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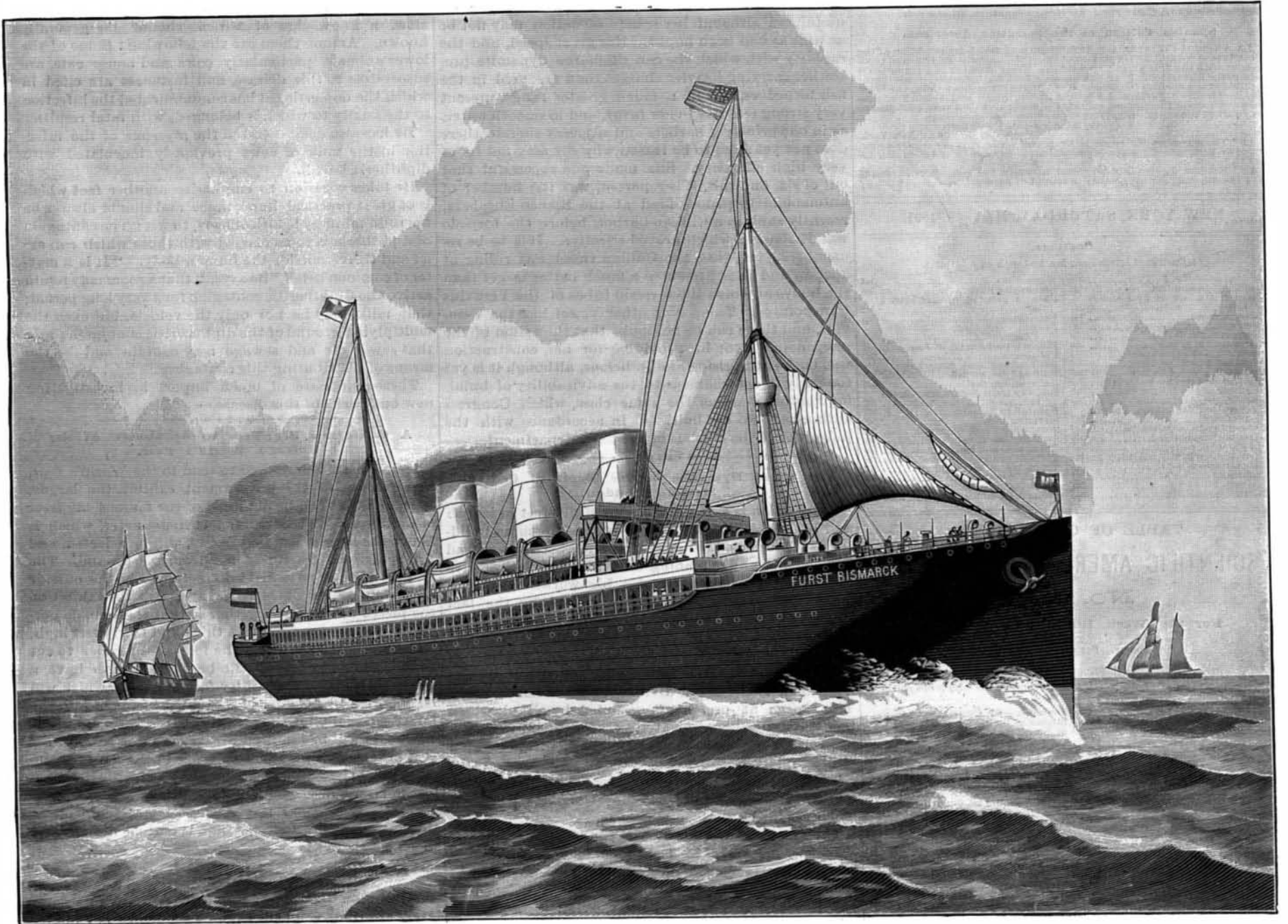
## THE NEW STEAMSHIP FÜRST BISMARCK.

At 11:28 P. M., May 15, the new Hamburg-American steamship Fürst Bismarck arrived at New York on her first trip across the Atlantic, making the passage from Southampton, England, in 6 days, 14 hours, and 7 minutes. This is not only the fastest time ever made by any vessel sailing from Southampton and the Continent, but, counting the sailing distance from Southampton as sixteen hours farther than from Queens-town, which is usually allowed, it is the fastest maiden trip ever made across the ocean. The distance sailed was 3,086 miles, and the average speed  $19\frac{1}{2}$  knots per hour. The following were the runs for the successive days: May 9, 426 miles; May 10, 473 miles; May 11,

The vessel has a solid longitudinal bulkhead from upper deck to keel, completely dividing the ship lengthwise into two halves, which are non-communicating, and each of which is fully equipped with duplicate machinery, each side being also divided into numerous watertight compartments. The two engines, each of a nominal horse power of 7,000, are triple expansion, the cylinders being 40, 67, and 106 inches in diameter, and the piston stroke  $5\frac{1}{2}$  feet. There are nine double-ended boilers, in three separate compartments, each set of boilers having independent connections with each set of the engines. There is also one boiler on the upper deck above the water line adapted for connection with the pumps in case of accident dis-

of deck and engine room as well as helm and bridge telegraphs, and on the bridge is Alison's motograph, promptly indicating to the officer of the bridge whether his orders have been understood and carried out. It shows the number of revolutions the engines are making at all times, and in what direction, whether ahead or astern. The electric light installation includes four sets of combined engines and dynamos, the latter being compound wound and of Siemens latest type. A thousand Edison 25 candle power incandescent lamps brilliantly illuminate all parts of the ship.

The furnishing of this splendid ship is, as might be expected, of the most luxurious description, the comfort and elegance provided being designed to satisfy



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475 miles; May 12, 494 miles; May 13, 481 miles; May 14, 498 miles; May 15, 239 miles. Prince Bismarck and his family inspected the ship at Hamburg before she sailed, and requested the captain to cable him the result of the first trip, the success of which probably exceeded the anticipations of the veteran statesman.

The Fürst Bismarck was built by the Vulcan Shipbuilding Company, of Stettin, Germany, and was launched November 29. On her trial trip she made the speed of 20.7 knots per hour with 91 revolutions of her screws, and her engines indicating 16,400 horse power. She is  $502\frac{1}{2}$  feet long,  $57\frac{1}{2}$  feet wide, and  $34\frac{1}{2}$  feet deep from the upper deck to keel plate, being of 8,716 tons register, while all closed rooms of the ship have a capacity of 11,938 tons. The upper deckhouses are 9 feet high, the promenade deck rooms 8 feet, and the bridge is 12 feet higher still. The tops of the masts are 133 feet above the promenade deck, and the three funnels, each 12 feet in diameter, extend 56 feet above this deck.

abling the boilers below. The coal bunkers have a capacity of 2,700 tons. The main steam pipes are of copper, each pipe being covered with crucible steel 7-18 wire, adding enormously to the strength of the pipes. The shafting, made by Krupp, is of steel, and is hollow.

The hull of the ship has a double bottom, the space between the outer and inner shell being divided into chambers to hold water ballast, which can be pumped in or out by automatic pumps. The vessel has two keels, one on each side, whereby the draught is lessened, and rolling somewhat diminished, while the immersion of the screws is better secured. The rudder is of great size, and the independent action of the screws also affords means for readily steering the ship under any circumstances. The screws are of manganese bronze, 18 feet in diameter each, with three blades and 32 feet pitch. The bosses are of steel, 4 feet 6 inches in diameter. The crew numbers 329.

The vessel is supplied with a very complete system

the most exacting taste. The main saloon on the upper deck is 72 feet long and 40 feet wide, well forward of the machinery, and there is another saloon, 50 by 22 feet, on the main deck. The decorations are of the most sumptuous style, a profusion of rare wood carvings and panel pictures by well known artists being employed to secure the highest effects.

On the voyage over the coal consumption is said to have been 262 tons per twenty-four hours, and it is claimed that the engines of the new steamer develop a materially higher degree of efficiency than those of the City of Paris or the City of New York, on which the daily coal consumption is about 330 tons. However this may be, it is certain that the performance of the Fürst Bismarck, and everything in her appearance, so far as can be judged at present, are well calculated to afford some surprise to English shipbuilders, as she seems to be in every way abundantly capable of taking her place by the side of the finest vessels yet built in English shipyards.