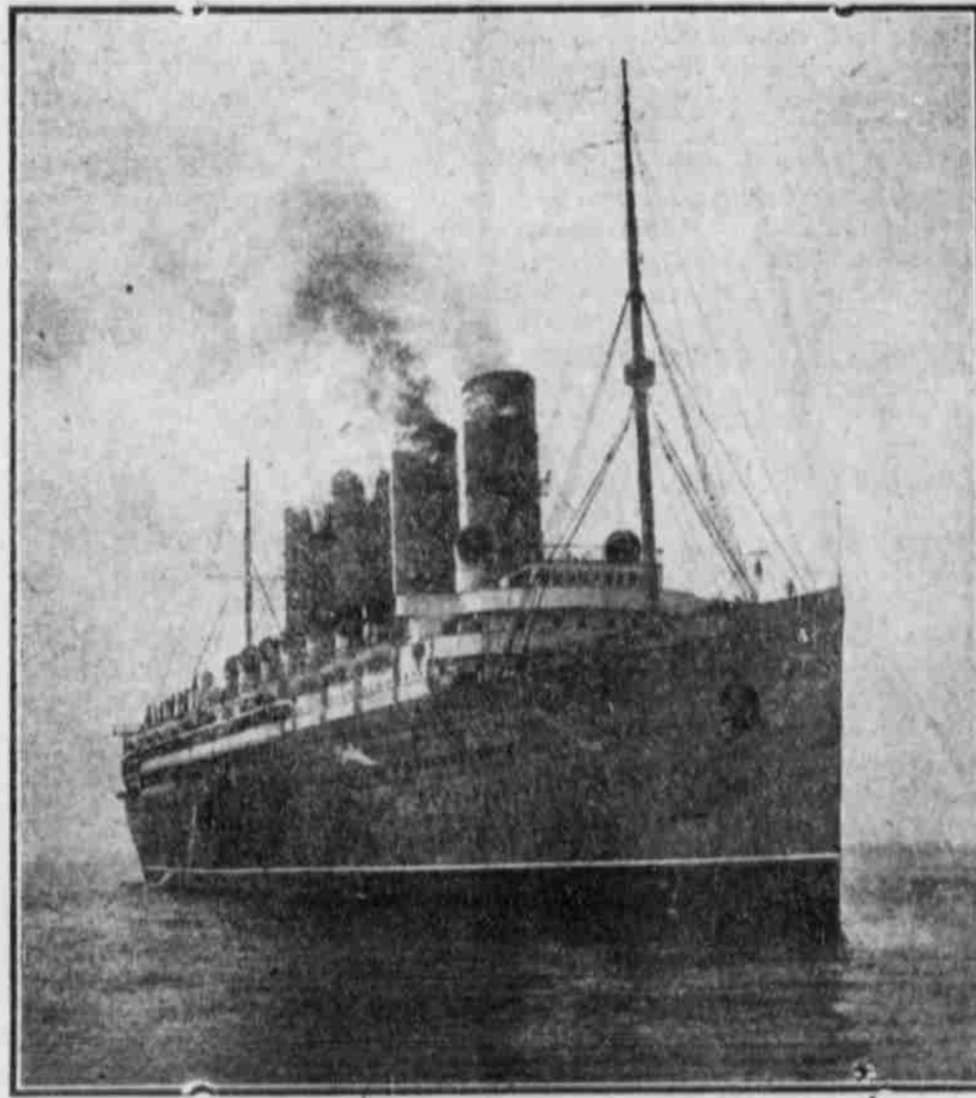
### "Mauretania."

Length, 790 ft.  
Breadth, 88 ft.  
Displacement, 45,000 tons.  
Quadruple Screws.  
Speed, 27 1/2 knots.

In the matter of lighting and ventilation, probably no vessel has ever equaled the "Mauretania," there being no fewer than 1200 windows and sidelights, including 500 patent lighting lights. Artificial illumination will be furnished by 5000 electric lights, the transmission of the current to which will necessitate the use of as much cable as would link the head office of the Cunard line at Liverpool with the west end London office of the company.

Whilst externally and internally the "Lusitania" and the "Mauretania," as sister vessels, are similar in the main features of their design and arrangement, there are differences in detail that are readily apparent.

What most strikes one on approaching the "Mauretania," and having seen the "Lusitania," is the difference



S. S. MAURETANIA.

sleeping quarters, the latter being exceptionally large and airy, whilst the former is nicely finished in polished ash.

The "Mauretania" is indeed a vessel of wonderful contrasts. While 2,350 passengers will sit down to dinner in her brilliantly-lit saloons, fifty cooks will labor heroically in her great kitchens below decks. While all is gaily above, 600 tons of dead weight in metal is revolving at the rate of 150 revolutions a minute in depths of her power chambers, in which a quickly-moving staff of 390 enginemen watch pressure gauges, oil whirling shafts, and feed coal into 192 glowing furnaces.

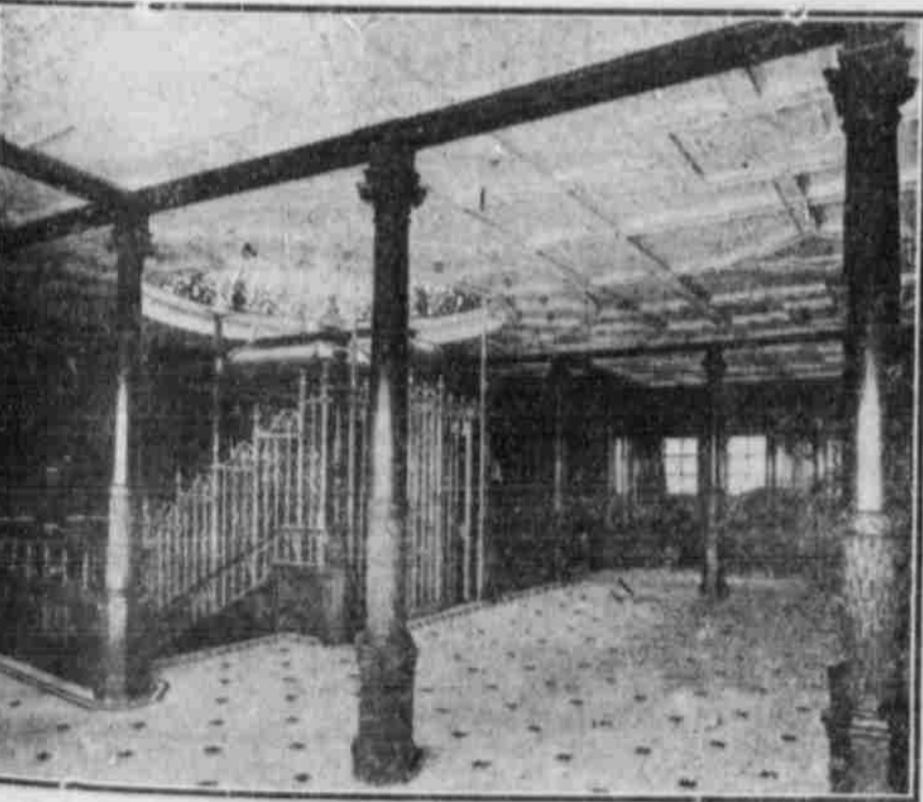
The captain, high up on his bridge, looks down 100 feet to the level of the surging waters. A telephone is at his side through which he may speak his orders to the officers and seamen stationed far away on the fore-castle, crow's nest, or aftermost bridge. Below decks an army of 350 stewards will wait upon the comfort of the passengers. Indeed, every de-

room, by which the attendants on duty see at once, even among the multitude of apartments, which passenger is desiring attendance.

The ship is provided with a lounge and library. In style these two rooms are influenced by a revived appreciation of the Louis Seize period. The lounge is finished in mahogany, white, and gold. The woodwork of the library is of sycamore stained to a silver grey. The furnishings are in keeping with the styles represented, and are of unusual richness.

While everything has been done to make the "Mauretania" as beautiful as possible, her safety in the matter of construction has been of the first consideration.

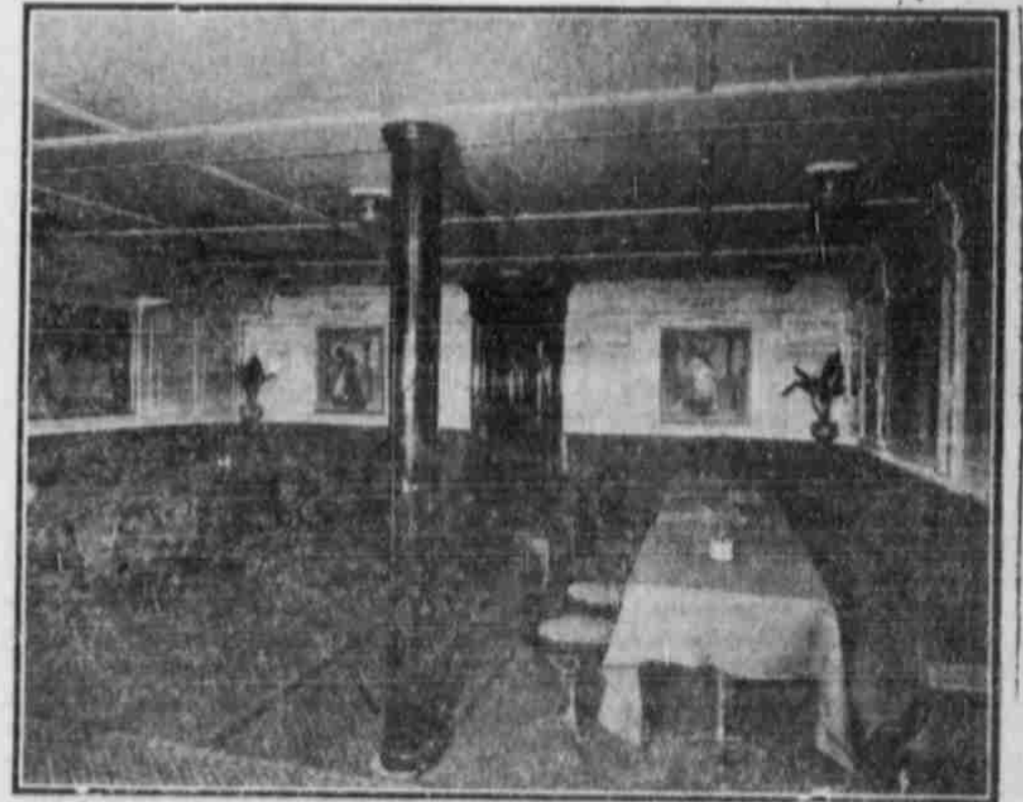
Her double-bottom is divided by the vertical keel and transverse frames into compartments in which water ballast may be carried. In fact the "Mauretania" is not only double-bottomed, she is double-sided the double bottom being carried well up the side of the ship. This is only one precaution in the direction of securing unsinkability. The lower deck is completely watertight. Below it are the orlop and lower orlop decks, and above are the main, sa-



STAIRWAY AND ELEVATOR.

In the "Mauretania," on the other hand, costly woods, in their natural colors, are relied upon for decorative effect, producing what might be described as an impression of homeliness and substantiality. Both schemes of decoration are successful in their own way, and preference for the one or the other will differ according to the taste or temperament of the individual. Some more of the idea of the principal rooms in which the dining saloon is in oak after the Georgian period, the drawing room in maple, in a modified Louis in oak in the French I. style, beautifully carved. In the main entrance hall and staircase the design is Italian in French walnut, and the same style is carried out in the second-class accommodation.

Equal taste, and not much less expenditure, have been bestowed on the second-class accommodations, in which the dining saloon is in oak after the Georgian period, the drawing room in maple, in a modified Louis in oak in the French I. style, beautifully carved. In the main entrance hall and staircase the design is Italian in French walnut, and the same style is carried out in the second-class accommodation.



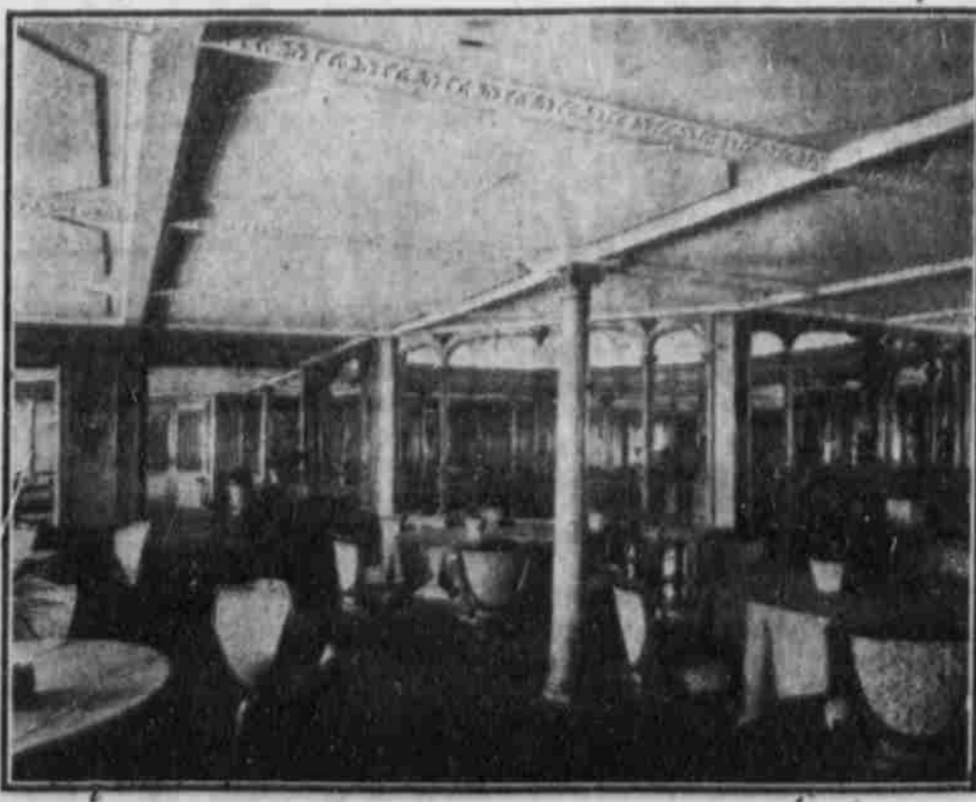
CHILDREN'S PLAYROOM.

Deck, 80 ft.; draught (fully loaded), 37 ft. 6 in.; displacement on load draught, 45,000 tons; horse-power of turbine engines, 70,000; height to tops of funnels, 155 ft.; height to mastsheads, 216 ft.; passenger accommodation, 1st class, 550, 2nd class, 500, 3rd class, 1300; crew, 500 to 600.

Figures, however, convey but a faint idea of the great size. A favorable standard of comparison in shipping is the Leviathan of Brunel, the "Great Eastern," the mammoth steamer, which, born before its time, yet solved in her construction many of the most difficult problems with which the modern builders of big ships have to grapple. The "Mauretania," however, quite dwarfs the "Great Eastern," as the following figures show:

"Great Eastern."  
Length, 692 ft.  
Breadth, 80 ft.  
Displacement, 27,000 tons.  
Screw and Sail.  
Speed, 12 to 14 knots.

Internally, whilst the arrangement of the various apartments is almost identical in the two vessels, there is an entire contrast in the architectural treatment and decoration. Speaking broadly, the prevailing aspect of the public rooms in the "Lusitania" is one of lightness and brightness, the outcome of a liberal use of light-colored enamels and gilt



UPPER DINING SALOON.

of satinwood inlay, is used with fine gingers in cold or stormy weather. In their degree the third-class passenger library is done in sycamore of a beautiful grey shade, and is furnished in with, both in their dining saloon and

tail in this vast floating town is carefully studied. The millionaire who pays £500 for a regal suite is provided with his own special attendants, his own private pantry, and a separate entrance to his apartments, so that he may live secluded as in a private mansion on land. In the barber's shop, so perfect is every detail, one finds a patent hydraulic chair which, adapting itself instantly to every roll of the ship, permits the safe shaving of a passenger even in an Atlantic gale.

The children have not been forgotten either. A bright playroom is provided for them with a multitude of toys and rocking-chairs galore. If you take a brisk walk three times around the "Mauretania's" wide promenade deck you have covered a mile exactly. Then stepping into a splendid hall, an aluminum-filled passenger lift is waiting to convey you swiftly to the staterooms below, and boller-rooms there are each of which is fitted with a separate telephone apparatus. Thus if you desire it you may ring up the central exchange and be connected immediately with the stateroom of any passenger in any part of the ship. The mere pressing of an electric bell in one's cabin operates an elaborate apparatus in the steward's