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? WHY THE WEATHER ? Mailed March 19, 1932

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ARTIFICIAL WEATHER AT SEA

Just as air-conditioning and artificial cooling on railroads was at first applied only to dining cars but is now applied, in a few cases, to whole trains, so have similar arrangements for the comfort of travelers by sea been applied initially to the dining saloons of steamships but will doubtless soon be extended to the other public rooms and the staterooms. In a few years the ocean traveler in tropical latitudes will no longer be dependent on electric fans, awnings and iced drinks for relief from hot weather. Furthermore, in all kinds of weather he will have better air for breathing and comfort, when he is not on deck, than he could ever count on having in the past. As deodorizing can easily be made an adjunct of air-conditioning, shipboard atmospheres in the future will probably be much less conducive to seasickness than they have been hitherto.

One of the latest vessels to be equipped with air-conditioning and air-cooling apparatus is the S.S. Mariposa, which entered the Matson Line service between the Pacific coast of America, the South Sea Islands and Australia in February. The air in the dining saloon of this vessel is kept automatically within the "comfort zone" of effective temperature. The room is 116 feet long by 69 feet wide and nearly 9 feet high, and seats 475 passengers at one time. The air-conditioning system has a capacity of 16,000 cubic feet of conditioned air per minute, and a complete change of air takes place every 4 1/2 minutes.

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