

ENGINEERING

Largest Ship to Recoup Loss of France's Atlantique

WHEN the Normandie puts to sea, the French merchant marine will more than recapture its position lost by the tragic burning of the Atlantique, world's twelfth largest steamship.

The Normandie is the largest vessel in the world, clearly exceeding the Leviathan and the Majestic in both tonnage and length. She was launched during the past fall at St. Nazaire to be put in transatlantic service in 1934. (*SNL*, Dec. 24, '32, p. 407).

France now has only one vessel larger than the Atlantique, that is, the Ile de France of 43,153 registered tons, tenth largest steamship, according to Lloyds. It is exceeded in both tonnage and length by the following ships given in order of diminishing size: Leviathan, U. S.; Majestic and Berengaria, British; Bremen, German; Rex, Italian; Europa, German; Olympic, British; Conte di Savoia, Italian, and Acquitania, British.

The Atlantique was not as familiar to North Americans as are other ships of comparable size because she had never been to this country. She was built for South American trade and had been in service about a year. Names of practically all the other first dozen or so largest vessels are well known in this country because they designate vessels plying the North Atlantic.

The Normandie has an overall length of 1027 feet, 963 feet between perpendiculars, and will be rated at approximately 75,000 gross tons. The Leviathan's registered tonnage is approximately 60,000, more than the Majestic's 56,000, but her length between perpendiculars is only 907 feet 6 inches compared with 915 feet 5 inches for the Majestic.

The Normandie's breadth of 119 feet 6 inches accounts chiefly for her greater tonnage. The vessel is a little more than 19 feet wider than either the Leviathan or the Majestic.

In addition to excessive size, the Normandie will contain the largest electric motors ever built. Rated at 40,000 horsepower each, the new motors will give the vessel a total horsepower of 160,000; but even then she will not be the most powerful ship. The U. S. airplane carriers Saratoga and Lexington bear this title with 180,000 horsepower

plants in each. Each contains eight motors rated at 22,500 horsepower, connected in pairs to four propelling shafts.

The Normandie's claim to fame would probably not be so clear cut had work on the new British Cunard liner R-534 continued. But, because of economic conditions, construction was suspended almost a year ago on this vessel which, it was announced, would be rated at 73,000 tons and would have a length of 1,018 feet.

The Normandie's hull is divided into 12 water-tight compartments. There are eleven decks, five of which are continuous from stem to stern. Accommodation will be provided for 930 first class, 680 tourist and 560 third class passengers which, with 1,320 officers and men, will allow the ship to carry 3,490 persons.

The turbo-electric machinery has been designed for a service speed of 30 knots to enable the vessel to cross the Atlantic from Havre to New York by way of Plymouth under all conditions in less than five days.

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ETHNOLOGY

California Indians Had Tradition of Redeemer

INDIAN TRIBES of California long ago had a tradition of an Indian Redeemer, a savior and teacher who founded a faith that spread to all the tribes of the southern California coast. This is the finding of John P. Harrington, ethnologist of the Bureau of American Ethnology. Traditions of the Indian Redeemer have become so vague and so old that Mr. Harrington has been able to recover only broken glimpses into their significance.

The Indian Redeemer was the "God Chinigchinich." He was born of humble parents in an Indian village in what is now Los Angeles County. In his teens he astonished wise men of the village by his teachings. One day, in the presence of a vast assembly, he announced that he should be called Chinigchinich, and that he would teach ceremonies for curing the sick, obtaining food for the hungry, and overcoming evil. (*Turn Page*)

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