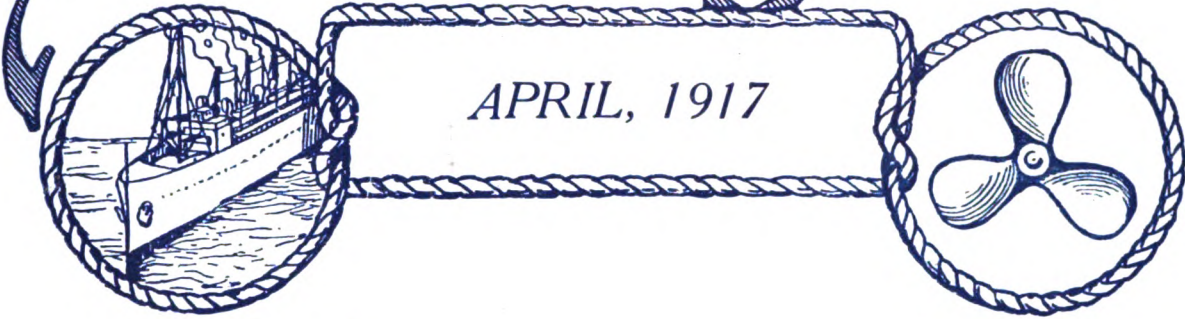


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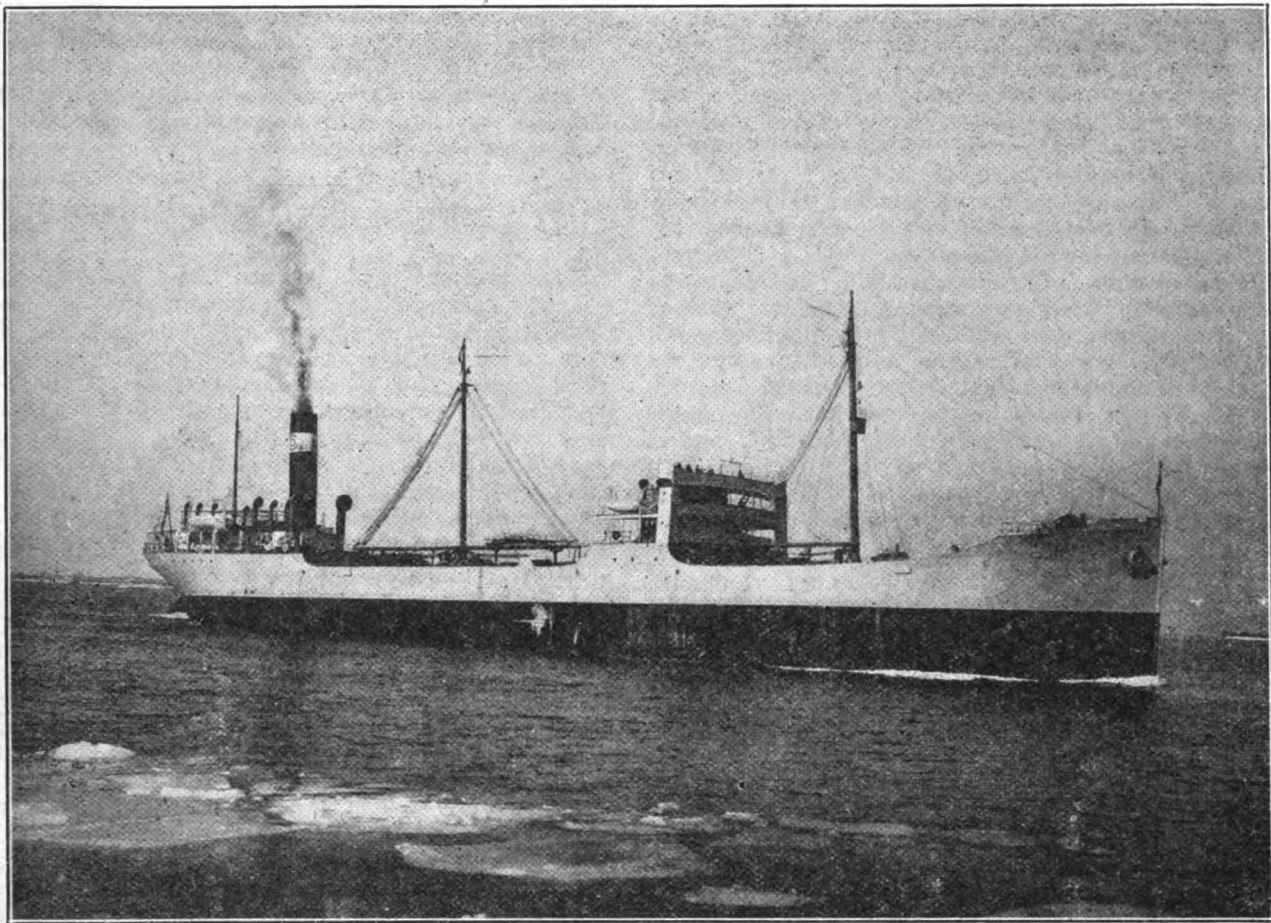
APRIL, 1917



"Long May it Wave"

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GOELET



The S. S. "Mielero"

THE "MIELERO."

An indication of the feverish demand for freight steamers is found in the fact that although the large steel tank ship "Mielero", built by the Fore River Shipbuilding Corporation for the Cuba Distilling Company, of New York, was launched less than a month before, she left the Fore River yards on Feb. 17th, to go immediately into commission.

The Mielero, the third of a fleet of these tankers built by the Fore River Shipbuilding Corporation for the Cuba Distilling Company, is designed to carry molasses in bulk north and petroleum in bulk south, without renovating her tanks. She has a carrying capacity of about 1,500,000 gallons of molasses and about 2,250,000 gallons of oil, the cargo deadweight being a little over 1,000 tons. Her length between perpendiculars is 389 feet and she is propelled by a vertical triple expansion engine.

MASSACHUSETTS NAUTICAL SCHOOL.

The annual report of the commissioners of the Massachusetts Nautical School, of which Capt. P. W. Hourigan, U. S. N., is superintendent and commander, dated January 1st, 1917, shows that the school has made highly satisfactory progress. The course of instruction given is to prepare young men for service as deck and engineer officers in the merchant marine. The instruction is carried out on board the U. S. S. Ranger, a steam sloop-of-war, loaned to the Commonwealth by the United States Navy Depart-

ment. We make the following extracts from the report:

During the year there have been 175 students on the rolls of the school, the sons of citizens of Massachusetts. They came from seventy-four cities and towns of the state, and their previous education was as follows: High school, 144; academies, 8; technical schools and business colleges, 4; grammar schools, 19. The average age of cadets at entrance was seventeen years. There have been graduated thirty-eight cadets, sixteen in the spring and twenty-two in the autumn. The number of cadets enrolled in the school at present is 100. The demand of the merchant marine for the services of the graduates is much greater than the supply. So far as our records show, about seventy-five per cent. of the 761 graduates of the school are serving in, or in connection with, the merchant marine. In recent years the proportion entering the merchant service has continued to increase.

The most desirable improvement of the nautical school which is in the power of the state to provide would be a permanent berth for the schoolship property, so located that a building would be available having study and exercise rooms. If the school had a permanent berth on property which it could police, excluding undesirable visitors and giving sufficient play and drill grounds for the cadets, and school and exercise rooms, the health of the school could be maintained with greater assurance and the instruction given with greater efficiency.