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have been instructed to anticipate the building of ships of even greater length. The beam will be quite 86ft. When it is noted that the Lusitania is 785ft. long, and the Adriatic (the largest of intermediate steamers) is 725ft. 9in., it will be realised that the new vessel is a large step forward. The new vessel is to be of the intermediate class, and will be fitted with reciprocating engines, but instead of the exhaust steam passing from the engines to the condenser the work remaining in it will be utilised to drive low-pressure turbines of the Parsons type. It is anticipated that this will result in a considerably higher economy. The high-pressure part of the expansion of the steam will be dealt with in quadruple-expansion engines and the low-pressure part in the turbines, so that with a vacuum intensifier associated with the condenser there will be a greatly increased total range of expansion. Such a combination, it is estimated, will effect a saving of about twelve per cent. in coal in the case of an intermediate liner of 15 knots speed over the best quadruple-expansion reciprocating machinery; and with a reduced weight of propelling machinery, and in a large vessel of 10 to 12 knots speed, a saving of fifteen to twenty per cent. in coal consumption over the best triple-expansion reciprocating engine. In some cases there will be an increase of capital cost, which, it is estimated, will be recovered in less than three years by the increased earning power of the vessel; but in the larger vessels there will be little or no increase in such cost.

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