

News and Views

The Cunard White Star Liner *Queen Mary*

IN connexion with the launch of the Cunard White Star Atlantic Liner No. 534, named at the launch on September 26 by the Queen, S.S. *Queen Mary*, the *Times* on September 25 published a supplement containing a series of articles and illustrations dealing with Atlantic travel in general and the new vessel in particular. Though it is several times pointed out that No. 534 has been designed with the definite objective of maintaining a weekly service between Great Britain and the United States with two ships instead of three as at present, yet many will hope that her performances will be such that she will in every way prove a worthy successor to the famous *Mauretania*, and regain for Great Britain the record lost a year or two since to Germany and then to Italy. The commercial aspects of the Atlantic service, however, are touched upon by Mr. E. F. Spanner who, when speaking of high speed and sailing schedules, says that speed is expensive at all times and only such speed as is essential to provide for the maintenance of a regular weekly schedule of sailings could be regarded as justifiable. The designed speed of No. 534 is 28 knots, and to have given her a speed of 30 knots would have required 21 per cent more power.

THOUGH but few definite figures are given as to the size, power and speed of the new vessel, it is stated that she has an overall length of 1,018 ft. and will be about 70,000 tons displacement. Before her final form was decided on, no fewer than sixteen models were tried in the experimental tank of the builders, Messrs. John Brown and Co., Ltd. The propelling machinery was the subject of inquiry by a committee appointed in 1929, of which the late Sir Charles Parsons and the late Mr. Andrew Laing were members. Five types of machinery were considered and the final decision was for water-tube boilers and geared turbines. There will thus be 24 oil-fired water-tube boilers generating steam at 400 lb. per sq. in., superheated to 700° F., with four sets of turbines with single reduction gear driving four shafts. In addition to these boilers, however, there will be three cylindrical boilers in a separate stokehold generating steam at 250 lb. per sq. in. for what is referred to as the "hotel services". The electric generating plant will include seven 1,300 kw. turbo-generators, generating direct current at 220 volts. By no means the least interesting of the many articles in the *Times* supplement are those dealing with the chain cables and the launching arrangements. For the cables, steel with an ultimate strength of 31–35 tons per sq. in. is being used. Every other link in the cables is a drop forging, and these are connected by links made in halves and then electrically welded in a resistance welding machine. A sample chain cable for No. 534 required 693 tons to break it.

In an article on the preparations for launching, a description is given of the special precautions taken

to prevent any damage to the hull during its passage down the ways into the water, and the layman is given some idea of the calculations necessary and the procedure followed when carrying out one of the most important and imposing of all technical operations. Needless to say, a large number of firms have contributed towards the construction and equipment of this exceptional vessel. Cunard White Star, Ltd., has lent for exhibition in the Science Museum, South Kensington, a series of photographs showing the new liner in various stages of construction.

Centenary of Schorlemmer (1834–92)

CARL SCHORLEMMER, the German chemist to whose memory a laboratory was erected in Manchester in 1895, was born at Darmstadt on September 30, 1834. The son of a master carpenter, he began life as an apothecary, but while an assistant in Heidelberg he was able to attend the lectures of Bunsen, and at the age of twenty-five years abandoned a business career and entered the University of Giessen, where he studied under Heinrich Will (1812–90) and Hermann Kopp (1817–92). Coming to England, he followed Wilhelm Dittmar (1833–92) as private assistant to Roscoe at Owens College, and from 1861 until 1874 was official laboratory assistant. In this situation, he began original researches in hydrocarbons, investigated the action of chlorine on the paraffins and described a valuable general method for the conversion of secondary into the corresponding primary alcohols. He was elected a fellow of the Royal Society in 1871. In 1873, he was appointed lecturer in Owens College and the following year professor of organic chemistry, the chair being the first created for this subject in England. This chair he held until his death at Manchester on June 27, 1892, having by his labours assisted Roscoe to raise the Owens College school of chemistry to the first rank. He became a naturalised British subject in 1879, but was never married. His publications have a permanent place in chemical history. In 1867 he translated Roscoe's "Elementary Chemistry" into German, and in 1871 published a manual of organic chemistry. With Roscoe, in 1877, he published the first volume of their well-known "Systematic Treatise in Chemistry". Like his countryman Kopp, Schorlemmer was much interested in the history of science, and from 1883 onwards this absorbed a great part of his time. An appreciation of him by Sir Henry Roscoe appeared in *NATURE* of August 25, 1892, and three years later we recorded the opening of the Schorlemmer memorial laboratory which had been erected at a cost of nearly £5,000.

International Conference on Physics

THE conference which will be held in London on October 1–6 promises to be as remarkable a gathering as any which has been held for many years in the metropolis. The membership of the conference has mounted to the neighbourhood of six hundred, and