MODERN MACHINERY SPACES—VI.


We reproduce in this article some of the principal features of the machinery space of the cargo liner Tantalus, which was built by the Caledon Shipbuilding & Engineering Co., Dundee, engined by Burmeister & Wain, Ltd., Copenhagen, and completed towards the end of June of this year. She is intended for the Far Eastern service of her owners, and has the following dimensions and characteristics:

- Length overall: 477 ft.
- Beam: 452 ft.
- Depth: 56 ft.
- Draught (load): 35 ft. 3 in.
- Deadweight capacity (fuel excluded): 28 ft.
- Deadweight capacity: 16,000 tons

About 3,000 I.H.P.; the cylinder diameter is 740 mm., and the stroke of 1,150 mm.; the engines run normally at 115 r.p.m.; and the ship has a service speed of about 13$\frac{1}{2}$ knots.

A general outlay of the machinery space will be found below, and from this it will be seen that there are two blast air compressors arranged at the forward end of each engine. These are driven off an extension to the crankshaft, and we illustrate the tops of the port pair on page 326. The control gear and manoeuvring position is illustrated on page 328; the setting of the valve gear for ahead or astern running of the engines is carried out by means of a single lever. It will also be observed that there are two other levers shown in the photograph; each

All necessary arrangements have been made in the vessel with a view to her carrying pilgrims, and she carries a Board of Trade passenger certificate.

Main Propelling Machinery.

The main propelling machinery consists of two sets of Burmeister and Wain eight-cylinder engines, each developing...