

Cunard Liners



Abysinnia (1870)

Statistics

Gross Tonnage - 3,376
 Dimensions - 110.78 x 12.86m
 Number of funnels - 1
 Number of masts - 3
 Construction - Iron
 Propulsion - Single screw
 Engines - Inverted, two
 Service speed - 13 knots
 Builder - J.& G.Thomson, Glasgow
 Launch date - 3 March 1870
 Passenger accommodation - 120 1st class, 1,068 3rd class

Details of Career

The Abyssinia made its maiden voyage from Liverpool to New York, via Queenstown, on 24 May 1870. It continued this service until August 1880. During this year it was acquired by builders in part payment for the Servia and Catalonia. It was then sold to the Guion Line.

It began to serve its old route, Liverpool to New York, under its new owners. In 1882 it was taken out of service so that compound engines could be fitted by J.Jones & Sons, Liverpool. The service for the Guion Line continued until March 1886. During the period 1887-91 it ran on the Pacific for Canadian Pacific.

It returned, again, to the Liverpool-New York route in November 1891. Its return, however, was brief as the Abyssinia was destroyed by fire at sea on 18 December of that year. There was no loss of life as passengers and crew were picked up by the Spree, a Norddeutscher Lloyd liner.

Acadia (1840)

Statistics

Gross Tonnage - 1,154
 Dimensions - 63.09 x 10.36m
 Number of funnels - 1
 Number of masts - 3
 Construction - Wood
 Propulsion - Paddle
 Engines - Side lever, two
 Service speed - 9 knots
 Builder - John Wood, Port Glasgow (engines by Robert Napier, Glasgow)
 Passenger accommodation - 115 1st Class

Details of Career

On winning the government contract the newly formed Cunard Company began a fortnightly mail service between Liverpool and Halifax, Boston and Quebec. The vessels employed under this contract were to be of such a build that they might be available as troopships, and for transporting stores in times of war. Four steamers, of similar dimensions, were immediately commenced - the Britannia, Acadia, Caledonia and Columbia.

The Acadia was launched in April 1840 and made its maiden voyage from Liverpool to Halifax and Boston on 4 August. It continued this service until November 1848. On 9 March 1849 it began sailing from Liverpool to Bremen and on its first journey it became stranded on Terschelling Island in Holland. It was soon refloated and became part of the former German Confederation Navy under the name Erzherzog Johann.

In 1852 it was refitted by W.A.Fritze & Co. and Karl Lehmkuhl, and renamed the Germania. In August 1853 it began the Bremen-New York service which it maintained until the end of 1854. In 1855 it was chartered to the British Government as a Crimean War transport. It was finally scrapped at London in 1858.

Africa (1850)

Statistics

Gross Tonnage - 2,226
 Dimensions - 81.07 x 12.19m
 Number of funnels - 1
 Number of masts - 3
 Construction - Wood
 Propulsion - Paddle
 Engines - Side lever, two
 Service speed - 12 knots
 Builder - Robert Steele & Co., Glasgow (engines by Robert Napier, Glasgow)
 Passenger accommodation - 130 1st Class, 30 2nd Class

Details of Career

The Asia and Africa were sister ships built in 1850 to keep up with the increasing demands of the trans-atlantic mail service. Unlike their predecessors, which were barques, they were barquentine rigged.

The Africa made its maiden voyage on 26 October 1850 from Liverpool to New York. In October 1851 it was stranded off Belfast but later managed to return to Liverpool. Its mizzen mast was removed in 1853. It was again stranded near Jersey City in February 1854 but was refloated.

The Africa was loaned to the government as a depot ship in which to house troops in Liverpool during the threatened Fenian riots in 1867. In December 1867 it sailed to Boston which signalled the last Cunard sailing by a wooden paddle steamer. It was then sold in 1868.

Alaunia I (1913-16)

Statistics

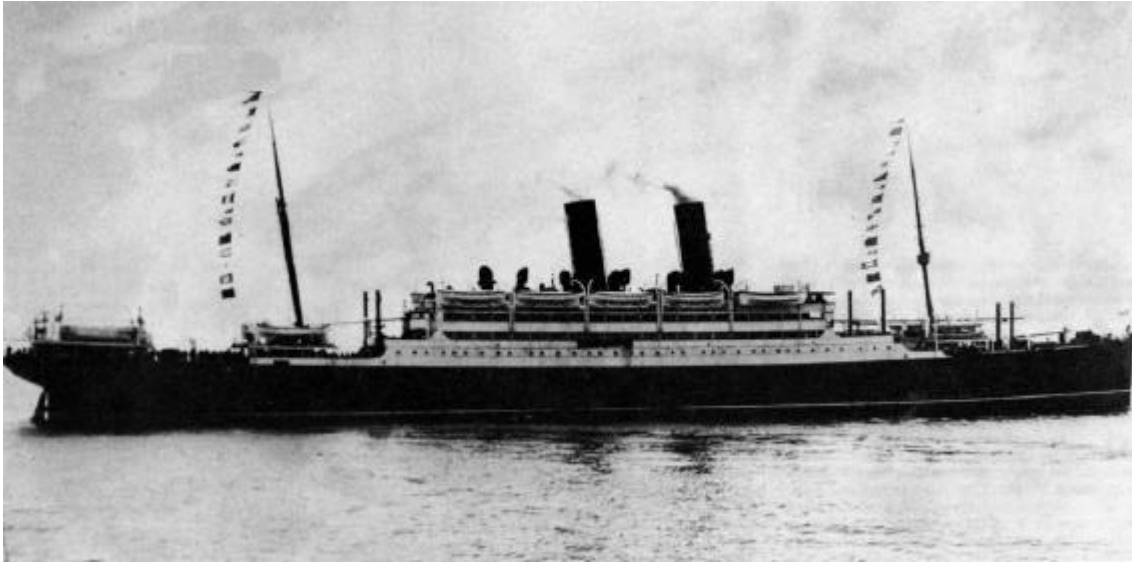
Gross Tonnage - 13,405 tons
 Dimensions - 158.58 x 19.50m (520.3 x 64ft)
 Number of funnels - 2
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin-screw
 Engines - Quadruple-expansion, eight
 Service speed - 15 knots
 Builder - Scotts Shipbuilding & Engineering Co Ltd, Greenock
 Launch date - 9 June 1913
 Passenger accommodation - 520 2nd class, 1,540 3rd class

Details of Career

After Cunard had inaugurated the Canadian service in 1911 the company decided that it needed its own purpose-built ships for the route. Subsequently three vessels were ordered from Scotts Shipbuilding & Engineering Company, these became the Andania, Alaunia and Aurania. The Alaunia was the second of the three ships to be launched, on 9 June 1913. The three ships were almost identical, catering solely for second and third class passengers. The old-style third class dormitories were replaced by four and six-berth cabins.

The Alaunia made its maiden voyage on 27 December 1913 from Liverpool to Boston, via Queenstown and Portland. In August 1914 it was requisitioned as a troopship. It was first employed in the transport of Canadian troops. By the summer of 1915 it was involved in the Gallipoli campaign. Later the same year it carried troops to Bombay. During 1916 the Alaunia returned to the North Atlantic and carried troops from Canada and America.

The Alaunia made its final voyage from London on 19 September 1916 from London to New York. The return journey from New York was to be its last. On 19 October it struck a mine two miles off the Royal Sovereign Lightship, Sussex. Despite attempts to beach the ship and tow it to shore with tugs the captain finally ordered the ship to be abandoned. All passengers and 163 of its crew reached safety and the ship sank soon afterwards. Two of the crew, a steward and a trimmer, died.



Alaunia II (1925-57)

Statistics

Gross Tonnage - 14,040 tons
 Dimensions - 158.36 x 19.87m (519.6 x 65.2ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin screw
 Engines - Double reduction steam turbines
 Service speed - 15 knots
 Builder - John Brown & Co Ltd, Glasgow
 Launch date - 7 February 1925
 Passenger accommodation - 500 cabin class, 1,200 3rd class

Details of Career

After the success of the Andania, Antonia and Ausonia Cunard launched a second trio of intermediate liners in the 1920's, these were the Aurania, Alaunia and Ascania. As part of their post-war building programme Cunard built three 14,000 ton liners which were all oil fired and driven by double reduction geared turbines. The Alaunia and Ascania were designed for the Canadian trade. The Alaunia was the last of three to be launched on 7 February 1925. It made its maiden voyage, from Liverpool to Quebec, on 24 July.

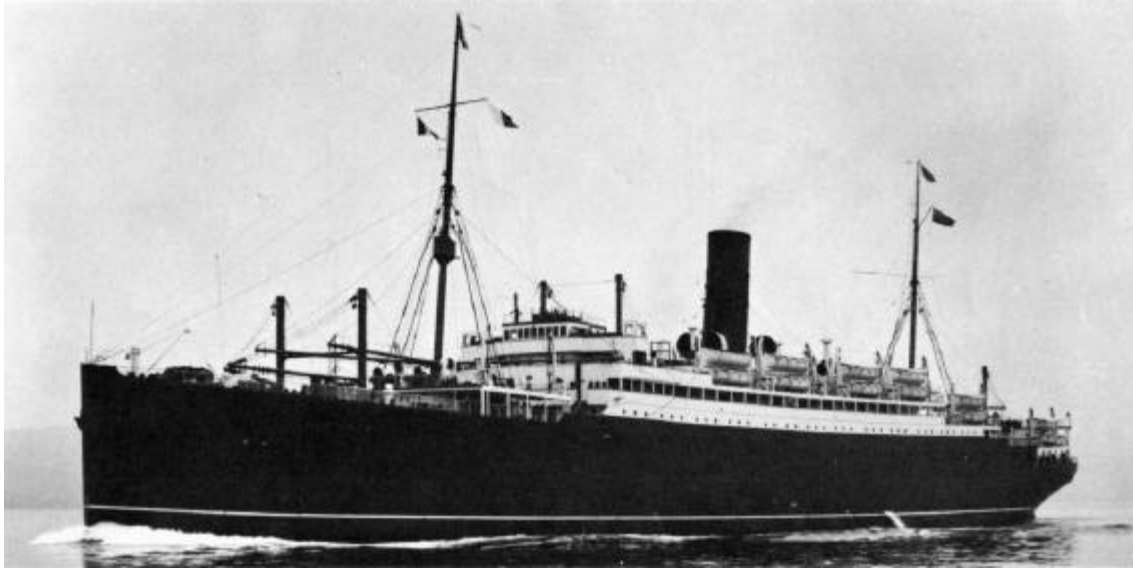
In May 1926 the Alaunia ceased sailing from Liverpool and transferred to Southampton. The passenger accommodation underwent restructuring in 1927 to cater for three classes - cabin, tourist and third. In February 1936 the ship was returning from Canada when it received a distress signal from a French schooner 100 miles west of the Scilly Isles. Not only did it manage to rescue the schooner's crew but it also assisted in the rescue of a lifeboat from the Bellucia, another ship which had gone to the rescue. Apart from this incident the ship continued the Canadian service uninterrupted until the outbreak of World War II.

The Alaunia arrived back in London, from Montreal, on 20 September 1939 and did not sail again for Cunard. That month it was requisitioned and sailed to Gibraltar to be converted into an Armed Merchant Cruiser. It was armed and commissioned on 27 October and after trials it returned to Southampton. On 13 January 1940 the Alaunia left to join the 3rd Battle Squadron at Halifax, Nova Scotia. It remained on this station escorting convoys to Bermuda until mid-1941. The ship then sailed to Clydebank to be refitted by John Brown & Co. The overhaul was completed in December and, after stores and ammunition had been loaded, it sailed with a convoy for Freetown, Durban and Kilindini harbour at Mombasa. It then returned to Durban and stayed there until March 1942. The original intention was to sail to Bombay but the uncertainty following the disastrous battle of the Java Sea led to the diversion. The Alaunia then escorted a convoy to Bombay and then sailed on to Colombo, arriving on 21 April.

At this time the Japanese were on the offensive and had destroyed 92,000 tons of shipping along the east coast of India, bombed Trincomalee and sunk the aircraft carrier Hermes. The Eastern fleet, including the Alaunia, was forced to retire to Kilindini. It returned to Colombo in May and was immediately quarantined

after a crew member was found to have smallpox. In mid-June it began patrols between Colombo and Kilindini. Later, from November 1942 to January 1944, it was anchored off Bandar Abbas in Iran. During this time it went for periodic refits at Bombay. The ship finally left for England on 19 February 1944 to be converted into a fleet repair ship. The Alaunia arrived in Greenock on 2 April and soon sailed for Devonport where it was paid off and most of its company drafted to Portsmouth and Chatham.

The HMS Alaunia was commissioned again at Devonport on 21 August 1945, having been converted into a large fleet repair ship. This was six days after VJ day so the need for such vessels was no longer urgent. The ship spent the remainder of its career at Devonport. It ended its days as a static training ship for engine room personnel at Plymouth. It was sold for scrap in September 1957 and arrived in Blyth for breaking up on the 10th of that month.



Alaunia III (1960-)

Statistics

Gross Tonnage - 7,000 tons
 Dimensions - 139.04 x 19.29m (456.2 x 63.3ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - Double-reduction geared turbines
 Service speed - 17.5 knots
 Builder - William Hamilton & Co, Port Glasgow
 Launch date - 12 May 1960
 Passenger accommodation - None

Details of Career

The Alaunia was the second of two 17-knot cargo liners to enter service for the Cunard Line's North Atlantic services in 1960, the other being the Andania. The Alaunia was launched on 12 May 1960 for the Gulf of Mexico and St. Lawrence services plus the Manchester Ship Canal. It made its maiden voyage on 9 October to the Gulf.

The ship had a total cargo deadweight of 7,500 tons and a cargo capacity of 550,000 cubic feet, plus refrigerated space of 25,000 cubic feet. It was fitted for the carriage of grain and also included four tanks, with a total capacity of 475 tons, for the carriage of edible oil. It made history for the company being the first vessel to be designed for service in the St. Lawrence Seaway and to negotiate the Manchester Ship Canal. To make this possible the ship's two topmasts were telescopic, its radar mast hinged and its top funnel removable. The accommodation for the ship's crew of 65 was completely air-conditioned and all contained in the midship deckhouse.

The Alaunia provided one sailing a month from Glasgow and Liverpool and two sailings a month from London and Le Havre, to the Mexican Gulf ports. These included Gulf ports such as New Orleans,

Galverston, Houston, Mobile, Tampa, Corpus Christi, Panama City, Pensacola and Brownsville. By 1969, however, it was put on charter to Cunard Brocklebank Ltd, along with its sister. It was then renamed Malancha and served the Indian routes. Like its sister ship it was sold two further times, firstly to the Ocean Tramping Co, Mogadishu under the name of Yungming and secondly to China under the name of Hong Qi No. 108. It was still listed in the Canton registers in 1989.

Alaunia IV (1973-)

Statistics

Gross Tonnage - 4,938 tons
 Dimensions - 140.7 x 18.04m (461.5 x 60.3ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - Nine-cylindrical Sulzer design - two stroke, single acting
 Service speed - 23 knots
 Builder - Smith's Dock Co, Middlesbrough
 Launch date - 6 March 1973
 Passenger accommodation - None

Details of Career

The Alaunia IV, Alsatia III, Andania IV and Andria II were all fruit-carrying cargo vessels. The Alaunia was the last of the four to be launched. It was initially launched for Island Fruit Reefers and entered service for Whitco Marine Services Ltd, Glasgow. The ships, however, were controlled by the Maritime Fruit Carriers Corp, Haifa. By 1974 Whitco were still the holding concern but the ship was operated by Abeyreuth Shipping Co, on charter to Salen Rederei, Stockholm.

In 1976 Cunard purchased the vessel and renamed it the Alaunia. In November 1979 it was chartered for two years to United Brands of America. In July 1981 it was sold, along with the others, to the Restis Group for \$6.5 million each. The ship was then renamed Oceania Freezer and was operated by Amorgos Maritime S.A. In 1986 it was renamed Frosty by Laval Maritime S.A., Greek flag. It was still in service in 1989.

Albania (I) (1911)

Statistics

Gross Tonnage - 7,640 tons
 Dimensions - 140.65m x 15.88m (461.5ft x 52.1ft)
 Number of funnels - 1
 Number of masts - 4
 Construction - Steel
 Propulsion - Twin screw
 Engines - Six-cylinder turbines by T Richardson & Sons, Hartlepool
 Service speed - 11 knots
 Builder - C S Swan & Hunter, Wallsend-on-Tyne
 Passenger accommodation - 50 2nd Class; 800 3rd Class

Details of Career

The Albania was originally built for Thomas Wilson & Sons of Hull and launched on 3 February 1900 as the Consuelo. It was sold by them to the Thomson Line in 1909 as the Cairnrona. It was bought by Cunard in 1911 along with the Ausonia and Ascania, and renamed. These three ships were intended to start the company's service between London, Southampton and Canada to take advantage of a treaty signed between the Canadian and French Governments, whereby goods shipped to Canada through a British port received a rebate. They were the first Cunard vessels to sail on a route from Southampton.

Cunard's new route was pioneered by the Albania on 2 May 1911, being followed by the Ausonia on 16 May and the Ascania on 23 May. Cargo was loaded in Tilbury Docks, London, passengers joining the ship at Southampton, which then proceeded to Quebec and Montreal. This service was the first Cunard sailing to

the St Lawrence, which became a familiar destination for the company. During the winter months, when the St Lawrence was closed, it was diverted to Portland, Maine.

However, the Albania was not found to be to Cunard's standards and within six months of her purchase was laid up and for sale. She was bought by the Bank Line of Glasgow on 12 June 1912 for £20,000 and renamed the Poleric. She remained in service with them until 1929 and was scrapped in 1930.

Albania II (1921-41)

Statistics

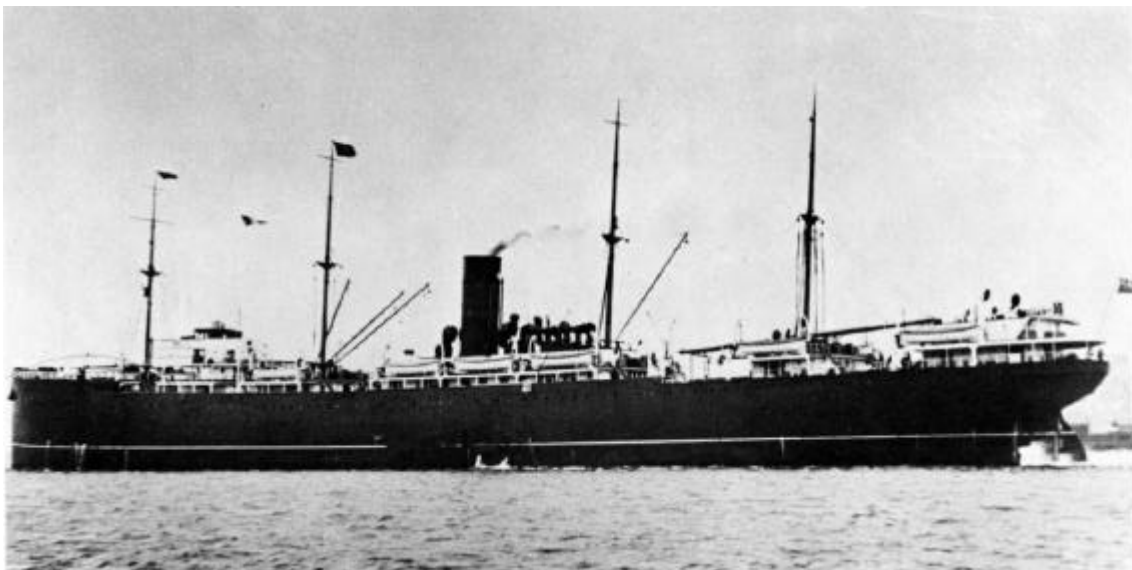
Gross Tonnage - 12,768 tons
 Dimensions - 159.43 x 19.50m (523.1 x 64ft)
 Number of funnels - 1
 Number of masts - 4
 Construction - Steel
 Propulsion - Single screw
 Engines - Steam turbines, double reduction
 Service speed - 13 knots
 Builder - Scott's Shipbuilding & Engineering Co Ltd, Greenock
 Launch date - 17 April 1920
 Passenger accommodation - 500 cabin class

Details of Career

The Albania was the first passenger ship to built for Cunard after the First World War. It made its maiden voyage from Liverpool to Queenstown and New York, under the command of Captain Brown, on 19 January 1921. After this it began a regular service to Halifax and New York.

On 20 April 1922 it began to sail from Liverpool to Quebec and Montreal. In 1922 this changed to the Liverpool, Boston and New York route. The last voyage made by the Albania, for Cunard, was on 27 August 1925 from London to New York, via Southampton and Cherbourg. After this the ship was laid up, largely due to the introduction of three new ships for to serve the Canadian trade in 1925.

It was not until 1930, with the onset of the depression, that Cunard sold the ship to the Italian company Navigazione Libera Triestina. Its new owners renamed the ship the California and refitted it for the Trieste to Seattle service. The accommodation was altered to suit 130 1st class and 30 second class passengers. The ships first voyage in this role left Genoa on 11 December 1930. Later the war in Abyssinia meant that the California was required by the Italian Government to serve as a hospital ship from December 1935. After 1936 the ship was transferred to another Italian company but continued the same role. Italy's entry into the Second World War, in May 1940, meant that it was required as a hospital ship once more. On 11 August 1941 it was torpedoed and sunk by British aircraft at Syracuse, Sicily. Fortunately there was only one casualty but although the ship was later refloated it was considered fit only for scrap.



Aleppo (1865)

Statistics

Gross Tonnage - 2,057
 Dimensions - 89.15 x 11.64m
 Number of funnels - 1
 Number of masts - 2
 Construction - Iron
 Propulsion - Single screw
 Engines - Geared oscillating, two
 Service speed - 11 knots
 Builder - J. & G.Thomson, Glasgow
 Launch date - 1 November 1864
 Passenger accommodation - 46 1st Class, 593 3rd Class

Details of Career

The Aleppo was launched for the Cunard mediterranean service and made its first trans-atlantic crossing on 15 September 1865 from Liverpool to New York via Halifax. During the period 1865-71 it mainly travelled the Liverpool-Queenstown-New York route but some voyages went via Boston. After this, between the years 1872-92 it mainly served the Liverpool-Mediterranean trade but made a further 16 trans-atlantic crossings.

In 1880 it was fitted with compound engines by J.Jack & Co., Liverpool. Then in 1890 it was fitted with triple-expansion engines by J.Howden & Co., Glasgow. On 24 March 1892 it made its last voyage on the atlantic from Liverpool to Boston. It was scrapped at Preston in 1909.

Algeria (1870)

Statistics

Gross Tonnage - 3,428
 Dimensions - 110.08 x 12.53m
 Number of funnels - 1
 Number of masts - 3
 Construction - Iron
 Propulsion - Single screw
 Engines - Inverted, two
 Service speed - 13 knots
 Builder - J.&G.Thomson, Glasgow
 Launch date - 12 July 1870
 Passenger accommodation - 200 1st class, 1,054 3rd class

Details of Career

The Algeria made its maiden voyage from Liverpool to New York, via Queenstown, on 27 September 1870. This service was continued until 22 October 1881. In 1882 it was sold to the Red Star Line who had compound engines fitted by J.Jack & Co., Liverpool, immediately.

It began to serve the Antwerp to New York route for the Red Star Line in May 1882. In 1888 a new spar deck was added and the tonnage increased to 3,760. The Antwerp-New York service ended in 1894 and it preceded to sail to Philadelphia instead. Soon, in 1895, it began to serve the American Line on various routes - Philadelphia-Liverpool and Antwerp -New York/Philadelphia.

In 1902 the passenger accommodation was converted so that there was now only accommodation for 3rd class passengers. After this had been done it made a further three round trips on the Antwerp to new York route, and a further fifteen round trips on the Philadelphia to Antwerp route before being scrapped in Italy at the end of 1903.

Alpha (1863-1900)

Statistics

Gross Tonnage - 653 tons
 Dimensions - 67.6 x 8.41m (221.8 x 27ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Iron
 Propulsion - Single screw
 Engines - Two-cylindrical oscillating direct drive
 Service speed -
 Builder - Barclay, Curle & Co, Glasgow
 Launch date - 1863
 Passenger accommodation - 25 1st class, 150 3rd class

Details of Career

The Alpha was initially registered in the name of William Cunard, the youngest of Samuel's two sons. It was employed on the Halifax-New York-Bermuda feeder service but, as this service was not very successful, it was gradually phased out. In 1869 the ship was sold to Pickford & Black, Glasgow and was then operated by the Halifax & West India Steamship Co. The ship was fitted with new engines in 1880 by J & G Thomson. It was sold again in 1894 to an S.Barber in Vancouver for trading around Vancouver Island. The ship was eventually wrecked off British Columbia in 1900.

Alps (1853)

Statistics

Gross Tonnage - 1,440
 Dimensions - 72.10 x 10.12m
 Number of funnels - 1
 Number of masts - 3
 Construction - Iron
 Propulsion - Single screw
 Engines - Geared beam, two
 Service speed - 9 knots
 Builder - William Deny & Bros., Dumbarton
 Passenger accommodation - 62 1st Class, 122 2nd Class

Details of Career

Although scientists had been urging since 1830 the adaptability of iron in the construction of ships' hulls, and for several years prior to 1852 had been recommending the adoption of the screw propeller, it was not until 1852 that Cunard was confident enough to put the theory to the test. Once convinced no time was wasted and four iron screw steam ships were added to the fleet that year - the Australian, Sydney, Andes and Alps. The Australian and Sydney never entered service for Cunard as they were sold to the Australian Royal Mail Steam Navigation Co.

The Alps was launched in September 1852 and made its maiden voyage from Liverpool to New York on 2 February 1853. It was requisitioned as a Crimean War transport in 1854. In 1859 it made its last voyage for Cunard before being sold to the Spanish government and renamed Mandingo.

Alsatia II (right)



Alsatia (1923-60)

Statistics

Gross Tonnage - 1,310 tons
 Dimensions - 60.91 x 11.61m (199.8 x 38.1ft)
 Number of funnels - 1
 Number of masts - 1
 Construction - Steel
 Propulsion - Twin screw
 Engines - 2 x 3 cylindered triple expansion
 Service speed - 12 knots
 Builder - Coaster Construction Co, Montrose
 Launch date - 1923
 Passenger accommodation - 1,200 plus baggage

Details of Career

The Alsatia and its sister ship, the Lotharingia, were both built and launched in 1923 to serve as tenders at Cherbourg. The Alsatia was the second of the two to be launched and remained with Cunard at Cherbourg until 1933. In that year it was sold to the Societe Cherbourgeoise de Remorquage et de Sauvetage and renamed the Ingenieur Cachin. In June 1940 it escaped to Falmouth before the Germans arrived in Cherbourg. It was renamed Volontaire in 1942 and passed into the ownership of the Ministry of War Transport, although it was managed by the London, Midland & Scottish Railway Co. It returned to France in 1946 and reverted to being the Ingenieur Cachin in 1947. In 1960 it was laid up, with its survey overdue, and was then scrapped.

Alsatia II (1948-77)

Statistics

Gross Tonnage - 7,226 tons
 Dimensions - 153.42 x 19.79m (503.4 x 64.9ft)
 Number of funnels - 2
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - Double reduction geared turbines
 Service speed - 16 knots
 Builder - J L Thompson & Sons, Sunderland
 Launch date - 30 November 1947
 Passenger accommodation - 12 1st class

Details of Career

The Alsatia II and the Andria were both intermediate cargo vessels launched for the Silver Line in 1947. The Alsatia was launched as the Silverplane, on 30 November 1948. Although it had two funnels the forward one was a dummy and was actually the master's quarters. At first it was managed by S & J Thompson & Co, London.

The ship was then purchased by Cunard for £1,250,000, along with its sister, in 1951. It was renamed Alsatia and made its first sailing for Cunard on 6 October, from Liverpool to New York. After this it sailed from London to Canada. It was sold, again along with its sister, on 28 January 1963 to the China Union Lines, Taiwan. It was then renamed Union Freedom. On 7 January 1977 it left Singapore and was broken up in Kaohsiung.

Alsatia III (1972-)

Statistics

Gross Tonnage - 7,722 tons
 Dimensions - 140.7 x 18.04m (461.5 x 60.3ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - Nine-cylindered Sulzer design
 Service speed - 23 knots
 Builder - Smith's Dock Co, Middlesbrough
 Launch date - 19 January 1972
 Passenger accommodation - None

Details of Career

The Alsatia III, Alaunia IV, Andania IV and Andria II were all fruit-carrying cargo vessels. The Alsatia was initially launched as the Edinburgh Clipper for the Maritime Fruit Carriers Corporation on 28 January 1972. It then entered service for Chichester Shipping Lines in Glasgow. It was acquired by Cunard in 1976 and renamed Alsatia. This was actually the first of the four vessels to be built and Cunard renamed them alphabetically. In July 1981 it was sold to the Alaska Maritime Co, S.A., Piraeus and renamed America Freezer. It was, however, owned by Enterprise Shipping & Trading. In 1986 it was sold to Daiko Shipping Ltd, Piraeus and renamed Angelmar. The ship was still in service in 1989.

America (1848)

Statistics

Gross Tonnage - 1,826 tons
 Dimensions - 76.50 x 11.58m
 Number of funnels - 1
 Number of masts - 3
 Construction - Wood
 Propulsion - Paddle
 Engines - Side lever, two
 Service speed - 10 knots
 Builder - Robert Steele & Co., Greenock (engines Robert Napier, Glasgow)
 Passenger accommodation - 140 1st Class

Details of Career

In 1847 it became evident to the government that the postal facilities had become too limited for the demands arising from the rapidly extending commercial relations between Britain and America, and they wisely determined to double the Atlantic mail service. A new contract was entered into with the Cunard Company whereby a vessel of not less than 400 horse power, capable of carrying guns of the highest calibre, should leave Liverpool every Saturday for New York and Boston alternately. To accomplish this new agreement four new ships were built - the America, Niagara, Europa and Canada.

The America was launched in May 1847 and made its maiden voyage from Liverpool to New York via Halifax on 15 April 1848. On subsequent voyages it alternated its destination between New York and Boston. During December 1856 it suffered serious storm damage near Cape Clear but made it back to Liverpool. The America held the Liverpool to Boston record for some years.

In 1863 it was hired by the Allan Line and began to sail from Liverpool to Quebec and Montreal. It served Cunard again in 1866 before becoming a sailing vessel with the new name of Coalgacondor. It was finally scrapped in 1875.

Andania I (1913-18)

Statistics

Gross Tonnage - 13,405 tons
 Dimensions - 158.58 x 19.50m (520.3 x 64ft)
 Number of funnels - 2
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin-screw
 Engines - Quadruple-expansion, eight
 Service speed - 15 knots
 Builder - Scott's Shipbuilding & Engineering Co Ltd, Greenock
 Launch date - 22 March 1913
 Passenger accommodation - 520 2nd class, 1,540 3rd class



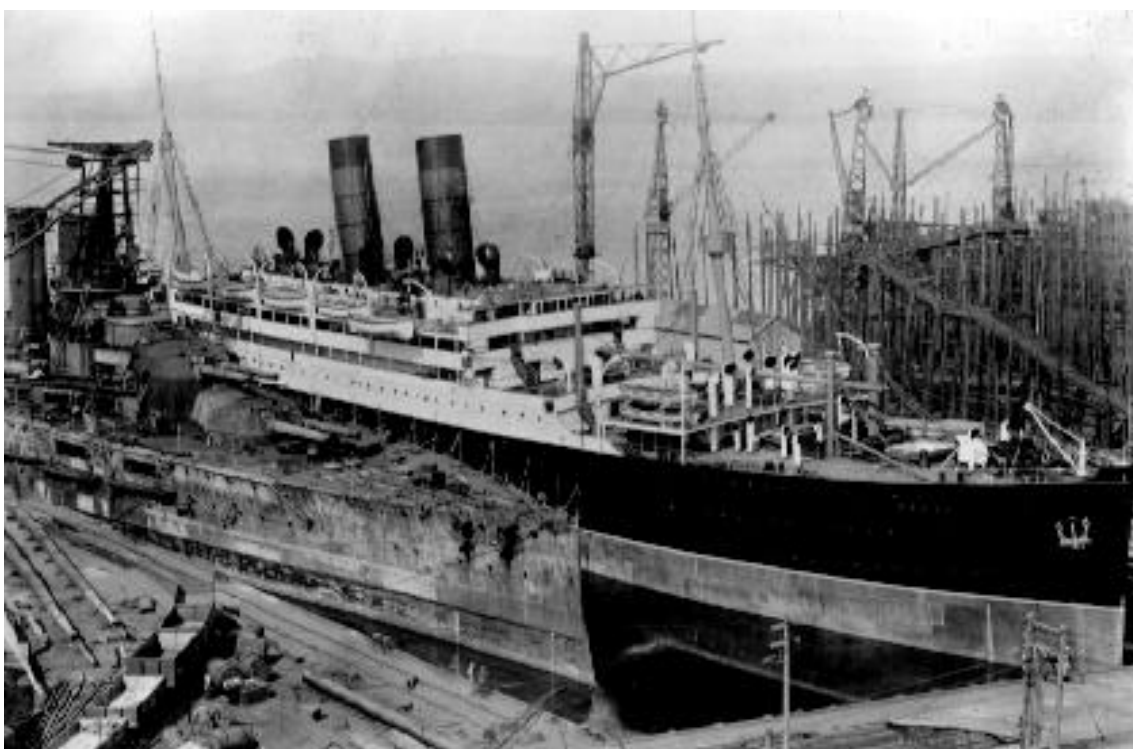
Details of Career

After Cunard had inaugurated the Canadian service in 1911 the company decided that it needed its own purpose-built ships for the route. Subsequently three vessels were ordered from Scotts Shipbuilding & Engineering Company, these became the Andania, Alaunia and the Aurania. The Andania was the first of the three ships to be launched, on 22 March 1913. The three ships were almost identical, catering only for second and third class passengers. The old-style third class dormitories were replaced by four- or six-berth cabins.

On 14 July 1913 it left Liverpool on its maiden voyage calling at Southampton, Quebec and Montreal. Guests on board included representatives from the Canadian Government. The ship's second voyage sailed from London. The approach channels to the Thames were dredged for this occasion. In August 1914 the Andania was requisitioned as a troopship and made several trips carrying Canadian troops.

For a few weeks in 1915 the Andania was used to accommodate German POW's in the Thames. Later that year it was used to support the Gallipoli campaign and was involved in transporting troops for the Sulva landings. In 1916 it returned to help transport more Canadian troops. Later that year and, during 1917, the Andania was used on the Liverpool to New York route.

On 26 January 1918 the Andania left Liverpool for New York. The route the ship was taking was around the Northern coast of Ireland. There were only 40 passengers on board, along with a crew of around 200. On the morning of the 28th the ship was hit by a torpedo from German submarine U.46. This occurred near Rathlin Light. The ship immediately took a list to starboard and began to sink. Most of those on board were saved but seven lives were lost.



Andania II (1922-40)

Statistics

Gross Tonnage - 13,950 tons
 Dimensions - 158.55 x 19.90m (520.2 x 65.3ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin screw
 Engines - Double reduction steam turbines
 Service speed - 16 knots
 Builder - Hawthorn, Leslie & Co.Ltd, Hebburn-on Tyne
 Launch date - 1 November 1921
 Passenger accommodation - 500 cabin class, 1,200 3rd class

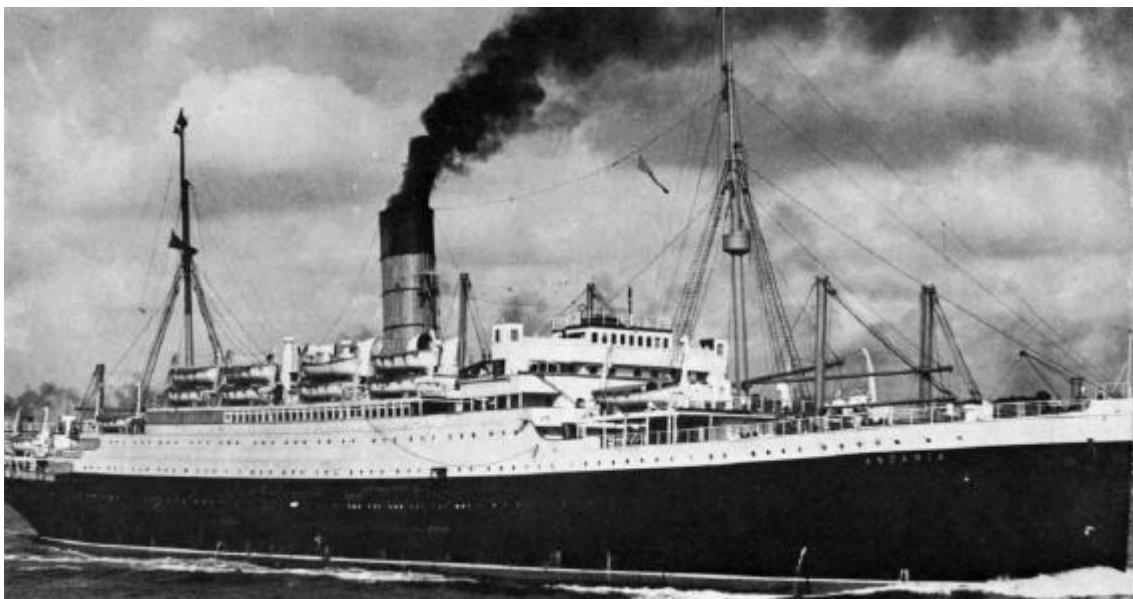
Details of Career

Cunard launched three intermediate liners in the 1920's, the Andania, Antonia and Ausonia. These ships were originally intended for the London-Canada route. Despite the fact that the Andania was the last to be launched it was the first to be completed and made its maiden voyage, from London to Quebec and Montreal, on 1 June 1922. All three liners were essentially emigrant ships with a large cargo capacity. During the 1920's and 30's the Andania mainly sailed on the London-Montreal route, sometimes only going as far as Halifax. It also frequently called at Hamburg to embark emigrants and load cargo. The depression in the early 1930's caused the Canadian trade to drop off and by 1932 the Andania had to be laid up for two years.

By the time the Andania returned to service Cunard and White Star Lines had merged. From 1935 onwards it began to sail from Liverpool to New York. On 14 December 1937 it collided with the tanker British Statesman during thick fog. The tanker was seriously damaged and the Andania suffered damage to its bows. Despite this, however, repairs were carried out quickly and the next sailing was only delayed by two days. When World War II broke out the ship was on its way to New York and when it returned to Liverpool, in September 1939, it was requisitioned by the Admiralty to serve as an armed merchant cruiser.

The Andania went to Cammell Lairds, in Birkenhead, for conversion work and was commissioned on 9 November. Initially it was armed with eight 6 inch guns and two anti-aircraft guns. After trials in Liverpool Bay it left for Greenock to join the Northern Patrol. On 15 June 1940, whilst fulfilling this role, the Andania was hit by a torpedo on the starboard side. After the alarm had been raised the crew began to fire on a periscope that had been spotted in the distance. Although the ship listed to starboard the engineers were able to right it by transferring oil. The rudders, however, were out of action and the main generators were flooded. A second torpedo passed the ship around 15 minutes later. Subsequently a third and fourth torpedo also missed the ship, and the gunners continued to fire on the suspected position of the submarine.

No further attack was attempted. After the damage had been assessed it was realised that the flooding was widespread and, despite all pumps being in operation, the water level was rising. Around two hours later Captain Bain ordered that the ship be abandoned. Most of the ship's crew were picked up by the Skallagrinnur, an Icelandic trawler. A few hours later the Andania sank by the stern. The crew were landed at Scapa Flow and the Admiralty announced the loss to the press a few days later.



Andania III (1959-)

Statistics

Gross Tonnage - 6,950 tons
 Dimensions - 139.04 x 19.29m (456.2 x 63.3ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - Two double-reduction geared turbines
 Service speed - 17.5 knots
 Builder - William Hamilton & Co Ltd, Port Glasgow
 Launch date - 19 December 1959
 Passenger accommodation - None

Details of Career

The Andania was the first of two 17-knot cargo liners to be enter service for the Cunard Line's North Atlantic services in 1960, the other being the Alaunia. The Andania was launched on 19 December 1959 for the Gulf of Mexico and St. Lawrence services plus the Manchester Ship Canal. It made its maiden voyage from Glasgow to Liverpool and then inaugurated a new Cunard service between those ports and the Gulf of Mexico.

The ship had a total cargo deadweight of 7,500 tons and a cargo capacity of 550,000 cubic feet, plus refrigerated space of 25,000 cubic feet. It was fitted for the carriage of grain and also included four tanks, with a total capacity of 475 tons, for the carriage of edible oil. It made history for the company being the first vessel to be designed for service in the St. Lawrence Seaway and to negotiate the Manchester Ship Canal. To make this possible the ship's two topmasts were telescopic, its radar mast hinged and its top funnel removable. The accommodation for the ship's crew of 65 was completely air-conditioned and all contained in the midship deckhouse.

During its service for Cunard it served various ports in the Mexican Gulf including New Orleans, Galverston, Houston, Mobile, Tampa, Corpus Christi, Panama City, Pensacola and Brownsville. In 1969 the Andania was transferred to Cunard Brocklebank Ltd, on charter, and renamed the Macharda. It was then employed on various Indian routes. In 1971 it was then sold to Soja Shipping Inc, Panama and renamed Humi Mahis. It then transferred ownership again in 1973 to the Ocean Tramping Co, Mogadishu and was renamed Yngjian. Its final sale was to the People's Republic of China and it was then called Hong Qi No. 107. In 1987 it was still listed in the registers at Canton.

Andania IV (1972-)

Statistics

Gross Tonnage - 7,742 tons
 Dimensions - 140.7 x 18.04m (461.5 x 60.3ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - Nine-cylindered Sulzer design
 Service speed - 23 knots
 Builder - Smith's Dock Co, Middlesbrough
 Launch date - 11 June 1972
 Passenger accommodation - None

Details of Career

The Alsatia III, Alaunia IV, Andania IV and Andria II were all fruit-carrying cargo vessels. The Andania was the third of these to be launched, on 11 June 1972. It was initially launched as the Glasgow Clipper and was owned by Sovertur Shipping Co, Glasgow. The ship's manager was the North West Shipping Co. It was purchased by Cunard in 1976 and renamed the Andania. In July 1981 it was sold to the Restis group, renamed Europa Freezer and operated for Acadimos Maritime S.A. It was, however, owned by Enterprise Shipping & Trading, Piraeus. In 1985 it became the Balmar for Ribarosa Shipping Ltd, Greece. It was still in service in 1989.

Andes (1852)

Statistics

Gross Tonnage - 1,440 tons
 Dimensions - 72.10 x 10.12m
 Number of funnels - 1
 Number of masts - 3
 Construction - Iron
 Propulsion - Single screw
 Engines - Geared beam, two
 Service speed - 9 knots
 Builder - William Deny & Bros., Dumbarton
 Passenger accommodation - 62 1st Class, 122 2nd Class

Details of Career

Although scientists had been urging since 1830 the adaptability of iron in the construction of ships' hulls, and for several years prior to 1852 had been recommending the adoption of the screw propeller, it was not until 1852 that Cunard was confident enough to put theory to the test. Once convinced no time was wasted and four iron screw steam ships were added to the fleet that year - the Australian, Sydney, Andes and Alps. The Australian and Sydney never actually went into service for Cunard as they were sold to the Australian Royal Mail Steam Navigation Co.

The Andes made its maiden voyage from Liverpool to New York on 8 December 1852 but had to putback to Liverpool due to technical problems. Before the end of the year the problem was resolved and it made a successful voyage to New York. It was used as a Crimean War transport in 1854 and was later sold to the Spanish government in 1859.

Andria (1947-69)

Statistics

Gross Tonnage - 7,301 tons
 Dimensions - 153.42 x 19.79m (503.4 x 64.9ft)
 Number of funnels - 2
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - Three double-reduction geared turbines
 Service speed - 16 knots
 Builder - J L Thompson & Sons, Sunderland
 Launch date - 30 May 1947
 Passenger accommodation - None

Details of Career

The Alsatia II and the Andria were both intermediate cargo vessels launched for the Silver Line in 1947. The Andria was the first of the two to be launched, on 30 May 1947, as the Silverbriar. The ship was bought by Cunard in 1952. Cunard's Canadian cargo fleet was now up to its complement of 5 ships. On 17 April it made its first sailing for the company from London to New York, via Le Havre.

On 4 February 1963 the ship joined the China Union Lines as the Union Faith. On 7 April 1969 it collided off New Orleans with three oil barges being towed by the tug Warren J. Doucet. The spillage caught fire and engulfed the Union Faith with the loss of 26 lives, including barge crews. The ship sank off Poydras Wharf, New Orleans and was demolished where it lay.

Andria II (1972-)

Statistics

Gross Tonnage - 7,689 tons
 Dimensions - 140.7 x 18.04m (461.5 x 60.3ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - Nine-cylindrical Sulzer design - two stroke, single acting
 Service speed - 23 knots
 Builder - Smith's Dock Co, Middlesbrough
 Launch date - 20 November 1972
 Passenger accommodation - None

Details of Career

The Andria II, Alaunia IV, Andania IV and Alsatia III were all fruit-carrying cargo vessels. The Andria was the third of these to be launched, on 20 November 1972 for Island Fruit Reefers Ltd as the Teeside Clipper. In 1973 it entered service with Victorian Maritime Enterprises and then transferred to C I Curtis Ltd, Glasgow. It was managed by the North West Shipping Co. In July 1973 it was sold to the Restis group and renamed Australia Freezer. It was owned by the Enterprise and Shipping S.A., Piraeus. In 1986 it transferred to the Rubisun Marine S.A., Greece and was renamed Chilly. The vessel was still in service in 1989.

Antonia (1922-48)

Statistics

Gross Tonnage - 13,867 tons
 Dimensions - 158.45 x 19.90m (519.9 x 65.3ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin screw
 Engines - Double reduction steam turbines
 Service speed - 15 knots
 Builder - Vickers Ltd, Barrow
 Launch date - 11 March 1921
 Passenger accommodation - 500 cabin class, 1,200 3rd class

Details of Career

Cunard launched three intermediate liners in the early 1920's, the Andania, Antonia and Ausonia. These ships were originally intended for the London-Canada route. All three liners were essentially emigrant ships with a large cargo capacity. They mainly served the London-Montreal route during the 1920's and 30's. They also frequently called at Hamburg to embark emigrants and load cargo. The Antonia made its maiden voyage, from London to Montreal, on 15 June 1922.

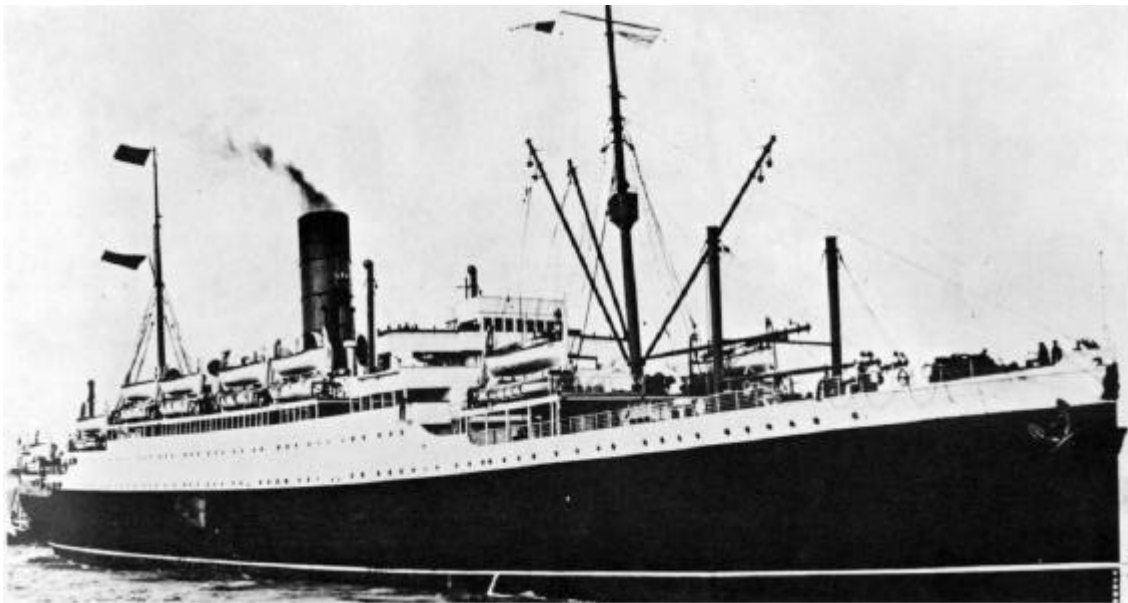
In January 1923, whilst travelling to Hamburg from New York, a fire was discovered on board the ship but it was quickly extinguished and only minor repairs were required. In April 1924 Queenstown was added as a port of call on the ship's usual route to cater for the new Irish Free State. The Antonia was also involved in a minor collision with the Norwegian ship Brio, whilst in Liverpool, on 27 September 1929. The damage was minor and did not interrupt either ship's journey. On 3 October 1934 it responded to the distress signals of a small British collier, the Ainderby, 500 miles from St. John's, Newfoundland. The Antonia stood by overnight whilst the ship was repaired and then both vessels continued their journeys the following day.

At the outbreak of World War II the ship was on its way to Montreal. Once it had returned to Liverpool it was chartered by the Government to serve as a troopship. It spent the first year of the war carrying Canadian troops to Britain and taking evacuees to Canada and the USA. In October 1940 the ship's role changed as it was requisitioned by the Admiralty. Although it was first intended to become an armed merchant cruiser the need for a repair vessel took priority. As a result the Antonia spent 10 months in Portsmouth being converted

into a fleet repair ship and was then bought from Cunard by the Admiralty. On 19 August 1942 it was commissioned into the Royal Navy and renamed HMS Wayland.

After a period of trials the ship joined a convoy for a passage to Trincomalee in Ceylon, via Cape Town. The HMS Wayland arrived in Mombasa in May 1943 and its route was changed. It then sailed to Ferryville in Tunisia where it remained for the rest of the year supporting the defeat of the Axis forces in Tunisia and the liberation of Italy. It returned to its original itinerary in 1944. Once it had arrived in Ceylon it remained there for the rest of the war supporting the Far East Fleet in the war against Japan.

After World War II it left for Bombay and underwent a major refit there. Work continued until February 1946 and then it left for the UK. The voyage home was dogged by mechanical problems and it did not arrive in Gareloch until 3 April. After this it was laid up pending disposal, and was finally broken up at Troon in Scotland in 1948.



Aquitania (1914-50)

Statistics

Gross Tonnage - 45,647 tons
 Dimensions - 264.76 x 29.56m (868.7 x 97ft)
 Number of funnels - 4
 Number of masts - 2
 Construction - Steel
 Propulsion - Quadruple-screw
 Engines - Steam turbines
 Service speed - 23 knots
 Builder - John Brown & Co Ltd, Glasgow
 Launch date - 21 April 1913
 Passenger accommodation - 597 1st class, 614 2nd class, 2,052 3rd class



Details of Career

The Aquitania was the longest serving Cunard liner built in the 20th century and survived service in both World Wars. Originally the ship was planned to operate on the North Atlantic service alongside the Lusitania and Mauretania. The contract to build the ship went to John Brown & Co and great publicity was given to the fact that it would be the largest liner in the world. The Aquitania was launched on 21 April by the Countess of Derby in front of a crowd of over 100,000 people. Cunard made sure that lifeboat accommodation was provided for all those on board, in the light of the Titanic disaster. It was announced in February 1914 that Captain William Turner would be the first master of the ship.

The Aquitania's passenger accommodation was superior to anything seen on the North Atlantic before. The first class drawing room was decorated in the Adam style, copied from certain features in Landsdowne House in London. The walls were adorned with prints of English seaports and portraits of Royalty and prominent people of the day. The smoking room was modelled on Greenwich Hospital with oak panelling and

beams, the restaurant was decorated in Louis XIV style and the grill room was decorated in Jacobean style. With public rooms of this standard and passenger cabins superior to those on previous Cunarders it was no surprise that the Aquitania became one of the best-known Cunard liners.

The Aquitania left Liverpool on its maiden voyage on 30 May 1914, bound for New York. The tragic loss of the Empress of Ireland, and 1,000 of those on board, the day before overshadowed this event. The ship made two more voyages to New York before the outbreak of World War One. It was then requisitioned by the Government to serve as an armed merchant cruiser and was converted for this role in Liverpool. It was then commissioned into the Royal Navy on 7 August and its first assignment was to patrol the Western Approaches, returning to the Mersey on 16 August.

On its next voyage in this role it collided with the Leyland ship Canadian on 22 August, during thick fog, and had to return to Liverpool. The subsequent enquiry concluded that the Aquitania was too large to be used as an armed merchant cruiser. Repair work on the ship was finished by the end of 1914. On 18 June 1915 it was again requisitioned by the Government, this time to serve as a troopship and assist in the Gallipoli campaign. On 25 June it left Liverpool with a full complement of over 5,000 troops on board. After three voyages as a troop transport it was then converted into a hospital ship and served this role during December 1915 and January 1916.

On 10 April 1916 it was de-commissioned from Government service and was reconditioned by Harland & Wolff in order to return to Cunard service. When this was almost complete the Government was forced to requisition the Aquitania once again to serve as a hospital ship in November 1916. The ship served in the Mediterranean for the rest of the year and was then anchored in the Solent for the whole of 1917. The entry of the USA into the war in December 1917 brought the ship back into service to transport the American Expeditionary Force. After the war it was also used in the repatriation of Canadian troops.

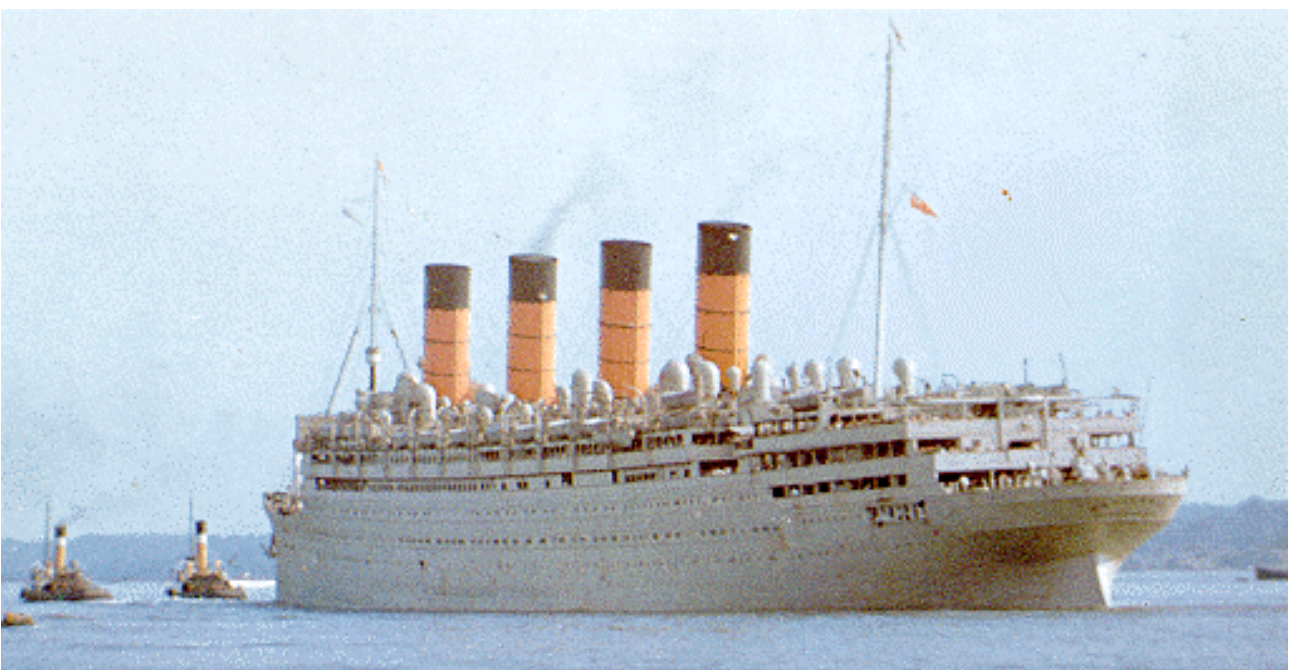
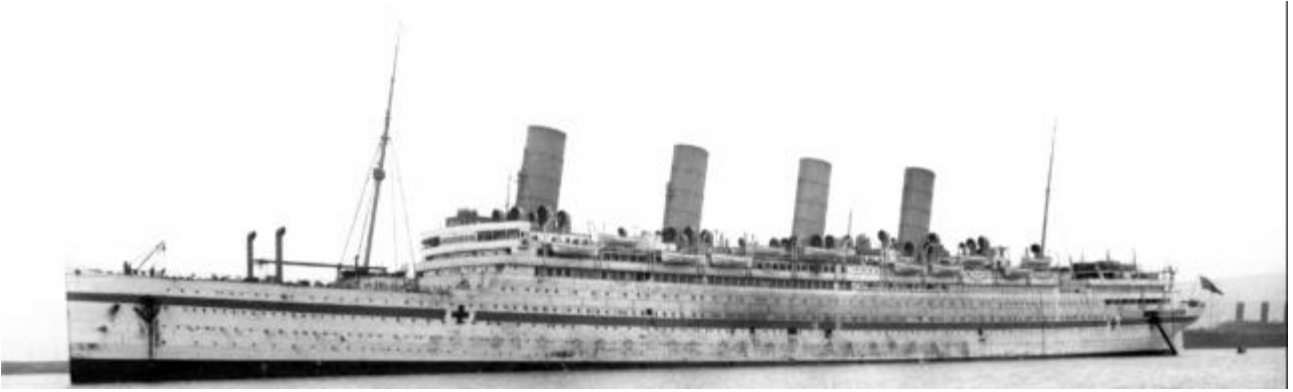
From November 1919 until June 1920 the ship underwent an extensive refit at Armstrong Whitworth & Co on the Tyne. Whilst this was being done the opportunity was taken to convert the ship to oil burning, as opposed to coal. After trials north of Scotland, it made its next voyage from Liverpool to New York on 17 July. After returning from this the ship was to operate on the Southampton-Cherbourg-New York route, along with the Mauretania and Berengaria. During annual winter refits in 1926, 1927 and 1928 the passenger accommodation was extensively modernised. In 1930 it was even used as an art gallery for one voyage.

In 1932 the Aquitania was used as a cruise ship for the first time. It left New York on 3 February and cruised around the Mediterranean. Further cruises on this route and New York-Bermuda route were accomplished later in the year. In November the ship underwent considerable internal reconstruction. First class accommodation was reduced to 650, tourist class was enlarged but the passenger accommodation reduced to 600 and third class was altered to cater for 950 passengers. All public rooms were renovated and a theatre was added. For the rest of the period up until the Second World War it continued a mixture of Atlantic crossings and cruises.

The Aquitania was then requisitioned as a troop transport on 21 November 1939. At first it was used to transport Canadian troops. During 1940 it underwent a refit in America and was defensively armed with six inch guns. From March onwards it was based in Sydney transporting Australian and New Zealand troops, also making two passages between Pearl Harbour and San Francisco. For the remainder of the war it was employed on the Atlantic, and after the war had ended in the repatriation on Canadian and American troops. Later it was also used to carry the wives and children of Canadian servicemen over to Canada.

On 1 April 1948 it was released by the Ministry of Transport and returned to Cunard. It was then chartered by the Canadian Government to carry Canadian emigrants between Southampton and Halifax. This contract was renewed in 1949. By 1 December 1949 this role had been fulfilled and later that month Cunard announced that the Aquitania would be withdrawn from service. On 9 January 1950 Messrs Hampton & Sons Ltd were employed to auction the vessels furnishings and equipment. Later that month the ship was sold to the British Iron & Steel Corporation Ltd for £125,000. The ship then sailed from Southampton to Faslane, in Scotland where it was broken up.





Arabia (1853)

Statistics

Gross Tonnage - 2,402 tons
 Dimensions - 86.62 x 12.50m
 Number of funnels - 2
 Number of masts - 2
 Construction - Wood
 Propulsion - Paddle
 Engines - Side lever, two
 Service speed - 12 knots
 Builder - Robert Steele & Co., Glasgow (engines Robert Napier, Glasgow)
 Passenger accommodation - 180 1st Class

Details of Career

The history of the Arabia is rather complicated. In 1851 Cunard had two sister ships in the process of being built, the Arabia and Persia. The Arabia was the first to be launched in December 1851. In January 1852, however, the Royal Mail lines lost their best ship, the Amazon, on its maiden voyage. To replace this ship and restore public confidence they entered into negotiations with Cunard and then bought the Arabia. It was renamed La Plata and used in the South American trade.

In the meantime her sister ship, which was to have been named the Persia, was renamed the Arabia (it was not until 1856 that the name Persia was given to a Cunard ship). The Arabia was launched on 21 June 1852.

The Arabia made its maiden voyage from Liverpool to New York on 1 January 1853 and became a Crimean War transport in 1854. In 1856 it returned to Cunard service and sailed to both Boston and New York. In 1858 it collided with another Cunard vessel, the Europa, off Cape Race and both ships were damaged. In 1864 it was converted in to a sailing ship.

Ascania (I) (1911-18)

Statistics

Gross Tonnage - 9,111 tons
 Dimensions - 142.31m x 17.10m (466.6ft x 56.1ft)
 Number of funnels - 2
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin screw
 Engines - Six-cylinder turbines by Palmers Co, Jarrow-on-Tyne
 Service speed - 13
 Builder - Swan, Hunter & Wigham Richardson, Wallsend-on-Tyne
 Passenger accommodation - 200 2nd Class; 1,500 3rd Class
 Cargo - 2,080 tons (insulated)

Details of Career

The Ascania was originally laid down for the Thomson Line as the Geronia. It was bought by Cunard in 1911 for £149,224. along with the Ausonia and Albania, and launched on 6 March 1911 under its new name. These three ships were intended to start the company's service between London, Southampton and Canada to take advantage of a treaty signed between the Canadian and French Governments, whereby goods shipped to Canada through a British port received a rebate. These were the first Cunard ships to sail on a route out of Southampton.

Cunard's new route was pioneered by the Albania on 2 May 1911, being followed by the Ausonia on 16 May and the Ascania on 23 May. Cargo was loaded in Tilbury Docks, London, passengers joining the ship at Southampton, which then proceeded to Quebec and Montreal. This service was the first Cunard sailing to the St Lawrence, which became a familiar destination for the company. During the winter months, when the St Lawrence was closed, it was diverted to Portland, Maine.

On 13 June 1918 the Ascania was wrecked in the Breton Strait, 20 miles east of Cape Ray, Newfoundland. No lives were lost, but the ship could not be refloated and was declared a total loss.

Ascania II (1925-56)

Statistics

Gross Tonnage - 14,013 tons
 Dimensions - 158.48 x 19.90m (520 x 65.3ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin screw
 Engines - Double reduction steam turbines
 Service speed - 15 knots
 Builder - Armstrong, Whitworth & Co.Ltd, Walker-on-Tyne
 Launch date - 20 December 1923
 Passenger accommodation - 500 cabin class, 1,200 third class

Details of Career

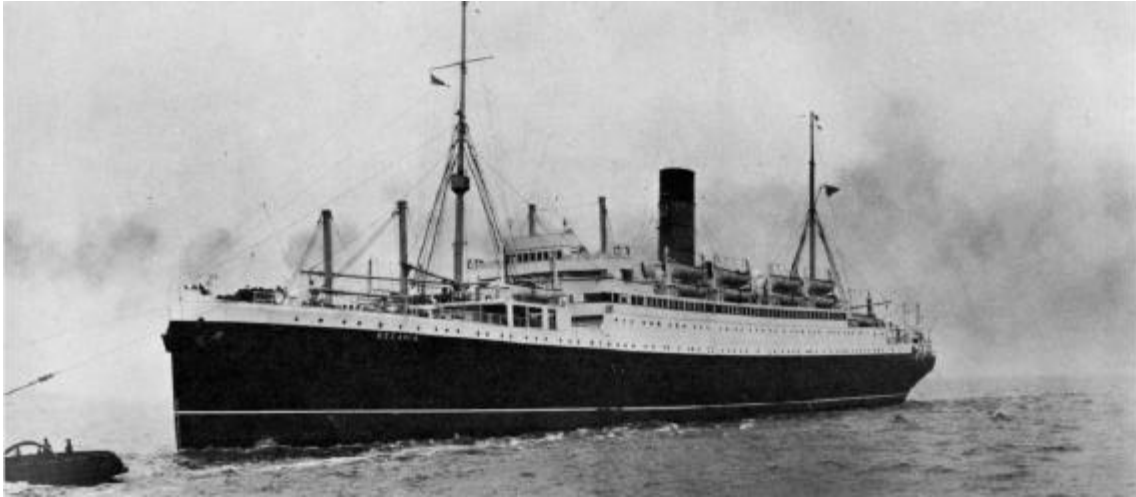
Cunard launched a second trio of intermediate liners in the 1920's, the Aurania, Alaunia and Ascania. As part of their post-war building programme Cunard built these 14,000 ton liners, which were oil fired and driven by double reduction geared turbines. The Ascania and Alaunia were specifically built for the Canadian trade. The Ascania was the first of the three to be launched, on 20 December 1923. The fitting out of the ship was delayed and it was not until May 1925 that trials were carried out on the way from Newcastle to Southampton. It made its maiden voyage, from Southampton to Quebec and Montreal, on 22 May.

In July 1927 it was decided that the passenger accommodation should be more diverse and, as a result, the ship was refitted so that it could cater for three classes of passenger, cabin, tourist and third class. In October 1934 it was returning from Montreal in fierce storms when it received an SOS message from the British cargo steamer Millpool, 700 miles from the Labrador Coast. The message was that three of the ship's crew had been injured and that the mainmast had fallen, stoving in the cargo hatches. As a result it was taking on water and the engine room was flooded. The Ascania headed for the position at full speed, through the night. It arrived the following morning along with the Beaverhill, a Canadian Pacific vessel, and began searching for wreckage and survivors. After 12 hours the search was called off as no trace was found.

The following months were equally eventful for the Ascania. In November 1934 it collided with the Beaverbrae, another Canadian Pacific vessel, at Quebec. Both ships, however, were only damaged slightly and after temporary repairs the Ascania was able to sail the next day. On the ship's next voyage it went to the assistance of the Usworth, which was sinking in the mid-Atlantic. It managed to rescue nine members of the Usworth's crew. In 1 July 1938 the Ascania had left Quebec and was travelling down the St. Lawrence River with a cargo of bullion when it struck the submerged Alcide Rocks, near Bic Island. Damage to the port side caused four of the holds to be flooded, and damaged one of the propellers. The ship was also firmly stuck on the rocks. It was refloated on 6 July and taken back to Quebec and then drydocked for repairs. The ship was able to leave Canada by 26 August.

At the outbreak of World War II the Ascania was commissioned as an armed merchant cruiser, on 16 October 1939. Initially it joined the 3rd Battle Squadron at Halifax, and served in this role until late 1941. In October 1941 it left the Clyde for the Middle East. The Ascania was later detached from the convoy and dispatched to Colombo. From here it travelled on to Auckland, New Zealand. It was stationed here for some months, patrolling the Pacific. In August 1942 it returned to Southampton and underwent conversion into a infantry landing ship. These were used to carry the bulk of the invasion force to the beachhead. In this role the Ascania was involved in the invasion of Sicily, Salerno and the Anzio landings. By late 1944 necessity meant that it was used as a troop transport, a role which it continued to serve until 1947. One voyage involved the repatriation of the Governor of Gibraltar and over 100 evacuees from the colony, who had spent most of the war in Northern Ireland.

In September 1947 it returned to Cunard and made its first post-war voyage, from Liverpool to Halifax, on 20 December. In 1949 the passenger accommodation was restructured to house 200 1st class and 500 cabin class passengers. After this it returned to the Liverpool to Montreal route, as there were large numbers of people emigrating to Canada at this time. In 1955 it transferred to Southampton as the Saxonia and Ivernia now served the route from Liverpool. By October 1956 it was announced that the Ascania was to be withdrawn from service. The Suez Crisis gave it a slight reprieve. It was required to make two trooping voyages to Malta. After this it was sold to the British Iron & Steel Corporation and sent to Newport for demolition, arriving there on 1 January 1957.



Asia (1850)

Statistics

Gross Tonnage - 2,226 tons
 Dimensions - 81.07 x 12.19m
 Number of funnels - 1
 Number of masts - 3
 Construction - Wood
 Propulsion - Paddle
 Engines - Side lever, two
 Service speed - 12 knots
 Builder - Robert Steele & Co., Glasgow (engines Robert Napier, Glasgow)
 Passenger accommodation - 130 1st Class, 30 2nd Class

Details of Career

The Asia and Africa were sister ships built in 1850 to keep up with the increasing demands of the trans-atlantic mail service. Unlike their predecessors, which were barques, they were barquentine rigged. The Asia was the largest ship, up to that time, ever built on the Clyde.

The Asia was launched in January 1850 made its maiden voyage from Liverpool to Halifax and Boston on 18 May 1850 but most of its subsequent voyages were to New York. Its mizzen mast was removed in 1853 and in 1867 it was sold to Robb & Co., of Port Glasgow, and converted into a sailing ship. On 2 December 1876 it was destroyed by fire at Bombay.

Asia II (1946-69)

Statistics

Gross Tonnage - 8,723 tons
 Dimensions - 155.04 x 19.54m (508.7 x 64.1ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - Two single reduction geared turbines
 Service speed - 15.5 knots
 Builder - Sir James Laing & Sons, Sunderland
 Launch date - 12 September 1946
 Passenger accommodation - None

Details of Career

The Asia II, Arabia III and Assyria were all 'A' Class cargo vessels built for Cunard's Canada routes during the 1946-50 period. The Asia was the first of these to be launched, on 12 September 1946. It was the first

post-war construction for Cunard-White Star and their first cargo vessel. The ship made its maiden voyage to Canada on 15 April 1947. On 17 May 1963 it was sold to the Eddie Steamship Co, Taipeh, and renamed Shirley. It was then operated by the Waywiser Navigation Corporation, Keelung. On 16 December 1968 it was paid off at Osaka and sold for scrap. On 14 January 1969 it arrived at Kaoshiung to be scrapped.

Assyria (1950-73)

Statistics

Gross Tonnage - 8,530 tons
 Dimensions - 155.04 x 19.54m (508.7 x 64.1ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - Two single reduction geared turbines
 Service speed - 15.5 knots
 Builder - Swan, Hunter & Wigham Richardson, Wallsend
 Launch date - 19 January 1950
 Passenger accommodation - None

Details of Career

The Asia II, Arabia III and Assyria were all 'A' Class cargo vessels built for Cunard's Canada routes during the 1946-50 period. The Assyria was the last the of the three vessels to be launched, on 19 January 1950. The completion of the Assyria marked the end of Cunard's 90,000 ton post-war five ship rebuilding programme for the Canadian service. It made its maiden voyage on 24 August 1950, from Liverpool to Boston and New York.

During their service the three ships covered all the eastern seaboard ports of USA and Canada. In September 1963 the ship was sold to N J Vlassopoulos and renamed Laertis. It was managed by the Stala Cia. Nav. S.A., Monrovia and flew the Greek flag. In 1970 it was sold to the Ambelos Development Corporation, Greece, and renamed Holy Trinity. It was broken up in 1973.

Athenia (1922-39)

Statistics

Gross Tonnage - 13,465 tons
 Dimensions - 160.4 x 20.23m (526.3 x 66.4ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin screw
 Engines - Double reduction steam turbines
 Service speed - 15 knots
 Builder - Fairfield Co Ltd, Glasgow
 Launch date - 28 January 1922
 Passenger accommodation - 516 Cabin class, 1,000 3rd class

Details of Career

The Athenia was completed by Fairfield of Glasgow in time to sail on 19 April 1923 on its maiden voyage from Glasgow, via Liverpool, to Quebec and Montreal. It operated for the Anchor-Donaldson Line and was the second ship to bear this name for the company. The ship was nearly 50ft longer than the first Athenia, built in 1905, and had much improved passenger accommodation. During the winter the ship was extensively employed on pleasure cruises.

In March 1927 the passenger accommodation on the ship was altered to house 314 cabin class, 310 tourist class and 928 third class passengers. By this time the ship was operating a Cunard & Anchor-Donaldson joint service, on its usual route.

The Athenia left Glasgow on 1 September 1939 under the command of Captain Cook, calling at Liverpool the next day, she was carrying 1,103 passengers and 315 crew. On 3 September Britain declared war on Germany. That evening the Athenia was sighted by the U30, under the commander of OLT Julius Lemp, 250 miles west of Inishtrahull. Despite standing orders that merchant shipping was only to be sunk after the crew and passengers were in lifeboats and the captain and officers interrogated, Lemp fired a single torpedo without warning, which struck the ship aft of the engine room. Cook put out a distress call and ordered Abandon Ship. This was the first British loss of the war, with 118 people killed, including 69 women and children.

Atlas (1860)

Statistics

Gross Tonnage - 2,393 tons
 Dimensions - 100.27 x 11.12m
 Number of funnels - 1
 Number of masts - 3
 Construction - Iron
 Propulsion - Single screw
 Engines - Compound, two
 Service speed - 11 knots
 Builder - J.&G.Thomson, Glasgow
 Launch date - 8 March 1860
 Passenger accommodation - 69 1st class, 833 3rd class

Details of Career

The Atlas was originally launched for the Cunard Mediterranean service in 1860, when it weighed 1,794 tons, measured 84 metres in length and had two masts. It was then lengthened in 1873, fitted with compound engines and a mizzen mast was added.

The Atlas made its maiden voyage on the North Atlantic on 1 May 1873, from Liverpool to Queenstown and Boston. During the period 1873-4 it mainly sailed on the Liverpool to Boston route. Subsequently it sailed from Liverpool to the Mediterranean. It was scrapped in 1896.

Aurania I (1883)

Statistics

Gross Tonnage - 7,269 tons
 Dimensions - 143.25 x 17.43m
 Number of funnels - 2
 Number of masts - 3
 Construction - Steel
 Propulsion - Single screw
 Engines - Compound, three
 Service speed - 16 knots
 Builder - J.&G.Thomson, Glasgow
 Launch date - 26 December 1882
 Passenger accommodation - 480 1st class, 700 3rd class

Details of Career

The Aurania was a new development for Cunard in that previously the breadth of steamers was roughly equal to one tenth of their length, but the beam of the Aurania was increased to around one eighth of its length. This meant greater stability and improved passenger accommodation. The Aurania made its maiden voyage from Liverpool to New York, via Queenstown on 23 June 1883.

Not long after its maiden voyage, on the way to New York, the Aurania's engines became disabled in the Atlantic and it eventually arrived in New York under sail and towed by three tugs. After this it travelled back to Glasgow for repairs. It was not until 12 April 1884 that it was able to resume the normal Liverpool-New York service. It was on its next outward sailing that she reached New York faster than the record breaking

Guion Liner Arizona. On the return journey, the day before it entered Liverpool, it hit the rocks on Bull Head, Dursey. Although it was able to reverse to safety the bows were damaged and the ship had to undergo more repairs.

In 1885 the Aurania inaugurated Cunard's Wednesday sailing, instead of Saturday, spreading out the transatlantic passenger facilities. Soon afterwards, however, it was involved in a collision with the White Star Liner Republic. During the period 1899-1903 it was requisitioned by the government to serve as a Boer War transport. In this service it carried over 30,000 officers and men in addition to repatriating troops to India and Australia and carrying Boer prisoners.

After a brief return to the New York service the Aurania began the company's service from Trieste to New York, carrying Hungarian immigrants. On the first voyage it carried over 300 passengers and the number steadily increased. The resulting popularity of this new service meant that new and better ships had to be put on the route and in February 1905 the old Aurania was sold to scrappers in Genoa for around £15,000.

Aurania II (1916-18)

Statistics

Gross Tonnage - 13,936 tons
 Dimensions - 158.58 x 19.50m (520.3 x 64ft)
 Number of funnels - 2
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin-screw
 Engines - Steam turbines, single reduction
 Service speed - 15 knots
 Builder - Swan, Hunter & Wigham Richardson, Wallsend-on-Tyne
 Launch date - 16 July 1916
 Passenger accommodation -

Details of Career

The Aurania was the third of three ships built by Cunard to serve the Canadian service, which was inaugurated in 1911. The other two were the Andania and Alaunia. It was during December 1913 that Cunard placed an order for the ship but it was not completed until 1916, due to delays caused by the war.

The Aurania was launched on 16 July 1916 and was immediately fitted out as a troopship. It made its maiden voyage from the Tyne to New York on 28 March 1917 and on its return sailed to Liverpool. The ship remained on hire to the Government for the rest of its career and was employed on the North Atlantic service. On 3 February 1918 it left Liverpool and was routed around the coast of Northern Ireland, bound for New York. On the following morning it was some 15 miles north-west of Inistrahull, off the coast of Donegal, when it was hit by a torpedo from German submarine UB.67. Nine crew members were killed in the explosion. A trawler took the ship in tow but it became stranded near Tobermory on the Isle of Mull. Rough seas soon broke Aurania up and it was declared a total loss.

Aurania III (1924-61)

Statistics

Gross Tonnage - 13,984 tons
 Dimensions - 158.39 x 19.90m (519.7 x 65.3ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin screw
 Engines - Double reduction steam turbines
 Service speed - 15 knots
 Builder - Swan, Hunter & Wigham Richardson Ltd, Wallsend-on-Tyne
 Launch date - 6 February 1924
 Passenger accommodation - 500 cabin class, 1,200 3rd class

Details of Career

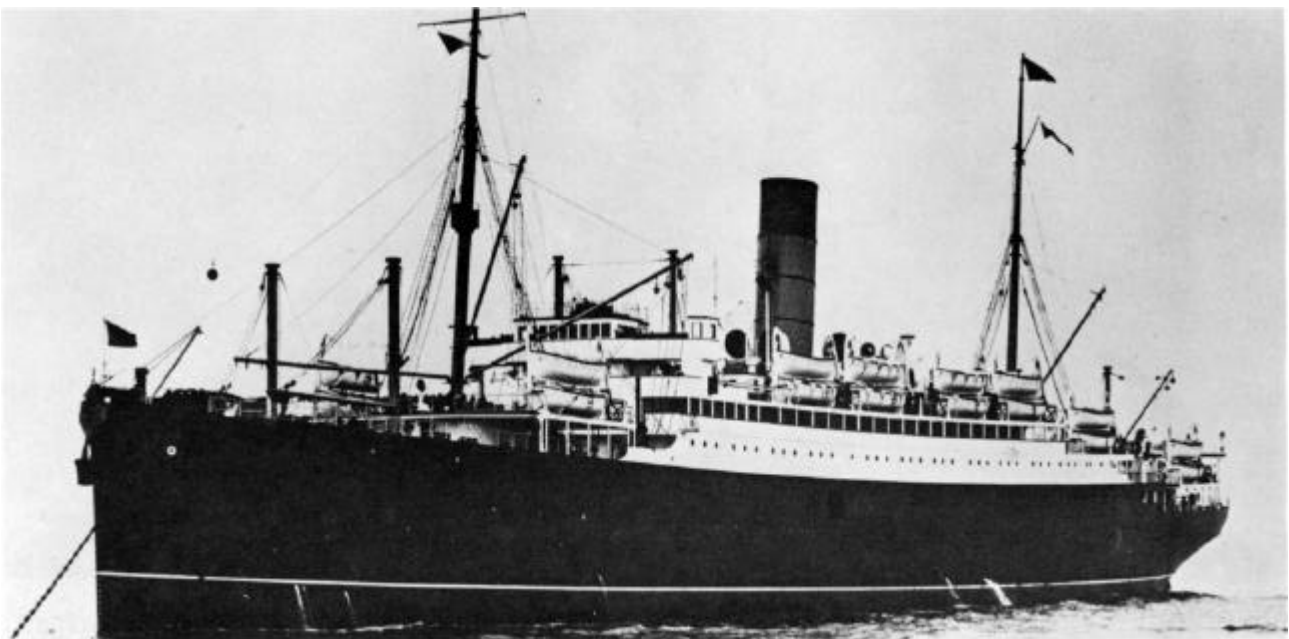
Cunard launched a second trio of intermediate liners in the 1920's, these were the Aurania, Alaunia and Ascania. As part of their post-war building programme Cunard built three 14,000 ton liners which were all oil fired and driven by double reduction geared turbines. The Aurania was built specifically for the New York service. It was the second of the three to be launched, on 6 February 1924. After trials off the north coast of Scotland the Aurania made its maiden voyage, from Liverpool to New York, on 13 September.

In April 1925 the ship switched to a new route, Liverpool to Quebec and Montreal. By June 1927 it was decided that the passenger accommodation should be more diverse and as a result the ship was refitted so that it could cater for three classes of passenger, cabin, tourist and third class. In 1928 the Aurania began to sail from Southampton, still to Quebec and Montreal. It continued to serve this route until the outbreak of World War II. The ship arrived on the Thames on 29 August 1939 and was immediately requisitioned by the Admiralty.

The Aurania was converted into an armed merchant cruiser and commissioned into the Royal Navy on 15 October. For nine months it served as an escort ship on the Northern Patrol and then joined the Halifax Escort Force. During July 1941 it was escorting a convoy bound for Reykjavik when it ran into ice fields during thick fog. On 14 July it emerged from a fog bank to see a large iceberg ahead. Despite evasive action the Aurania struck the iceberg bows on. The rest of the convoy was forced to continue whilst the Aurania slowly made its way to Halifax. From here it moved to Newport News, in the USA, for repairs, which were completed on 12 September. By late September it had returned to Halifax.

On 13 October it left Halifax, bound for the Clyde, with another convoy. On 21 October the Aurania was struck by a torpedo and immediately listed to port. The captain righted the ship and increased speed. During the confusion some of the crew tried to abandon ship and were thrown out of the lifeboat, but were later picked up. Despite heavy damage it was decided that it would be able to reach the Clyde and it sailed, with the help of aircraft reconnaissance, to the Island of Bute, arriving on 23 October. It was not until February 1942 that the ship was fully repaired and by then there was an urgent need for heavy repair ships. As a result the Admiralty purchased the Aurania and moved it to Devonport to be converted for this role.

On 10 May 1944 the work was complete and it was recommissioned at Plymouth as the heavy repair ship HMS Artifex. After trials it sailed for Trincomalee and remained in the Far East for the rest of its active career. In May 1946 it left the Far East Fleet and returned to Cardiff where most of its crew were redeployed. In June it was sent to Gareloch to join the reserve fleet. It never entered active service again and was finally delivered to shipbreakers at La Spezia in January 1961.



Ausonia (I) (1911-18)

Statistics

Gross Tonnage - 7,907 tons
 Dimensions - 137.33m x 16.52m (450.6ft x 54.2ft)
 Number of funnels - 1
 Number of masts - 4
 Construction - Steel
 Propulsion - Twin screw
 Engines - Six-cylinder turbines by Palmers Co, Jarrow
 Service speed - 12 knots
 Builder - C S Swan & Hunter, Wallsend-on-Tyne
 Passenger accommodation - 90 2nd Class; 1,000 3rd Class
 Cargo - 2,440 tons

Details of Career

The Ausonia was originally built for the Thompson Line and launched on 18 August 1909 as the Tortona. It was bought by Cunard in 1911 for £120,000, along with the Ascania and Albania, and renamed. These three ships were intended to start the company's service between London, Southampton and Canada to take advantage of a treaty signed between the Canadian and French Governments, whereby goods shipped to Canada through a British port received a rebate. These were the first Cunard ships to sail on a service out of Southampton. As the Tortona, the Ascania had inaugurated a similar service in August 1911 for the Thomson Line.

Cunard's new route was pioneered by the Albania on 2 May 1911, being followed by the Ausonia on 16 May. Cargo was loaded in Tilbury Docks, London, passengers joining the ship at Southampton, which then proceeded to Quebec and Montreal. This service was the first Cunard sailing to the St Lawrence, which became a familiar destination for the company. During the winter months, when the St Lawrence was closed, it was diverted to Portland, Maine.

On the outbreak of World War One, the Ausonia remained on the North Atlantic, from August 1914 to July 1915 sailing under charter with the Anchor-Donaldson Line between Glasgow, Merville and New York. After this she worked as a troopship in the Mediterranean and to Indian ports before being returned to the company's service in May 1916. On her east-bound voyages across the Atlantic she continued to carry Canadian troops.

On 11 June 1917 the Ausonia was torpedoed off the southern coast of Ireland while travelling between Montreal and Avonmouth, but was able to reach port. On 30 May 1918 she was travelling between New York and Liverpool under the command of Capt R Capper, when she was torpedoed some 620 miles west of Fastnet. The crew abandoned ship, but it was discovered that eight stewards had been lost in the initial explosion. About 45 minutes after the torpedo attack, the German submarine responsible surfaced and sank the ship with shell fire. The crew were left adrift in 5 boats, finally being picked up by HMS Zennia and an American destroyer on 8 June, after travelling 900 miles. 44 crew members had been lost. Capt Capper was subsequently awarded the Distinguished Service Cross for his actions.

Ausonia II (1922-65)

Statistics

Gross Tonnage - 13,912 tons
 Dimensions - 158.48 x 19.90m (520 x 65.3ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin screw
 Engines - Double reduction steam turbines
 Service speed - 15 knots
 Builder - Armstrong, Whitworth & Co.Ltd, Walker-on-Tyne
 Launch date - 22 March 1921
 Passenger accommodation - 500 cabin class, 1,200 3rd class

Details of Career

Cunard launched three intermediate liners in the early 1920's, the Ausonia, Andania and Antonia. These ships were originally intended for the London-Canada route. All three liners were essentially emigrant ships with a large cargo capacity. They mainly served the London-Montreal route during the 1920's and 30's. They also frequently called at Hamburg to embark emigrants and load cargo. The Ausonia made its maiden voyage from Liverpool to Quebec and Montreal on 31 August 1922.

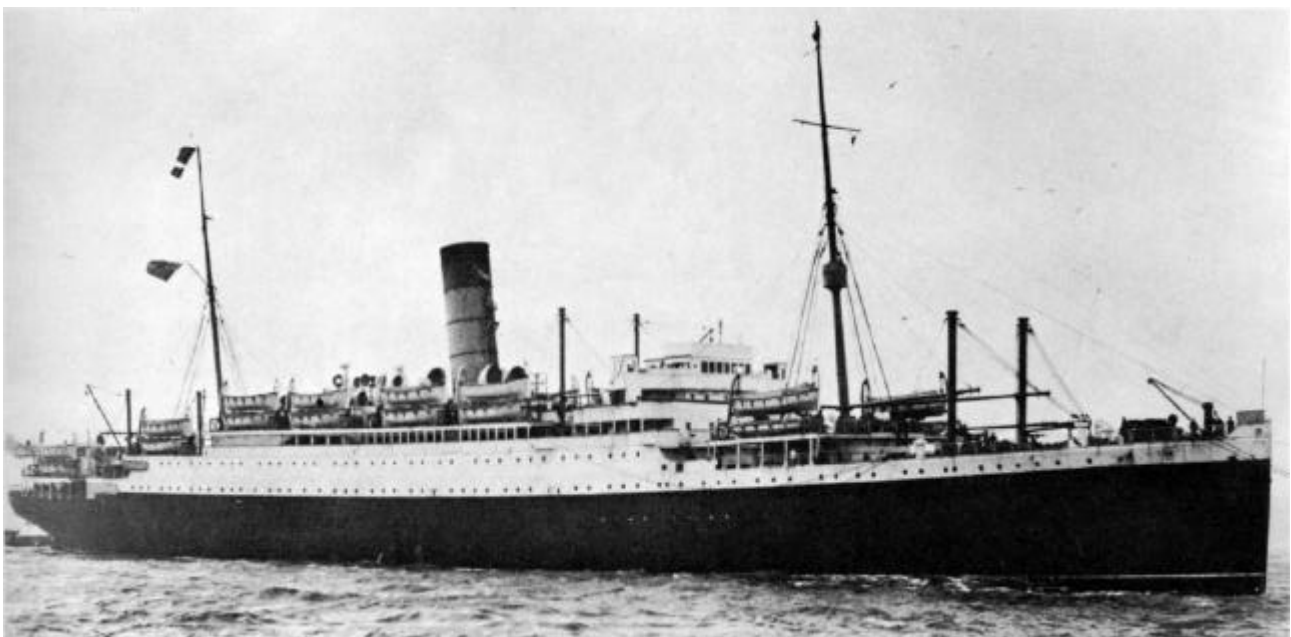
On 21 April 1923 it made its first voyage from Southampton. The ship's passenger accommodation was altered in 1927 to include tourist class also but this work was reversed in 1939, when the accommodation reverted to cabin and third class only. The Ausonia was then requisitioned by the Admiralty at the outbreak of World War II to serve as an armed merchant cruiser. After being refitted for this purpose and serving a period of trials on the Tyne it sailed for Portsmouth on 13 November 1939. The Ausonia remained in the Solent for a brief period and then sailed for Halifax to commence its role as an escort for Atlantic convoys.

Over the next two years it was employed escorting convoys from Canada to a position south of Iceland. The ship would then refuel at Hvalfjord and return to Canada with the westbound convoy. In November 1940 the HMS Jervis Bay was sunk by the German battleship Admiral Scheer whilst escorting a convoy. The Ausonia was in the same area but managed to avoid detection. In March 1941 it made a patrol in the Denmark Strait before sailing to Harland & Wolff's dockyards, in Belfast, to be refitted. Whilst in Belfast both the city and shipyards were bombed so the Ausonia was moved and the refit completed in Cardiff. The first few months on 1942 were spent carrying out patrols in the Sargasso Sea but the increasing need for repair and depot ships meant that the ship's role was about to change.

In March 1942 approval was given to convert the Ausonia into a repair ship and it sailed to Portsmouth to be converted. It was not until May 1944 that the work was completed due to the heavy demands on the dockyards. When it left the dockyards it was almost unrecognisable as the former Cunard liner. At the end of May it underwent trials in the Clyde. On 11 June it sailed for Suez and then spent nearly a year in Aden repairing vessels for the Burma campaign. It then underwent a refit at Bombay and moved to Trincomalee, where it remained for a year. Here it repaired ships, many damaged as the result of kamikaze attacks, for the war against Japan.

It left the East Indies fleet on 14 June 1946 and returned to Greenock, where it became part of the reserve fleet. During the period July 1947 to June 1949 it was based at Chatham, where it served as flagship of the Officer Commanding the reserve fleet there. The next few years were spent in Chatham and Scotland. A refit on the ship began in 1951 and was not completed until 1954. It then moved to shipyards in Millwall, where it remained inactive until June 1957. The ship's service was then extended as it went to Malta, as a fleet repair ship, replacing the HMS Ranpura.

In June 1962 it became the flagship of the Flag Officer Mediterranean Flotillas. Whilst in Malta it also acted as the accommodation and repair ship for the 5th submarine division. The gradual reduction of British forces in Malta meant that the Ausonia had to return to Portsmouth on 7 August 1964. In September 1965 it was sold to a Spanish shipbreaker. On 13 November it sailed for Castellon where it was scrapped.



Australasian (1860)

Statistics

Gross Tonnage - 2,902 tons
 Dimensions - 101.09 x 12.83m
 Number of funnels - 2
 Number of masts - 3
 Construction - Iron
 Propulsion - Single screw
 Engines - Inverted, two
 Service speed - 12 knots
 Builder - J. & G. Thomson, Glasgow
 Passenger accommodation - 200 1st Class, 60 2nd Class

Details of Career

The Australasian was launched in 1857 for the European & Australian Line and was purchased by Cunard in 1859. Its first voyage for Cunard was from Liverpool to New York in February 1860. During the coming years it served Cunard, the Allan Line (sailing from Liverpool to Portland) and as a mail steamer.

During 1869-70 it was fitted with new single expansion engines and one of its funnels was removed. After these alterations it was renamed the Calabria. From 1870 to 1876 the Calabria sailed from Liverpool to New York. In 1876 it was sold to the Telegraph Construction & Maintenance Co. and became a cable laying ship. Compound engines were fitted in 1879 and it was eventually scrapped in 1898.

Bactria (1928-63)

Statistics

Gross Tonnage - 2,407 tons
 Dimensions - 89.1 x 13.72m (292.2 x 45ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - Three-cylindered triple expansion engines
 Service speed - 12 knots
 Builder - J L Thompson & Co, Sunderland
 Launch date - April 1928
 Passenger accommodation - None

Details of Career

Cunard ordered four cargo vessels for their Mediterranean trade in 1928. These were all completed that year and comprised the Bactria, Bantria, Bosnia and Bothnia. They were all for Cunard's America-Levant Line, which was managed by S & J Thompson.

The Bactria was the first of the four vessels to be launched, in April 1928. When Cunard and White Star merged, in 1934, these four vessels did not transfer to the new joint company but remained under the management of S & J Thompson. During the 1940-46 period the Bactria was mainly employed as a North Atlantic cargo vessel. In 1954 it was sold to Cia Isla Bella, Puerto Limon, Costa Rica and renamed Theo. In 1958 it became the Catalina S, after being purchased by a Panamanian company. By 1961 it had passed in to the ownership of the Bahamas Pearl Co, but retained the same name. It was eventually broken up in 1963.

Balbec (1860)

Statistics

Gross Tonnage - 774 tons
 Dimensions - 63.76 x 9.23m
 Number of funnels - 1
 Number of masts - 3
 Construction - Iron
 Propulsion - Single screw
 Engines - Inverted, two
 Service speed - 9 knots
 Builder - William Deny & Bros., Dumbarton
 Passenger accommodation - 29 1st Class, 157 3rd Class

Details of Career

The Balbec was launched for the Cunard Mediterranean service in November 1852 and did not make its first transatlantic voyage until 1860. During the period 1860-65 it served the Liverpool-New York route and then subsequently the Liverpool-Havre service.

In 1873 it was fitted with compound engines by J. Jack, Roolo & Co., Liverpool. In March 1884 it struck a submerged wreckage off Longships, Cornwall beached at Plymouth and was a total loss.

Bantria (1928-68)

Statistics

Gross Tonnage - 2,407 tons
 Dimensions - 89.1 x 13.72m (292.2 x 45ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - Three-cylindered triple expansion engines
 Service speed - 12 knots
 Builder - J L Thompson & Co, Sunderland
 Launch date - June 1928
 Passenger accommodation - None

Details of Career

Cunard ordered four cargo vessels for their Mediterranean trade in 1928. These were all completed that year and comprised the Bactria, Bantria, Bosnia and Bothnia. They were all for Cunard's America-Levant Line, which was managed by S & J Thompson.

The Bantria was the second of the four to be launched, in June 1928. When Cunard and White Star merged, in 1934, these vessels did not transfer to their management but remained under the control of S & J Thompson. The Bantria completed its war service without incident. In 1954 it was sold to the Costa Line, based in Genoa, and renamed the Giorgina Celli. In 1955 it was sold again, this time to Lauro & Montella, Naples, and renamed Sacrum Cor. The ship was later registered in the name of the partner, Gennaro Montella. It was eventually broken up in February 1968 at Vado.

Batavia (1870)

Statistics

Gross Tonnage - 2,553 tons
 Dimensions - 99.79m x 11.98m (327.4ft x 39.3ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Iron
 Propulsion - Single screw
 Engines - 2 compound (the first Cunarder to have compound engines)
 Service speed - 12 knots
 Builder - William Denny & Bros, Dumbarton
 Launch date - 1 February 1870
 Passenger accommodation - 150 1st class and 800 3rd class

Details of Career

The *Batavia* made her maiden voyage between Liverpool, Queenstown and New York on 10 May 1870 and continued on this route for most of her career with Cunard. In 1880 she made a trial run from Liverpool to Bombay; although this was a success the experiment was never repeated and Cunard restricted itself to the Atlantic and Mediterranean. In 1882 she served as a troop-transport for the Egyptian Expedition.

In 1884 she was sold to the shipbuilders John Elder & Co in part payment for the *Umbria* and *Etruria* and they added triple-expansion engines to her. She was sold by them to the Canadian Pacific Line in 1887 and ran between Vancouver, Japan and China for the rest of her life. In 1892 she was sold to Northern Pacific and renamed the *Tacoma*, she ran for the North American Mail Steamship Co between 1898-1901 but then returned to Northern Pacific. In 1904 she came under the control of the North Western Commercial Line.

In March 1905 she was seized by the Japanese conveying contraband during the Russo-Japanese War and renamed the *Shikotan Maru*. On 3 October 1924 she became stranded near Shaiweishan; after jettisoning 1,700 tons of coal she was refloated and towed to Shanghai, but was subsequently scrapped.

Berengaria (1921)

(*Imperator* - 1912)

Statistics

Gross Tonnage - 52,226 tons
 Dimensions - 269.09 x 29.96m
 Number of funnels - 3
 Number of masts - 2
 Construction - Steel
 Propulsion - Quadruple screw
 Engines - Steam turbines
 Service speed - 22 knots
 Builder - A.G.Vulkan, Hamburg
 Launch date - 23 May 1912
 Passenger accommodation - 970 1st class, 630 2nd class, 515 tourist class and 606 3rd class

Details of Career

Between 1920 and the entry into service of the *Queen Mary* in 1936, the *Berengaria* was the pride of the Cunard fleet. The ship, however, was originally built for the Hamburg-America line. It was built at the Vulcan Werft shipyard at Hamburg on the river Elbe. It was originally called the *Imperator* and was launched on 23 May 1912. As it was launched only 5 weeks after the Titanic disaster changes had been made both in hull design and the equipment on board in order to increase safety. At the time the *Imperator* was the world's largest ship.

During WWI the *Imperator* lay protected on the river Elbe. At the end of the war the Allied forces of occupation found the *Imperator* rusted, decaying and stuck in the mud. After serving as troop transport until August 1919 it was transferred to Britain and it was made clear that the vessel would be managed by the Cunard Line.

Retaining the name *Imperator*, it made its first voyage for Cunard on 11 December 1919 from New York to Southampton. On 21 February 1920 it made its first voyage from Liverpool to New York. The ship continued to serve this route but it was decided to change the name to the *Berengaria*. It was converted from coal burning to oil burning engines and a complete overhaul was carried out by Armstrong Whitworth & Co. on the Tyne.

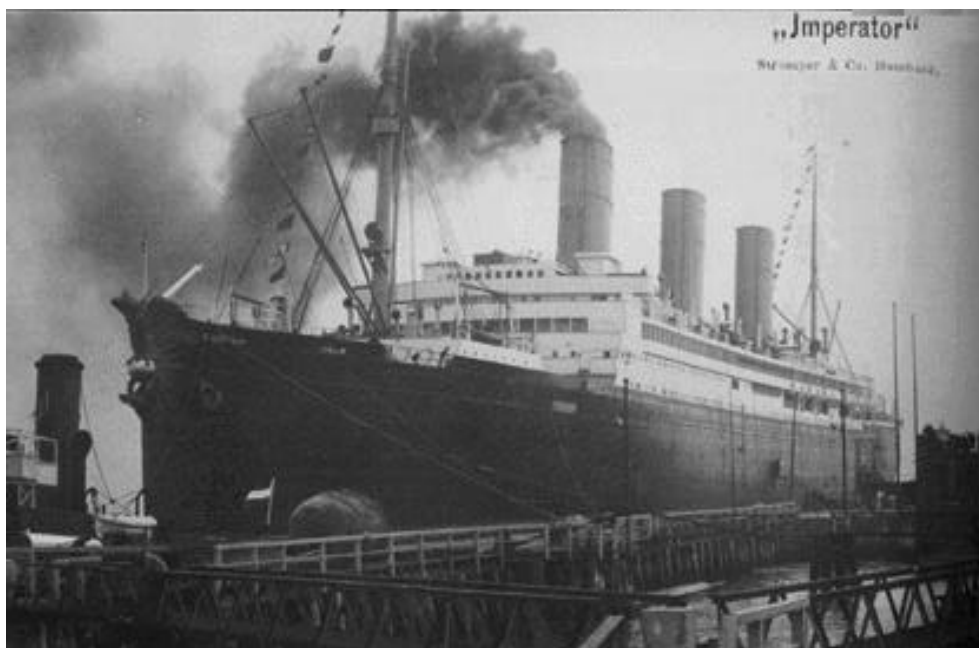
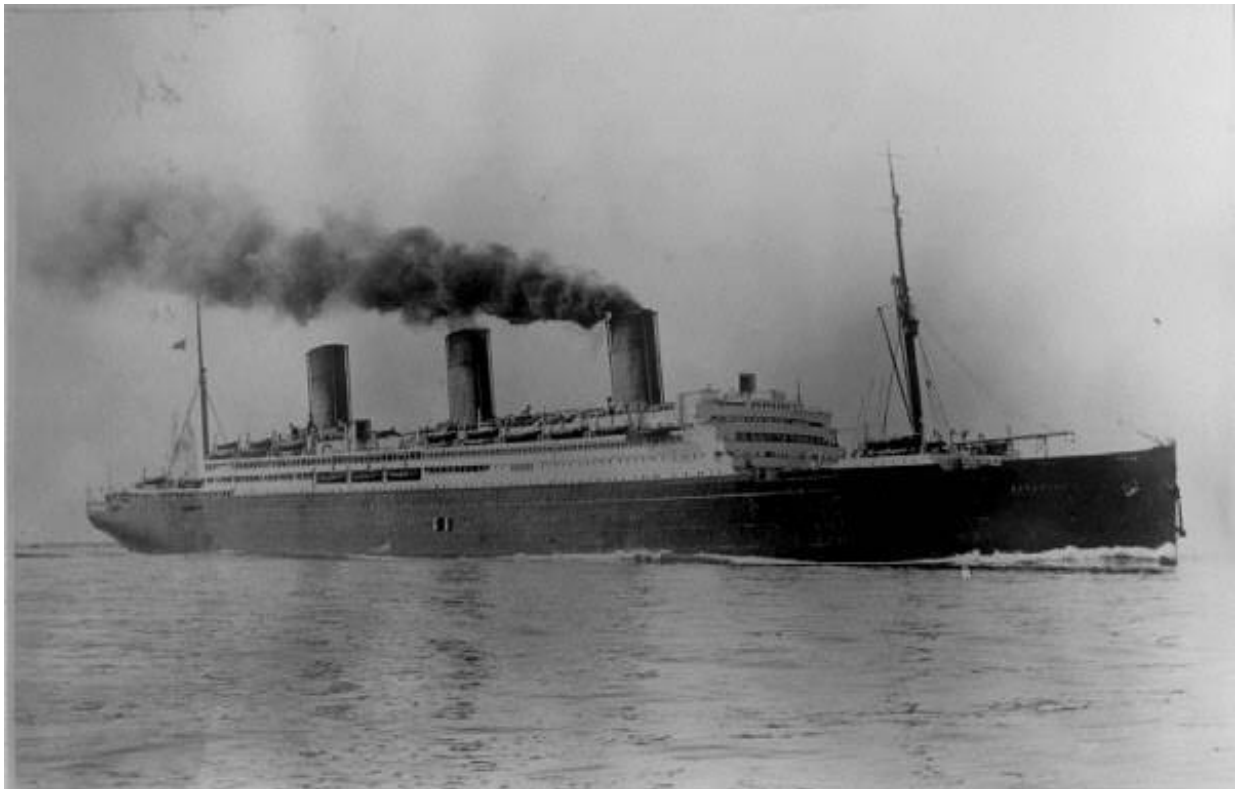
The ship, however, was not without its fair share of problems. In August 1922 the liner struck a submerged object which damaged one of her propellers. Later the same year she lost 36 feet of guard rail in the Atlantic during heavy weather. For the next 6 years, however, the ship operated successfully on Cunard's express service in conjunction with the *Mauretania* and *Aquitania*.

During the early 1930's the ship went aground twice on the approaches to Southampton, although she suffered no real damage. 1933 saw another major overhaul for the ship at Southampton, during which the interior was upgraded. The withdrawal of the *Mauretania* in 1934 placed further pressure on the ship to operate more efficiently and in 1935 she set a record passage on the New York to Southampton route.

During an overhaul at Southampton in 1936 a fire broke out in the first class cabins on the starboard side of the ship. The fire was soon controlled and extinguished but there was considerable smoke and water damage. It was ascertained that the cause was defective wiring, which was eventually to lead to the Berengaria's demise. It made its final passage on the Southampton-Cherbourg-New York route on 23 February 1938.

After it arrived in New York, on 3 March, a fire was discovered in the first class lounge. It took the ship's crew and firemen over 3 hours to bring the blaze under control. After officials had examined the ship it was decided that they could not give her clearance to embark passengers. The following day she sailed back to Southampton where it was discovered that faulty wiring had been the cause of the fire again.

As the cost of renovation would be so high it was decided to withdraw the Berengaria from service altogether, on 23 March 1938. For the next few months she lay idle in Southampton dock until 19 October when it was decided to dispose of her. Sir John Jarvis MP bought the ship for demolition on the Tyne at Jarrow for £108,000. The ship sailed from Southampton on December. The furniture and fittings were auctioned in January 1939 and over 200 Jarrow men were employed in breaking up the old ship. The outbreak of war, however, meant that the men were required elsewhere so it was not until 1946 that the remains of the hull were towed to Rosyth for the final process of dismantling. By this time few people were interested in the remains of an old liner that had been built in the Imperial Germany of 1913.



Beta (1873-1906)

Statistics

Gross Tonnage - 1,070 tons
 Dimensions - 71.66 x 8.69m (235.1 x 28.5ft)
 Number of funnels - 1
 Number of masts - 3
 Construction - Steel
 Propulsion - Single screw
 Engines - Two-cylindered inverted compound engines
 Service speed - 10 knots
 Builder - Aitken & Mansel, Glasgow
 Launch date - November 1873
 Passenger accommodation -

Details of Career

The Beta was registered under the name of William Cunard, Samuel's youngest son. Although it is never claimed by Cunard it was in fact their first steel hulled ship. The ship was delivered in November 1873 and was then employed on the Halifax-Boston and New York-Bermuda feeder services. In 1889 the ship was sold to the Halifax & West Indies Steamship Co, Glasgow under the ownership of Pickford & Black. Under their management the ship sailed on the Halifax-West Indies route. The vessel's port of registry was later changed to Halifax, as it had previously been registered in London. The ship was broken up in Canada in 1906.

Bosnia (1928-39)

Statistics

Gross Tonnage - 2,407 tons
 Dimensions - 89.1 x 13.72m (292.2 x 45ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - Three-cylindered triple expansion engines
 Service speed - 12 knots
 Builder - J L Thompson & Co, Sunderland
 Launch date - 1928
 Passenger accommodation - None

Details of Career

Cunard ordered four cargo vessels for their Mediterranean trade in 1928. These were all completed that year and comprised the Bactria, Bantria, Bosnia and Bothnia. They were all for Cunard's America-Levant Line, which was managed by S & J Thompson.

The Bosnia was the third of the four vessels to be launched. When Cunard and White Star merged, in 1934, these vessels did not transfer to their management but remained under the control of S & J Thompson. The Bosnia was the second shipping loss of World War II, after the Athenia. On 5 September, two days after the outbreak of war, it was sunk by Prien's U-47 in the Bay of Biscay. Fortunately warning had been given and all those on board escaped safely.

Bothnia (1874)

Statistics

Tonnage - 4,535 gross; 8,044 displacement
Dimensions - 128.71 m x 12.86m (422.3ft x 42.2ft)
Number of funnels - 1
Number of masts - 3
Construction - Iron
Propulsion - Single screw
Engines - 2 cylinder compound
Service speed - 13 knots
Builder - J & G Thomson, Glasgow
Passenger accommodation - 1st 300, 3rd 1,100
Cargo - 3,000 tons

Details of Career

The Bothnia was launched 4 March 1874, seven months before her sister-ship, the Scythia. She was barque-rigged, with four decks (passenger accommodation over two decks). Her maiden voyage took place on 8 August between Liverpool, Queenstown and New York.

From 1875-84 and 1888-93 she served on the Liverpool - Queenstown - New York route; 1884-88 and 1893-96 on the Liverpool - Queenstown - Boston route.

Her last passenger voyage for Cunard was on 8 October 1896. She was sold in 1898 for £11,250 and scrapped at Marseilles in 1899.

Bothnia II (1928-62)

Statistics

Gross Tonnage - 2,407 tons
Dimensions - 89.1 x 13.72m (292.2 x 45ft)
Number of funnels - 1
Number of masts - 2
Construction - Steel
Propulsion - Single screw
Engines - Three-cylindered triple expansion engines
Service speed - 12 knots
Builder - J L Thompson & Co, Sunderland
Launch date - 1928
Passenger accommodation - None

Details of Career

Cunard ordered four cargo vessels for their Mediterranean trade in 1928. These were all completed that year and comprised the Bactria, Bantria, Bosnia and Bothnia. They were all for Cunard's America-Levant Line, which was managed by S & J Thompson.

The Bothnia was the last of these four vessels to be launched. When Cunard and White Star merged, in 1934, these vessels did not transfer to their management but remained under the control of S & J Thompson. In 1956 the Bothnia was sold to Vivalet Shipping & Trading Co, Panama and renamed the Emily. In 1958 it was sold to Alexander Sigalas, Beirut and renamed Capetan Manolis. It was then broken up in 1962.

Brest (1874-79)

Statistics

Gross Tonnage - 1,472 tons
 Dimensions - 72.62 x 9.8m (238.3 x 32.2ft)
 Number of funnels - 1
 Number of masts - 3
 Construction - Iron
 Propulsion - Single screw
 Engines - Two-cylindereed compound inverted direct action
 Service speed - 10 knots
 Builder - Blackwood & Gordon, Port Glasgow
 Launch date - 1874
 Passenger accommodation - 8 1st class, 386 3rd class

Details of Career

The Brest was the sister ship of the Nantes and served the same routes from Liverpool to the French Channel ports. The two ships acted as emigrant feeder vessels to connect with the Liverpool mail steamers. The French Line services to New York catered only for the French whereas there were many central Europeans wishing to emigrate. The Brest was built and launched in 1874. It was wrecked off Hot Point, Cornwall in thick fog whilst travelling to Le Havre during September 1879.

Brescia (1903-31)

Statistics

Gross Tonnage - 3,225 tons
 Dimensions - 100.58 x 11.89m (330 x 39ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - Triple expansion engines
 Service speed - 10.5 knots
 Builder - J L Thompson & Co, Sunderland
 Launch date - May 1903
 Passenger accommodation - None

Details of Career

The Brescia and its sister, the Veria, were both built for the Cunard Mediterranean cargo routes. The Brescia was launched in May 1903. The ship's service was largely uneventful. It was laid up out of service in 1929. It was then sold in 1931 for breaking up. The actual date of demolition is not known as there were so many unwanted ships during this period of depression.

Britannia (1840)

Statistics

Gross Tonnage - 1,135 tons
 Dimensions - 63.09 x 10.36m
 Number of funnels - 1
 Number of masts - 3
 Construction - Wood
 Propulsion - Paddle
 Engines - Side lever, two
 Service speed - 9 knots
 Builder - Robert Duncan, Greenock (engines Robert Napier, Glasgow)
 Passenger accommodation - 115 1st Class

Details of Career

On winning the government contract the newly formed Cunard Company began a fortnightly mail service between Liverpool and Halifax, Boston and Quebec. The vessels employed under this contract were to be of such a build that they might be available as troopships, and for transporting stores in times of war. Four steamers, of similar dimensions, were immediately commenced - the Britannia, Acadia, Caledonia and Columbia.

The Britannia was launched on 5 February 1840. It made its maiden voyage from Liverpool to Halifax and Boston on 4 July 1840, Samuel Cunard's Birthday, which, being the celebration day of American Independence, was viewed by many as a coincidence indicative of future prosperity. The passage, considered rapid then, took 14 days 8 hours.

During a voyage in February 1844 it became entrapped in the ice in Boston Harbour but the citizens of the town cut an escape channel, 7 miles long and at their own expense, for the ship. Later, in September 1847, it was stranded at Cape Race but was repaired at New York. November 1848 saw the Britannia's last voyage on this service.

In March 1849 it sailed from Liverpool to Bremen and became the Barbarossa, part of the former German Confederation Navy. In 1852 it was transferred to the Prussian Navy under the same name. In 1880 it was sunk when acting as a target ship.

Britannic III (1929)

RMS Britannic was built for White Star Line and joined the Cunard White Star fleet when the two companies merged in 1934. See the **White Star Line** section of this book for details.

British Queen (1862)

Statistics

Gross Tonnage - 772 tons
 Dimensions - 59.43 x 8.84m
 Number of funnels - 1
 Number of masts - 3
 Construction - Iron
 Propulsion - Single screw
 Engines - Geared, two
 Service speed - 9 knots
 Builder - William Deny & Bros., Dumbarton (engines Caird & Co., Greenock)
 Passenger accommodation - 71 1st Class, 166 3rd Class

Details of Career

While the British Queen was still on the stocks Charles Maclver chartered it for 12 months in order to test trading prospects in the mediterranean. Maclver gave Burns and Cunard (the other two partners in the company) the option of joining him in this venture, which they first refused but later accepted when the British Queen was purchased outright in 1851. It does not appear to have come to Liverpool until April of that year, when it was advertised to sail from the Coburg Dock to the Levant and Constantinople.

In 1854 it served as a Crimean War transport. On 20 April 1862 it made its first trans-atlantic crossing from Liverpool to New York via Halifax. It was used to replace the Karnak, which was wrecked on the Cunard feeder service. It was soon displaced from the mediterranean trade by larger ships transferred from the trans-atlantic trade such as the Hecla. From 1863 onwards it ran the Liverpool-Havre route. It was fitted with compound engines by J. Jack & Co., Liverpool in 1878. It was sold in 1898 and then scrapped at Preston in 1899.

Caledonia (1840)

Statistics

Gross Tonnage - 1,138 tons
 Dimensions - 63.09 x 10.36m
 Number of funnels - 1
 Number of masts - 3
 Construction - Wood
 Propulsion - Paddle
 Engines - Side lever, two
 Service speed - 9 knots
 Builder - R.Wood, Port Glasgow (engines Robert Napier, Glasgow)
 Passenger accommodation - 115 1st class

Details of Career

On winning the government contract the newly formed Cunard Company began a fortnightly mail service between Liverpool and Halifax, Boston and Quebec. The vessels employed under this contract were to be of such a build that they might be available as troopships, and for transporting stores in times of war. Four steamers, of similar dimensions, were immediately commenced - the Britannia, Acadia, Caledonia and Columbia.

Launched in 1840 the Caledonia's maiden voyage was from Liverpool to Halifax and Boston on 19 September. It continued this service until November 1849 and early in 1850 it was sold to the Spanish Navy. In 1851 it was wrecked near Havanna.

California (1907-17)

Statistics

Gross Tonnage - 8,662 tons
 Dimensions - 143.25 x 17.77m (470 x 58.3ft)
 Number of funnels - 2
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin screw
 Engines - Six-cylindered triple expansion engines
 Service speed - 16 knots
 Builder - D & W Henderson Ltd, Glasgow
 Launch date - 9 July 1907
 Passenger accommodation - 232 1st class, 248 2nd class, 734 3rd class

Details of Career

The California was launched for the Anchor Line on 9 July 1907 and made its maiden voyage, on the Glasgow-Liverpool-New York route, on 10 October. The service continued without mishap until 28 June 1914, when the ship ran aground on Tory Island, Northern Ireland. Salvage work continued until 20 August and then it was towed to Glasgow for repairs. The severity of the damage and the shortage of steel, caused by the war, meant that repairs were not completed until October 1915.

The California re-entered service and continued to operate on the Glasgow-New York service. On 29 January 1917 it left New York with 205 passengers on board. On 7 February it was torpedoed, close to Fastnet Island, Ireland by a German submarine. Most of the casualties were caused by the explosion and the ship sank in 7 minutes. Although the Captain went down with the ship he was blown to the surface by an explosion and was saved.

Cambria (1845)

Statistics

Gross Tonnage - 1,423 tons
 Dimensions - 66.74 x 10.67m
 Number of funnels - 1
 Number of masts - 3
 Construction - Wood
 Propulsion - Paddle
 Engines - Side lever, two
 Service speed - 9 knots
 Builder - Robert Steele & Son, Greenock (engines by Robert Napier, Glasgow)
 Passenger accommodation - 120 1st Class

Details of Career

The four early steamers (Britannia, Acadia, Caledonia and Columbia) were soon reinforced by two others when it was found that increasing traffic demanded extension of the mail service. The Hibernia and Cambria were ships of increased dimensions, power and more extensive passenger and cargo capacity than their predecessors. When they were originally commissioned they were barque-rigged, but like the rest of the paddle-wheel steamers so built the third mast was soon done away with.

The Cambria was launched on 1 August 1844 and made its maiden voyage from Liverpool to Halifax and Boston on 4 January 1845. From 1848 onwards it began to alternate its destination between New York and Boston. In March 1854 it was requisitioned by the government to serve as a troop transport in the Crimean War. After this it resumed the Liverpool to Boston service.

In January 1860 it was sold to Garibaldi to be used as a troopship and in November that year it was taken over by the Sardinian Navy. It served the Italian Navy from March 1861 until it was scrapped in 1875.

Cameronia (1911-17)

Statistics

Gross Tonnage - 10,963 tons
 Dimensions - 156.96 x 18.99m (515 x 62.3ft)
 Number of funnels - 2
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin screw
 Engines - Six-cylindered triple expansion engines
 Service speed - 16 knots
 Builder - D & W Henderson Ltd, Glasgow
 Launch date - 27 May 1911
 Passenger accommodation - 362 1st class, 304 2nd class, 802 3rd class

Details of Career

The Cameronia was launched for the Anchor Line on 27 May 1911 and made its maiden voyage, on the Glasgow-Moville-New York route, on 13 September. It was not until 1915 that the ship was employed on the Cunard-Anchor joint service. In February it began sailing on a new route from Glasgow to New York, via Liverpool. On one such voyage, in June, it managed to outpace a submarine west of the Skerries, Anglesey.

In January 1917 the Cameronia was taken over by the Government to serve as a troopship. At first it made trooping voyages from Devonport to the Mediterranean but was later based in Marseilles. On 15 April it was torpedoed by German submarine U-33, whilst travelling from Marseilles to Alexandria carrying 2,650 troops, and sank in 40 minutes. Some of the survivors were picked up by the escorting destroyer, HMS Rifleman, but the presence of the U-boat meant that the remainder had to be picked up the following morning by a sloop which came out of Malta.

Cameronia II (1921-58)

Statistics

Gross Tonnage - 16,365 tons
 Dimensions - 168.35 x 21.45m (552.4 x 70.4ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin screw
 Engines - Double reduction steam turbines
 Service speed - 16 knots
 Builder - William Beardmore & Co Ltd, Glasgow
 Launch date - 23 December 1919
 Passenger accommodation - 265 1st class, 370 2nd class, 1,100 2rd class

Details of Career

The Cameronia was originally built for the Anchor Line. The keel of the ship was laid on 7 March 1919 and the Cameronia was launched only nine months later, a building record. It was the sister ship of the Tyrrhenia / Lancastrina. Due to strikes the fitting-out was delayed and it was not until 11 May 1921 that it made its maiden voyage for Cunard, from Liverpool to New York. It then entered the Anchor Line service out of the Clyde in June.

In October 1925 it was involved in the rescue of the crew of the disabled and burning US coastguard cutter C.G.128 off New York. The following month it collided with the Norwegian steamer Haulk in the Clyde, but the damage was only superficial. A steering gear failure in January 1926 caused a voyage to be abandoned off Ireland and it had to return to its builders to be repaired. In August the same year it narrowly avoided collision, by 6 feet, with the Cunard Liner Samaria, in dense fog. By 1929 it had been decided to refurbish the ship and the passenger accommodation was altered to house 290 cabin class, 431 tourist class and 698 third class passengers.

In December 1932 the ship suffered an influenza epidemic and at its worst 400 passengers were confined to bed in their cabins. During the period December 1934 to October 1935 the Cameronia was laid up at Glasgow in the King George V dock. In 1935 and 1936 it served as a troopship to the Far East and moved a total of 16,617 troops. On 5 September 1939 it left Glasgow for New York to become the first British ship to dock there since the outbreak of World War II and then went on to make 11 un-escorted transatlantic crossings. In December 1940 it was requisitioned for trooping. In January 1941 it carried 3,000 troops to Suez and was then employed on the Alexandria-Greece shuttle, mainly carrying New Zealanders.

In May 1942 the Cameronia was involved in the training and run up to Operation Torch - the invasion of North Africa. In November it participated in these landings. On 22 December it was hit by an aerial torpedo whilst in convoy for Algiers. 17 people were killed and the ship limped back to Gibraltar to be repaired. In all 16 merchant ships were lost during Operation Torch, offset by the destruction of 14 German and Italian submarines. In June 1943 the Cameronia resumed service carrying the Canadian Tank Division from Malta to Sicily. On 6 June 1944 the Cameronia was the largest troopship to serve the Normandy beaches and in August it was engaged in Operation Dragon, the South of France landings. The ship was finally de-requisitioned in August 1945 after sailing 321,323 miles and carrying 163,789 troops.

The Cameronia was then laid up. It was not until July 1948 that the ship was brought out of retirement. It was refitted by Barclay & Curle at Elderslie for use as an Australian emigration ship with the capacity for 1,266 passengers. It made its first sailing in this role on 1 November and made 11 further voyages. On 21 January 1953 it was acquired by the Ministry of Transport and renamed Empire Clyde. In March 1958 it was broken up at Newport, Monmouthshire by John Cashmore & Co.

Campania (1893-1918)

Statistics

Gross Tonnage - 12,950 tons
 Dimensions - 183.17 x 19.87m (601 x 63.2 ft)
 Number of funnels - 2
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin-screw
 Engines - Ten-cylindrical triple-expansion
 Service speed - 21 knots
 Builder - Fairfield Co. Ltd., Glasgow
 Launch date - 8 September 1892
 Passenger accommodation - 600 1st class, 400 2nd class, 1,000 3rd class

Details of Career

The entry into service of two new Cunarders, the *Campania* and *Lucania*, in 1893 really started the great international race for supremacy of the North Atlantic. At around this time Germany began to try to build up its merchantile and naval fleets to equal those of the British. Germany was becoming more influential in European politics, and although the two new Cunarders held the North Atlantic speed records for four years, from 1897 onwards German liners swept all opposition from the seas for the next ten years.

The two ships were built on the Clyde at Govan and were enormous vessels in comparison to their contemporaries. The *Campania* was launched on 8 September 1892 by Lady Burns, wife of the Chairman of Cunard. After trials in off Skelmorlie it made its maiden voyage from Liverpool to New York on 22 April 1893. The return voyage saw the *Campania* set a new record passage from New York to Queenstown in a time of 5 days 17 hours and 27 minutes. In June 1893 the record passage from Liverpool to New York was also beaten. It was not until 1898 that the Norddeutscher Lloyd ship, *Kaiser Wilhelm der Grosse*, took all the Atlantic records and the Blue Riband.

In July 1900 the *Campania* was involved in a serious collision at sea. Whilst returning from New York it ran into thick fog 207 miles west of Queenstown. It reached Roches Point, outside Queenstown, but had to wait for the fog to lift before attempting to enter the harbour. On the morning of 21 July the *Campania* collided with a Liverpool registered barque, the *Embleton*, and sliced clean through it. The forward half of the sailing ship sank instantly and the aft part swung around and damaged the *Campania*'s starboard side. Lifeboats were only able to save 7 of the *Embleton*'s crew of 18. The *Campania* reached the Mersey without any further incident and set sail for New York again on 28 July. In 1901 it became the first vessel to fitted with a Marconi Wireless Telegraph.

In October 1905 another accident caused problems for the *Campania*. A freak wave hit the ship in the mid-Atlantic and 5 steerage passengers were swept away. A further 29 passengers were injured. This was the first time Cunard had lost any passengers through accident.

The *Campania* continued the Liverpool to New York service from then on without incident and made its 250th crossing on 14 April 1914. After returning from this voyage it was briefly chartered to the Anchor Line and had it not been for the outbreak of World War One the *Campania* would have surely been scrapped as the *Mauretania* and *Lusitania* could now clearly maintain the Liverpool to New York route.

At the outbreak of World War One it was bought by the Admiralty to be converted to carry seaplanes, for what were the beginnings of the Fleet Air Arm. After conversion at Cammell Lairds, Birkenhead, it was commissioned on 17 April 1915. The new flight deck, made of wood and some 160 feet long, could accommodate 10 planes. On 30 April it left the Mersey to join the grand fleet in Scapa Flow. Soon after its arrival the *Campania* made history for the Royal Navy by being the first ship to launch aircraft whilst under way.

The *Campania* soon returned to the Mersey to have its flight deck lengthened and then returned to Scapa Flow, but did not take part in the battle of Jutland due to engine failure. The rest of its career was spent in and out of Scapa Flow. By October 1918 it was operating from Burntisland in the Firth of Forth. On the morning of 5 November, during strong winds, the ship began to drag anchors. Soon it collided with another ship anchored nearby, the *Royal Oak*, which in turn collided with *HMS Glorious*. A gaping hole was torn in the port side of the *Campania* and it began to sink by the stern. Just over 3 hours later it sank stern first.

It was an ignominious end for a ship which had broken all records on the North Atlantic, and had laid the foundations for the modern Fleet Air Arm. Just four days later World War One ended.



Canada (1848)

Statistics

Gross Tonnage - 1,831 tons
 Dimensions - 76.50 x 11.58m
 Number of funnels - 1
 Number of masts - 3
 Construction - Wood
 Propulsion - Paddle
 Engines - Side lever, two
 Service speed - 10 knots
 Builder - Robert Steels & Co., Greenock (engines by Robert Napier, Glasgow)
 Passenger accommodation - 140 1st Class

Details of Career

In 1847 it became evident to the government that the postal facilities had become too limited for the demands arising from the rapidly extending commercial relations between Britain and America, and they wisely determined to double the Atlantic mail service. A new contract was entered into with the Cunard Company whereby a vessel of not less than 400 horse power, capable of carrying guns of the highest calibre, should leave Liverpool every Saturday for New York and Boston alternately. To accomplish this new agreement four new ships were built - the America, Niagara, Europa and Canada.

The Canada was launched in June 1848 and made its maiden voyage from Liverpool to Halifax and New York on 25 November 1848 and on subsequent voyages varied its final destination between New York and Boston. In October 1850 it was stranded near Halifax but was undamaged and in April 1854 it sank the brig Belle with the loss of 2 lives.

On November 1854 it collided with the SS Ocean near Boston with the loss of 3 lives. It made its final voyage from Liverpool to Boston in December 1865 and became the sailing ship Mississipi in 1867. It was scrapped in 1883.

Caria (1900-1915)

Statistics

Gross Tonnage - 3,023 tons
 Dimensions - 96.93 x 13.1m (318 x 43ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - Three-cylindered triple expansion engines
 Service speed - 10 knots
 Builder - Tyne Iron S.B.Co, Newcastle
 Launch date - 1900
 Passenger accommodation - None

Details of Career

The ship was built as the Clematis for the Societe Anonyme d'Enterposage et de Transports - an Antwerp based company. The ship was acquired by Cunard in 1911 and renamed the Caria. It was primarily a cargo vessel and ran on the Mediterranean routes. It was torpedoed and sunk by U-boat gunfire on 6 November 1915. This occurred whilst it was travelling from Naples to Alexandria, 120 miles south east of Cape Martello.

Carinthia I (1895-1900)

Statistics

Gross Tonnage - 5,598 tons
 Dimensions - 135.63 x 14.93m (445 x 49ft)
 Number of funnels - 1
 Number of masts - 4
 Construction - Steel
 Propulsion - Twin screw
 Engines - Six-cylindered triple expansion engines
 Service speed - 13 knots
 Builder - London & Glasgow Co., Glasgow
 Launch date - 24 May 1895
 Passenger accommodation - None

Details of Career

The Carinthia was a cargo vessel launched for Cunard on 24 May 1895. It made its maiden voyage, from Liverpool to Boston, on 24 October of that year. In 1899 the ship was chartered by the British Government as a Boer War transport, carrying mules from New Orleans to South Africa. It made its final sailing in this role on 15 July 1900. On 30 July it was stranded off Cape Gravois, Haiti, on its way to load a cargo of mules in Mexico. The ship was wrecked, but no lives were lost.

Carinthia II (1925-40)

Statistics

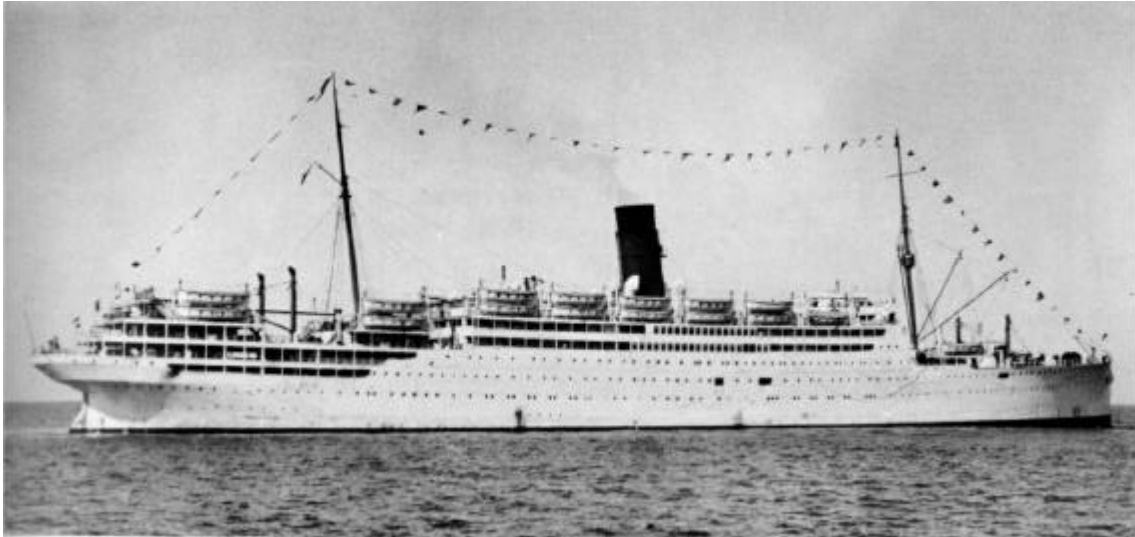
Gross Tonnage - 20,277 tons
 Dimensions - 183.08 x 22.49m (600.7 x 73.8ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin screw
 Engines - Steam turbines, double reduction
 Service speed - 16 knots
 Builder - Vickers Ltd, Barrow
 Launch date - 24 February 1925
 Passenger accommodation - 240 1st class, 460 2nd class, 950 3rd class

Details of Career

The Carinthia was designed primarily for cruising and was built by Vickers Armstrong at Barrow-in-Furness. Although Cunard had originally intended to launch the ship as the Servia, they abandoned this idea before its launch. The Carinthia was launched on 24 February 1925 and made its maiden voyage, from Liverpool to New York, on 22 August. The ship made its first cruise, from New York, during the Winter that year and returned to Liverpool in March 1926. It generally followed this pattern of voyages throughout its career. There were occasional cruises from Southampton to the Fjords and the North Cape, however.

On 3 September 1939, when war was declared, the Carinthia left New York for Liverpool and was immediately requisitioned as an Armed Merchant Cruiser on arrival. During the coming months the ship underwent extensive conversion work. Most of the ship's furniture was removed, the cabins converted into messdecks and the ship was armed with several light artillery weapons. After undergoing trials off Liverpool it sailed to Portsmouth, to embark supplies, and then on to Greenock to join the Northern Patrol, during January 1940. It made several patrols in the area south of Iceland and then returned to Birkenhead, in March, to be refitted.

Next the Carinthia sailed south to join a Naval patrol off the coast of Portugal. It called at Gibraltar on 3 June to take on stores and then left to rejoin the patrol. At 2.00PM on 6 June the ship was struck by a torpedo, fired from German submarine U46. Several crew were killed by the explosion and both the engine room and two of the holds were flooded very rapidly. Despite the fact that there was little chance of saving the ship the crew fired distress signals and the deck gunners fired on, what they believed to be, the submarine's periscope. At around 2.30PM a second torpedo was fired, fortunately missing the ship. By 7.00AM the following day the ship was under tow. Eventually the ship had to be abandoned and left to sink as it continued to take on water. At 9.40PM on 7 June the Carinthia sank at a position 55/12N by 9/12W.



Carinthia III (1956-)

Statistics

Gross Tonnage - 21,947 tons
 Dimensions - 173.72 x 24.47m (570 x 80.3ft)
 Number of funnels - 1
 Number of masts - 1
 Construction - Steel
 Propulsion - Twin screw
 Engines - Steam turbines, double reduction
 Service speed - 21 knots
 Builder - John Brown & Co., Glasgow
 Launch date - 14 December 1955
 Passenger accommodation - 154 first class, 714 tourist class

Details of Career

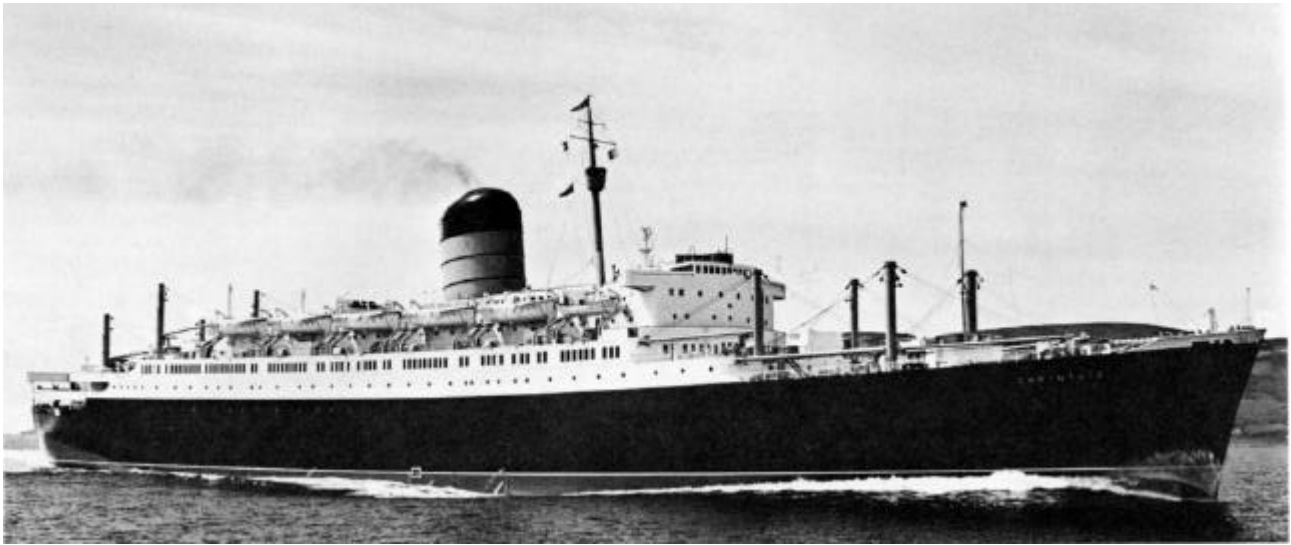
After the Second World War the vessels that Cunard had been using on the Canadian route were becoming outdated. In 1951 it was decided to build a completely new class of ships to serve the Liverpool to Montreal route. Despite financial problems Cunard persisted and completed all four vessels - the Saxonica, Ivornia, Carinthia and Sylvania. All of the new ships were built by John Brown & Co., Glasgow. The Carinthia was completed late in 1955 and then, after being fitted out, made its maiden voyage, from Liverpool to Quebec and Montreal, on 27 June 1956.

During the coming years the number of passengers crossing the Atlantic by sea remained static, but the number of those travelling by air grew steadily. Once the four sisters were in service Cunard provided six sailings a month to Canada. In April 1959 the Carinthia buckled one of its propellers on the ice in the St. Lawrence River. Then in June there were two fires on board which, although easily extinguished, were obviously the work of an arsonist. Strikes in July meant that Cunard was compelled to cancel a voyage and assist the passengers in making alternative arrangements. In November 1960 the Carinthia was chartered by the Canadian Government to undertake trooping voyages. These continued until mid-December and then the ship returned to the Liverpool to New York route.

On arrival in Liverpool for its annual overhaul the ship's problems continued as the shipyard engineers went on strike. It was over four months before it sailed to Montreal. On 30 August 1961 the Carinthia collided with the Tadoussac, a Canadian ship, in the St. Lawrence River during heavy fog. Fortunately both ships only suffered slight damage. Losses suffered by the company meant that a rescheduling of services left only the Carinthia on the Liverpool-Montreal route. By October 1967 it was announced that the Carinthia, along with several other Cunard vessels, was to be withdrawn from service. By December it was laid up in Southampton and on 1 February 1968 it was sold to the Italian Sismar Line.

The ship was renamed Fairland, but little else was changed. In January 1970 it sailed from Italy for refurbishment. It was now registered in Liberia and could carry 925 passengers. It was completely rebuilt and now had a large theatre, five nightclubs, three swimming pools and 11 passenger decks. It was soon based

in North America. The ship operated profitably for its new owners before passing back into British ownership in 1988 when P&O bought the Sitmar Line, at some point being renamed the Fair Princess. In 1996 the ship was sold to Regency Cruises, but reverted to P&O when this company went bankrupt. In 1997 it was transferred to the P&O Australia.



Carmania I (1905-1932)

Statistics

Gross Tonnage - 19,524 tons
 Dimensions - 198.23 x 22m (650.4 x 72.7ft)
 Number of funnels - 2
 Number of masts - 2
 Construction - Steel
 Propulsion - Triple screw
 Engines - Steam turbines
 Service speed - 18 knots
 Builder - John Brown & Co.Ltd., Glasgow
 Launch date - 21 February 1905
 Passenger accommodation - 300 1st class, 350 2nd class, 2,000 3rd class

Details of Career

The Carmania and its sister ship, the Caronia, entered service for Cunard in 1905 and at the time they were the largest ships in the Cunard fleet. Following an examination of the merits of different propulsion units one, the Carmania, was fitted with steam turbines and the other, the Caronia, was fitted with quadruple-expansion engines.

The Carmania was launched on 21 February at Lady Blythswood, the wife of a former aide to Queen Victoria. The fact that the Carmania was reported to be the forerunner of a larger turbine ship, the Lusitania, was of great public interest. It made its maiden voyage from Liverpool to New York, via Queenstown, on 2 December 1905. Several engineering experts had been on board the Carmania during its maiden voyage and were enthusiastic about how the engines had worked smoothly and efficiently. The ship was powered by three direct acting Parsons steam turbines.

The Carmania continued to operate the New York service without major incident for some years. In June 1910, whilst the ship was in dock at Liverpool, a fire broke out which took the fire brigade some time to extinguish. Although the damage was quite considerable, it was only to the passenger accommodation, and the structure and machinery were undamaged. It was 4 October before repairs had been completed and the ship could return to service.

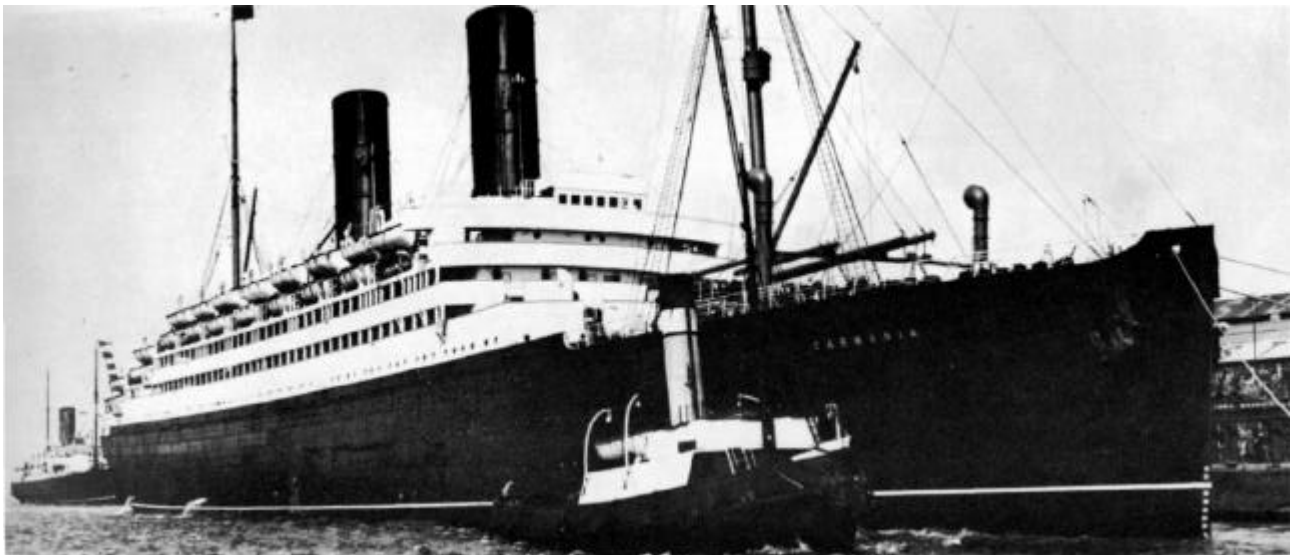
In October 1913, whilst travelling from New York to Liverpool, it received an SOS call from the emigrant ship Volturno, of the Canadian Northern Steamship Co.Ltd. The Volturno had been travelling from Rotterdam to America with emigrants and a cargo of barium oxide, which had broken loose in gales and caused a fire. The Carmania, under Captain Barr, reached the scene 4 hours after receiving the signal. The ship was forced to stand-by all night as the weather was so severe. The next day the Carmania, and several smaller vessels

that had come, picked up the survivors. 103 passengers and 30 crew from the *Volturno* were lost. Several awards for gallantry were made to the crew of the *Carmania*.

After the outbreak of World War One the *Carmania* was requisitioned by the government and converted into an Armed Merchant Cruiser. Under the command of Captain Noel Grant RN the ship sailed from Liverpool and arrived at Shell Bay in Bermuda on 23 August 1914. A German ship, formerly of the Hamburg-America Line, the *Cap Trafalgar*, had been reported in the vicinity but was believed to be headed for South Africa. The ship, however, had been armed and was patrolling around Trinidad. On the morning of 14 September the *Carmania* engaged the *Cap Trafalgar*. Despite having to abandon the bridge of the ship, due to fire, the crew of the *Carmania* continued to fire on the German ship. The *Cap Trafalgar* began to list and went down bows first. The battle had lasted nearly one hour. The *Carmania* was potted with holes from *Cap Trafalgar*'s bombardment, and had lost 7 men in the action. The ship was then escorted to Gibraltar and placed in dry dock.

By 23 November repairs were complete. Until May 1915 the ship patrolled the coast of Portugal and the Atlantic Islands, but was afterwards required to assist in the Gallipoli campaign. It also assisted in quelling a mutiny on board the British steamship *Maristan*. In May 1916 the *Carmania* was allowed to return to Cunard and, after being refitted, was employed largely on trooping duties between Halifax and Liverpool. After the end of the war it was engaged in the repatriation of Canadian troops.

At the beginning of 1920 it was completely reconditioned and returned to the Liverpool to New York service. In 1923 the passenger accommodation was altered to allow for 425 cabin class, 365 tourist class and 650 3rd class passengers. Despite being involved in several minor collisions the rest of the *Carmania*'s career was relatively uneventful. Like its sister ship it was employed on short cruises in the winter months. By 1931 the ship had become outdated and overshadowed by more modern vessels, and in March 1932 the *Carmania* was sold to Hughes Bocklow & Co. and scrapped at Blyth.



Carmania (1954-73) (before 1963 she was *Saxonia II*)

See **Saxonia II** for details.

Caronia I (1905-1933)

Statistics

Gross Tonnage - 19,687 tons

Dimensions - 198.11 x 22m (486.5 x 59.3ft)

Number of funnels - 2

Number of masts - 2

Construction - Steel

Propulsion - Twin screw

Engines - Eight-cylindered quadruple-expansion

Service speed - 18 knots

Builder - John Brown & Co.Ltd., Glasgow

Launch date - 13 July 1904

Passenger accommodation - 300 1st class, 350 2nd class, 2,000 3rd class - 1926 - 452 cabin class, 365 tourist class, 650 3rd class

Details of Career

The Caronia, and its sister ship the Carmania, entered service for Cunard in 1905 and at the time they were the largest ships in the Cunard fleet. The two ships also formed the centre of an important experiment for Cunard, one was powered by quadruple-expansion engines and the other by steam turbines. As the ships were so similar this would provide a good comparative study of the two engine systems.

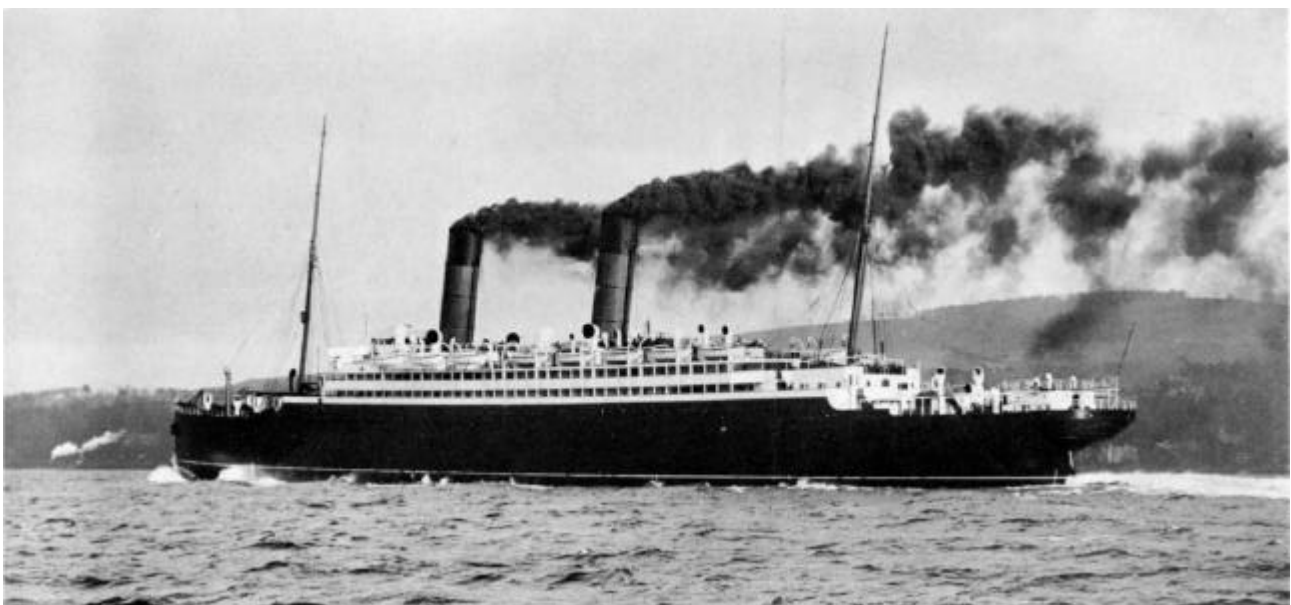
The Caronia was launched on 13 July 1904 by Mrs. Choate, wife of the U.S. Ambassador in London. It left Liverpool, for New York, on its maiden voyage on 25 February 1905. On only its third voyage the Caronia suffered the misfortune of being stranded off Sandy Hook, but despite being delayed there was no real damage to the ship. Aside from this the ship served the Liverpool-Queenstown-New York route effectively until the beginning of World War One.

When the war began the Caronia underwent conversion in Liverpool in order to be employed as an Armed Merchant Cruiser. On 8 August 1914 the work had been completed and the ship was commissioned into the Royal Navy. After only two days at sea in this role it captured the German barque Odessa with its cargo of nitrate. After this the ship travelled to Halifax and then from October 1 began a six month service patrolling off the Ambrose Light Vessel outside New York harbour.

The Caronia fulfilled this service without major incident until 14 April 1915 when it was involved in a collision with the six-masted schooner Edward.B.Winslow. There were no casualties, however, and the damage was only superficial. In May 1915 it returned to Liverpool for a complete overhaul. After a period carrying out contraband patrols off New York the Caronia again returned to Liverpool and was released from Naval service. It was handed back to Cunard on 7 August 1916. After a refit the Caronia was requisitioned by the government to carry out trooping duties between Halifax and Liverpool, and even made two voyages to Bombay. At the end of the war it then went on to assist in the repatriation of Canadian troops.

Having fulfilled these duties the Caronia inaugurated the the Cunard service between London and Canada by sailing from London to Halifax and New York on 12 September 1919. After being reconditioned in 1920, it continued to sail to Halifax and New York from both Liverpool and London. Over the coming years the Caronia's final destination varied between New York, Boston and Quebec. In 1926 the passenger accommodation underwent a complete refit to accommodate 452 cabin class, 365 tourist class and 650 3rd class passengers. During the winter months this meant that the ship could be used for cruises between New York and Havana. For the remainder of its career the ship sailed to New York from Southampton and Le Havre.

By the end of 1931 both the Caronia and its sister, the Carmania, had served their purpose and with the onset of the Depression they were both laid up at Sheerness. In January 1932 the Caronia was sold to Hughes Bocklow & Co. for scrap. It was resold to a Japanese shipbreakers who renamed it Taiseiyo Maru for its voyage to Osaka, where it was scrapped in early 1933.



Caronia II (1949-74)

Statistics

Gross Tonnage - 34,183 tons
 Dimensions - 209.53 x 27.85m (678.5 x 91.4ft)
 Number of funnels - 1
 Number of masts - 1
 Construction - Steel
 Propulsion - Twin screw
 Engines - Steam turbines, both double and single reduction
 Service speed - 22 knots
 Builder - John Brown & Co.Ltd, Glasgow
 Launch date - 30 October 1947
 Passenger accommodation - 581 1st class, 351 cabin class

Details of Career

The Caronia could probably be described as the world's first purpose-built cruise ship. The ship later became nicknamed the 'Green Goddess' because it was painted in a pale green livery. The Caronia became renowned, particularly in the United States, for its world cruises. The Caronia was one of the largest ships built during the years immediately following the Second World War. With its cruising role in mind it was built with a yacht-like appearance and also had an open air lido, swimming pool and terraced decks.

The ship was launched on 30 October 1947 by HRH Princess Elizabeth, undertaking her last public engagement before her marriage. Over one year later the ship was completed and then spent some time in drydock at Liverpool before returning to the Clyde for trials. Although the Caronia was designed as a cruise ship Cunard intended to employ it on the North Atlantic service during the busy summer months. Following the Second World War, the ship's dollar-earning cruises were important to Britain's economy and, for this reason, they could only be booked in the United States and had to be paid for in US dollars.

The Caronia made its maiden voyage on 4 January 1949 from Southampton to New York, via Cherbourg. During the winter the ship made a series of cruises to the West Indies and South America. It was not until January 1951 that the ship made its first world cruise. The trip called at over 30 ports and terminated at Southampton in the spring. During the ship's transit, however, of the Suez Canal it went aground near the El Ferdan bridge for nearly an hour. Although this delayed traffic through the Canal the Caronia was undamaged. In the summer of 1951 a further cruise, from New York to Europe, was made.

In December 1952, during the ship's annual overhaul at Liverpool, there was a fire but it was easily controlled by the fire brigade. The Queen's Coronation ceremony, during the summer of 1953, led the Caronia to be employed in bringing American visitors over to see the spectacle. In June 1956 the ship was again temporarily grounded, this time on a sandbank outside the port of Messina. During the annual overhaul, at the end of the year, the ship was fitted with air-conditioning throughout.

After this the Caronia began to cruise from New York across the Atlantic to Cape Town and then return via Japan and the Pacific. It was on the ship's second cruise on this route that it struck and demolished a light tower at the entrance to Yokohama port, whilst leaving Tokyo Bay. This occurred on 14 April 1958. Immediate repairs were necessary and the US Navy allowed the ship to use Yokosuka dockyard. Subsequently Cunard were also involved in a lengthy legal action which resulted in them paying a large amount of compensation.

In 1959 the Caronia called at the Soviet Union calling at Yalta on the Black Sea, the scene of the famous conference 14 years previously. In October 1965, in an effort to compete better with the Scandinavian and Dutch cruise ships, the Caronia was redecorated and refurnished at Belfast. In addition a large lido deck and new open air swimming pool were built. The decline in the market, however, meant that this was not enough and Cunard announced that the Caronia, Carinthia and Sylvania would be withdrawn from service early in 1968. The Caronia's last voyage was from New York to Southampton, leaving on 17 November 1967.

After remaining in Southampton for some time the ship was sold to a Yugoslavian company, Domus Turist. Their intention was to use the ship as a floating hotel at Dubrovnik. Due to technical problems, however, this transaction was never completed and on 24 May 1968 it was resold to the Panamanian company, Star Shipping. It was renamed Columbia and sailed to the Piraeus in July to be refitted. Whilst undergoing this overhaul in Greece it was again renamed, Caribia.

The new owners promised to use the ship for cruising and, despite several delays, the ship left New York on 11 February 1969 on an inaugural 14 day cruise. Despite complaints from most of the passengers the ship left on a second cruise on 28 February. After a steam pipe split, killing one crew member, the ships power was cut and left drifting. After 20 hours temporary repairs were made and the ship returned. The rest of the ships cruise itinerary was cancelled and it remained anchored at New York.

A Turkish national eventually bought the ship but was never able to raise the finances to refit it. For the next 5 years the Caribia remained at New York. In spring 1974 it was sold to Taiwanese shipbreakers and left New York on 27 April for Kaohsiung, towed by the ocean tug Hamburg. Problems began when the ship took on a list near Honolulu but, after temporary repairs, it continued the journey. On 12 August the ships were off Guam battling a tropical storm. The Hamburg's generator failed 3 miles from Apra Harbour and the captain decided to cut the towline. The Caribia drifted towards the breakwater and looked as though it may make a normal entry to the harbour when it suddenly altered course and crashed into the tip of the breakwater. The ship broke up on 14 August, after being pounded by stormy seas. The stern section slipped into the entrance to the harbour.



Carpathia (1903-1918)

Statistics

Gross Tonnage - 13,555 tons

Dimensions - 164.58 x 19.65m (540 x 64.5ft)

Number of funnels - 1

Number of masts - 4

Construction - Steel

Propulsion - Twin-screw

Engines - Eight-cylindered quadruple-expansion

Service speed - 14 knots

Builder - Swan & Hunter, Wallsend-on-Tyne (engines by Wallsend Slipway Co.Ltd.)

Launch date - 6 August 1902

Passenger accommodation - 204 2nd class, 1,500 3rd class **1905** - 100 1st, 200 2nd and 2,250 3rd class

Details of Career

The Carpathia was primarily designed for the Hungarian emigrant service between Fiume and New York and made its maiden voyage from Liverpool to New York, via Queenstown on 5 May 1903. The accommodation was far superior to anything previously offered to emigrants and the 3rd class accommodation was of a good standard. There were also public rooms for 3rd class passengers and all meals were included in the fare. The ship continued the Liverpool to New York service until November 1903 and then spent the winter carrying passengers from Trieste and Fiume.

On 17 May 1904 the Carpathia returned to the Liverpool-New York service. During the following years the ship would return to the Mediterranean service every winter, beginning with a positioning cruise from Liverpool to Naples. In 1905 the passenger accommodation was altered to accommodate 100 1st class, 200 2nd class and 2,250 3rd class passengers. By 1909 it was spending all year on the Mediterranean service, only returning to Liverpool at the end of each year for an annual overhaul.

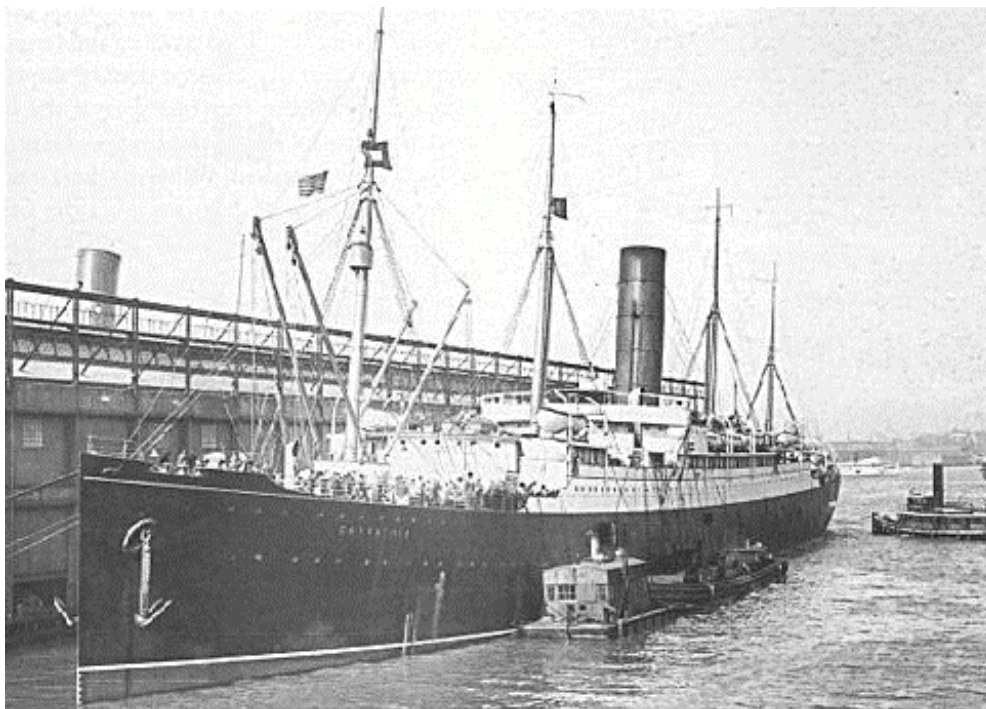
The most memorable event in the Carpathia's career was the dramatic rescue dash made to pick up the survivors of the ill-fated Titanic. The Carpathia left New York on 11 April 1912, the same day that the Titanic was calling at Queenstown on her maiden voyage across the Atlantic. The Titanic struck an iceberg at noon on the 14 April, and when it became clear that the ship was sinking Captain Smith sent out distress signals.

After receiving these signals Captain Rostron, of the Carpathia, immediately set a course to the Titanic's last known position, over 60 miles away, and travelling at full speed. At 4.00am the Carpathia arrived at the scene after negotiating surrounding ice fields.

The Carpathia picked up the survivors and lifeboats from the Titanic. 703 people were saved and 1,503 perished. As there was insufficient food on board to make it to Europe, Captain Rostron decided to sail back to New York. When it arrived at New York the full horror of the Titanic tragedy was learnt. Amidst the controversy and rumours that were rife over the next few months Captain Rostron, his crew and the Carpathia itself were beyond reproach.

Soon the Carpathia returned to its usual service, which continued until the outbreak of World War One. On 5 September 1914 the Carpathia incurred the wrath of the Italian government for failing to obtain an emigrant licence, which was required to carry their nationals, and was subsequently fined. The Carpathia continued its commercial service throughout the war, first operating from the Piraeus in Greece and then, in 1915, being transferred to the New York and Boston run from Liverpool.

On 17 July 1918 the Carpathia was travelling in convoy, bound for Boston, when it was struck by two torpedoes some 120 miles west of Fastnet. A third torpedo hit the ship as the lifeboats were being manned. Five of the crew were killed by the explosions. The remainder of the crew and the 57 passengers on board were picked up by HMS Snowdrop and safely brought to Liverpool. The Carpathia sank at 12.40am that day.



Catalonia (1881)

Statistics

Gross Tonnage - 4,481 tons
 Dimensions - 130.93 x 13.10m
 Number of funnels - 1
 Number of masts - 3
 Construction - Iron
 Propulsion - Single screw
 Engines - Compound, two
 Service speed - 13 knots
 Builder - J.&G.Thomson
 Launch date - 14 May 1881
 Passenger accommodation - 200 1st class, 1,500 3rd class

Details of Career

Despite the fact that steel was fast becoming the more desirable material for ship building Cunard built three large iron screw steamers of special suitability for the Boston trade. These were the Catalonia, Pavonia and Cephalonia.

The Catalonia made its maiden voyage from Liverpool to New York, via Queenstown, on 6 August 1881. This service was continued until 3 March 1883 when the route of the service changed to Liverpool to Boston, via Queenstown.

In 1882 it was used as a troop transport in the Egyptian War. Around 1889 the Catalonia's propellers were changed to bronze four-bladed propellers. By September 1899 the Catalonia had made its last commercial voyage. During the period 1899-1900 it was again employed as a troop transport, this time in South Africa during the Boer War. The ship was scrapped in Italy in 1901.

Cephalonia (1882)

Statistics

Gross Tonnage - 5,517 tons
 Dimensions - 131.24 x 14.17m
 Number of funnels - 1
 Number of masts - 3
 Construction - Iron
 Propulsion - Single screw
 Engines - Compound, two
 Service speed - 14 knots
 Builder - Laird Bros., Birkenhead
 Launch date - 20 May 1882
 Passenger accommodation - 200 1st class, 1,500 2nd class

Details of Career

Despite the fact that steel was fast becoming the more desirable material for ship building Cunard built three large iron screw steamers of special suitability for the Boston trade in 1881-2. These were the Catalonia, Pavonia and Cephalonia.

The Cephalonia was built entirely in dry dock and was the largest merchant vessel built on the Mersey up to that time. All these were built to carry large cargoes as well as saloon and emigrant passengers. The Cephalonia was built in 300 working days. From the keel being laid on 21 May 1881 its engines were fully functional by 19 May 1882. It was also the first Cunarder to be fitted with refrigeration chambers. It then made its maiden voyage on 23 August 1882, from Liverpool to Boston.

The Liverpool-Boston service was maintained until September 1899. The following month it was being used as a Boer War troopship. In 1900 it was sold to an Italian firm and later the same year it was sold on to the Chinese Eastern Railway Co. And renamed Hailor. It was sunk in 1904 at Port Arthur during the Russo-Japanese War to be used as a blockship.

China (1862)

Statistics

Gross Tonnage - 2,638 tons
 Dimensions - 99.42 x 12.31m
 Number of funnels - 1
 Number of masts - 3
 Construction - Iron
 Propulsion - Single screw
 Engines - Geared oscillating, two
 Service speed - 12 knots
 Builder - Robert Napier & Sons, Glasgow
 Passenger accommodation - 268 1st Class, 771 2nd Class

Details of Career

The China was launched in October 1861 and made its maiden voyage from Liverpool to New York on 15 March 1862, continuing this service until 1865 when it began to sail the Liverpool-Halifax-Boston route. This service continued until 1867. The Liverpool-New York service was resumed for the period 1868-72.

On 21 September 1872 it sailed from Liverpool to New York but had to put back to Queenstown with a cracked cylinder. In 1873 compound engines were fitted by Barclay, Curle & Co., Glasgow. In 1874 it resumed the Liverpool-New York service until 1880 when it was sold to Spain and was renamed Magallanes. It was also employed as a transport in the Zulu War in 1879. In 1889 it was sold to a Norwegian firm, renamed Theodor, and converted into a four masted barque. On 2 March 1906, whilst sailing from Tampa to Yokohama, it went missing.

Columbia (1841)

Statistics

Gross Tonnage - 1,175 tons
 Dimensions - 63.09 x 10.36m
 Number of funnels - 1
 Number of masts - 3
 Construction - Wood
 Propulsion - Paddle
 Engines - Side lever, two
 Service speed - 9 knots
 Builder - Robert Steele & Son, Greenock (engines Robert Napier, Glasgow)
 Passenger accommodation - 115 1st Class

Details of Career

On winning the government contract the newly formed Cunard Company began a fortnightly mail service from Liverpool to Halifax, Boston and Quebec. The vessels employed under this contract were to be of such a build that they might be available as troopships, and for transporting stores in times of war. Four steamers, of similar dimensions, were immediately commenced - the Britannia, Acadia, Caledonia and Columbia.

The Columbia was built in 1840 and made its maiden voyage on 5 January 1841 from Liverpool to Halifax and Boston. On 2 July 1843 the Columbia suffered the fate of being wrecked on a rock called the Devil's Limit, near Halifax. At the time she was on a passage between Boston and Halifax. All hands and passengers got off safely but the ship herself remained the only loss that the Cunard Company sustained for the first 30 years of its existence.

Corsica (1863-1888)

Statistics

Gross Tonnage - 1,134 tons
 Dimensions - 68.28 x 9.8m (224 x 32.1ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Iron
 Propulsion - Single screw
 Engines - Two-cylindrical geared oscillating
 Service speed - 10 knots
 Builder - J & G Thomson & Co, Glasgow
 Launch date - 1863
 Passenger accommodation - 1st class only

Details of Career

The Corsica originally built for Cunard in 1863 and was employed on their Mediterranean services to Italy, Sardinia and Corsica. By 1868, however, it was decided that the ship was too small. It was then sold to the Royal Mail S.P.Co to replace their vessel the Wye, which had been overwhelmed in the great hurricane at St. Thomas. In 1877 it was sold again, this time to R. Foll Junior for West Indies trading. In 1879 compound engines were added by Wallsend S.B. & E.Co, Wallsend. By 1888 the ship no longer appeared in any registers.

Cuba (1864)

Statistics

Gross Tonnage - 2,668 tons
 Dimensions - 103.07 x 12.92m
 Number of funnels - 1
 Number of masts - 3
 Construction - Iron
 Propulsion - Single screw
 Engines - Geared oscillating, two
 Service speed - 12 knots
 Builder - Tod & McGregor, Glasgow
 Passenger accommodation - 300 1st Class, 800 3rd Class

Details of Career

The Cuba made its maiden voyage from Liverpool to New York via Queenstown on 3 December 1864. This service was maintained until 1876, except for one voyage to Boston. In 1876 it was sold to D.Brown & Sons, London and converted into a four masted barque called the Earl of Beaconsfield. On 6 November 1887 it was wrecked near Withernsea, on a voyage from Calcutta to Hull.

Cunard Adventurer (1971-)

Statistics

Gross Tonnage - 14,151 tons
 Dimensions - 147.52 x 21.5m (483.8 x 70.6ft)
 Number of funnels - 1
 Number of masts - 1
 Construction - Steel
 Propulsion - Twin screw
 Engines - 12-cylindered vee-form diesel engines
 Service speed - 21.5 knots
 Builder - Rotterdamsche Droogdok, Rotterdam
 Launch date - 2 February 1971
 Passenger accommodation - 806 single class (320 cabins plus 86 pullman berths)

Details of Career

The Cunard Adventurer and Cunard Ambassador were sister ships launched for Cunard's cruise market. These ships represent Cunard's first entry with a purpose built ship into this highly competitive market. They were both of the shallow draught design for short cruises out of San Juan, Puerto Rico. They were jointly owned by Cunard and Overseas National Airlines.

The Cunard Adventurer was launched on 2 February 1971. It was the first vessel to be built abroad for Cunard. By July it had been taken over by Cunard and redesigned internally. On 20 November, on its delivery voyage, the ship suffered engine failure and drifted for four hours in the Bay of Biscay. On 22 November it was repaired at Lisbon and then entered service in December. It spent the summer months sailing from Vancouver to Alaska and during the winter cruised the Caribbean.

In 1976 the vessel was overhauled by its builder. In March the following year it was sold to Lauritz Kloster, an Oslo based company, and renamed Sunward II. It was rebuilt in 1980 with twin funnels and a greater rake. The ship is still in service for this company today.



Cunard Ambassador (1972-)

Statistics

Gross Tonnage - 14,151 tons
 Dimensions - 147.52 x 21.5m (483.8 x 70.6ft)
 Number of funnels - 1
 Number of masts - 1
 Construction - Steel
 Propulsion - Twin screw
 Engines - 12-cylindered vee-form diesel engines
 Service speed - 21.5 knots
 Builder - P. Smit, Rotterdam
 Launch date - 16 March 1972
 Passenger accommodation - 806 one class, 320 cabins plus 86 pullman berths

Details of Career

The Cunard Adventurer and Cunard Ambassador were sister ships launched for Cunard's cruise market. These ships represent Cunard's first entry with a purpose built ship into this highly competitive market. They were both of the shallow draught design for short cruises out of San Juan, Puerto Rico. They were jointly owned by Cunard and Overseas National Airlines.

The Cunard Ambassador was launched on 16 March 1972 and made its maiden voyage, from Southampton to San Juan, on 23 October. Whilst on a voyage from Port Everglades to New Orleans, to embark passengers, an engine room fire caused the ship to be abandoned 39 miles south west of Key West. 240 of the ship's crew were taken off by the US tanker Tallulah, 50 remained on board. The ship was then towed into Key West by the tug Cable.

By 1975 it had been decided that the ship was a constructive loss and it was sold to C. Clausen, Copenhagen. It was towed there by the tug Willem Barendsz, rebuilt as a livestock carrier and renamed Linda Clausen. It was then employed on the Australia-Persian Gulf service. During January 1976 it was further modified at Hamburg to carry 32,000 sheep. By June the ship was back in service.

In December 1980 the vessel was sold to the Lembu Shipping Corporation, Panama and renamed Procyn. It was sold again in 1983 to the Qatar Transport & Marine Services Co, Qatar. The ship was still in service in 1989.

Cunard Calamanda (1972-)

Statistics

Gross Tonnage - 15,498 tons
 Dimensions - 182.6 x 22.4m (598.8 x 73.5ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - 6-cylindered Sulzer diesel engines
 Service speed - 15.5 knots
 Builder - Astilleros Espanoles S.A., Seville
 Launch date - 4 May 1972
 Passenger accommodation - None

Details of Career

The Cunard Calamanda was the fourth of a series of large cargo vessels launched for Cunard during the 1971-73 period. The others were the Cunard Campaigner, Caravel, Carronade, Cavalier, Carrier, Champion and Chieftain. They were all technically identical, being of the Eskalduna Type 27 design. They each had a crew of 32 and were fitted with four 15 ton Haggland-Hydraulic deck cranes.

The Cunard Calamanda was launched on 4 May 1972 and completed in February the following year. In 1978 it was sold to Naftitan Maritime & Transportation Enterprises, Piraeus and renamed Ionian Carrier. It was then operated with the Neville Corporation as managers. It was still in service in 1989.

Cunard Campaigner (1971-)

Statistics

Gross Tonnage - 15,498 tons
 Dimensions - 182.6 x 22.4m (598.8 x 73.5ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - 6-cylindered Sulzer diesel engines
 Service speed - 15.5 knots
 Builder - Astilleros Espanoles S.A., Seville
 Launch date - 23 October 1971
 Passenger accommodation - None

Details of Career

The Cunard Campaigner was the first of a series of large cargo vessels launched for Cunard during the 1971-73 period. The others were the Cunard Caravel, Carronade, Calamanda, Cavalier, Carrier, Champion and Chieftain. They were all technically identical, being of the Eskalduna Type 27 design. They each had a crew of 32 and were fitted with four 15 ton Haggland-Hydraulic deck cranes.

The Cunard Campaigner was launched on 23 October 1971 by Mrs Nigel Broakes and was owned by Cunard. It was delivered for worldwide trading in July 1972 and was then operated by Cunard-Brocklebank Bulkers Ltd. It was sold in December 1974 to the Great Eastern Shipping Co, India and renamed Jag Shanti. It was still in service in 1989.

Cunard Caravel (1971-)

Statistics

Gross Tonnage - 15,498 tons
 Dimensions - 182.6 x 22.4m (598.8 x 73.5ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - 6-cylindered Sulzer diesel engines
 Service speed - 15.5 knots
 Builder - Astilleros Espanoles S.A., Seville
 Launch date - 4 December 1971
 Passenger accommodation - None

Details of Career

The Cunard Caravel was the second of a series of large cargo vessels launched for Cunard during the 1971-73 period. The others were the Cunard Campaigner, Carronade, Calamanda, Cavalier, Carrier, Champion and Chieftain. They were all technically identical, being of the Eskalduna Type 27 design. They each had a crew of 32 and were fitted with four 15 ton Haggland-Hydraulic deck cranes.

The Cunard Caravel was launched on 4 December 1971. Although it operated for the joint Cunard-Brocklebank Bulkers Ltd it carried the Brocklebank funnel. It was delivered on 19 September 1972. By December 1974 it had been sold to the Great Eastern Shipping Co, Bombay and renamed Jag Shakti. It was still in service in 1989.

Cunard Carrier (1973-)

Statistics

Gross Tonnage - 15,498 tons
 Dimensions - 182.6 x 22.4m (598.8 x 73.5ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - 6-cylindered Sulzer diesel engines
 Service speed - 15.5 knots
 Builder - Astilleros Espanoles S.A., Seville
 Launch date - 31 March 1973
 Passenger accommodation - None

Details of Career

The Cunard Carrier was the sixth of a series of large cargo vessels launched for Cunard during the 1971-73 period. The others were the Cunard Campaigner, Caravel, Carronade, Calamanda, Cavalier, Champion and Chieftain. They were all technically identical, being of the Eskalduna Type 27 design. They each had a crew of 32 and were fitted with four 15 ton Haggland-Hydraulic deck cranes.

The Cunard Carrier was launched on 31 March 1973 and entered service in December. After a period of service for Cunard it was sold to Silverdale Ltd and renamed Aeneas. It was later twice transferred within the same group, firstly to Caroline Maritime Property, Singapore and secondly to Transocean Maritime Agencies, Singapore. The vessel was still in service in 1989.

Cunard Carronade (1971-)

Statistics

Gross Tonnage - 15,498 tons
 Dimensions - 182.6 x 22.4m (598.8 x 73.5ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - 6-cylindered Sulzer diesel engines
 Service speed - 15.5 knots
 Builder - Astilleros Espanol S.A., Seville
 Launch date - 17 March 1972
 Passenger accommodation - None

Details of Career

The Cunard Carronade was the third of a series of large cargo vessels launched for Cunard during the 1971-73 period. The others were the Cunard Campaigner, Caravel, Calamanda, Cavalier, Carrier, Champion and Chieftain. They were all technically identical, being of the Eskalduna Type 27 design. They each had a crew of 32 and were fitted with four 15 ton Haggland-Hydraulic deck cranes.

The Cunard Carronade was launched on 17 March 1972 and was delivered on 9 November. It was sold in 1978 to Olympic Maritime S.A. and renamed Olympic History. It was then operated by the Rossway Transportation Co, Piraeus (part of the Onassis group). It was still in service in 1989.

Cunard Cavalier (1973-)

Statistics

Gross Tonnage - 15,498 tons
 Dimensions - 182.6 x 22.4m (598.8 x 73.5ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - 6-cylindered Sulzer diesel engines
 Service speed - 15.5 knots
 Builder - Astilleros Espanoles S.A., Seville
 Launch date - 10 February 1973
 Passenger accommodation - None

Details of Career

The Cunard Cavalier was the fifth of a series of large cargo vessels launched for Cunard during the 1971-73 period. The others were the Cunard Campaigner, Caravel, Carronade, Calamanda, Carrier, Champion and Chieftain. They were all technically identical, being of the Eskalduna Type 27 design. They each had a crew of 32 and were fitted with four 15 ton Haggland-Hydraulic deck cranes.

The Cunard Cavalier was launched on 10 February 1973 and was delivered in September that year. After a period of service for Cunard it was sold to Eastside Transport Co, Monrovia in 1978. It soon passed into the ownership of the Olympic Maritime S.A., Monaco (part of the Onassis group) and was renamed Olympic Harmony. It was still in service in 1989.

Cunard Champion (1973-)

Statistics

Gross Tonnage - 15,448 tons
 Dimensions - 182.6 x 22.4m (598.8 x 73.5ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - 6-cylindered Sulzer diesel engines
 Service speed - 15.5 knots
 Builder - Astilleros Espanoles S.A., Bilboa
 Launch date - 7 April 1973
 Passenger accommodation - None

Details of Career

The Cunard Champion was the fifth of a series of large cargo vessels launched for Cunard during the 1971-73 period. The others were the Cunard Campaigner, Caravel, Carronade, Calamanda, Cavalier, Carrier and Chieftain. They were all technically identical, being of the Eskalduna Type 27 design. They each had a crew of 32 and were fitted with four 15 ton Haggland-Hydraulic deck cranes.

The Cunard Champion was launched on 7 April 1973 and completed in August. After a period of service for Cunard it was sold to Eddie Litonjua Shipping Inc, Manila and renamed El Champion. It was sold again in 1985 to Sea Dove Shipping, also in Manila, and renamed Sea Dove. The vessel was still in service in 1989.

Cunard Chieftain (1973-)

Statistics

Gross Tonnage - 15,448 tons
 Dimensions - 182.6 x 22.4m (598.8 x 73.5ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - 6-cylindered Sulzer diesel engines
 Service speed - 15.5 knots
 Builder - Astilleros Espanoles S.A., Bilbao
 Launch date - 28 June 1973
 Passenger accommodation - None

Details of Career

The Cunard Chieftain was the fifth of a series of large cargo vessels launched for Cunard during the 1971-73 period. The others were the Cunard Campaigner, Caravel, Carronade, Calamanda, Cavalier, Carrier and Champion. They were all technically identical, being of the Eskalduna Type 27 design. They each had a crew of 32 and were fitted with four 15 ton Haggland-Hydraulic deck cranes.

The Cunard Chieftain was launched on 28 June 1973 and completed in November. After a period of service for Cunard the ship was sold to the Superblue Trading Inc, Panama and renamed Chieftain. This company then chartered the ship to Orconsult S.A., Zurich for the carriage of ore from Venezuela to Europe. In 1981 it was sold again to the Great City Navigation S.A., Panama and renamed Great City. This company was one of the 75 single ship companies owned by the Wah Kwong Shipping Agency, Hong Kong. The vessel was still in service in 1989.

Cunard Conquest (1974-) (after 1977 renamed Cunard Princess)

Cunard Countess (1975-)

Cunard Princess (1974-) (before 1977 was Cunard Conquest)

Cypria (1898-1928)

Statistics

Gross Tonnage - 2,936 tons
 Dimensions - 101.22 x 13.89m (332.1 x 45.7ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - Triple expansion
 Service speed - 10.5 knots
 Builder - Workman Clark & Co, Belfast
 Launch date - January 1898
 Passenger accommodation - None

Details of Career

The Cypria was the third in a trio of cargo vessels launched for Cunard during the 1897-98 period. The other two were the Pavia and Tyria. All three were employed on the Mediterranean service. The Cypria was completed in January 1898 and served on the Mediterranean without incident for 18 years. On 2 June 1916 an Austrian submarine surfaced by the Cypria and opened fire. The Cypria was defensively armed and a running duel took place. When the Cypria's shots became too accurate for safety the submarine submerged. The Cypria went on to continue serving Cunard until 1928, when it was broken up.

Damascus (1860)

Statistics

Gross Tonnage - 1,213 tons
 Dimensions - 77.11 x 9.75m
 Number of funnels - 2
 Number of masts - 2
 Construction - Iron
 Propulsion - Single screw
 Engines - Inverted, two
 Service speed - 10 knots
 Builder - William Deny & Bros., Dumbarton
 Passenger accommodation - 40 1st Class, ? 3rd Class

Details of Career

The Damascus was launched for the Cunard Mediterranean service in 1856 and began to sail from Liverpool to New York in 1860. It was acquired by Peter Deny in part payment for the Morocco on October 1861. In the following years it served the Allan Line and was then bought by them in 1865.

In 1870 it was lengthened to 87.87 metres, raising its gross tonnage to 1,517 tons. Compound engines were fitted by the Greenock Foundry Co., Greenock, one of its funnels was removed and it was renamed the Corinthian. During the period 1870-80 it sailed from Glasgow to Quebec, Montreal and Boston.

In the next twenty years it changed its name and owners several times. In 1881 it became the Italian ship Genova, in 1883 the G. Lanza, in 1885 the Giuseppe Garibaldi, in 1886 the Turkish ship Foulazi Osmani and finally the Sakariah in 1901. It was scrapped in 1912.

Delta (1853-60)

Statistics

Gross Tonnage - 645 tons
 Dimensions - 62.48 x 8.89m (205 x 29.1ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Iron
 Propulsion - Single screw
 Engines - Two-cylindered beam geared engine
 Service speed - 9 knots
 Builder - Barclay, Curle & Co, Glasgow
 Launch date - 1853
 Passenger accommodation -

Details of Career

The Delta was privately owned by Samuel Cunard and was completed in 1853. Despite the fact that it was registered in the name of an individual, the ship was effectively of the British & North American Royal Mail Steam Packet Co's fleet, as it was permanently on charter to them. Interestingly the ship was also fitted with 18 pounder aft gun. For its entire career the Delta operated on the Halifax-New York-Bermuda route. In 1860 it passed into the ownership of the City of Halifax. There is little record of the vessel after this date.

Demerara (1872-87)

Statistics

Gross Tonnage - 1,900 tons
 Dimensions - 93.73 x 10.39m (307.5 x 34.1ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Iron
 Propulsion - Single screw
 Engines - Two-cylindered inverted compound engines
 Service speed - 10.5 knots
 Builder - J & G Thomson & Co, Glasgow
 Launch date - 1872
 Passenger accommodation - 46 1st class

Details of Career

The Demerara and its sister, the Trinidad, were built for a new service from Glasgow to the West Indies. Initially, however, both ships were placed on the Mediterranean routes for one year. The Trinidad inaugurated the West Indies route in 1873, and was soon followed by the Demerara. This venture proved that there would be no demand for the building of a substantial fleet. In 1880 the Demerara was transferred to general cargo duties. The ship left Liverpool, for Gibraltar, on 25 December 1887 and disappeared.

Emeu (1856)

Statistics

Gross Tonnage - 1,538 tons
 Dimensions - 81.74 x 11.15m
 Number of funnels - 1
 Number of masts - 3
 Construction - Iron
 Propulsion - Single screw
 Engines - Geared beam, two
 Service speed - 10 knots
 Builder - Robert Napier & Sons, Glasgow
 Passenger accommodation - 80 1st Class, 130 2nd Class

Details of Career

The Emeu was launched for the Australasian Pacific Mail SP Co. in August 1853 and was bought by Cunard in 1854 and served as Crimean War transport until 1856. The main reason Cunard bought the Emeu was to help ease the strain on their own service, with so many of their vessels on war service.

In March 1856 it sailed from Liverpool to New York and later from Havre to New York. In June 1857 it sailed from Liverpool to Melbourne for the European & Australian Co. In October, however, it became stranded on the Nubian coast and later had to be repaired at Bombay.

It was sold to the Peninsular & Oriental Line (P&O) in 1859. In 1873 its engines were removed and it was renamed Winchester. In July 1880 it was wrecked in the Macassar Straits.

Etna (1856)

Statistics

Gross Tonnage - 2,215 tons
 Dimensions - 92.96 x 11.46m
 Number of funnels - 1
 Number of masts - 3
 Construction - Iron
 Propulsion - Single screw
 Engines - Geared beam, two
 Service speed - 10 knots
 Builder - Caird & Co., Greenock

Details of Career

The Etna was launched in August 1854 and arrived in Liverpool from the Clyde in January 1855. It was immediately requisitioned as a Crimean War transport. During 1856 it made two voyages from Havre to New York and then in 1857 sailed from Southampton to Alexandria for the European & Australian R.M. Line. In 1860 it was hired to the Inman Line, retained its name, and sailed from Liverpool to New York.

In 1871 it was lengthened to 106.49 metres, its tonnage raised to 2,665 tons, compound engines were fitted by the Laird Bros., Birkenhead and it was renamed the City of Bristol. During the period 1873-80 it was hired out by both the Inman Line and the American Line. It was sold to an Italian firm in 1881 and during the period 1881-1884 was renamed three times - Messico, Sempione and Adria. It was eventually scrapped in 1896.

Etruria (1884)

Statistics

Gross Tonnage - 7,718
 Dimensions - 152.87 x 17.43m
 Number of funnels - 2
 Number of masts - 3
 Construction - Steel
 Propulsion - Single screw
 Engines - Compound, three
 Service speed - 19 knots
 Builder - John Elder & Co., Glasgow
 Launch date - 20 September 1884
 Passenger accommodation - 550 1st class, 160 Intermediate, 800 3rd class

Details of Career

The Etruria and Umbria were the last Cunarders to be fitted with auxiliary sails and the 1st to be built with single screws, thus they marked the end of an era. In 1884 they were record breakers and the largest liners then in service.

The two ships were financed by an exchange deal with the builders, whereby two old Cunarders Parthia and Batavia were handed over for re-sale. They were designed so that they could be easily converted in to auxiliary cruisers in times of war.

By March 1885 the Etruria had been completed and on the 26th it arrived in the Clyde from Liverpool. On 25 April it made its maiden voyage from Liverpool to New York, and then set a new record crossing on its second voyage. The Etruria was involved in a collision with the Canada, a cargo ship owned by the the National Steamship Co. of Limerick. Fortunately it was only a glancing collision and there were no injuries and very little real damage.

The Etruria remained on the Liverpool- New York run without incident until the beginning of 1902. On 22 February the Etruria left New York for Queenstown but on the way the propeller shaft broke and the ship was left drifting helplessly. Distress signals attracted a Leyland ship, the William Cliff, which helped make temporary repairs. The following day the Etruria was towed to the Azores. A rough crossing later the same year also caused a fractured propeller shaft and a new one had to be sent out from England to New York as a replacement. Again, in early 1903, the Etruria was in the news as it ran aground at the entrance to the Gedrey Channel whilst leaving New York. Fortunately it was easily refloated. later that year the Etruria was only four hours out of New York when it struck a freak wave, apparently some fifty feet high. Part of the forebridge was carried away and the guardrail stanchions were smashed and one Canadian passenger was fatally injured.

In 1907 two of the Etruria's seamen were killed while trying to secure the lashings of the starboard anchor during rough weather. By this time both ships were past their prime and technical progress had well and truly overtaken them. Later that year the Lusitania and Mauretania were due to enter service.

In August 1908 the Etruria was due to make its final Atlantic crossing but as it left the dock at Liverpool, unfortunately, it collided with a hopper crossing the Mersey. Damage caused to the rudder and propeller meant that it was unable to sail. It was laid up for while and then in October 1909 Cunard announced that it would be sold to the shipbreakers Thomas Ward for £16,750. The Etruria eventually arrived at Preston, Lancashire on 10 April 1910 to be scrapped.



Europa (1848)

Statistics

Gross Tonnage - 1,834
 Dimensions - 76.50 x 11.58m
 Number of funnels - 1
 Number of masts - 3
 Construction - Wood
 Propulsion - Paddle
 Engines - Side lever, two
 Service speed - 10 knots
 Builder - John Wood, Port Glasgow (engines by Robert Napier, Glasgow)
 Passenger accommodation - 140 1st Class

Details of Career

In 1847 it became apparent to the government that the postal facilities had become too limited for the demands arising from the rapidly extending commercial relations between Britain and America, and they decided to double the Atlantic mail service. A new contract was entered into with the Cunard Company whereby a vessel of not less than 400 horse power, capable of carrying the highest calibre guns, should leave Liverpool every Saturday for New York and Boston alternately. To accomplish this new agreement four new ships were built - the America, Niagara, Europa and Canada.

The Europa was launched in September 1847 and made her maiden voyage from Liverpool to Boston and Halifax on 17 July 1848, the final destination on subsequent voyages varying between New York and Boston.

On 27 June 1849 the Europa, travelling eastward under the command of Captain Lott collided with the Charles Bartlett in thick fog, striking her on the port side between the fore and mainmasts. The Charles Bartlett was an emigrant ship of about 400 tons which had left England carrying 177 crew and passengers, over a hundred of whom were on deck at the time of the collision. Within four minutes the ship had floundered, taking 135 people with her - 42 survivors were rescued by the Europa, including Capt Bartlett, who jumped into her bows as she rammed his ship.

The Europa's mizzen mast was removed in 1853 and in 1854 she became a Crimean War transport. In August 1858 she collided with another Cunard vessel, the Arabia, off Cape Race and both were damaged. In February 1866 she made her last voyage from Liverpool to Boston and was sold the following year.

Feltria (1891-1917)

Statistics

Gross Tonnage - 5,254 tons
 Dimensions - 128.01 x 14.69m (420 x 48.2ft)
 Number of funnels - 1
 Number of masts - 3
 Construction - Steel
 Propulsion - Single screw
 Engines - Four-cylindere quadruple expansion engines
 Service speed - 13 knots
 Builder - William Deny & Bros., Dumbarton
 Launch date - 9 June 1891
 Passenger accommodation - 400 3rd class

Details of Career

The ship was originally ordered for the British India Associated Steamers and was launched as the Avoca on 9 June 1891. It made its maiden voyage to Calcutta, and then on to Brisbane, on 25 August. After a brief charter to Cia Trasatlantica, for trooping voyages in Cuba during the Spanish-American War, it returned to its original owners. It remained serving this company until June 1907, when it was sold to the East Asiatic Co., Copenhagen. After being overhauled and painted white, it was renamed Atlanta. It was then used as the Royal yacht for the visit of the King and Queen of Denmark to Greenland.

In 1908 the ship was briefly chartered to the New York & Continental Line and was then later sold to the Northwest Transport Line (which became the Uranium SS Co. in 1910) and renamed Uranium. In May 1916 the ship was taken over by Cunard, with the rest of the fleet of the Uranium SS Co., as war loss and war service replacement. Cunard renamed the ship Feltria, and it began to sail from Avonmouth to New York. On May 1917 it was torpedoed by German submarine UC-48 eight miles south east of Mine Head, Waterford. The ship sank with the loss of 45 lives.

Flavia (1902-18)

Statistics

Gross Tonnage - 9,285 tons
 Dimensions - 143.25 x 17.31m (470 x 56.8ft)
 Number of funnels - 1
 Number of masts - 4
 Construction - Steel
 Propulsion - Twin screw
 Engines - Six-cylindered triple expansion engines
 Service speed - 13 knots
 Builder - Palmers Co Ltd, Jarrow-on-Tyne
 Launch date - 29 August 1901
 Passenger accommodation - 125 1st class, 900 3rd class

Details of Career

The Flavia was launched on 29 August 1902 for the British Shipowners Co. and entered a charter service between Liverpool and New Zealand. The British Shipowners Co. operated mainly on the basis of chartering their ships to established companies who were temporarily in need of extra tonnage. In 1907 the ship was sold to the Italian shipping company Navigazione Generale Italiana. They renamed the ship Campania and employed it on a route from Genoa to New York, via Naples.

In 1909 it was chartered to the Northwest Transport Line to operate on the Hamburg-Rotterdam-New York route. In 1910 this company changed its name to the Uranium SS Co., and transferred the ship to Rotterdam. In order to avoid confusion with the Cunard ship of the same name, they renamed it Campanello. The service from Hamburg ceased with the beginning of World War I and the ship was acquired by the Royal Line service and began to sail out of Avonmouth.

In 1916 the ship was acquired by Cunard and renamed the Flavia. Under its new owners it operated on a service from Avonmouth to Canada. On 24 August 1918 it was torpedoed twice by German submarine U-107 off Tory Island, Ulster. Although the ship remained afloat for two hours, it sank with the loss of one life.

Folia (1907-17)

Statistics

Gross Tonnage - 6,560 tons
 Dimensions - 131.06 x 16.06m (430 x 53.7ft)
 Number of funnels - 2
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin screw
 Engines - Six-cylindered triple expansion engines
 Service speed - 14 knots
 Builder - James Laing & Co, Sunderland
 Launch date - 28 February 1907
 Passenger accommodation - 120 1st class, 50 2nd class, 1,500 3rd class

Details of Career

The ship was originally launched as the Principe di Piemonte for the Lloyd Saubauda Line, on 28 February 1907. It made its maiden voyage, on the Genoa-Naples-Palermo-Gibraltar-New York route, on 19 June. In

1913 the ship was bought by the Uranium Steamship Co. to replace the Volturno, a ship which they had recently lost. After being renamed Principello it operated on a service from Rotterdam to New York.

In 1916 it was acquired by Cunard, with the rest of the fleet of the Uranium SS Co., as a war loss and war service replacement. Cunard renamed the ship the Folia and used it as a cargo vessel on the Avonmouth to New York route. On 11 March 1917 the ship was torpedoed by German submarine U-53 near Youghal Island, Ireland. As the ship did not sink immediately the U-boat surfaced and sank the ship with a further torpedo and gunfire. 11 lives were lost when the ship sank.

Franconia (I) (1911-1916)

Statistics

Tonnage - 18,150 tons gross; 11,247 tons net
 Displacement - 25,000 tons
 Dimensions - 182.96m x 21.73m (600.3ft x 71.3ft)
 Number of funnels - 2
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin screwed
 Service speed - 17 knots
 Engines - Eight-cylindered quadruple-expansion by Wallsend Slipway Co Ltd
 Builder - Swan, Hunter & Wigham Richardson, Wallsend-on-Tyne
 Launch date - 23 July 1910
 Passenger accommodation - 300 First Class, 350 Second Class and 2,200 Third Class

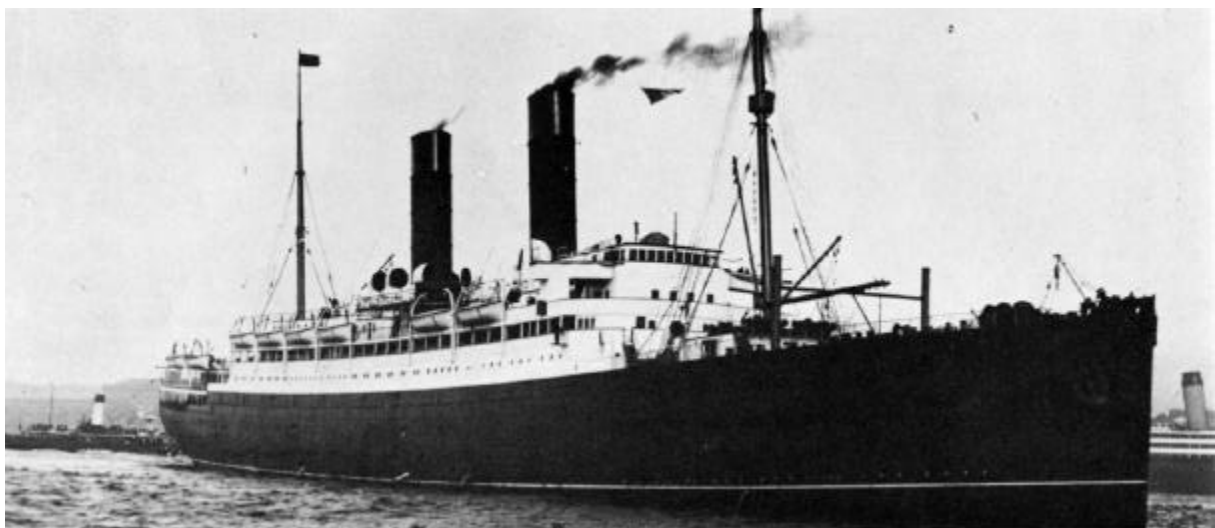
Details of Career

The Franconia and its sister-ship the Laconia were built to replace the Ivernia and Saxonia on the Liverpool to Boston service and to cover for the Lusitania and Mauretania if these were being refitted. They were also intended to undertake winter cruises in the Mediterranean.

The Franconia was launched by Lady Forwood, wife of a Cunard director, on 23 July 1910 and sailed on her maiden voyage between Liverpool, Queenstown and New York on 25 February 1911. She next (10 March - 9 April 1911) went on her first Mediterranean cruise, calling at Gibraltar, Algiers, Naples Alexandria and Liverpool. This continued to be her routine until 1915, the only notable event in this period being her rescue of survivors of the burning of the Leyland Line vessel, Colombian, on 3 May 1914.

In February 1915 the Franconia was requisitioned to act as a troopship and was sent to the Mediterranean to assist the Dardanelles campaign, carrying wounded troops from Gallipoli to Alexandria.

On 4 October 1916 she was torpedoed by the UB47 195 miles East by South of Malta, on route for Salonika, under the command of Capt DS Miller. She was not carrying troops at the time (her normal capacity being 2,700), but lost 12 members of the crew. The survivors (302) were picked up by the hospital ship Dover Castle.



Franconia (II) (1923)

Statistics

Gross Tonnage - 20,158 tons
 Dimensions - 183.27m (190.18m overall) x 22.46m: 601.3ft (624ft overall) x 73.7ft.
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin-screw
 Engines - Steam turbines (double-reduction)
 Service speed - 16 knots
 Builder - John Brown & Co, Glasgow
 Launch date - 21 Oct 1922
 Passenger accommodation - 330 First, 420 Second, 950 Third

Details of Career

The Franconia was one of over a dozen new ships built for Cunard in the early 1920s. Like the Scythia and Samaria, which she resembled, she was meant for the Liverpool-New York trade, but the Franconia was also intended to cruise.

She was designed by Leslie Peskett, Cunard's naval architect, built by John Brown & Co on the Clyde and launched on 21 October 1922 by Lady Royden, the wife of Sir Thomas Royden, chairman of Cunard. Her accommodation was regarded as being particularly fine: the first class smoking room being a reproduction of an English inn, complete with oak panelling and a brick inglenook fireplace.

Her maiden voyage was between Liverpool and New York on 23 June 1923 and she continued on this route during the summer months until the outbreak of war (with the exception of two voyages each way in 1934, which went from Southampton). Her winters were spent on world cruises.

On 10 April 1926 she was involved in a collision leaving Shainghai harbour. While leaving her wharf she ran aground, her stern swinging around and hitting a Japanese cargo vessel and an Italian gunboat, the Libia. A buoy then became tangled in the Franconia's propellers, sinking a lighter in the process and killing four members of its crew.

In September 1939 she was requisitioned as a troopship and refitted at Liverpool. Her first duty was to transport troops to Malta, but while travelling in convoy with the Alcantara and Empress of Australia was involved in a collision with the former (a Royal Mail Lines ship that had been requisitioned as an Armed Merchant Cruiser). As a result of this accident the Franconia had to undergo major repairs at Malta. Later, during the evacuation of the British Expeditionary Force from France, she was damaged by air raids while carrying 8,000 troops. For the rest of the war she continued as a trooper, travelling to India and the Middle East via Cape Town and taking part in the invasions of Madagascar, North Africa and Italy. In 1944 she carried American troops from New York to the Mediterranean. During her period of Government service she covered 319,784 miles and carried 189,239 troops.

The Franconia's moment of war time glory came in January 1945. The 'Big Three' - Churchill, Roosevelt and Stalin - were to meet at Yalta on the Black Sea to discuss the shape of post-war Europe. The Franconia acted as the base for the British delegation, returning to Liverpool in March 1945.

After the end of the war, the Franconia, like many of the requisitioned vessels, continued in government service repatriating troops and prisoners of war. She returned to Cunard's control in June 1948 and was sent to the Clyde for a nine-month reconditioning. On 2 June 1949 she resumed a passenger service, this time sailing from Liverpool to Quebec, she continued on the Canada service until 1956, from June 1955 sailing Southampton-Le Havre-Quebec.

The Franconia's withdrawal from service was announced in October 1956. Her last sailing was on 3 November between Liverpool and New York and back again. The return voyage was disrupted with mechanical faults and she was four days late when she reached Liverpool. She had been meant to carry troops to Suez, but the unreliability of her engines meant that she was withdrawn from this duty. She was sold to the British Steel & Iron Corporation and left Liverpool on 14 December 1956 to be scrapped at Inverkeithing.



Franconia (1955-73) (before 1963 was *Ivernia II*)

See **Ivernia II** for details.

Gallia (1879)

Statistics

Gross Tonnage - 4,809
Dimensions - 131.09m x 13.59m (430.1ft x 44.6ft)
Number of funnels - 1
Number of masts - 3
Construction - Iron
Propulsion - Single screw
Engines - three cylinder combination
Service speed - 13 knots
Builder - J & G Thomson, Glasgow
Passenger accommodation - 300 1st; 1,200 3rd

Details of Career

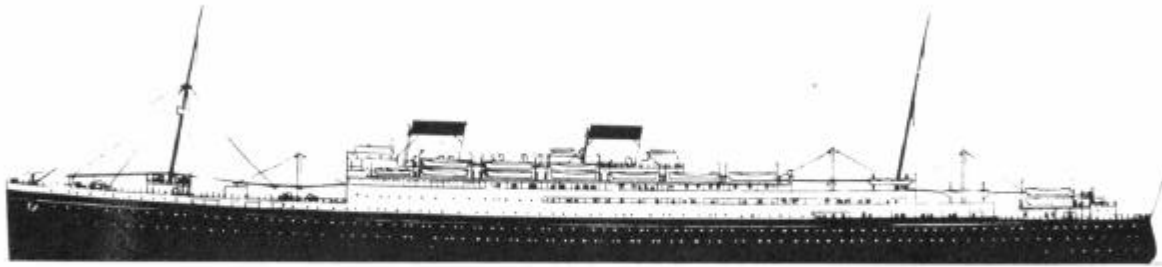
The Gallia was launched on 12 November 1878, her maiden voyage being on 5 April 1879 between Liverpool, Queenstown and New York; a route she continued on until April 1886, after which she travelled from Liverpool to Queenstown and Boston.

During 1896 she was chartered to the Cia Trasatlántica, sailing under the name Don Alvaro de Bazan, but reverted back to her old name on rejoining Cunard, resuming the Liverpool - Boston route in April of that year.

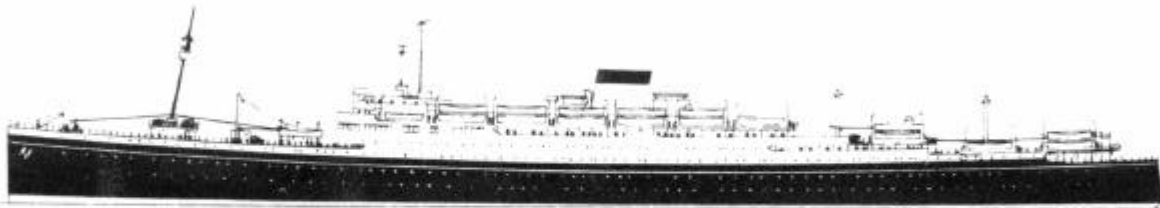
In late 1897 she was sold for £21,250 to D & C MacIver & Co for service with Beaver Line Associated Steamers sailing to Canada. In 1899 she was sold to the Allen Line, but on 18 April became stranded near Sorel Point, Quebec. She was salvaged but never put back into service and was scrapped at Cherbourg in 1900.

Georgic (1934-56)

RMS Georgic was built for White Star Line and joined the Cunard White Star fleet when the two companies merged in 1934. See the **White Star Line** book for details.



1930 BRITANNIC 26,943 tons
First British passenger motorship on North Atlantic. Near-sister: GEORGIC.



1932 GEORGIC 27,759 tons
Rebuilt in 1943-4 as one-funnelled troopship after severe bomb damage. Ran on North Atlantic for Cunard in 1950-4.

Hecla (1863)

Statistics

Gross Tonnage - 1,785
Dimensions - 84.12 x 11.09m
Number of funnels - 1
Number of masts - 2
Construction - Iron
Propulsion - Single screw
Engines - Geared oscillating, two
Service speed - 10 knots
Builder - Robert Napier & Sons, Glasgow
Passenger accommodation - 70 1st Class, 800 3rd Class

Details of Career

The Hecla and Marathon were both built in 1860 for the Atlantic trade. They were run to New York as extra boats, but chiefly to Boston. In time, however, they gave way to larger and more modern boats and were relegated to the Mediterranean service. In this trade they became favourites for holiday trips and used to be known as "Maclvers Yachts".

The Hecla was launched for the Cunard Mediterranean service in 1860 and made its first trans-Atlantic voyage, from Liverpool to New York, on 16 June 1863. This service continued until 1869 and then in 1871 it was lengthened to 103.22 metres, the tonnage increased to 2,421, a further mast added and compound engines fitted by J. & G. Thomson, Glasgow.

Between 1872 and 1881 it mainly sailed from Liverpool to Boston via Queenstown. In 1881 it was acquired by Laird Bros. as part payment for the Cephalonia. In 1882 it was renamed Claris, in 1888 it was sold to Spain and renamed Conde de Vilana. After running for some years for her Spanish owner it was sold to P.A. Gartland of Buenos Aires in 1892 and became the Pedro Tercero, the Tiempo in 1895 and the Rio Negro in 1897. In 1924 it had a collision with the Highland Loch but was repaired and then became a hulk. It was eventually scrapped in 1954.

Hibernia (1843)

Statistics

Gross Tonnage - 1,422
 Dimensions - 66.74 x 10.67m
 Number of funnels - 1
 Number of masts - 3
 Construction - Wood
 Propulsion - Paddle
 Engines - Side lever, two
 Service speed - 9 knots
 Builder - Robert Steele & Son, Greenock (engines by Robert Napier, Glasgow)
 Passenger accommodation - 120 1st Class

Details of Career

The four early steamers (Britannia, Acadia, Caledonia and Columbia) were soon reinforced by two others when it was found that increasing traffic demanded extension of the mail service. The Hibernia and Cambria were ships of increased dimensions, power and more extensive passenger and cargo capacity than their predecessors. When they were originally commissioned they were barque-rigged, but like the rest of the paddle-wheel steamers so built the third mast was soon done away with.

The Hibernia was built in 1842 and made its maiden voyage on 19 April 1843 from Liverpool to Halifax and Boston. In August 1849 it was stranded near Halifax but the damage was repaired at New York. In August 1850 it made its last voyage on this route before being sold to the Spanish Navy to become the Habanois. It was lost in 1868.

Italian (1855-1864)

Statistics

Gross Tonnage - 784 tons
 Dimensions - 61.36 x 8.76m (201.3 x 28.8ft)
 Number of funnels -
 Number of masts -
 Construction - Iron
 Propulsion - Single screw
 Engines - one-cylindered vertical engine
 Service speed - 9 knots
 Builder - J & G Thomson & Co, Glasgow
 Launch date - 1855
 Passenger accommodation -

Details of Career

The vessel was originally built for McLean & McLarty & Co, Liverpool and was virtually a sister ship to the Stromboli. The Italian was never actually owned by Cunard, only chartered. In 1856 Cunard chartered the ship for use on Mediterranean routes. Cunard intended to buy the vessel in 1857 but found that it was already contracted and so bought the Damascus instead. The Italian was sold in 1864 and there is no further trace of the vessel after this.

Ivernia I (1900-1917)

Statistics

Gross Tonnage - 14,058
 Dimensions - 177.38 x 19.77m (582 x 64.9ft)
 Number of funnels - 1
 Number of masts - 4
 Construction - Steel
 Propulsion - Twin-screw
 Engines - Eight-cylindered quadruple-expansion
 Service speed - 15 knots
 Builder - Swan & Hunter, Wallsend-on-Tyne (engines by Wallsend Slipway Co.Ltd.
 Launch date - 21 September 1899
 Passenger accommodation - 164 1st class, 200 2nd class, 1,600 3rd class

Details of Career

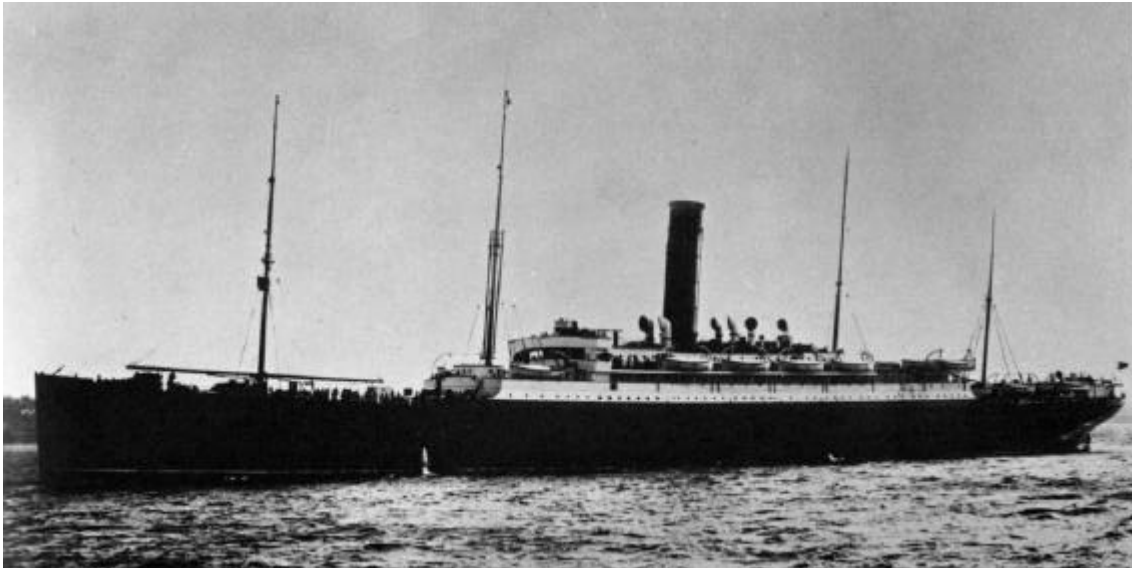
At the close of the 19th century Cunard began a programme of rebuilding which was to culminate in the production of the Lusitania and Mauretania. This was largely due to the fact that a large part of the fleet was either outdated or on loan to the government. For the Liverpool to Boston route Cunard required ships with ample cargo capacity and passenger accommodation. In 1898 orders were placed for two 14,000 ton vessels, the Ivernia and Saxonia.

The Ivernia was launched on 21 September 1899 by the Countess of Ravensworth. After a period of trials it made its maiden voyage on 14 April 1900 from Liverpool to New York, instead of Boston, as it was required to cover for vessels on hire to the government as troop transports for the War in South Africa. It began on its intended route, Liverpool to Boston, on 12 June that year. Over the coming years the Ivernia earned a reputation for reliability and steadiness at sea. When it was launched it was the largest cargo vessel afloat. The passenger accommodation was simple and practical.

It was not until 1911 that the Ivernia was involved in any serious incident. After leaving Boston for Queenstown on 16 May it encountered heavy fog on the approach to Queenstown harbour. Despite the fog-guns being fired at regular intervals by the seamen on Daunt's Rock Lightship the Ivernia continued and struck the submerged Daunt's Rock. The collision tore a huge hole in the stern of the ship but it managed to reach the harbour. All passengers were disembarked but the ship was taking on too much water so it was decided to beach it on the spitbank. Temporary repairs were carried out at Queenstown and then it was moved to Liverpool for permanent repairs. Captain Potter, of the Ivernia was reprimanded and fined.

The Ivernia returned to service on 17 October 1911, however, it was shortly transferred to the Mediterranean service running the route from Trieste and Fiume to New York. This mainly catered for Italian and Hungarian emigrants.

Following the outbreak of World War One, in July 1914, the Ivernia was hired by the government as a troop transport. Initially the ship was employed making trooping voyages to Canada and the Mediterranean. It left Marseilles on 28 December 1916, bound for Alexandria. On 31 December HMS Rifleman joined the ship to escort it on the last part of the journey. At 10.12AM on 1 January the Ivernia was torpedoed by German submarine UB47 58 miles south-east of Cape Matapan in Greece. Within one hour the ship sank and its survivors were landed at Suda Bay in Crete. 36 crew members and 84 troops were killed in the disaster.



Ivernia II / Franconia III (1955-?)

Statistics

Gross Tonnage - 21,717 tons
 Dimensions - 173.72 x 24.47m (570 x 80.3ft)
 Number of funnels - 1
 Number of masts - 1
 Construction - Steel
 Propulsion - Twin screw
 Engines - Steam turbines, double reduction
 Service speed - 21 knots
 Builder - John Brown & Co.Ltd, Glasgow
 Launch date - 14 December 1954
 Passenger accommodation - 125 1st class, 800 3rd class

Details of Career

In 1951 Cunard decided to build a completely new class of ship for the Liverpool-Montreal route, the Ivernia was the second of these to be completed. The others were the Saxonia, Sylvania and Carinthia. The ship was launched on 14 December 1954 by Mrs. Howe, wife of the Canadian Minister of Trade. Statistics published around this time showed that during the years 1954-56 the number of passengers crossing the Atlantic by sea had remained static but the number of those travelling by air had grown by 100,000 a year. Despite the uneasy outlook Cunard had already invested £21 million in these four ships. The Ivernia made its maiden voyage, from Greenock to Quebec and Montreal, on 1 July 1955.

The ships were almost exclusively used for the Canadian service except when the St. Lawrence River became impassable, during the Winter months. When this occurred the ships were temporarily transferred to the Liverpool-New York route. By the end of June 1956 it was decided to transfer the Ivernia from its Liverpool base to Southampton. By 1957 the Ivernia was serving a new route from Southampton to Montreal, via Le Havre and Quebec.

By 1962 the Cunard Company was suffering considerable financial losses, largely due to the rise of trans-atlantic air travel. In June it was announced that the Saxonia and Ivernia were to be refitted on the Clyde to be suitable for cruising. The ships had returned to John Brown's by October. Soon it was also decided to rename the ship and on 1 January 1963 it became the Franconia. By Spring 1963 work was completed. Air-conditioning had been installed throughout, a large lido area installed and the passenger accommodation and facilities were generally upgraded. The Franconia was suitable for 600 passengers. It made its first voyage since the refit on 4 June 1963, from Rotterdam to Southampton, Quebec and Montreal. It had been decided that during the Summer months it would operate on this Rotterdam-Montreal service and during the Winter it would cruise from Florida to the Caribbean.

In time the ship was employed increasingly as a cruise vessel. In November 1967 the Franconia made the last Cunard passenger voyage between Liverpool and Montreal. In October 1971 it went to the aid of the Anatina, a Norwegian bulk carrier. The ship had caught fire and the Franconia was able to take eight of its crew members off. By December, however, the Franconia was laid up at Southampton. Despite rumours of the imminent sale of the ship there was in fact no immediate purchaser and in May 1972 it was moved to the River Fal, in Falmouth.

It was not until August 1973 that the Franconia, along with its sister ship - the Carmania (ex-Saxonia), was sold to agents acting on behalf of the Russian Black Sea Shipping Company. After the sale the ship was renamed the Fedor Shalypin. It then underwent an overhaul at Swan Hunter and then sailed for Australia, where it was to be based, on 20 November. It was to be used for cruises between the UK and Australia, during the Summer months. It was chartered by Shaw Savill Cruises for 6 months, from May 1976. During this period the ship was crossing the Tasman Sea when it came to a sudden halt and passengers witnessed a submarine surface alongside the ship. Goods and personnel were transferred between the two vessels. Upon return to Sydney the event was denied by Shaw Savill and the Russian Embassy however over 200 passengers claimed to have witnessed the incident.

In December 1979 the Soviet invasion of Afghanistan led to the Australian Government banning Russian ships from their ports. The Fedor Shalypin left in February 1980 and travelled to Russia's Pacific coast. By the late 1980 it was believed to be transporting troops to Angola on behalf of the Cuban Government. The last time the ship called to the UK was on 23 June 1984, whilst on a cruise to Genoa and the Far East.



Jackal (1853-1890's)

Statistics

Gross Tonnage - 185 tons
 Dimensions - 38.2 x 5.92m (124.3 x 19.5ft)
 Number of funnels - 1
 Number of masts - 1
 Construction - Iron
 Propulsion - Paddle
 Engines - Two-cylindereed oscillating
 Service speed - 8 knots
 Builder - Built in Glasgow
 Launch date - 1853
 Passenger accommodation - 200 passengers and baggage

Details of Career

The Jackal was a Cunard tug and tender based at Glasgow. It was built in 1853 and was registered as owned by Burns and MacIver. It had new boilers fitted in 1862 and passed in to full Cunard ownership in 1879. In 1888 it was moved to be based in Liverpool. At some time during the 1890's it was broken up at Tranmere, on the banks of the Mersey.

Java (1865)

Statistics

Gross Tonnage - 2,696
 Dimensions - 102.74 x 13.07m
 Number of funnels - 1
 Number of masts - 3
 Construction - Iron
 Propulsion - Single screw
 Engines - Inverted, two
 Service speed - 12 knots
 Builder - J.&G.Thomson, Glasgow
 Launch date - 24 June 1865
 Passenger accommodation - 300 1st class, 800 3rd class

Details of Career

The Java made its maiden voyage from Liverpool to New York, via Queenstown on 21 October 1865. It continued this service until September the following year when it began to sail to Halifax and Boston instead. In January 1868, however, it returned to the New York service. This service was then maintained until 1876.

In 1877 compound engines were fitted by Fawcett, Preston & Co., Liverpool. On 20 October 1877 it was hired by the Warren Line and made its first voyage from Liverpool to Boston and continued this service until March 1878. In April of the same year it was chartered by the Red Star Line and made two round voyages from Antwerp to New York, and later in the same year from Antwerp to Philadelphia. The Red Star Line bought the ship in September 1878 and renamed it Zeeland.

It continued the Antwerp-New York service until 1889 when it was bought by a French company and renamed Electricque. In 1892 it was sold again, this time to a British company. Its engines were removed and it was renamed Lord Spencer. On 9 April 1895 it sailed from San Francisco to Queenstown, but went missing on the way.

Jura (1857)

Statistics

Gross Tonnage - 2,241
 Dimensions - 95.70 x 10.97m
 Number of funnels - 1
 Number of masts - 3
 Construction - Iron
 Propulsion - Single screw
 Engines - Geared beam, two
 Service speed - 11 knots
 Builder - J. & G. Thomson, Glasgow

Details of Career

The Jura arrived in Liverpool from the Clyde to become a Crimean War transport on 26 September 1854. Its first commercial voyage was from Southampton to Alexandria for the European & Australian Co. in March 1857. In September it began to sail the Liverpool-Cork-New York route, which it continued to serve until 1861.

Later it began sailing the Liverpool-Quebec-Montreal route for the Allan Line and was then bought by the company. Its service for Allan Lines continued until November 3 1864 when it was wrecked at Crosby Point, near Liverpool.

Kaiserin Auguste Victoria (1920)

Statistics

Gross Tonnage - 24,581 tons
 Dimensions - 206.49 x 29.96m (677.5 x 77.3ft)
 Number of funnels - 2
 Number of masts - 4
 Construction - Steel
 Propulsion - Twin screw
 Engines - Eight quadruple expansion engines
 Service speed - 18 knots
 Builder - AG Vulkan, Stettin
 Launch date - 29 August 1905
 Passenger accommodation - 472 1st class, 174 2nd class, 1,820 3rd class

Details of Career

The Kaiserin Auguste Victoria was launched for the Hapag Line on 29 August 1905. The ship was originally planned as the Europa. It made its maiden voyage, from Hamburg to New York via Dover and Cherbourg, on 10 May 1906. This service continued uninterrupted until the outbreak of World War One. The ship made its last voyage for the company on 23 June 1914. After the war the ship was surrendered to Britain, arriving on the river Humber in March 1919. Initially it was used as a US troopship.

In 1920 the ship was placed under the control of Cunard. It made its first voyage for Cunard on 14 February, from Liverpool to New York. After ten round voyages it ceased this service on 1 January 1921. In May it was sold to the Canadian Pacific Line and renamed the Empress of Scotland. It was refitted at Hamburg and converted to oil fuel. The passenger accommodation was altered to house 459 1st, 478 2nd and 960 3rd class passengers. It made its first voyage for the company on 22 January 1922, from Southampton to New York and then on a Mediterranean cruise. After this it began sailing to Canada.

In 1923 it collided with the SS Bonus at Hamburg. The damage to both ships was minimal. In 1926 and 1927 the passenger accommodation was refurbished. On 11 October 1930 it made its last voyage, from Southampton to Quebec. It was sold on 2 December that year and caught fire in the shipbreaker's yard at Blyth on 10 December. The demolition of the ship was completed on 17 October 1931.

Karnak (1853-62)

Statistics

Gross Tonnage - 1,116 tons
 Dimensions - 61.56 x 9.25m (202 x 30ft)
 Number of funnels - 1
 Number of masts - 3
 Construction - Iron
 Propulsion - Single screw
 Engines - One-cylindereed beam geared
 Service speed - 9 knots
 Builder - William Denny
 Launch date - 22 September 1853
 Passenger accommodation - 40 1st class, 100 2nd class

Details of Career

The Karnak was built in 1853. It was originally conceived as the sister ship to the Balbec but in April 1853 a spar deck was added for the carriage of boxed fruit and the ship was almost identical to the Taurus and Tenerife on completion. It was finally launched on 22 September for the Mediterranean routes. Soon, however, the Karnak switched to the New York-Nassau-Havana mail service which connected with the Liverpool-New York mail steamers. In 1855 the ship became part of the British & Foreign fleet but remained on the New York berth. In 1862 it was wrecked off Bermuda.

Kedar (1860)

Statistics

Gross Tonnage - 1,783
 Dimensions - 84.05 x 11.03m
 Number of funnels - 1
 Number of masts - 2
 Construction - Iron
 Propulsion - Single screw
 Engines - Geared oscillating, two
 Service speed - 10 knots
 Builder - William Deny & Bros., Dumbarton
 Passenger accommodation - 40 1st Class, 494 3rd Class

Details of Career

The Kedar was launched for the Cunard Mediterranean service in August 1860 and sailed from the Clyde to Liverpool in October. Its maiden voyage from Liverpool to New York on 27 November 1860. For the rest of its career it sailed from Liverpool to the Mediterranean, except for two further trans-atlantic crossings. It had compound engines fitted by J.Jack, Rollo & Co., Liverpool in 1873. In 1897 it was sold to Workman, Clark & Co. for £2,105 and then resold to a Genoa buyer to be broken up.

Laconia (I) (1912-17)

Statistics

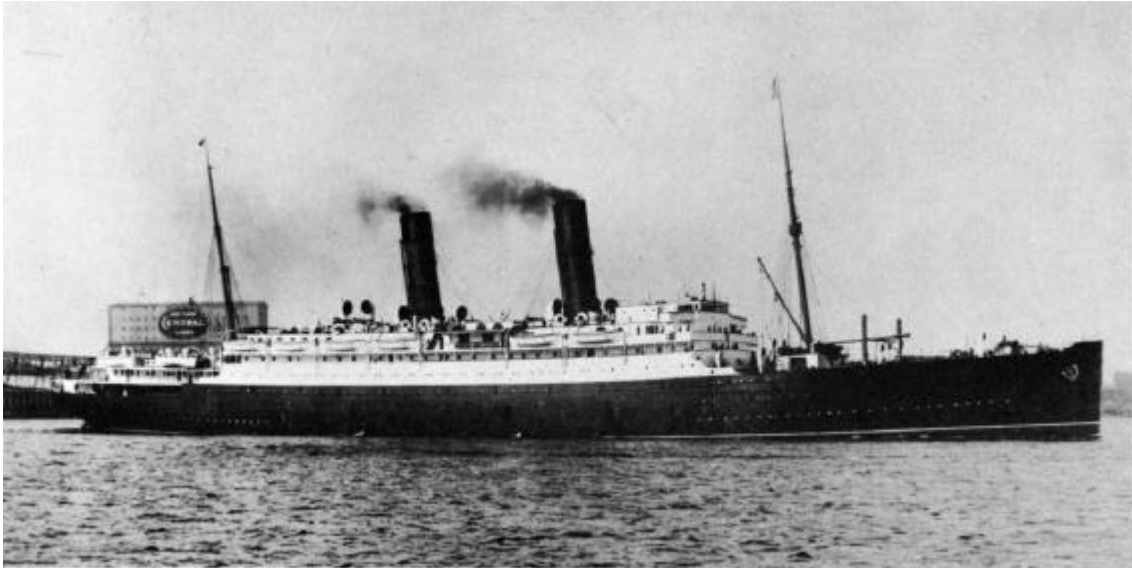
Gross Tonnage - 18,099 tons
 Dimensions - 182.96m x 21.73m (600.3ft x 71.3ft)
 Number of funnels - 2
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin screw
 Engines - Eight-cylendered quadruple-expansion engines by Wallsend Slipway Co Ltd
 Service speed - 17
 Builder - Swann, Hunter & Wigham Richardson, Wallsend-on-Tyne
 Passenger accommodation - 300 1st class; 350 2nd Class; 2,200 3rd Class

Details of Career

The Laconia and her sister-ship the Franconia were built to replace the Ivernia and Saxonia on the Liverpool to Boston service and to cover for the Lusitania and Mauretania if these were being refitted. They were also intended to ship emigrants from the Mediterranean to New York.

The Franconia was the first of the pair to be built, the Laconia taking her place on the stocks and being launched on 27 June 1911. Her maiden voyage was on 20 January 1912 between Liverpool, Boston and New York, on 3 February she made her first voyage between New York, Naples and Fiume.

On the outbreak of World War One the Laconia was transformed into an armed merchant cruiser, serving in the South Atlantic and Indian Ocean. In July 1916 she was returned to Cunard and on 9 September resumed the Liverpool to New York service. On 25 February 1917 she was torpedoed by the U50 six miles north-west by west of Fastnet. Twelve crew members and passengers were lost, including three American citizens, which added to anti-isolationist feeling there.



Laconia II (1922-42)

Statistics

Gross Tonnage - 19,860 tons
 Dimensions - 183.27 x 22.46m (601.3 x 73.7ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin-screw
 Engines - Steam turbines, direct acting by Wallsend Slipway Co Ltd
 Service speed - 16 knots
 Builder - Swan, Hunter & Wigham Richardson Ltd, Wallsend-on-Tyne
 Launch date - 9 April 1921
 Passenger accommodation - 350 1st class, 350 2nd class, 1,500 3rd class

Details of Career

The Laconia was almost identical to the Samaria and Scythia, both internally and externally. It was launched on 9 April 1921 and made its maiden voyage from Southampton to New York on 25 May 1922. After this the ship transferred to Liverpool and occasionally used Hamburg, where it embarked cargo and emigrants.

The ship became famous for being the first Cunard liner to make a world cruise. It made its first world cruise from New York in January 1923. This cruise lasted over four months and called at 22 ports. This was repeated the following year and then, in May 1924, it returned to the Liverpool-New York service. In April 1928 the passenger accommodation underwent extensive refurbishment. For the next few years the ship ran a smooth and efficient service.

In September 1934 the Laconia was involved in a collision off the US coast. It was travelling from Boston to New York in dense fog. On 24 September it rammed the port side of the Pan Royal, a US freighter. Both ships suffered serious damage but were able to proceed under their own steam. The Laconia returned to New York and was repaired there. It then resumed cruising in 1935. A few weeks before the outbreak of World War Two it was sailing on the Liverpool-New York route. When it arrived in Liverpool, 4 September 1939, it was requisitioned by the Admiralty to serve as an armed merchant cruiser.

The Laconia went to Portsmouth to be converted for its new role and was completed in January 1940. It was now fitted with eight six-inch guns and two three-inch high angle guns. After trials off the Isle of Wight it embarked gold bullion and sailed for Portland and Halifax on 23 January. It spent the next few months escorting convoys to Bermuda and to points in the mid-Atlantic, where they would join up with other convoys. On 9 June it went aground in the Bedford Basin at Halifax. This caused considerable damage and temporary repairs were carried out over the next couple of days. By the end of July the ship had been fully repaired. Further conversion work was carried out in October to make the ship better suited to its role as an armed merchant cruiser. Passenger accommodation was dismantled and some areas were filled with oil drums to provide extra buoyancy.

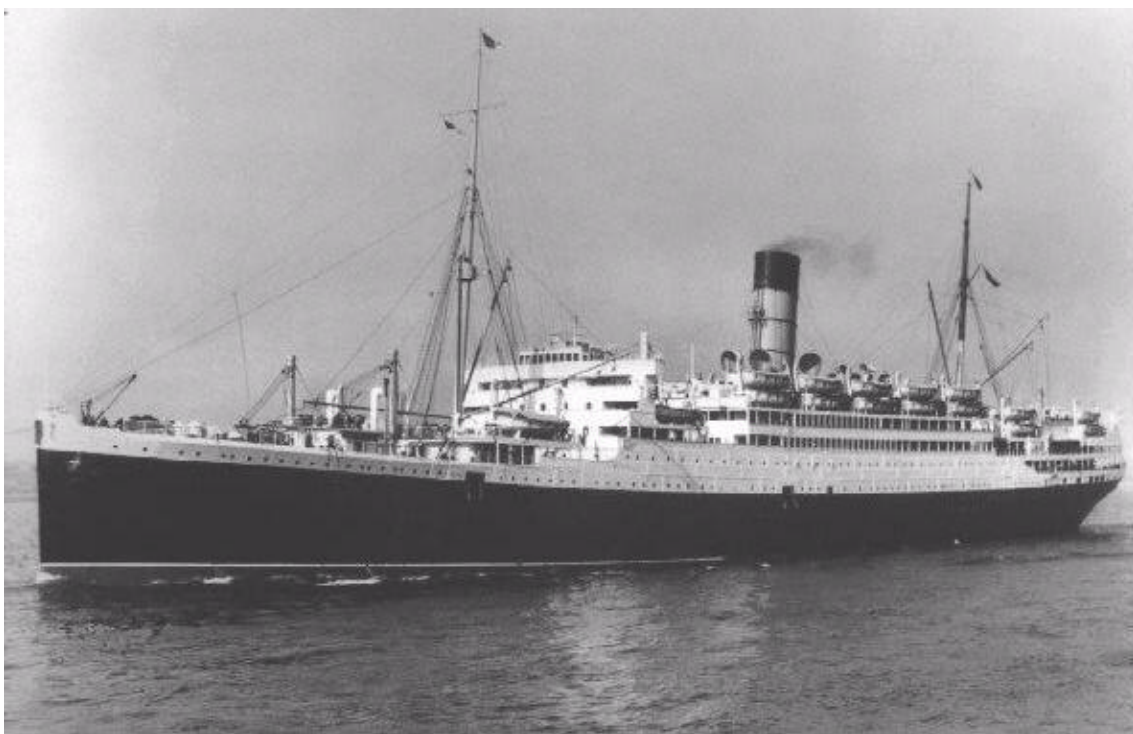
During the period June-August 1941 the Laconia returned to St. John, New Brunswick and was refitted. After this it returned to Liverpool as it had been decided that it would be used as a troop transport for the rest of the war. On 12 September 1941 it arrived at Bidston Dock, Birkenhead and was taken over by Cammell Laird & Co. to be converted into a troopship. By early 1942 the work was complete. For the next six months it was employed making troop voyages to the Middle East. On one such voyage the ship was used to carry POW's, mainly Italian. It travelled to Cape Town and then set a course for Freetown. On the way to Freetown it followed a zigzag course and undertook evasive steering during the night, but this was not enough.

On 12 September 1942, at 8.10pm, the Laconia was hit by a torpedo on the starboard side, fired by U.156. At the time it was 130 miles NNE of Ascension Island. There was a violent explosion in the hold and most of the 450 Italian prisoners must have been killed instantly. The vessel immediately took a list to starboard. Captain Sharp, who had also commanded the Lancastria when it was torpedoed, was beginning to take stock of the situation when a second torpedo hit No.2 hold. The engines were stopped, all watertight doors were closed and all radio facilities were inoperative.

Captain Sharp ordered the ship to be abandoned and ensured that the women, children and injured were taken into the lifeboats first. Some of the 32 lifeboats had been destroyed by the explosions and many of the Italian prisoners tried to rush the lifeboats. If it had not been for the efforts of the Polish guards on board the chaotic situation on board would have been far worse and many more people would have died. At 9.11pm the Laconia's stern rose high out of the water and it sank by the head. Many people were still on board, mainly Italian prisoners. The prospects for those who escaped the ship were not good either. For those in the water there was little hope as sharks were prevalent in the area and those in the lifeboats were adrift in the mid-Atlantic with little hope of being rescued.

At this point U.156 surfaced and sent out a signal to bring two other U-boats, the Italian submarine Capellini and French Vichy warships to the location to assist with the rescue operation. By 15 September the three German U-boats were packed with survivors from the Laconia. On the morning of 16 September a US bomber flew overhead so the crew of U.156 unfurled and displayed a large Red Cross flag. About one hour later the submarine was attacked and six bombs were dropped. As a result of this the U-boat was damaged and all survivors on board were ordered to go over the side and the lifeboats were set adrift. U.156 then left for repairs. The other U-boats, the French cruiser Gloire and several other vessels continued the rescue operation and as a result a total of 1,111 people survived the disaster, 450 of these were Italian POW's. The last four survivors were not picked up until 21 October and were the only ones left alive in a lifeboat that had originally contained 51 people. Captain Sharp, who had been lucky enough to survive the Lancastria disaster, went down with the ship.

The sinking of the Laconia, the subsequent rescue operation by enemy submarines and the resulting bombing raid by Allied aircraft had major repercussions. Grand Admiral Karl Donitz issued his 'Laconia order' instructing his U-boats not to attempt any other such rescues and in October 1946 he was acquitted of war crimes in connection with this order.



Lancastria (1924-40) (before 1924 she was *Tyrrhenia*)

Statistics

Gross Tonnage - 16,243
 Dimensions - 168.48 x 21.45m
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin-screw
 Engines - Steam turbines (double-reduction)
 Service speed - 15 knots
 Builder - W.Beardmore & Co Ltd., Glasgow
 Launch date - 31 May 1920
 Passenger accommodation - 280 1st Class, 364 2nd Class, 1,200 3rd Class

Details of Career

The vessel was originally called the *Tyrrhenia* and belonged to the Anchor Line. Cunard acquired the share capital of the Anchor Line in December 1911. As with most shipping companies the Anchor Line suffered heavy losses during WWI and so in the following years a large building programme was put in hand to replace the lost vessels.

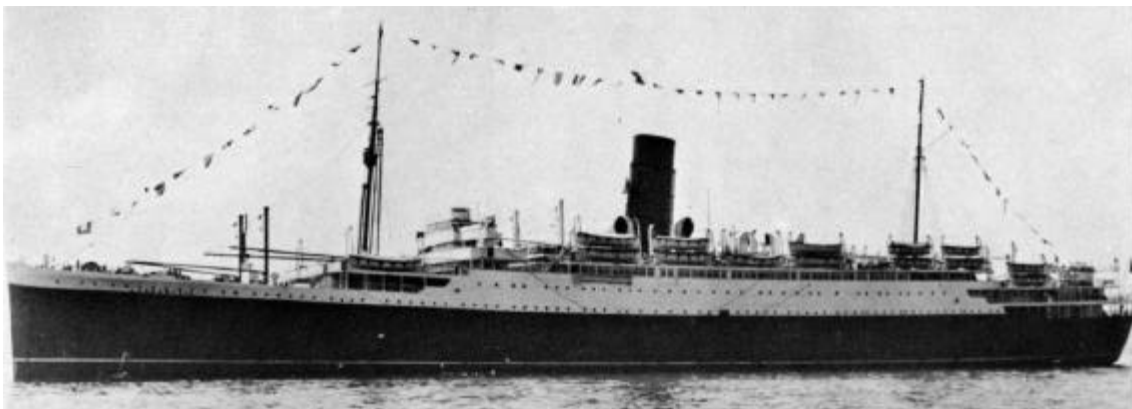
The *Tyrrhenia* was built in 1920 but over two years elapsed between its launch and its maiden voyage due to industrial trouble at the builders yard. By early June 1922 trials were completed off the Clyde and it was ready for its maiden voyage from Liverpool to Quebec and Montreal, which took place on 13 June 1922. It made its final transatlantic crossing at the end of January 1924. Cunard then decided to convert the ship to carry cabin and third class passengers, to make it more suited to the cruising role. After the overhaul and redesigning of passenger accommodation the opportunity was taken to change the previously unpopular name. In March 1924 it was renamed the *Lancastria*.

The *Lancastria's* maiden voyage was from Liverpool to New York on 22 March 1924. It continued to sail to New York until August 1932 when it primarily became a cruise ship until the outbreak of WWII. In April 1940 it arrived at Liverpool and was requisitioned as troopship.

In June 1940, with France on the verge of collapse, all available troopships were required to assist in the evacuation of British and Allied troops. The *Lancastria* left Liverpool on 14 June and headed for St. Nazaire. On 17 June it had embarked around 5,200 troops and a number of refugees including women and children at about noon. A ship anchored nearby, the *Oronsay* was bombed at around 2.00PM and at around 3.45PM the *Lancastria* was struck by a salvo of four bombs which cut off all communications and started fires fore and aft.

The *Lancastria* sank rapidly and according to the estimates of Captain Rudolph Sharp only around 2,500 of the 5,500 people on board were saved, but many estimate that the losses were even higher. Given the scale of the disaster, Winston Churchill, placed a "D-notice" on its publication in the interests of public morale, however, the news was published in the *Daily Mail* on 26 July 1940. A French salvage firm broke the *Lancastria* up where it lay in 1951 and the site is now recognised as an official War Grave.

Throughout the history of the Cunard company there is no shipping disaster more horrendous than that of the *Lancastria* in June 1940 and, indeed, the tragedy was one of the worst in maritime history.



Laurentic II (1927-40)

RMS Laurentic was built for White Star Line and joined the Cunard White Star fleet when the two companies merged in 1934. See the **White Star Line** book for details.

Lebanon (1855)

Statistics

Gross Tonnage - 1,373
 Dimensions - 76.80 x 9.14m
 Number of funnels - 1
 Number of masts - 3
 Construction - Iron
 Propulsion - Single screw
 Engines - Geared oscillating, two
 Service speed - 10 knots
 Builder - J. & G. Thomson, Glasgow

Details of Career

Originally launched as the Aerolith in 1854 it was acquired by Cunard in 1855 and renamed the Lebanon. It made its maiden voyage from Liverpool to New York on 31 July. In August 1857 it was used as an Indian Mutiny transport returning to the Cunard service in 1859. In 1859 it was sold to the Spanish government.

Letitia (1925-60)

Statistics

Gross Tonnage - 13,475 tons
 Dimensions - 160.22 x 20.23m (525.7 x 66.4ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin screw
 Engines - Double reduction steam turbines
 Service speed - 15 knots
 Builder - Fairfield Co Ltd, Glasgow
 Launch date - 14 October 1924
 Passenger accommodation - 516 cabin class, 1,000 3rd class

Details of Career

The Letitia was launched for the Anchor-Donaldson Line on 14 October 1924. It made its maiden voyage, from Glasgow to Liverpool Quebec and Montreal, on 24 April 1925. In 1927 the ship entered the Cunard & Anchor-Donaldson joint service. At the same time its passenger accommodation was altered to house 298 cabin, 310 tourist and 964 3rd class passengers. It made its final voyage on this service on 18 August 1939. In 1939 it was used as an armed merchantman vessel and later as a troop transport. Its role changed again in the latter stages of the war as it became Canadian hospital ship.

After the war, in 1946, it was renamed the Empire Brent but continued to serve as a troopship. In 1952 it became an Australian emigrant ship and was renamed Captain Cook. For this purpose it could accommodate 1,000 passengers in one class. On 20 April 1955 it returned to the Donaldson Line and began to serve the same Canadian route as before. It was taken out of service after seven round voyages on this route. It was then scrapped at Inverkeithing in 1960.

Lotharingia (1923-40)

Statistics

Gross Tonnage - 1,256 tons
 Dimensions - 60.91 x 11.61m (199.8 x 38.1ft)
 Number of funnels - 1
 Number of masts - 1
 Construction - Steel
 Propulsion - Twin screw
 Engines - Triple expansion engines, 2 x 3 cylinders
 Service speed - 12 knots
 Builder - William Hamilton & Co, Port Glasgow
 Launch date - 1923
 Passenger accommodation - 1,200 plus baggage

Details of Career

The Lotharingia was the first of two vessels, the later being the Alsatia I, to be acquired by Cunard to serve as baggage tenders at Cherbourg. The Lotharingia replaced the Satellite as the Cunard tender at Cherbourg. It was launched in 1923 but was registered as owned by the Compagnie Nord Atlantique. It was sold to the Societe Cherbourgeoise de Remorquage et de Sauvetage in 1933. The new owners renamed the ship Alexis Tocqueville. Despite the change of ownership the vessel continued to handle Cunard passengers at Cherbourg. In July 1940 the ship was taken over by the Germans and became a war loss.



Lucania (1893-1909)

Statistics

Gross Tonnage - 12,952
 Dimensions - 183.17 x 19.87m
 Number of funnels - 2
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin-screw
 Engines - Ten-cylindrical triple-expansion
 Service speed - 21 knots
 Builder - Fairfield Co.Ltd., Glasgow
 Launch date - 2 February 1893
 Passenger accommodation - 600 1st class, 400 2nd class, 1,000 3rd class

Details of Career

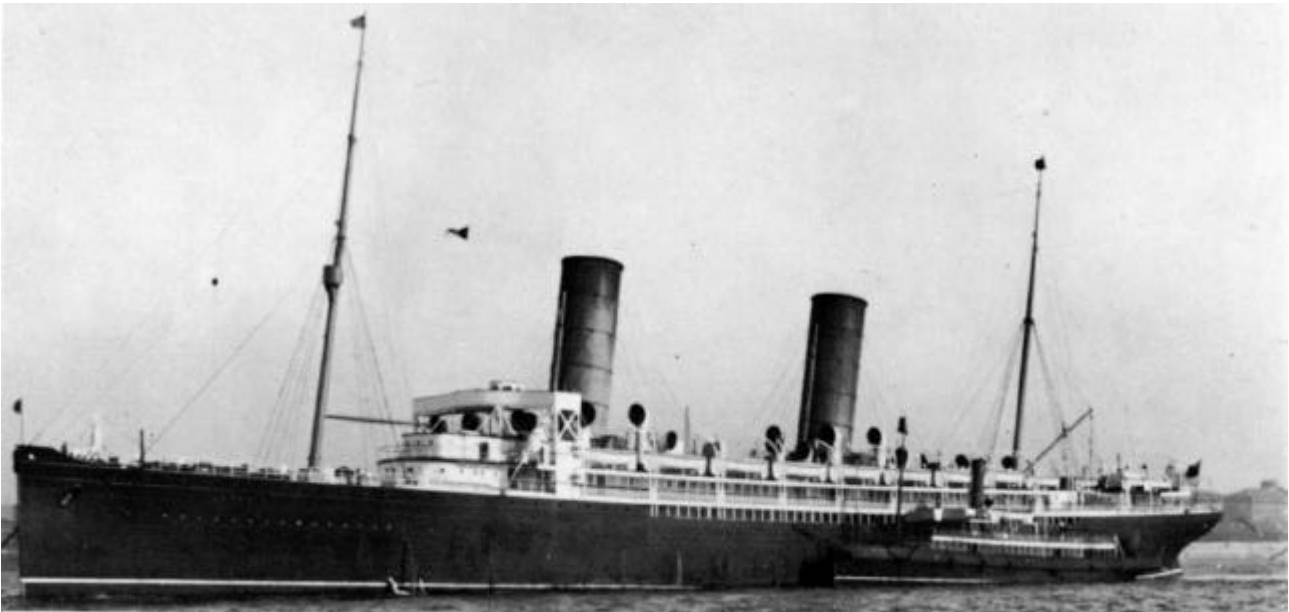
The entry in to service of two new Cunarders, the Campania and Lucania, in 1893 really started the great international race for supremacy of the North Atlantic. At around this time Germany began to try to build up its mercantile and naval fleets to equal those of the British. Germany was becoming more influential in European politics, and although the two new vessels held the North Atlantic speed records for four years, from 1897 onwards German liners swept all opposition from the seas for the next ten years.

The two ships were built on the Clyde at Govan and were enormous vessels in comparison to their contemporaries. The Lucania was launched on 2 February by the Chairman of Fairfields, Sir William Pearce MP. On its maiden voyage on 2 September 1893 it set the record crossing from Liverpool to New York. The two sister ships continued to set new speed records and remained unchallenged until 1898 when the German liner, Kaiser Wilhelm der Grosse, took all the Atlantic records and the Blue Riband.

The Lucania continued to provide a highly efficient Liverpool to New York service for Cunard until 1909. Since the arrival of the Mauretania and Lusitania, however, the Lucania was becoming surplus to requirements and spent some time each year laid up at Liverpool. In 1909 it made only one voyage to New York before being laid up in the Huskisson Dock, Liverpool.

On 14 August 1909 a fire was discovered on board and by the time the fire brigade arrived the fire was out of control. By the early hours of the morning, with water still being pumped onto the ship, the Lucania took on a list. After being pulled upright by tugs it was towed to the middle of the dock and settled firmly in the mud. The blaze finally extinguished at noon.

The *Lucania* was seriously damaged and the only part of the ship still in tact was the engine-room bulkhead. Although there was still another two months until its next scheduled voyage it was decided, after inspection, that the damage was too great to make repairs a viable option. It was then sold to Thomas Ward, the shipbreakers, and soon sailed to Swansea to be broken up.



Lusitania (1907-1915)

Statistics

Gross Tonnage - 31,550 tons
 Dimensions - 232.31 x 26.75m (762.2 x 87.8ft)
 Number of funnels - 4
 Number of masts - 2
 Construction - Steel
 Propulsion - Quadruple screw
 Engines - Four direct-acting steam turbines, of the Parsons type.
 Service speed - 25 knots
 Builder - John Brown & Co Ltd., Glasgow
 Launch date - 7 June 1906
 Passenger accommodation - 563 1st class, 464 2nd class, 1,138 3rd class

Details of Career

In 1897 the *Nordeutscher Lloyd* ship *Kaiser Wilhelm der Grosse* took the Blue Riband from Cunard's *Campania* and *Lucania*. Thereafter German ships held the trophy without challenge. It was not until 1902 that negotiations began between the Government and Cunard with a view to building two superliners, the *Lusitania* and *Mauretania*, capable of winning back and holding the Blue Riband for Britain. By 1903 an agreement had been reached whereby the government would lend £2,600,000 to Cunard to build two ships capable of 24 to 25 knots. In addition they agreed to make an annual payment to Cunard on the condition that the two ships were capable of being armed and that the Government would have a claim on their services in times of national emergency.

In an effort to ensure the speed requirements were met, Lord Inverclyde, then chairman of Cunard, chaired a committee of experienced engineers to discuss the subject in September 1903. In March 1904 the committee decided to utilise turbines, as opposed to reciprocating engines. Another problem was the hull design and size of the two new ships. After a series of private experiments and tests by Dr.R.Froude in the Admiralty tank at Haslar near Portsmouth this problem was resolved. It was decided that the two new ships would be 785 feet long and have gross tonnage of 32,000.

The contract for the building of the *Lusitania* went to John Brown & Co Ltd of Glasgow and the keel was laid in May 1905. The ship was launched on 7 June 1906 by Lady Inverclyde. The *Lusitania* was the largest vessel afloat at the time and had seven decks for the use of passengers, who enjoyed the palatial accommodation. Third class passengers were no longer accommodated in 'open berths' but in four- or six-berth cabins. The machinery also marked the *Lusitania* as a pioneer in maritime history. The ship's

quadruple-screw propulsion unit was driven by direct-drive steam turbines which developed some 68,000 IHP and, revolving at 180 rpm, were capable of driving the Lusitania at 25 knots. The fact that the ship's coal bunkers ran along the sides of the boiler rooms was also unconventional. This afforded some protection to these vital machinery spaces, as they were below the waterline and vulnerable to damage caused by collisions or enemy action. It was the latter, perhaps, that was foremost in the minds of the planners for in times of war the Lusitania was intended to be converted into an armed merchant cruiser. To this end it was designed to carry 12 quick-firing 6 inch guns.

After trials in the Clyde the Lusitania left Liverpool on 7 September 1907 on its maiden voyage to Queenstown and New York. It was estimated that over 200,000 people gathered to witness the ship's departure. Despite obvious attempts to regain the Blue Riband from the German ship, Deutschland, the Lusitania did not manage this until its second outward voyage on 5 October 1907. It made the Queenstown to Sandy Hook crossing in 4 days 19 hours and 52 minutes. In November 1907 the Lusitania's sister ship, the Mauretania, came into service and it was not long before the slightly better performance of the latter began to show.

In June 1908 the ship's outer propellers were replaced with improved versions and in November Captain William Turner was appointed to command the Lusitania. He was a Liverpool man who first went to sea when he was just 13 on board the sailing ship White Star. He joined Cunard in 1878 and was holder of the Humane Society's silver medal for saving life at sea. During his career he served on the Cherbourg, Umbria, Carpathia, Ivernia and Caronia. Soon, in February 1909, the ship was fitted with new four-bladed propellers.

After a bad period, during which the ship had problems such as damaged propeller blades and damaged turbines, the Lusitania broke its last speed record in March 1914 on a voyage from New York to Liverpool. The outbreak of World War One meant that the role of the ship was about to change. Upon arrival in the Mersey the Admiralty decided that they did not need the ship as an armed merchant cruiser but they paid for the ship to remain at Liverpool at their disposal. The Lusitania made two trips between Liverpool and New York during October 1914 and then began a monthly service on this route. In order to save on coal and labour six of the ship's boilers were closed down and its maximum speed reduced to 21 knots.

On a voyage leaving Liverpool on 16 January 1915 the Lusitania was involved in an international incident which gave the ship's presence in the North Atlantic a very high profile. The ship was travelling through rough seas on the way to Queenstown and, fearing the possibility of a torpedo attack, the Captain hoisted the 'stars and stripes'. With America still neutral Germany was reluctant to bring her into the war on the side of the Allies, so it was considered that this would guarantee a safe passage. The use of the US flag, however, came to the notice of the press and the incident made world news. Soon, in April 1915, the German embassy in Washington sent warnings to the newspapers in New York to the effect that the passengers travelling on Allied ships did so at their own risk.

For its 17 April voyage from Liverpool the Lusitania was commanded by Captain William Turner, who relieved Captain Dow when he went on leave. It made its final sailing from Pier 54 in New York on 1 May 1915, with some 1,959 passengers on board, amongst whom were the usual sprinkling of famous and wealthy. The cargo was entered on the manifest as foodstuffs, metal rods, ingots and boxes of cartridges. Controversy about the true nature of the cargo would persist for many years.

By 7 May the ship had entered what was called the danger zone, waters in which enemy submarines might be expected. Captain Turner took all possible precautions ordering all the lifeboats to be swung out, all the bulkhead doors to be closed, look-outs to be doubled and steam pressure to be kept high to give the ship all possible speed in case of emergency. At 8.00am speed was reduced to 18 knots to secure the ship's arrival at the bar outside Liverpool at 4.00am the following day, in order to catch the high tide. At 12.40pm the ship's course was altered in order to make a better landfall. The ship was brought closer to land and the Old Head of Kinsale was sighted at 1.40pm. Having steadied the ship on this course an officer began to make a four-point bearing at 1.50pm, but this was never completed.

At 2.00pm the passengers were finishing their lunch, and at 2.15pm the ship was 10 to 15 miles off the Old Head of Kinsale with the weather clear and the sea smooth. Captain Turner then heard the second officer shout 'There is a torpedo coming, Sir'. Immediately afterwards there was a terrific explosion on the starboard side, between the third and fourth funnels. Almost simultaneously there was a second explosion, which was thought at the time to be a second torpedo but has since been confirmed as an internal explosion, although the cause has never been definitely established. The stricken Lusitania immediately took on a heavy list to starboard and in about 20 minutes it had sunk, with the loss of 1,198 lives. The ship sank bow first, with its stern almost perpendicular out of the water, just as the Titanic had done some 3 years earlier.

Captain Turner survived and he remained on the bridge giving orders until the ship foundered. His order 'women and children first' was largely obeyed. There were complaints from some of the survivors about the

manner in which the lifeboats were launched, their condition and the lack of leadership from the ship's officers. But considering that within seconds of being hit all the lights went out and the ship listed heavily to starboard and that it remained under way the whole time, together with the fact that it sank in 18 minutes, it is a miracle that so many did get away safely.

As always with such tragedies there were many stories of heroism, but two were officially recognised and Able Seamen Leslie Morton and Joseph Parry were awarded the silver and bronze medals for Gallantry in Saving Life at Sea. The citation to the awards read as follows - 'On 7th May 1915, the steamship Lusitania, of Liverpool, was torpedoed off the Old Head of Kinsale and foundered. Morton was the first to observe the approach of the torpedoes, and he reported them to the bridge. When the torpedoes struck the ship he was knocked off his feet, but he recovered himself quickly, and at once assisted in filling and lowering several boats. Having done all he could on board, he jumped overboard. While in the water he managed to get hold of a floating collapsible lifeboat and, with the assistance of Parry, he ripped the canvas cover off it and succeeded in drawing into it 50 or 60 passengers. Morton and Parry then rowed the boat some miles to a fishing smack. Having put the rescued passengers on board the smack they returned to the scene of the wreck and succeeded in rescuing 20 to 30 more people'.

There is no doubt that the sinking of the Lusitania was one of the First World War's single biggest tragedies. The political repercussions were enormous, and although it did not directly bring the United States into the War on the side of the Allies it ensured that no American administration would ever be allied to Germany.

Lusitania Medal

Shortly after the event a commemorative medallion was struck by the Germans. Believed to have originated in Munich the medal was cast in iron and was 2.25 inches in diameter and weighed 1.5 ounces. The designer was Karl Goetz, creator of many medallions, and the initials K.G. are clearly visible on the obverse.

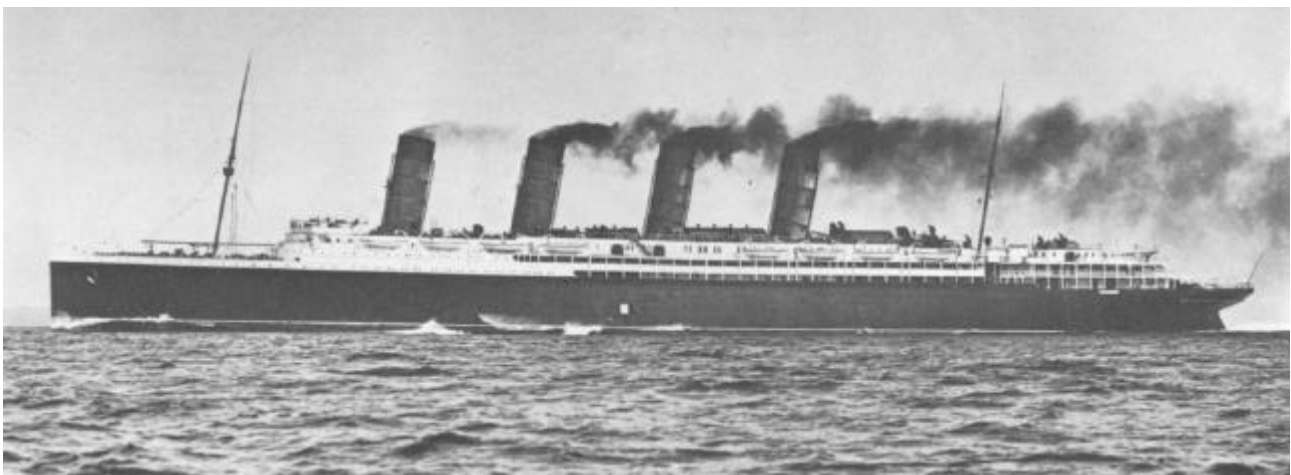
On the obverse, under the inscription 'No contraband' (Keine Bannware), there is a representation of the Lusitania sinking. The outline of the liner has been altered to resemble a warship. The designer has also put in aeroplanes, which (as was certified by United States Government officials after inspection) the Lusitania did not carry, but has conveniently omitted to put in the women and children who were on board.

On the reverse, under the inscription 'Business above all' (Geschäft über alles), a smiling skeleton at the New York booking office of the Cunard Line is depicted. A line of waiting potential passengers and victims refuse to attend to the warning against submarines, given by a German figure in the background. The figure, presumably the German Ambassador, gazes reprovingly on the whole proceedings.

There are, however, certain anomalies which have always caused considerable speculation. The arrogant manner in which the victory is proclaimed in the inscription 'The liner Lusitania, sunk by German submarine 5th May, 1915', provides perhaps the most obvious example - as in actual fact the sinking occurred on 7 May. The discrepancy in date may have been a genuine error but it was interpreted as a being a clear indication that the sinking was pre-planned - and not just one of the fortunes of war. The propagandists made the most of it.

Just how many of the German originals of the medal were struck is not clear but it is doubtful whether these exceeded more than a few hundred. The message they conveyed had a boomerang effect and the British authorities, in agreeing to the production of 250,000 copies to be sold in aid of St. Dunstan's, saw in it a damning commentary on the ruthlessness of the German war machine. This point was emphasised in the wording on the box in which the British copies were issued. There could be no doubt about the callousness of the enemy.

Many of the British copies are readily found today. As for the German version these are rarer and more valuable. There are several small differences between the two types. The most obvious being in the spelling of the word 'May' in the date. On the German version this is spelt 'Mai'. It has also been suggested that there may in fact be a third type in existence, also German, on which the correct date of the sinking, 7 May, is shown. The way in which one piece of propaganda served two warring nations is ironical.





Lycia (1896-1917)

Statistics

Gross Tonnage - 2,715 tons
 Dimensions - 93.88 x 13.21m (308 x 43.3ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - Three cylindered triple expansion engines
 Service speed - 10 knots
 Builder - Sir Raylton Dixon & Co, Middlesbrough
 Launch date - 1896
 Passenger accommodation - None

Details of Career

The Lycia and its sister ship the Thracia were both purchased by Cunard for their Mediterranean service. The Lycia was originally built as the Oceano for the Plate Steamship Co, Gellately, Hankey & Co, London. It was acquired by Cunard in 1909 and renamed. It then entered their Mediterranean cargo service. On 11 February 1917 it was torpedoed and sunk off the South Bishop Light.

Sir Archibald Hurd, in A Merchant Fleet at War, describes the sinking as follows -

' On February 11th, 1917, under the command of Captain T A Chesters the Lycia was 20 miles northwest of the South Bishop Light at 8.30 in the morning when the U-boat was sighted. By the time Captain Chesters had picked her up on the starboard beam, his ship had already been struck by a shot. Captain Chesters immediately altered the Lycia's course so as to place the submarine astern, and himself opened fire at about 3,000 yards. In the unequal duel that followed, the Lycia's funnel, starboard boats, forward cabin, chart room, officers' and engineers' quarters were wrecked, and being unable to steer the ship under the growing force and accuracy of the enemy's shells, Captain Chesters at last had no alternative but to abandon ship. The crew took to the port boat whilst the Captain, Chief Officer, Third Engineer, the Gunner and one of the boys managed to scramble into the starboard boat, which was dragging alongside.

When the lifeboats cleared the ship, the submarine herself ceased firing, submerged, and reappeared alongside Captain Chesters' boat. The submarine commander then ordered Captain Chesters to go on board, which he did, and where, by what, alas, proved to be a rare exception, he was very courteously treated. The commander of the submarine then put three of his crew into the boat together with eight bombs,

sent her back to the Lycia, and there the Germans hung the bombs on each side of the rigging, and in the engine room. The ship's papers, the breech plug of her gun, her telescopes and three cartridges, were lowered into the boat, after which the bomb safety pins were removed, and the bombs placed below the waterline. The boat was then ordered back to the submarine. Meanwhile, Captain Chesters had been asked by the U-boat's commander why he had fired his gun without flying his Ensign. Captain Chesters pointed out to him that before he could fire the gun, he had to remove the flagstaff; and he was then allowed to return to his boat, the bombs, a few minutes afterwards beginning to explode. The submarine then went in chase of another vessel that appeared on the horizon, and shortly afterwards the Lycia sank, stern first. Her boats were picked up the same evening by two mine-sweepers, and the SS Ireland Moor, the crew being treated with the upmost hospitality and safely landed at Holyhead. Their conduct had been worthy of Captain Chesters' words "of all the traditions of British seamen".

Lycia II (1954-77)

Statistics

Gross Tonnage - 3,543 tons
 Dimensions - 106.17 x 15.19m (349.3 x 49.8ft)
 Number of funnels - 1
 Number of masts - 3
 Construction - Steel
 Propulsion - Single screw
 Engines - Four-cylindereed, two stroke, single acting - Doxford type
 Service speed - 13 knots
 Builder - William Hamilton & Co, Port Glasgow
 Launch date - 1954
 Passenger accommodation - None

Details of Career

The Lycia II, Pavia II and Phrygia II were all built for the Cunard Mediterranean cargo service during 1953-55. The Lycia was the second of these to be launched, in 1954. The ship made its maiden voyage on 24 September to Greece and Turkey with general cargo. In 1964 it transferred to the Great Lakes service and was replaced by the chartered Leabeth. On 23 September the following year the ship was sold to Diapora S.A., Piraeus and renamed Flora. In 1970 it changed hands again and became the Nea Tihi for the Compania Maritima Lounino, Piraeus. In December 1974 it was sold to the Allied Shipping Co, Bangkok and renamed Sothon - the following year it was renamed Patanporn by its owners. The vessel was eventually broken up at Hong Kong by Loy Kee Shipbreakers in 1977.

Malta (1866)

Statistics

Gross Tonnage - 2,132
 Dimensions - 92.38 x 11.98m
 Number of funnels - 1
 Number of masts - 2
 Construction - Iron
 Propulsion - Single screw
 Engines - Geared oscillating, two
 Service speed - 11 knots
 Builder - J.&G.Thomson, Glasgow
 Launch date - 19 October 1865
 Passenger accommodation - 40 1st class, 535 3rd class

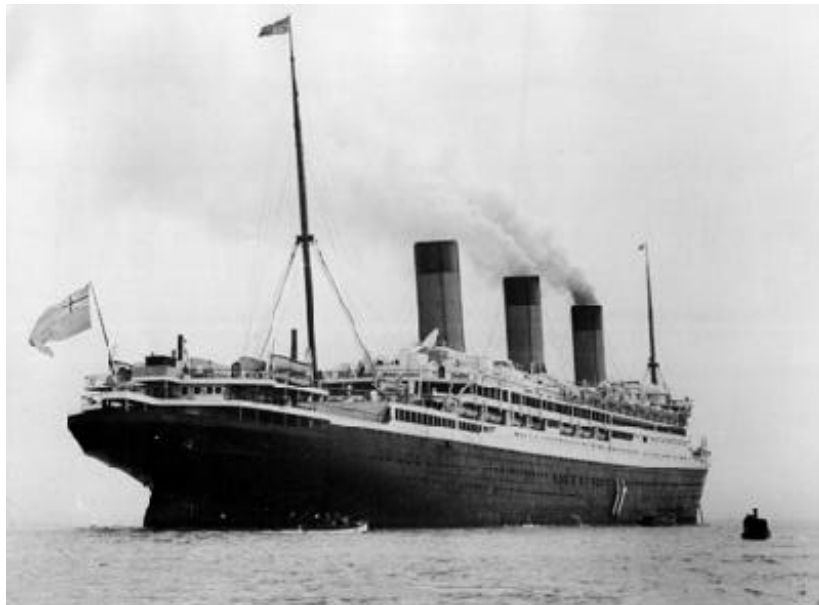
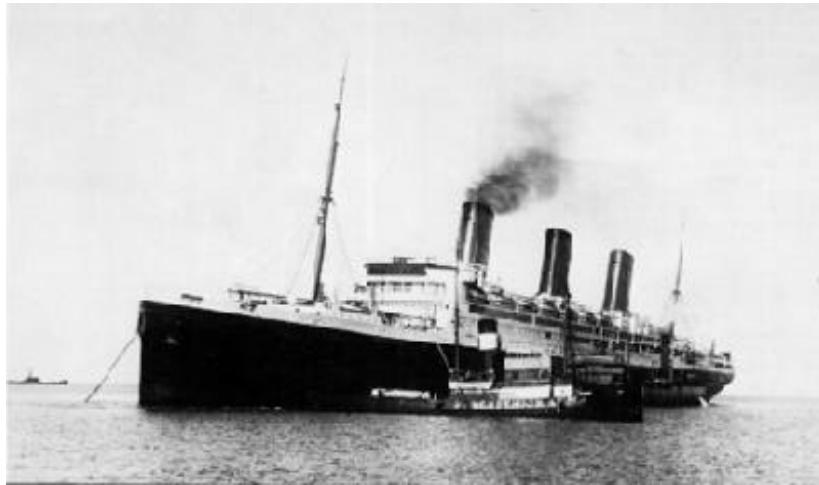
Details of Career

The Malta made its maiden voyage on 20 February 1866 from Liverpool to New York. During the period 1871-3 it transferred to the Liverpool to Boston route. After this date it began to sail from Liverpool to the Mediterranean.

During a refit in 1879 compound engines were fitted by J.Jack & Co., Liverpool. On 6 July the Liverpool-Boston route was resumed for one year and then the Malta returned to the Mediterranean service. On 15 October 1899 it became lost in thick fog off Cape Cornwall and was wrecked near Lands end without loss of life.

Majestic (1934-43)

RMS Majestic was a White Star liner and joined the Cunard White Star fleet when the two companies merged in 1934. See the **White Star Line** book for details.



Marathon (1861)

Statistics

Gross Tonnage - 1,784
Dimensions - 84.12 x 11.15m
Number of funnels - 1
Number of masts - 2
Construction - Iron
Propulsion - Single screw
Engines - Geared oscillating, two
Service speed - 10 knots
Builder - Robert Napier & Sons, Glasgow
Passenger accommodation - 70 1st Class, 850 3rd Class

Details of Career

The Hecla and Marathon were both built in 1860 for the atlantic trade. They were run to New York as extra boats, but chiefly to Boston. In time, however, they gave way to larger and more modern boats and were relegated to the mediterranean service. In this trade they became favourites for holiday trips and used to be known as "Maclvers Yachts".

The Marathon made its maiden voyage from Liverpool to New York on 8 January 1861 and continued to serve this route until 1873. In 1873 it was lengthened to 105.52 metres, the tonnage increased to 2,403, a further mast added and compound engines fitted by J. & G. Thomson, Glasgow.

From 1873 until 1884 the Marathon sailed between Liverpool and Boston and subsequently from Liverpool to the Mediterranean. It was chartered for the Egyptian expedition in 1882 and was finally sold to Workman & Clark in 1898 in part payment for the Cypria. It was scrapped at Genoa in 1898.

Margaret (1839-56)

Statistics

Gross Tonnage - 700 tons
 Dimensions - 56.4 x 7.98m (185 x 26.1ft)
 Number of funnels - 1
 Number of masts - 3
 Construction - Iron
 Propulsion - Paddle
 Engines - Two-cylindered side lever
 Service speed - 9 knots
 Builder - Caird & Co, Greenock
 Launch date - 1839
 Passenger accommodation - 1,200 ton cargo capacity

Details of Career

The Margaret was built in 1839 for G & J Burns. It was primarily a cargo vessel and served the Glasgow-Belfast-Dublin route. From 1847 it began to be used on Mediterranean routes for Burns, but under Cunard contracts. In 1850 it was used on the Cunard services to Constantinople and the Levant. In 1855 it was not included with the vessels that formed the British and Foreign Steam Navigation Co. The following year the Margaret was sold and converted into a coal hulk.

Maronia (1961-63)

Statistics

Gross Tonnage - 4,364 tons
 Dimensions - 105.72 x 15.45m (346.9 x 50.7ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - Two stroke single-acting engines
 Service speed - 15 knots
 Builder - Finnboda Varf, Stockholm
 Launch date - 16 March 1961
 Passenger accommodation - None

Details of Career

In 1961 Cunard chartered two Swedish vessels, the Nordic and Marion, to replace the recently sold Media and Parthia on the Liverpool to New York service. During their service for Cunard the ships were renamed Nordia and Maronia respectively. The Maronia was launched for Ake Hogberg on 16 March 1961 but was transferred to Cunard later that year. The Maronia made its maiden voyage for Cunard, on the Liverpool-New York route, on 20 October. It is similar to its sister in design and had a total deadweight of 5,900 tons and a bale capacity of 240,300 cubic feet, including 24,000 cubic feet of refrigerated space. It returned to its Swedish owners in 1963 and reverted to its previous name, the Marion. In 1966 it was sold to a German firm and renamed the Vernia.

Mauretania I (1907-35)

Statistics

Gross Tonnage - 31,938 tons
 Dimensions - 232.31 x 26.82m (762.2 x 88.0ft)
 Number of funnels - 4
 Number of masts - 2
 Construction - Steel
 Propulsion - Quadruple-screw
 Engines - Steam turbines by Wallsend Slipway Co. Ltd.
 Service speed - 25 knots (Attained a speed of 27.04 knots on her trial runs)
 Builder - Swan, Hunter & Wigham Richardson, Wallsend-On-Tyne
 Launch date - 20 September 1906
 Passenger accommodation - 563 1st class, 464 2nd class, 1,138 3rd class

Details of Career

In 1897 the Nordeutscher Lloyd ship Kaiser Wilhelm der Grosse took the Blue Riband from Cunard's Campania and Lucania. Thereafter German ships held the trophy without challenge. It was not until 1902 that negotiations began between the Government and Cunard with a view to building two superliners, the Lusitania and Mauretania, capable of winning back and holding the Blue Riband for Britain. By 1903 an agreement had been reached whereby the Government would lend £2,600,000 to Cunard to build two ships capable of 24 to 25 knots. In addition they agreed to make an annual payment to Cunard on the condition that the two ships were capable of being armed and that the Government would have a claim on their services in times of national emergency.

The Mauretania was launched the Duchess of Roxburghe. It was a quadruple screw ship driven by direct-drive steam turbines. Although the propulsion machinery was identical to that of the Lusitania two modifications gave the Mauretania a slight edge over its sister. The diameter of the propeller blades was slightly larger and the turbines were fitted with more rows of blades.

The Mauretania made its maiden voyage from Liverpool on 16 November 1907. Severe storms and heavy fog hampered the first voyage but the ship still arrived in New York in good time on 22 November. On 2 May 1908 the ship had left Liverpool when it was thought to have hit a submerged object. Despite the propeller blades being damaged, Cunard took advantage of the situation and took the opportunity to replace both inner shafts with four bladed propellers. A refit was also carried out at Canada Graving Dock later that year. The subsequent voyage left Liverpool on 23 January 1909. By April of that year the Mauretania had captured both eastbound and westbound records and retained the Blue Riband for 20 years, until July 1929.

By 1909 the public were looking for faster crossings and once at their destination, a speedy land journey. As a result it was inevitable that ports closer to London than Liverpool were required, and soon Fishguard was developed as a port of call for Atlantic liners. The Mauretania was the first Cunard liner to use this port, on 30 August 1909. At the end of 1909 the ship's first Captain, John T. Pritchard, retired and Captain William Turner assumed command. The reputation of the ship attracted several prominent passengers. On a voyage during December 1910 Prince Albert and Prince Radziwell were amongst the passengers, along with Mr. Carlisle, the managing director of Harland and Wolff. In June 1911 the ship brought thousands of visitors to Britain for the Coronation of King George V.

In December 1913 the Mauretania returned to Liverpool for its annual overhaul, part of which involved work on the main propulsion turbines. On 26 January 1914, whilst men were working on the turbine blades, one of the gas cylinders exploded. Four men were killed and six were injured. The resulting fire was extinguished and the main damage was confined to the blades in the starboard turbine. The ship was not ready to rejoin the Atlantic service until March of that year. When Britain declared war on Germany, on 4 August 1914, the ship was on its way to New York. At the last minute the ship was diverted to Halifax and the Admiralty sent out an order requisitioning the ship as an armed merchant cruiser, as soon as it returned to Liverpool. On 11 August, however, the Mauretania and the Lusitania were released from Government duties.

The reduced demand for transatlantic passages meant that the ship was laid up at Liverpool on 26 August. After the loss of the Lusitania in May 1915 the Mauretania was required to return to service. Before it did, however, the Admiralty requisitioned the ship to transport troops during the Gallipoli campaign, later in May. During this period the ship made several voyages to Mudros Bay island of Lemnos, the Allied base for operations in the area. On one of these voyages the Mauretania was attacked by a submarine but managed to avoid the torpedo, largely due to the ship's high speed. At the end of August it returned to Liverpool and was fitted out as a hospital ship. It then left Liverpool on 21 October to assist with the evacuation of the wounded

from Gallipoli. The Mauretania made several further voyages as a hospital ship and completed its last voyage on 25 January 1916.

This, however, was not the end of the ship's war service. On 29 September it was requisitioned again to carry Canadian troops. In October-November 1916 it made two voyages from Liverpool to Halifax carrying Canadian troops bound for France. After this it was laid up on the Clyde until 1918. In March 1918 it was again used as a troopship carrying over 30,000 American troops before the Armistice in November. After the end of the war the ship was used in the repatriation of American and Canadian troops. From 12 December it was decided that the Mauretania would now sail from Southampton and call at Cherbourg on its way to New York. It made its final troopship voyage on 28 June 1919 and was then refitted at Southampton.

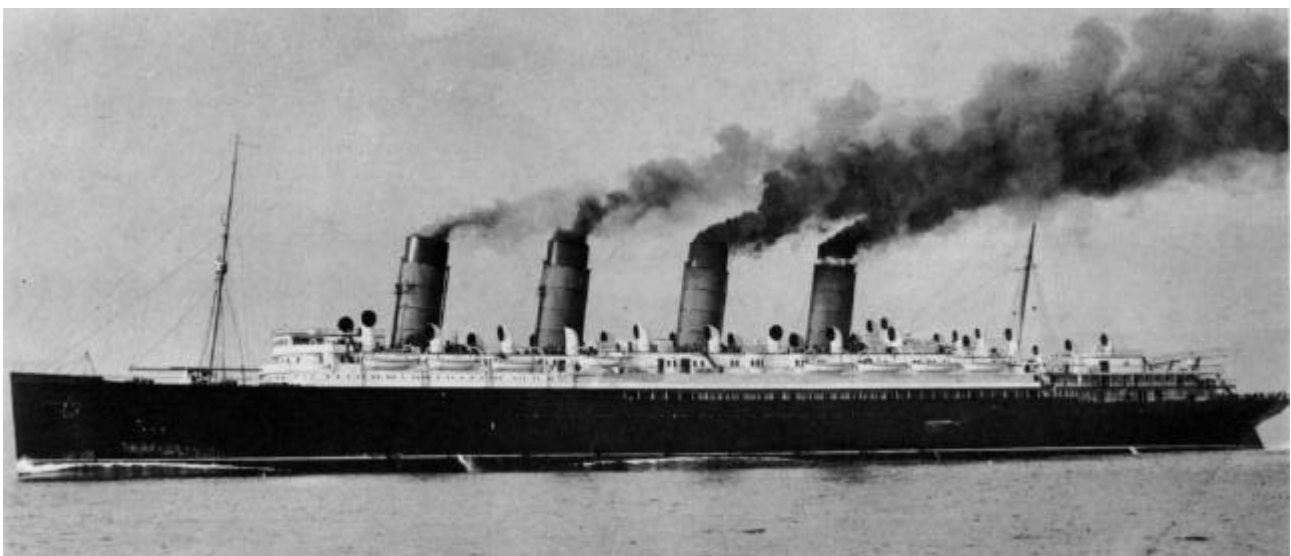
On 21 September 1919 it sailed from Southampton on its first commercial voyage since World War One began. An overhaul, planned for 1920, was delayed as the demand for passenger services to Europe from America was so great. Whilst docked at Southampton, on 22 July 1921, a fire broke out on board. The fire spread quickly and required the efforts of both the fire brigade and crew to extinguish it. The damage caused was confined to the first class cabin area. It was decided to send the ship back to the builder's yard for an overhaul and the opportunity would be taken to convert from coal to oil burning. By March 1922 the Mauretania had resumed its usual service.

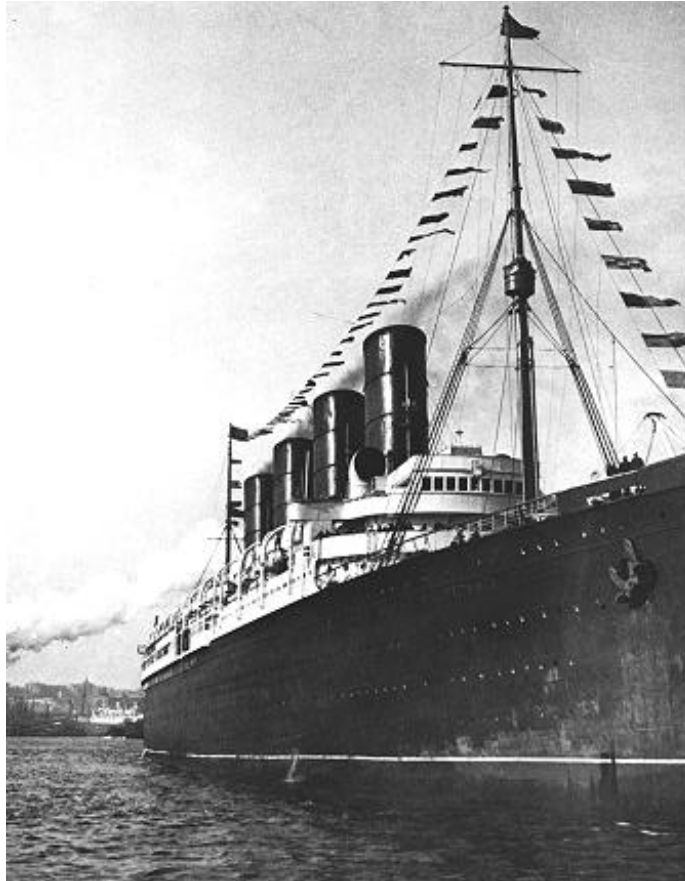
On 25 July the ship broke its pre-war Atlantic speed record. The ship's average speed was now above 26 knots. In January 1923 the ship was chartered by an American travel company and made a Mediterranean cruise. Another overhaul was undertaken in November but due to industrial disputes it was decided to complete the work at Cherbourg. Despite a difficult journey, being towed by tugs, the ship reached Cherbourg and the work was completed quickly.

In 1924 the Cowes Harbour Commission complained about the Mauretania's speed as it left the Solent. The heavy wash created had flooded Cowes main street and caused considerable disruption. The Government decided that the pilot was to blame. A refit in 1928 saw the ship's furniture and decor modernized. New ships built for the Norddeutscher Lloyd line, however, were now posing a threat to the Mauretania's domination of the Atlantic. The ships Europa and Bremen were launched in August 1928. The Bremen soon broke the Atlantic speed record but the margin of time was quite small.

On 27 November 1929 the ship collided with a train ferry near Robbins Reef, after leaving New York. Luckily no one was injured but the ship's bows were damaged. The hole in the bows, however, was repaired within 24 hours. After a winter overhaul it returned to service in February 1930 and during the following years concentrated mainly on cruising. The Mauretania made its final passenger sailing from Southampton on 30 June 1934, the day Cunard and White Star Lines merged. After two cruises to the West Indies it returned to Southampton on 2 October. The completion of the Queen Mary and the merger with White Star meant that the fleet had to be reduced.

The Mauretania was now outdated and was soon laid up at Southampton. The ship was purchased on 3 April 1935 by Metal Industries Ltd. of Glasgow for scrap. All the fixtures and fittings were auctioned on 14 May at Southampton Docks. On 1 July the ship left for the Tyne. On 3 July it reached the Firth of Forth and was then moved to Rosyth for dismantling.





Mauretania II (1939-65)

Statistics

Gross Tonnage - 35,738 tons
 Dimensions - 225.36 x 27.24m (739.4 x 89.4ft)
 Number of funnels - 2
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin-screw
 Engines - Steam turbines (single-reduction)
 Service speed - 23 knots
 Builder - Cammell, Laird & Co Ltd, Birkenhead
 Launch date - 28 July 1938
 Passenger accommodation - 486 cabin class, 390 tourist class, 502 3rd class

Details of Career

The Mauretania was the first ship to be built for the newly formed Cunard White Star Line and was laid down on 24 May 1937 as SS No. 1029. It was the largest ship ever to be constructed in an English shipyard at the time. It was launched on 28 July 1938 by Lady Bates, wife of the Cunard chairman. The ship was designed for the London-New York service and was the largest vessel ever to navigate the Thames and use the Royal Docks.

The Mauretania made its maiden voyage from Liverpool to New York on 17 June 1939. After remaining in New York for a week it returned to Southampton. Returning from the next voyage the Mauretania called at Southampton, Le Havre and finally to London where it berthed in King George V Dock in the Thames. On 11 August the ship left for its final pre-war voyage to New York and was then hired by the Government. It was then defensively armed with two 6 inch guns and some smaller weapons, painted battle grey and was then despatched to America at the end of December.

For three months the ship lay idle in New York until it was decided to use it as a troopship. On 20 March 1940 it sailed from New York to Sydney, via Panama to be converted for its new role. This work was carried out in April and in May it left Sydney along with the Queen Mary and Aquitania with 2,000 troops, bound for

the Clyde. During the early stages of the war the ship transported Australian troops to Suez, India and Singapore but later it mainly served on the North Atlantic. On 8 January it was involved in a minor collision with the American tanker Hat Creek in New York harbour. After the war had ended the Mauretania made several further voyages for the Government repatriating troops. This mainly took the ship to Canada and Singapore. On 2 September 1946 it returned to Liverpool, was released from Government service and immediately went into Gladstone Dock to be reconditioned by Cammell Laird & Co.

After a complete overhaul and refurbishment of the interior the Mauretania made its first post-war Atlantic crossing to New York on 26 April 1947. After using Liverpool as its home port for the first two voyages it was thereafter based at Southampton. Later that year it began to be used as a cruise ship during the winter months to the West Indies and the Caribbean. These so called 'dollar-earning cruises' assisted the shattered British economy. For the next 10 years it served the Southampton to New York route during the summer and operated on cruises from New York during the winter.

When it was taken in for its annual overhaul at Liverpool in December 1957 the opportunity was taken to fit air-conditioning throughout the ship. By 1962, however, it was facing competition from much more modern ships and was beginning to lose money for Cunard. In October 1962 the ship was painted pale green, like the Caronia and the passenger accommodation was adjusted to accommodate 406 1st class, 364 cabin class and 357 tourist class passengers. On 28 March 1963 it began a new service calling at New York, Cannes, Genoa and Naples. This, however, was a failure and by 1964 it was mainly employed cruising from New York to the West Indies.

The Mauretania's final voyage was a Mediterranean cruise which left New York on 15 September 1965. It was announced that on its return to Southampton the ship would be withdrawn from service and sold. It arrived at Southampton on 10 November and had already been sold to the British Iron and Steel Corporation. On 23 November it arrived at Ward's shipbreaking yard in Inverkeithing, Fife. It was commanded by Captain John Treasure-Jones, who navigated the mud straits of the Forth without tugs.



Media I (1947-69)

Statistics

Gross Tonnage - 13,345 tons
 Dimensions - 158 x 21.42m (518.4 x 70.3ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin screw
 Engines - Double reduction steam turbines
 Service speed - 17 knots
 Builder - John Brown & Co., Glasgow
 Launch date - 12 December 1946
 Passenger accommodation - 250 1st class

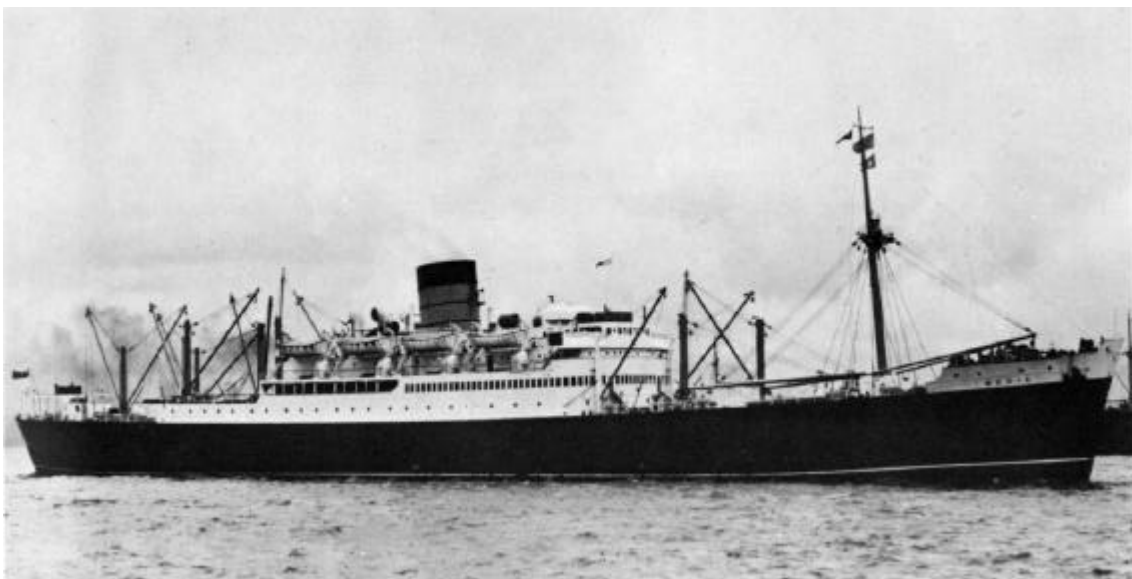
Details of Career

The Media and the Parthia were the first passenger ships to enter service for Cunard in their post-war building programme. Both ships had a gross tonnage of 13,000 tons, had accommodation for 250 passengers in one class and had a capacity for 7,000 tons of cargo. After trials in the Mersey the ship was fully booked for its first voyage to New York. This maiden voyage left Liverpool on 20 August 1947.

In February 1952 the ship returned to John Brown's yard to be fitted with Denny-Brown stabilisers. By the late 1950's, however, both the ships were having difficulty attracting passengers and cargo, partly due to competition from airlines. A series of strikes in 1961, and the fact that the two ships had been losing money for some time, led to the decision to sell both the ships. In July 1961 the Media was sold to Cia Genovese d'Armamento, an Italian firm. The new owners intended using the ship on the Mediterranean-Sydney emigrant route. After a Summer overhaul it made two further voyages to New York for Cunard and was then handed over in October.

The Media was then taken to Genoa and rebuilt and modernized. After ten months work the passenger accommodation had been extended to house 1,224 people and the ship's tonnage had increased to 15,465 tons. The ship was then renamed Flavia. The vessel made several voyages to Sydney, later experimenting with other routes, but by 1968 it had primarily become a cruise ship.

In January 1969 it was sold to another Italian firm, based in Naples, and then began cruises from Miami. The ship would return to Italy for its annual overhauls. On 17 January it had just begun this service when it was required to take part in the rescue of passengers from the Cunard ship Carmania, which was grounded off San Salvador Island in the Bahamas. The ship successfully continued to operate as a cruise vessel for several years. In 1982 it was sold to a company in Panama and renamed the Flavian. Soon the ship was laid up in Hong Kong. It was sold to another Panamanian company, Lavia Shipping, and renamed Lavia. On 7 January 1989 a fire broke out on the ship, which had to be beached. The ship was a total loss.



Melita (1860)

Statistics

Gross Tonnage - 1,254
 Dimensions - 71.01 x 8.84m
 Number of funnels - 1
 Number of masts - 2
 Construction - Iron
 Propulsion - Single screw
 Engines - Geared oscillating, two
 Service speed - 9 knots
 Builder - Alexander Deny, Dumbarton (engines MacNab & Clark, Greenock)

Details of Career

The Melita was launched for the Cunard Mediterranean service in 1853 and its first trans-atlantic crossing was on the Liverpool-Quebec-Montreal route for the Allan Line in June 1860. Its first trans-atlantic voyage for Cunard was from Liverpool to New York in September 1860. It was then acquired by Peter Deny in 1861 as part payment for the Sidon.

In 1862 it was bought by S. & S. Isaac and began sailing from Liverpool to Philadelphia. It was destroyed by fire in September 1868 at sea and the passengers and crew were rescued by the sailing ships Jacob A. Stamler and Monequash.

Morocco (1861-96)

Statistics

Gross Tonnage - 1,855 tons
 Dimensions - 83.52 x 11.07m (274 x 36.3ft)
 Number of funnels - 1
 Number of masts - 3
 Construction - Iron
 Propulsion - Single screw
 Engines - Two-cylindereed oscillating single reduction geared
 Service speed - 10 knots
 Builder - Robert Napier & Sons, Glasgow
 Launch date - 1861
 Passenger accommodation - 69 cabin class, 850 3rd class

Details of Career

The Morocco was the sister ship of the Kedar and Sidon and was the last of the three to be launched. Burns sold Cunard's Melita and one of his own ships, the Leopard, in order to raise most of the money required for the purchase of this vessel. The Morocco was completed in 1861 and was then registered under the joint ownership of Burns, Maclver and Cunard. The ship spent its entire career serving the Mediterranean routes. In 1874 compound engines were fitted by Jack Rollo, Liverpool and one of the masts was removed. In 1896 it was sold for £2,150 to Workman & Clark, Belfast. It was then broken up on Merseyside.

Nantes (1874-86)

Statistics

Gross Tonnage - 1,473 tons
 Dimensions - 72.62 x 9.8m (238.3 x 32.2ft)
 Number of funnels - 1
 Number of masts - 3
 Construction - Iron
 Propulsion - Single screw
 Engines - Two-cylindereed compound inverted direct action
 Service speed - 10 knots
 Builder - Blackwood & Gordon, Port Glasgow
 Launch date - 1874
 Passenger accommodation - 8 1st class, 386 3rd class

Details of Career

The Nantes, along with its sister ship the Brest, was built to provide a service from Liverpool to the French Channel ports. The two ships acted as emigrant feeder ships to connect with the Liverpool mail steamers. The French Line services catered only for the French whereas there were many central Europeans wishing to emigrate.

The Nantes was lost on 6 November 1886. It sank 36 miles south east of the Lizard, whilst sailing from Liverpool to Le Havre, after colliding with the sailing ship Theodore Ruger. Three of the crew of the Nantes jumped on to the sailing ship. The remainder of the crew of the Nantes stayed with the ship until it suddenly sank the following morning dragging all but one of them down with it.

Nemesis (1869)

Statistics

Gross Tonnage - 2,717
 Dimensions - 107.46 x 12.65m
 Number of funnels - 1
 Number of masts - 3
 Construction - Iron
 Propulsion - Single screw
 Engines - Inverted, two
 Service speed - 11 knots
 Builder - Tod & McGregor, Glasgow
 Launch date - 30 July 1857
 Passenger accommodation -

Details of Career

The vessel was originally launched for the Peninsular & Oriental Line (P&O) under the name Delphi. It was renamed Nemesis in September 1857 and could accommodate 30 1st class and 900 3rd class passengers. In 1869 it was sold to Peter Deny and lengthened from its original 95 metres.

On 30 October 1869 it made its first voyage for Cunard from Liverpool to New York, via Queenstown. This service was discontinued in May 1870 and in April the following year it was hired out to the Inman Line to serve the same route. Compound engines were fitted in 1872 by Rankin & Blackmore, Greenock.

In May 1872 it was contracted to the Norddeutscher Lloyd Line to sail from Bremen to New York. In 1879 it was sold to the Belgian Red Star Line, renamed Perusia and its tonnage increased to 3,446. However it reverted to Nemesis in 1880.

It was later hired by Adamson & Ronaldson in 1881 and then by K.N.S.M., a Dutch company, in 1882 to sail from Amsterdam to New York. It made its last voyage on 17 August 1882 and was then scrapped in 1891.

Niagara (1848)

Statistics

Gross Tonnage - 1,824
 Dimensions - 76.50 x 11.58m
 Number of funnels - 1
 Number of masts - 3
 Construction - Wood
 Propulsion - Paddle
 Engines - Side lever, two
 Service speed - 10 knots
 Builder - Robert Steele & Co., Glasgow (engines Robert Napier, Glasgow)
 Passenger accommodation - 140 1st Class

Details of Career

In 1847 it became evident to the government that the postal facilities had become too limited for the demands arising from the rapidly extending commercial relations between Britain and America, and they wisely determined to double the Atlantic mail service. A new contract was entered into with the Cunard Company whereby a vessel of not less than 400 horse power, capable of carrying guns of the highest calibre, should leave Liverpool every Saturday for New York and Boston alternately. To accomplish this new agreement four new ships were built - the America, Niagara, Europa and Canada.

The Niagara was launched in August 1847 and made its maiden voyage from Liverpool to Boston and Halifax on 20 May 1848 and subsequent voyages went to either New York or Boston. In 1854 it was used as a Crimean War transport. It ran from Liverpool to Havre in 1866 but was then sold without a change in name and its engines were removed. On 6 June 1875 it was wrecked near South Stack, Anglesey.

The Niagara held the eastbound Boston and New York records and was a particularly useful transport in the Crimean War, carrying a tremendous number of troops with their wives and children.

Nordia (1961-63)

Statistics

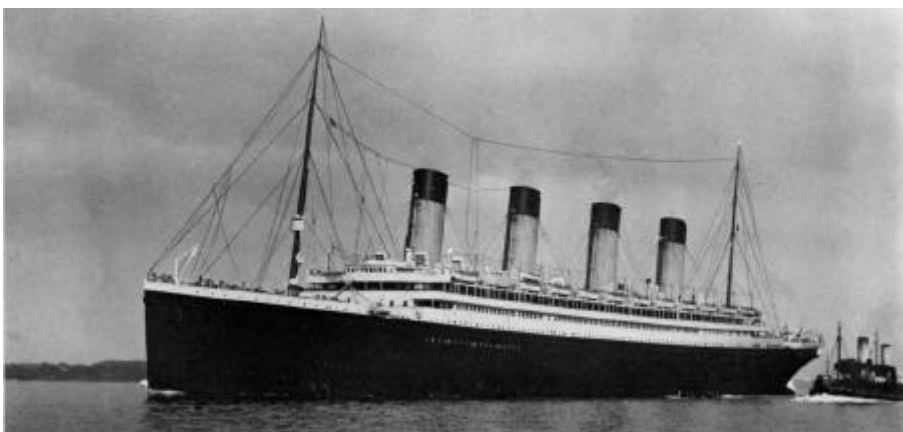
Gross Tonnage - 4,560 tons
 Dimensions - 107.25 x 15.3m (351.9 x 50.2ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - Two stroke single-acting engines
 Service speed - 15 knots
 Builder - A.B.Lindholmens Varv, Gothenburg
 Launch date - 13 April 1961
 Passenger accommodation - None

Details of Career

In 1961 Cunard chartered two Swedish vessels, the Nordic and Marion, to replace the recently sold Media and Parthia on the Liverpool to New York service. During their service for Cunard the ships were renamed Nordia and Maronia respectively. The Nordia was launched in April 1961 for A.B.Nordic, Stockholm but transferred to Cunard later that year. It made its maiden voyage for Cunard on 6 October, from Liverpool to New York. The ship had a total deadweight of 6,000 tons and a bulk capacity of 315,000 cubic feet, including 24,000 cubic feet of refrigerated space. The charter ended in 1963 when the ship became the Nordic once again and returned to serve A.B.Nordic.

Olympic(1914-1937)

RMS Olympic was a White Star liner and joined the Cunard White Star fleet when the two companies merged in 1934. See the **White Star Line** book for details.



Olympus (1863)

Statistics

Gross Tonnage - 1,794
 Dimensions - 84.12 x 11.15m
 Number of funnels - 1
 Number of masts - 2
 Construction - Iron
 Propulsion - Single screw
 Engines - Geared oscillating, two
 Service speed - 10 knots
 Builder - J. & G.Thomson, Glasgow
 Passenger accommodation - 70 1st Class, 900 3rd Class

Details of Career

The Olympus was launched for the Cunard Mediterranean service in 1860 and made its first trans-atlantic crossing, from Liverpool to New York, on 2 June 1863. In June 1864 it returned to the Mediterranean service until 1871.

In 1872 it was lengthened to 103.62 metres, the tonnage raised to 2,415, a further mast added and compound engines fitted by the builders. During the period 1872-81 it mostly sailed from Liverpool to Boston interspersed with the occasional Mediterranean voyage. In 1881 it was sold to the builders as part payment for the Pavonia. It was then scrapped in 1891.

Orduña (1914-21)

Statistics

Gross Tonnage - 15,499 tons
 Dimensions - 167.72 x 20.51 (550.3 x 67.3ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Triple-screw
 Engines - Combination of eight triple-expansion engines and steam turbines
 Service speed - 15 knots
 Builder - Harland & Wolff, Belfast
 Launch date - 2 October 1913
 Passenger accommodation -

Details of Career

The Orduña was laid down as the Ormeda for the Pacific Steam Navigation Co. Before its launch, on 2 October 1913, the name was changed to Orduña. After briefly serving this company it was chartered by Cunard to operate on the Liverpool-New York service. It made its maiden voyage for Cunard on 1 November 1914, from Liverpool to New York. The ship was chartered by Cunard until January 1920. It was not until after World War One that Cunard found a replacement for the Orduña. Amongst the German ships handed over to be managed by Cunard was the Kaiserin Auguste Victoria, which took over the Liverpool to New York route.

The Orduña was then returned to The Pacific Steam Navigation Co., its owners, early in 1920. By May 1921 it had been chartered again, this time to the Royal Mail Steam Packet Company. It made its maiden voyage for this company on 28 May 1921 from Hamburg to New York, via Southampton and Cherbourg. On 1 January 1923 the ship was officially purchased by the Royal Mail Steam Packet Co. In March its passenger accommodation was altered so that 1st and 2nd class combined to become cabin class. On 3 September 1926 it made its last voyage on this route and was then resold to its previous owners in 1927. Under the Pacific Steam Navigation Co. the Orduña went on to serve a further 24 years and was finally scrapped in 1951 at Dalmeir.

Oregon (1884-1886)

Statistics

Gross Tonnage - 7,324
Dimensions - 152.69 x 16.52m
Number of funnels - 2
Number of masts - 4
Construction - Iron
Propulsion - Single screw
Engines - Compound, three
Service speed - 18 knots
Builder - John elder & Co., Glasgow
Launch date - 23 June 1883
Passenger accommodation - 340 1st class, 92 Intermediate, 110 3rd class and 1,000 steerage

Details of Career

The Oregon was originally launched for the Guion Line but only made a few voyages for that company. By 1884 the company was in financial difficulties and was unable to complete payments to the ship's builders. The ship was sold to Cunard in May 1884. It made its maiden voyage from Liverpool to New York, via Queenstown on 7 June 1884. The Oregon did not distinguish itself on its first voyage but on its third voyage it made a record passage from Queenstown to New York, in 6 days 10 hours and 9 minutes. It later became famed as the "Greyhound of the Atlantic" and led the Cunard Board of Directors to enter in to a contract with the builders of the Oregon for two steel screw steamers of greater power and speed. It was while these two ships were on the stocks that the Oregon passed into the possession of Cunard. The Oregon made another record crossing, from Queenstown to Sandy Hook, in August 1884 and soon after was requisitioned by the the government to serve as an armed cruiser. This was only a precautionary measure, however, as the prospect of war with Russia was soon dispelled.

The Oregon left Liverpool in March 1886 on its final voyage carrying 85 1st class, 66 2nd class and 389 steerage class passengers. This was in addition to the 205 crew members. When the ship was entering New York harbour, on 14 March, it was struck amidships and badly holed below the waterline by something that was never clearly identified. The ship's officers believed the ship had been run into by a deeply loaded coal schooner. Despite the watertight bulkheads it soon became apparent that the ship was taking on too much water. As was standard practice for passenger ships in the days before the Titanic disaster, there were not enough lifeboats to accommodate everyone on board. Fears were relieved at dawn when the pilot schooner Phantom responded to the Oregon's signals. The passengers and crew were all transferred to the ship and the Nordeutscher Lloyd vessel Fulda.

Shortly afterwards the Oregon sank. Various theories were about what actually caused the ship to sink came to light. One pilot believed that it had struck the masts of of a wreck which had moved in the shifting sands. However, the disappearance of the loaded coal schooner Charles Morse on a voyage which could have taken it through that area, seems to support the original theory of the Oregon's officers. Wreckage, tentatively identified as the from the Morse, was found in the vicinity. Divers sent down to salvage cargo from the Oregon reported seeing a scrape along the passenger ship's side which could have been caused by another vessel's anchor. The Oregon is now one of the best known wrecks off the approaches to New York. It is frequently visited by local divers, who can still find intact china bearing the insignia of both the Guion and Cunard lines.

Palestine (1860)

Statistics

Gross Tonnage - 1,800
 Dimensions - 84.12 x 11m
 Number of funnels - 1
 Number of masts - 2
 Construction - Iron
 Propulsion - Single screw
 Engines - Geared oscillating, two
 Service speed - 10 knots
 Builder - Robert Steele & Co., Greenock (engines by Robert Napier, Glasgow)

Details of Career

The Palestine was launched in 1858 for the Cunard Mediterranean service. During early 1860 it served the Allan Line until December when it made its first voyage for Cunard from Liverpool to New York. It continued serve Cunard, following the Liverpool-Halifax-New York and the Liverpool-Boston-New York routes, until 1872.

In 1872 it was sold to W.H.Jones, Liverpool lengthened to 107.31 metres, its tonnage increased to 2,867, a further mast was added and it was fitted with compound engines by J. & J. Thomson, Glasgow. It sailed for the Dominion Line during 1873 and began to sail for the Warren Line in 1876. It was finally scrapped in 1896.

Palmyra (1866)

Statistics

Gross Tonnage - 2,044
 Dimensions - 88.63 x 11.58m
 Number of funnels - 1
 Number of masts - 2
 Construction - Iron
 Propulsion - Single screw
 Engines - Geared oscillating, two
 Service speed - 11 knots
 Builder - Caird & Co., Greenock
 Launch date - 23 December 1865
 Passenger accommodation - 46 1st class, 650 3rd class

Details of Career

The Palmyra made its maiden voyage on 25 April 1866 from Liverpool to New York, via Queenstown and continued this service until 1870. Next it switched to the Liverpool to Boston route and then continued this service until 1873 and subsequently served in the Mediterranean. Between 1880 and 1891 it made a further 17 round voyages on the North Atlantic. Compound engines were fitted by J.Jack & Co., Liverpool.

She was employed as a transport during the Zulu war in 1880-1 and the Egyptian war in 1882, when she was paid 22s.6d. per ton per month. She was then commanded by Captain Durrant, later Marine Superintendent of the Guion Line, and his chief officer was Mr.J.Watt, so well known later as commander of the Campania and other Cunarders. Her purser was Mr.E.Hoblyn, well known later as the Cunard Chief Passenger Clerk and further distinguished in 1923 as the Mayor of that young "City of the future", Birkenhead. The Palmyra was eventually sold in 1896 for £2,600 and scrapped.

Pannonia (1904-1922)

Statistics

Gross Tonnage - 9,851 tons
 Dimensions - 148.27 x 18.13m (486.5 x 59.3ft)
 Number of funnels - 1
 Number of masts - 4
 Construction - Steel
 Propulsion - Twin screw
 Engines - Six-cylindered triple-expansion
 Service speed - 13 knots
 Builder - John Brown & CoLtd., Glasgow
 Launch date - 5 September 1902
 Passenger accommodation - 90 1st class, 70 2nd class, 2,066 3rd class

Details of Career

Like its sister ship, the Slavonia, the Pannonia was acquired by Cunard to cater for the Hungarian emigrant trade. It had originally been built for the Furness Line, but was bought from the shipyard by Cunard. By 1904 Cunard had successfully negotiated a contract with the Hungarian Government to operate a service from Fiume to New York. Soon after this new route opened several other shipping lines began to bombard the Hungarian Government with requests to be allowed to compete with Cunard in this trade. This in turn led to a price war as various companies tried to undercut each other.

The Pannonia made its maiden voyage on 28 May 1904 calling at Trieste, Fiume, Palermo and New York. Until the outbreak of World War One it served this route very effectively. On westbound voyages the ship would be full of emigrants heading for the New World and on the return voyage from New York it would carry more 1st and 2nd class passengers who were returning to their former homes.

Once World War One had begun the Hungarian trade was effectively finished and for nearly the next two years the Pannonia ran from London to New York, carrying only cabin passengers and cargo. In May 1916 it also began to call at Montreal and Quebec and soon it was carrying troops from Canada to France. The Pannonia survived the war and then made two voyages from Avonmouth to Portland towards the end of 1918.

By 1919 it had returned to the Mediterranean service. The collapse and break-up of the Austro-Hungarian Empire meant that there was a fresh wave of emigrants. The ship served various Mediterranean routes during this period to suit the trends in emigration. The Pannonia made its last Mediterranean voyage 17 September 1921 and then began to sail on the Liverpool to New York route. By 1922 Cunard's post-war building programme was well underway and the Pannonia was becoming surplus to requirements.

The Pannonia left New York for its last voyage on 18 April 1922 bound for Hamburg, calling at Plymouth and Cherbourg. It then lay inactive at Hamburg until October, and was scrapped later that year. Despite being less glamorous than many of the Cunard liners, the Pannonia and Slavonia performed an effective and profitable service for Cunard.

Parthia (1870)

Statistics

Gross Tonnage - 3,167
 Dimensions - 109.87 x 12.31m
 Number of funnels - 1
 Number of masts - 3
 Construction - Iron
 Propulsion - Single screw
 Engines - Compound, two
 Service speed - 12 knots
 Builder - William Deny & Bros., Dumbarton
 Launch date - 10 September 1870
 Passenger accommodation - 150 1st class, 1,031 3rd class

Details of Career

The Parthia made its maiden voyage for Cunard from Liverpool to New York on 17 December 1870. This service was maintained until 14 November 1883 when it was acquired by John Elder & Co. in part payment for the Umbria and Etruria.

The ship was a flush-deck, open bridged vessel and the best ship in the Cunard fleet at the time. When General Gordon was attacking Khartoum the Parthia became a troopship to assist the Egyptian campaign of 1881. In 1885 triple expansion engines were fitted.

For the period 1887-91 the Parthia went to the Pacific coast to operate between Vancouver and the Orient for the Canadian Pacific Railway. In 1891 it began to serve the Northern Pacific Line and was renamed Victoria. Around 1897 it began running from Tacoma to the Orient under the auspices of the Northern Pacific and Dodwell, Carlill & Co. In 1899 it came under the American flag and carried troops to the Philippines, and when gold fever struck Puget Sound in 1900 the Dodwell interests sent the ship to Nome with hundreds of prospectors.

It was then purchased by the North Western Steamship Lines in 1903 and then the Alaska S.S.Co. in 1908. The Alaskan company spent large sums of money re-engining it, renewing the boilers, raising the decks, adding to the superstructure, closing the bridge and increasing its passenger accommodation and comfort.

In 1934 the Victoria inaugurated the first Arctic Cruise trip under the Alaska S.S.Co. The trip called at Nome and Kotzebue and then proceeded in to the Arctic ice pack taking the ship to within 4 miles of Wrangell Island, Siberia. In 1941, however the passenger accommodation was removed and it was later laid up in 1952 after 80 years of service.

In 1954 it was sold to the Straits Towing Co., Vancouver for conversion in to a barge. In 1955 it was renamed Straits No.27. Having been renamed Straits Maru in 1956 it was scrapped in Japan.

Parthia II (1948-69)

Statistics

Gross Tonnage - 13,362 tons
 Dimensions - 158 x 21.42m (518.4 x 70.3ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin screw
 Engines - Double reduction steam turbines
 Service speed - 17 knots
 Builder - Harland & Wolff, Belfast
 Launch date - 25 February 1947
 Passenger accommodation - 250 1st class

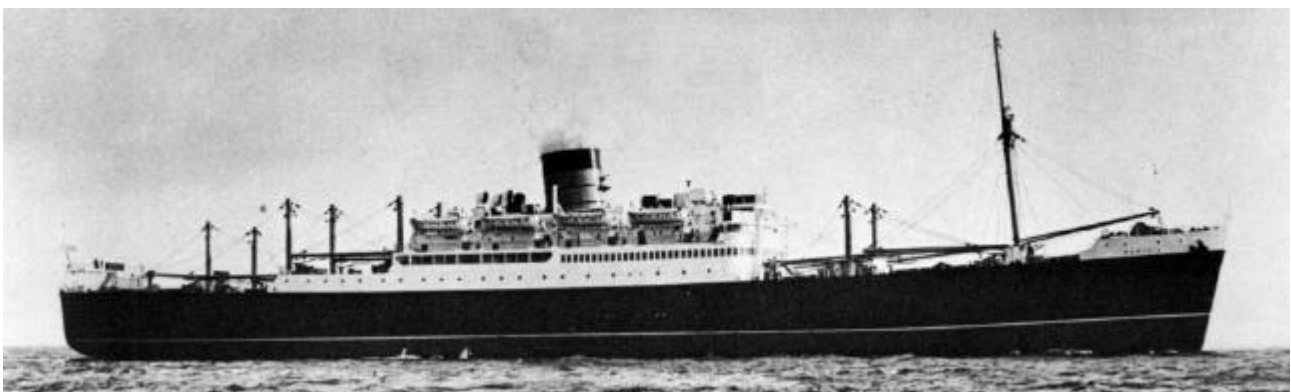
Details of Career

The Media and the Parthia were the first passenger ships to enter service for Cunard in their post-war building programme. Both ships had a gross tonnage of 13,000 tons, accommodation for 250 passengers in one class and had a capacity for 7,000 tons of cargo. The Parthia, which was named after a Cunarder of 1870, made its maiden voyage, from Liverpool to New York, on 10 April 1948. Between them, the two ships provided two sailings a month to New York, including a leisurely 7 day voyage between the ports.

In November 1950 the ship's bell from the original Parthia was installed on the ship and in 1953 it was fitted with Denny-Brown stabilisers. On 22 January 1955 the Parthia was involved in a collision with two other ships, whilst entering the Mersey. The collision occurred in thick fog and, as the ships were travelling relatively slowly, the damage was only slight. The other ships involved were the Valparaiso and the City of Worcester. The Parthia was fully repaired for its next voyage.

By the late 1950's, however, both the ships were having difficulty attracting passengers and cargo, partly due to competition from airlines. A series of strikes in 1961, and the fact that the two ships had been losing money for some time, led to the decision to sell them. The initial negotiations for the sale of the Parthia broke down but it was bought by the New Zealand Shipping Co. in July 1961. It was thought that the NZ Shipping's parent company, P&O, was behind this move in order to stop an Italian company buying the ships.

The ship was handed over to its new owners in November 1961 and was sent to the Clydeside yard of Alexander & Son for refitting. The superstructure and the passenger accommodation of the ship were altered and it could now carry an additional 100 passengers. On 11 April 1962 it was renamed Remuera and on 1 June it made its first sailing on the London-Panama-Auckland-Wellington route. In 1965 it was sold to the Eastern & Australian Steamship Co., another P&O subsidiary, and renamed the Aramac. On 8 February that year it began to sail on a route from Melbourne to Hong Kong and Japan. The ship was finally sold in 1969 and arrived in Kaohsiung for demolition on 22 November.



Pavia (1897-1928)

Statistics

Gross Tonnage - 2,945 tons
 Dimensions - 101.22 x 13.89m (332 x 45.7ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - Triple expansion engines
 Service speed - 10.5 knots
 Builder - Workman Clark & Co, Belfast
 Launch date - June 1897
 Passenger accommodation - None

Details of Career

During 1897-98 three cargo vessels were launched for the joint Cunard-Anchor Line service, these were the Pavia, Tyria and Cypria. The Pavia was the first of the three to be launched, in June 1897. In 1912, when Cunard linked with the Anchor Line, this trio included Glasgow as their UK terminus and were frequently seen in the Continental Dutch, Belgian and French ports. During World War I the Pavia served as a supply and general purpose vessel in the Eastern Mediterranean. On 29 May 1917 the ship was narrowly missed by a torpedo off Southern Ireland, inbound for Liverpool. The ship was broken up in 1928.

Pavia II (1953-74)

Statistics

Gross Tonnage - 3,411 tons
 Dimensions - 106.17 x 15.19m (348.3 x 49.8ft)
 Number of funnels - 1
 Number of masts - 3
 Construction - Steel
 Propulsion - Single screw
 Engines - Four-cylindered, two stroke, single acting - Doxford type
 Service speed - 13 knots
 Builder - William Hamilton & Co, Port Glasgow
 Launch date - 19 March 1953
 Passenger accommodation - None

Details of Career

The Pavia II, Lycia II and Phrygia II were all built for the Cunard Mediterranean cargo service during 1953-55. The Pavia was the first of these to be built and was the first motorship built for the company since the Bactria class of 1928. The Pavia was launched on 19 March 1953 and made its maiden voyage, on the Mediterranean service, on 1 June. The only difference between this vessel and its later sister was that its bridge house was one deck lower. After 12 years of service the vessel was sold to Seaswift Maritime Co, Piraeus, on 25 August 1965. It was then renamed Toula. The ship was paid off at Singapore on 1 April 1974 and was later broken up in Taiwan.

Pavonia (1882)

Statistics

Gross Tonnage - 5,588
 Dimensions - 131.21 x 14.14m
 Number of funnels - 1
 Number of masts - 3
 Construction - Iron
 Propulsion - Single screw
 Engines - Compound, two
 Service speed - 14 knots
 Builder - J.&G.Thomson, Glasgow
 Launch date - 3 June 1882
 Passenger accommodation - 200 1st class, 1,500 3rd class

Details of Career

Despite the fact that steel was fast becoming the more desirable material for ship building Cunard built three large iron screw steamers of special suitability for the Boston trade in 1881-2. These were the Catalonia, Pavonia and Cephalonia. All three were built to carry large cargoes as well as saloon and emigrant passengers.

The Pavonia made its maiden voyage from Liverpool to New York, via Queenstown, on 13 September 1882. During the next two years its final destination varied between Boston and New York but from February 1884 onwards it sailed only to Boston. In January 1892 it arrived in Boston with a broken shaft being towed by the Hapag vessel Rhaetia. In February 1899 it arrived in the Azores in a disabled condition and had to be towed back to Liverpool.

After this it made a brief return to the Boston service before being used as a Boer War transport. In 1900 it was sold to Ward of Sheffield for £13,250.

Persia (1856)

Statistics

Gross Tonnage - 3,300
 Dimensions - 114.60 x 13.71m
 Number of funnels - 2
 Number of masts - 3
 Construction - Iron
 Propulsion - Paddle
 Engines - Side lever, two
 Service speed - 13.5 knots
 Builder - Robert Napier & Sons, Glasgow
 Passenger accommodation - 200 1st Class, 50 2nd Class

Details of Career

Despite the advantages of the adoption of the screw propeller it was found that passengers unwilling to take leave of the old paddle-wheel. After much consideration Cunard built the Persia, a magnificent iron paddle steamer, in 1856. When it was launched it was the largest liner in the world, the Great Eastern not being launched until 1858. Its two huge paddle-wheels, each 40 feet in diameter, pushed her through the water at the speed of 13.5 knots.

The Persia made its maiden voyage from Liverpool to New York on 26 January 1856 and in April, May and August that year made the crossing in record times. The mizzen mast was removed in June 1856. It made its last voyage from Liverpool to New York via Queenstown during December 1867 and was then sold in 1868. Its engines were removed and in 1872 it was scrapped at London.

Phrygia (1900-33)

Statistics

Gross Tonnage - 3,352 tons
 Dimensions - 103.63 x 14.36m (340 x 47.1ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - Triple expansion
 Service speed - 10 knots
 Builder - Sir Raylton Dixon & Co, Middlesbrough
 Launch date - 1900
 Passenger accommodation - None

Details of Career

The Phrygia was built in 1900 as the Oro for the Plate Steamship Co, London. It was initially owned by Gellately, Hankey & Co and ran services to the River Plate in South America. It was acquired by Cunard in

1909, renamed the Phrygia and used for general cargo duties. In 1915 it rammed and sank a U-boat. The German records list no attack and the number of the U-boat is unknown. On 24 March 1916 it was attacked by a U-boat and came under heavy shelling 110 miles west of Fastnet. The enemy was driven off by gunfire. On May 1 the Phrygia was again chased by a submarine, this time in the Bay of Biscay, but managed to escape through speed and gunfire. In 1928 it was sold to F L Dawson, Liverpool, and then used in the Mediterranean trade. It was broken up in 1933.

Phrygia II (1955-76)

Statistics

Gross Tonnage - 3,534 tons
 Dimensions - 106.17 x 15.19m (349.3 x 49.8ft)
 Number of funnels - 1
 Number of masts - 3
 Construction - Steel
 Propulsion - Single screw
 Engines - Four-cylindereed, two stroke, single acting - Doxford type
 Service speed - 13 knots
 Builder - William Hamilton & Co, Port Glasgow
 Launch date - 1955
 Passenger accommodation - None

Details of Career

The Phrygia II, Pavia II and Lycia II were all built for the Cunard Mediterranean cargo service during the 1953-55 period. The Phrygia was the last of the three to be launched. The ship made its maiden voyage, to the Mediterranean ending in Istanbul, on 10 April 1955. In 1964 it was replaced by the chartered Johanna, upon transfer to the Great Lakes service. On 7 September 1965 it was sold to Fingournes S.A., Panama, and renamed Dimitris. In 1974 it became the Asia Developer for Kai Fah Maritime S.A., Panama. The ship was then broken up in 1976.

Queen Elizabeth (1940-72)

Statistics

Gross Tonnage - 83,673 tons
 Dimensions - 300.94 x 36.14m (987.4 x 118.6ft)
 Number of funnels - 2
 Number of masts - 2
 Construction - Steel
 Propulsion - Quadruple screw
 Engines - Single reduction steam turbines
 Service speed - 29 knots
 Builder - John Brown & Co Ltd, Glasgow
 Launch date - 27 September 1938
 Passenger accommodation - 823 1st class, 662 cabin class, 798 tourist class

Details of Career

The Queen Elizabeth was the second of the two superliners which Cunard had built for the New York service. After lengthy negotiations between Sir Percy Bates, chairman of Cunard, and the Government a formal contract for what was known as job 535 was signed on 6 October 1936. The Treasury agreed to advance £5 million to Cunard and tenders went out for the contract. The contract went to John Brown & Co, builders of the Queen Mary.

Originally the launch of the ship was scheduled for September 1938 but as the time drew near the political situation across Europe had deteriorated. The launch did go ahead on 27 September but King George VI was unable to attend. After this the ship went to be fitted out and the completion date was set for spring 1940 but the outbreak of World War II, on 3 September, meant that the ship would follow a different agenda. Soon the ship was painted grey and its maiden voyage was cancelled. Over the next few months it was realised that the Queen Elizabeth was both a risk and an inconvenience whilst it was berthed on the Clyde. Not only

was it at risk from German bombers but also it was occupying a fitting out berth which was urgently required for warship construction. On 3 March 1940 it left its anchorage off Gourock and sailed to New York, arriving on 7 March.



During March 1940 four of the world's greatest liners, the Mauretania (II), Normandie, Queen Elizabeth and Queen Mary, were berthed alongside each other. The Queen Elizabeth remained berthed at New York until 13 November and then set sail for Singapore, via Cape Town. The refit was completed in graving dock at Singapore and defensive armament was fitted. Internally it was fitted out to carry troops as it had now been requisitioned by the Ministry of War Transport. On 11 February it sailed from Singapore to Sydney, arriving on 21 February. After the fitting out was completed here it made a trooping voyage to the Middle East and spent the next five months carrying troops from Sydney to Suez, and returning with German POW's. After the US entered the war the Queen Elizabeth sailed to Esquimalt, in Canada, and carried troops to Sydney.

In 1942 the Admiralty drew up plans to convert the two Queens into aircraft carriers but these were later abandoned as it was considered that their troop carrying role was too important. In April 1942 the Queen Elizabeth relocated from Sydney to New York. Here the troop accommodation was altered to make its capacity 10,000. In June 1942 it began to make voyages from New York to Gourock and then to Suez, via Cape Town. In August it began a shuttle service between New York and Gourock. Despite the ever present threat of U-boats the ship continued its service

unscathed, although the German press stated that a U-boat had hit the vessel with a torpedo on 11 November.

By the end of the war in Europe the Queens had brought over a million troops to the war zone. The ship's next duty was to repatriate these troops and redeploy troops for the war against Japan. The repatriation of American troops continued until October 1945 when the Queen Elizabeth was released from US service and allocated to the repatriation of Canadian troops. On 6 March 1946 it arrived back in Southampton and was released from Government service as the need for troop movements had diminished. During the war it had carried over 750,000 troops and travelled 500,000 miles.

The subsequent overhaul and refurbishment was to be carried out both on the Clyde and at Southampton. On 9 March 1946, before it left for the Clyde, a fire was discovered on the promenade deck. Luckily, as this was spotted early, the fire brigade was able to extinguish it but there was considerable damage to that area of the ship. Although it was never proved, arson was strongly suspected. At the end of March it left for the Clyde. There it was repainted in Cunard livery and its machinery was overhauled. By 17 June it was back at Southampton for interior refurbishment. It was soon announced that it would make its first passenger voyage to New York on 16 October 1946.

After speed trials and visit by the Queen, accompanied by Princesses Elizabeth and Margaret, it travelled to Southampton and set out on its maiden passenger voyage to New York on 16 October. Over the coming months the ship was fully booked and carried many famous passengers. On 17 April 1947 it ran aground on Brambles Bank whilst approaching Southampton in thick fog. Although no damage was done the passengers had to be disembarked and the bulk of the fuel pumped out before the ship could be refloated. Industrial disputes in 1948 left the Queen Elizabeth stranded at New York for two weeks. By September 1951 it had made its 100th Atlantic crossing. Despite being a huge success it had never broken any speed records, this was done by the Queen Mary and later by the United States.

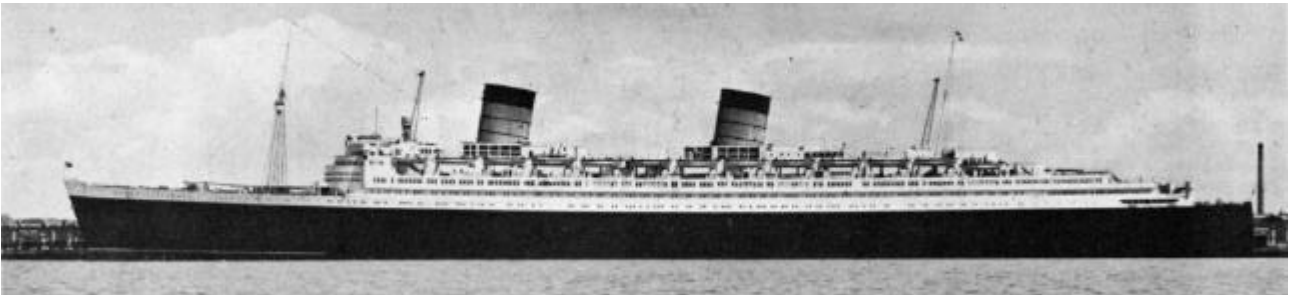
During an overhaul in January 1952 the ship's fuel capacity was increased and air-conditioning fitted throughout. Again mysterious fires broke out in several passenger cabins but were easily extinguished. In January 1955 it was fitted with Denny Brown stabilisers. These improvements, however, were not enough to enable passenger liners to compete with air travel and by the late 1950's there were more people crossing the Atlantic by air than by sea. On 29 July 1959 the Queen Elizabeth was involved in a collision with the American Hunter, a United States Lines cargo ship. The collision occurred in the Ambrose Channel when

both ships were outward bound from New York. During thick fog the American ship struck the starboard bows of the Queen Elizabeth but, luckily, damage to both vessels was only slight and temporary repairs were carried out at New York.

By 1962 the steady decline in the number of passengers led to an announcement that the ship would begin cruising the following year. Cruises from New York to Nassau began in February 1963. During one of these cruises a light aircraft smashed into the sea only a few hundred yards from the ship's stern. This occurred south-east of Cape Hatteras and as the pilot was killed all that could be done was to notify the coastguard. In March 1965 it was announced that the ship was to undergo a major overhaul. The work was done in Greenock and involved extensive redecoration and the installation of an open-air swimming pool. The work was completed in Spring 1966 but seamen's strikes immediately after this caused disruption for several weeks. On 8 May 1967 Cunard announced that the Queen Mary would be withdrawn from service later that year and that the Queen Elizabeth would be withdrawn in autumn 1968. The fact that the ship was still running at a loss after an extensive refit and that seamen's strikes had cost the company £14 million sealed its fate.

The Queen Elizabeth made its final Atlantic crossing on 5 November 1968. It had now already been sold to a group of Philadelphia businessmen for £3.25 million. After this it sailed to Port Everglades and opened to the public in February 1969. By the end of the year it had been closed down by the local authorities as a fire hazard and was losing money. By late 1970 the ship had been auctioned and bought by C.Y.Tung shipping group in Hong Kong and was intended to become a floating university. It was soon renamed Seawise University and sailed for Hong Kong on 10 February 1971. Due to machinery problems it did not arrive until July and anchored off Tsing Yi Island near Kowloon.

Work soon began on a £5 million refit to convert the ship into a university and by January 1972 work was almost complete. Security on board, however, was lax and on 9 January several fires were discovered in various parts of the ship. The fires spread and the ship burned throughout the night. Soon the ship rolled on to its side and then the hulk continued to burn and smoulder for over a week. Fortunately there was only one casualty but it was clear that the ship was now only fit for scrap. An enquiry in July 1972 confirmed that it had been the work of an arsonist but the culprit was never found. In December 1973 it was decided to scrap the hulk. The ship's final protest came on 5 November 1975 when it rolled over and disgorged several tons of oil which polluted the surrounding waters and beaches.



Queen Elizabeth 2 (1969-)

Statistics

Gross Tonnage - 65,863 tons
 Dimensions - 270.37 x 32.09m (887.1 x 105.3ft)
 Number of funnels - 1
 Number of masts - 1
 Construction - Steel
 Propulsion - Twin screw
 Engines - Double reduction steam turbines
 Service speed - 28.5 knots
 Builder - Upper Clyde Shipbuilders, Glasgow - Engines built by John Brown Engineering, Clydebank
 Launch date - 20 September 1967
 Passenger accommodation - 564 1st class, 1,441 tourist class

Details of Career

By December 1958 the question of a replacement for the Queen Mary and Queen Elizabeth had arisen. Originally the plan had been to build two new liners with the help of Government subsidies. A Government committee, under Lord Chandos, was set up to examine the economic viability of this. The result was that the Government provided a grant of £18 million towards the building of one 75,000 ton vessel, known as the 'Q3 Project', to be ready for service in 1966. There was opposition to the plan as more and more passengers were crossing the Atlantic by air and the operating costs of such large liners were rising and could not be offset by fare increases. In 1963 the scheme was altered to build a slightly smaller liner which could traverse the Panama and Suez canals and would primarily be used for cruising. The plan was agreed and the Government provided the loan. The contract for its building went to John Brown & Co. and the keel laying ceremony took place on 5 July 1965.

The delivery date for the Q4, as it had been codenamed, was May 1968. On 20 September the keel was launched by Queen Elizabeth II and the ship was named Queen Elizabeth 2. At this early stage four maiden voyages were scheduled for the ship. On 19 November the ship moved to drydock in Greenock before beginning trials. Due to continued technical problems the maiden voyage of the QE2, from Southampton to New York, did not take place until 2 May 1969. The first summer of service was highly profitable and Cunard were able to repay £2.5 million of the Government loan almost immediately.

The first dramatic incident of the ship's career occurred in January 1971. Whilst cruising in the Caribbean it received an SOS call from the French liner Antilles. It had run aground near Mustique and leaking fuel oil had caught fire inside the ship. By the time the QE2 arrived the French ship was an inferno. The passengers had already been taken ashore to Mustique in the lifeboats. The passengers boarded the QE2, and two other French ships that had come to assist, during the night. The Antilles capsized and sank the next day and the passengers were landed in Barbados.

Whilst travelling from New York to Southampton, on 17 May 1972, the captain received a message that there was a bomb on board and that it was timed to go off during the voyage. A search by crew members proved fruitless so a bomb disposal unit was flown out and parachuted into the sea close to the ship. The incident turned out to be a hoax but the FBI succeeded in arresting the culprit. The bomb disposal team were awarded the Queen's Commendation for Brave Conduct. By 1974 the cruising business had expanded and the QE2 was operating profitably. On 1 April that year, whilst on a cruise from New York to San Juan, a technical fault caused the propulsion machinery to shut down. The ship was disabled and it was not until 3 April that the Sea Venture, a Flagship Cruises vessel, arrived to assist. The passengers were transferred and tugs were hired to tow the QE2 back to Bermuda. Subsequent repairs meant that the Easter cruise had to be cancelled.

Over the next few years the QE2 reduced the amount of transatlantic crossings and took primarily to cruising. The outbreak of the Falklands War, on 2 April 1982, led to a change in the role of the QE2. On its return to Southampton, on 3 May, the ship was requisitioned by the Government for service as a troop transport. Conversion work began immediately with the addition of helicopter flight decks and a modern communications system. The 5th infantry brigade, comprising of the Scots and Welsh Guards and the Gurkhas, then boarded the ship and it set off for South Georgia on 12 May. It arrived on 27 May and disembarked the troops and then took on board the survivors of the HMS Ardent. It had become clear that the Argentinians were using air reconnaissance to try and locate the ship so it left the same day and headed north.

The QE2 returned to Southampton on 11 June and work began on restoring the ship for commercial service. Following its annual overhaul, in November 1983, the ship developed boiler problems which resulted in the cancellation of a cruise. The following year, in April, the ship suffered minor damage after colliding with a breakwater at the Piraeus, in Athens, but repairs were carried out quickly. In October an electrical fire caused a complete loss of power and delayed the QE2 for two days. On its return to Southampton it was decided that diesel engines would have to be fitted to the ship in order to increase efficiency. This was done by Lloyd Werfte at Bremerhaven and was expected to save the company £12 million a year in fuel costs. Nine diesel electric engines, new propellers and equipment to capture heat expelled by the engines were fitted. The passenger accommodation was also extensively improved. The work meant that the ship was out of service from November 1986 to April 1987. The QE2 then underwent trials in the North Sea and returned to commercial service. Despite being constantly in the eye of the world's press and the financial difficulties involved in running the ship it is still in service today. The QE2 is still successful and is the last of the great Cunarders built for the transatlantic service.



Queen Mary (1936-67)

Statistics

Gross Tonnage - 80,774 tons
 Dimensions - 297.23 x 36.14m (975.2 x 118.6ft)
 Number of funnels - 3
 Number of masts - 2
 Construction - Steel
 Propulsion - Quadruple screw
 Engines - Single reduction steam turbines
 Service speed - 29 knots
 Builder - John Brown & Co Ltd, Glasgow
 Launch date - 26 September 1934
 Passenger accommodation - 776 cabin class, 784 tourist class, 579 3rd class

Details of Career

The construction of the Queen Mary represented the zenith of passenger ship building for Cunard. Plans began for a new record breaking liner to replace the Mauretania as early as 1926. It was not until 1930, however, that Cunard announced that a new 1000 ft, 81,000 ton liner was to be built by John Brown & Co Ltd. The keel of the ship was laid down on 31 January 1931. The building proceeded well and the launch was scheduled for May 1932. On 11 December 1931 the Cunard Board announced that work on the ship was to be suspended. The world economic depression had hit the shipbuilding industry and Cunard were forced to pay all outstanding bills and lay off the Clydeside workforce indefinitely.

It was during 1931 that Cunard had started negotiations to buy out its main rival, the White Star Line. Although these early attempts failed Cunard entered negotiations with the Government in 1933. In December 1933 an agreement was reached whereby the two companies would merge to form Cunard White Star Ltd and the Government would lend the company £9.5 million. The majority of this sum was to be used to complete the Queen Mary and build a sister ship. In April 1934 work began again on the ship. The work was completed by August and the ship was launched on 26 September by Queen Mary. Then it was taken to its fitting out berth.

The work on the ship was completed in March 1936 and it sailed out of the Clyde as far as Arran for preliminary trials. After sailing to Southampton to be painted, the Queen Mary was handed over to Cunard on 11 May. The passenger accommodation emphasised the first two classes, cabin and tourist. The propulsion machinery of the ship produced a massive 160,000 SHP and gave it a speed of over 30 knots. It made an inaugural cruise from Southampton on 14 May and then made its maiden voyage, on the Southampton-Cherbourg-New York route, on 27 May. Despite expectations that the ship would try to break speed records on its first voyage a thick fog destroyed any hope of this. The Queen Mary spent a short time in drydock during July whilst adjustments were made to the propellers and turbines. When the ship returned to service, in August, it made a record voyage from Bishop's Rock to Ambrose light and took the Blue Riband from the Normandie.

The ship went into drydock in December and alterations were made to the bulkheads. By May 1937 the Queen Mary had completed one year's service and had carried a total of 56,895 passengers. In August 1938 it regained the Blue Riband from the Normandie and set new records for both the eastbound and westbound crossings. It made its last commercial voyage from Southampton on 30 August 1939 and then remained berthed at New York until the end of the year whilst it was decided what role the ship would play in the war.

On 7 March 1940 the newly completed Queen Elizabeth arrived to join the Queen Mary, Mauretania and Normandie at New York. On 21 March the Queen Mary left New York under orders to sail for Cape Town and Sydney. On arrival work began converting the ship into a troopship. The luxury furnishings were removed and tiers of bunks and hammocks were fitted. Although small calibre guns were fitted on the ship its main protection was to be its speed. On 4 May the ship left for the Clyde with 5,000 troops of the Australian Imperial Force on board. It arrived there on 16 June and then sailed for Singapore carrying troops to bolster the defence in view of Japan's increasing threat. After an overhaul there it returned to Sydney and then made trooping voyages between there and India for the rest of the year.

The ship was drydocked again in February 1941 and then sailed between Australian ports and Singapore and Suez until November. As the Indian Ocean was becoming increasingly dangerous, with war looking imminent in the Far East and Pacific, the Queen Mary sailed to Boston. Here its trooping capacity was increased to 8,500 and it was fitted with heavier calibre guns and anti-aircraft cannons. The Queen Mary's future role was to be on the North Atlantic, however one urgent trip carrying US troops to Sydney was the priority. By late July 1942 it had returned to New York. In the following months it sailed to the Clyde and

Suez and then returned to the USA with a complement of German POW's. On 2 August 1942 it began making fast eastbound voyages carrying between 10,000-15,000 US troops at a time. On one of these voyages the ship had the worst collision of its career.

When it was approaching the Clyde the Queen Mary required an anti-aircraft escort, amongst these was the cruiser HMS Curacoa. On 2 October the escort ships were sighted. The Queen Mary was steaming at 28 knots in zig-zag pattern whilst the Curacoa, whose best speed was 26 knots, kept as close as possible. The Queen Mary overtook its escort and then the zig-zag pattern of the two ships converged and it collided with the Curacoa close to its stern and sliced straight through the ship. Out of 430 crew members on the cruiser only 101 survived. Although there was damage beneath the waterline the Queen Mary was able to continue. With over 11,000 troops on board the Queen Mary could not stop to assist and it sailed straight to the Clyde. A long legal battle between the Admiralty and Cunard eventually laid the blame equally on both vessels.

From October to December 1942 it was being repaired at Boston and then returned to the Clyde. On 23 December it left for Cape Town, Suez and Sydney carrying British troops to the Middle East and Australian troops back home. It returned in April 1943 and then berthed in New York in May. After this it began a ferry service for US troops which was to be its role for the remainder of the war. The Queen Mary's role in this capacity is the one for which it is best remembered. The end of the war in Europe in May 1945 meant that there was an urgent need to redeploy thousands of US combat troops to the conflict in the Pacific and Far East. The Queen Mary sailed to New York to be refitted and then began the long process of repatriation. In January 1946 it began transporting GI brides to their new homes. By 3 May it transferred to Halifax to repatriate the wives and children of Canadian servicemen, which continued until September.

On 27 September the Queen Mary was handed back to Cunard. During its war service it had travelled over 600,000 miles and carried nearly 800,000 people. A ten month refit was then embarked upon at Southampton. Besides being refurnished for the commercial service a new stem and air-conditioning were fitted. The passenger accommodation was also altered to house 711 1st class, 707 cabin class and 577 tourist class passengers. It made its first sailing after this on 31 July 1947, from Southampton to New York. Before the end of 1947, however, industrial troubles started to affect the service. Air travel was becoming increasingly popular and once the ship had ran aground at Cherbourg on 1 January 1949 many of the passengers chose to fly to the USA instead. Although the ship was still capable of making fast crossings it was unable to compete with the new American liner United States, and in July 1952 the American ship took the Blue Riband with an average speed of 35.59 knots.

In March 1958 the ship was fitted with stabilisers by Denny-Brown. By the beginning of the next decade there was already speculation about the ship's future. In December 1963 it made its first cruise, to the Canaries. By 1965 this had become a larger part of the ship's role. A seamen's strike in May 1966 cost Cunard £4 million and spelt the end for the Queen Mary. In 1967 Cobh was added to the ship's Southampton-New York route but by now it was losing thousands of pounds a day. It made its last transatlantic crossing on 16 September 1967. There was considerable speculation regarding what the future use of the ship would be but this ended in July when Cunard agreed to sell the liner to the town of Long Beach for £1,230,000.

The Queen Mary's journey to Long Beach was turned into a cruise to recoup some of the costs of the voyage. It left on 31 October and called at Lisbon, Las Palmas, Rio de Janeiro, Valparaiso, Callao, Balboa, Acapulco and finally at Long Beach. It arrived at Long Beach on 9 December to begin its new role as a museum, hotel and conference centre. The Queen Mary still remains there today as a testament to the supreme achievement of the Atlantic ferry.





Russia (1867)

Statistics

Gross Tonnage - 2,960
 Dimensions - 109.11 x 13.10m
 Number of funnels - 1
 Number of masts - 3
 Construction - Iron
 Propulsion - Single screw
 Engines - Inverted, two
 Service speed - 13 knots
 Builder - J.&G.Thomson, Glasgow
 Launch date - 20 March 1867
 Passenger accommodation - 235 1st class

Details of Career

The Russia made its maiden voyage from Liverpool to New York on 15 June 1867. Her passenger accommodation was tastefully furnished and the beauty of her outline and the symmetry of her proportions were deemed, by nautical men, to be excellent. She quickly earned a reputation for speed and comfort and became a passenger favourite, along with the Scotia.

In July 1869 she made a record passage from New York to Queenstown. The route was efficiently served by the Russia until November 1878. Not long after, in 1880, she was sold to the Red Star Line and was lengthened to 132 metres and the tonnage increased to 4,752. She was renamed Waesland. In addition an extra mast was included, compound engines were fitted and the passenger accommodation was extended to cater for 120 1st class and 1500 3rd class passengers. She served the Red Star Line during the period 1880-95, mainly on the Antwerp to New York route. Triple expansion engines were added in 1889.

In September 1895 she was chartered by the American Line and began to sail on the Philadelphia to Liverpool route. This service continued until 5 March 1902 when she was sunk after colliding with the British vessel SS Harmonides off the coast of Anglesey with the loss of two lives.

Samaria (1868)

Statistics

Gross Tonnage - 2,574
 Dimensions - 97.71 x 12.04m
 Number of funnels - 1
 Number of masts - 2
 Construction - Iron
 Propulsion - Single screw
 Engines - Inverted, two
 Service speed - 12 knots
 Builder - J.&G.Thomson, Glasgow
 Launch date - 4 July 1868
 Passenger accommodation - 130 1st class, 800 3rd class

Details of Career

The Samaria made its maiden voyage from Liverpool, via Queenstown, to New York on 29 September 1869. In March 1871 Boston became an extra stopping point on the route, and in April the ship stopped calling at New York altogether.

In 1878 compound engines were fitted by J.Jack & Co., Liverpool and alterations were also made to the ship. The deck house amidships was joined up with that of the after house, and the officers and engineers were accommodated in the former. The original cost of the Samaria was £73,117 and it is said that the alterations cost £20,512.

The Samaria made its last voyage on the Liverpool to Boston route on 30 January 1896. It was sold to an Italian firm in 1902 for £5,600 and was later scrapped in Genoa.

Samaria II (1922-56)

Statistics

Gross Tonnage - 19,602 tons
 Dimensions - 183.33 x 22.46m (601.5 x 73.7ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin-screw
 Engines - Steam turbines, double-reduction
 Service speed - 16 knots
 Builder - Cammell Laird & Co Ltd, Birkenhead
 Launch date - 27 November 1920
 Passenger accommodation - 350 1st class, 350 2nd class, 1,500 3rd class

Details of Career

The Samaria was the second post-war intermediate liner built for Cunard, after its sister ship the Scythia. The ship was launched on 27 November 1920 by Mrs. Beazley, wife of a former Cunard director. After trials in Liverpool Bay had been completed it made its maiden voyage from Liverpool to Boston on 19 April 1922. By November 1922 the Samaria had added New York to its usual route. In January 1923 it made a world cruise out of New York. As this was so successful it was repeated the following year and over the next fifteen years it made several cruises from both England and the USA.

In April 1929 its passenger accommodation was re-designated cabin, tourist and 3rd class. On 26 August 1939 the Samaria made its final voyage, from Liverpool to New York, before the outbreak of World War Two. The ship remained in service for Cunard for a further four months and made several unescorted transatlantic crossings. On 16 December it was involved in a collision with the Aquitania. The Aquitania was part of a convoy bound for Halifax and as the night was overcast and all the ships were blacked out it was not until the last minute that visual contact was made. The Samaria struck the port quarter of the Aquitania and its bows were damaged along with the superstructure. After it had been ascertained that neither of the ships were in danger of sinking the Samaria returned to Liverpool for repairs. It was not ready for action again until 1940.

In 1940 it was chartered by the Ministry of Transport to serve as a troopship. Under this charter it served various roles during the war. In the summer of 1940 it was used to transport children to America as part of an evacuation scheme. In January 1941 it carried troops from Liverpool to Suez and by the end of 1944 it was still trooping in the Mediterranean. In March 1945 it sailed to the Black Sea port of Odessa and embarked over 1,000 POW's who had been liberated by the Russian Army. Later the same year the Samaria was in Bombay in order to bring home both army and civilian passengers after long service overseas. Even after the war was over it was still required for various duties. In 1946 it carried women from the Royal Air Force and Royal Navy home from Alexandria and carried the wives of Canadian servicemen over to Halifax. In January 1947 it brought more British troops home from Port Said. After a couple more such voyages the Samaria returned to Liverpool, and to Cunard service, on 6 August 1948.

It was not long, however, before a Government scheme to transfer European refugees meant that the services of the Samaria were required once again. In September 1948 it sailed from Cuxhaven to Quebec, via Le Havre. It served this role for a full two years and was finally refitted for Cunard service in October 1950. The accommodation was then altered to accommodate 250 1st class and 650 tourist class passengers. On 12 July 1951 it made its first voyage from Southampton to Quebec, via Le Havre. The Samaria made its final voyage on this route on 23 November 1955 and Cunard had already announced that it would be withdrawn from service when it returned. By December 1955 it was laid up at Southampton and was soon sold to the British Iron & Steel Corporation. In January 1956 it sailed to Inverkeithing to be broken up.

Saragossa (1874)

Statistics

Gross Tonnage - 2,263
 Dimensions - 96.40 x 10.76m
 Number of funnels - 1
 Number of masts - 2
 Construction - Iron
 Propulsion - Single screw
 Engines - Compound, two
 Service speed - 11 knots
 Builder - J.&G.Thomson, Glasgow
 Launch date - 5 May 1874
 Passenger accommodation - 74 1st class, 548 3rd class

Details of Career

The Saragossa made its maiden voyage from Liverpool to Boston on 23 July 1874. This was the only voyage it made on the Atlantic, and subsequently it sailed from Liverpool to the Mediterranean.

The Saragossa was taken over by another company in 1880 at the cost of £40,000. When it was eventually sold, in 1909, to be scrapped it cost only £4,000.

Satellite (1848-1902)

Statistics

Gross Tonnage - 157 tons
 Dimensions - 32.46 x 5.96m (108.6 x 18.7ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Iron
 Propulsion - Paddle
 Engines - Two-cylindered simple engine
 Service speed - 8 knots
 Builder - Robert Napier & Sons, Glasgow
 Launch date - 1848
 Passenger accommodation - 600 plus their baggage

Details of Career

The Satellite was launched in 1848 to serve as a tender at Liverpool. Apart from its unique position as steam tender to a fleet of Atlantic steamers it was a strongly built craft, a liner in miniature, whose smart appearance and meticulous cleanliness suggested a nobleman's yacht rather than a ferry boat. At this time all passengers embarked in mid stream from Egremont Ferry slip, on the opposite side of the Mersey to Liverpool. The ship was commanded by a captain Parry.

It was not until 1884 that a much larger and improved tender, the Skirmisher, was brought in to service. The Satellite was usefully employed by Cunard for a further 18 years. In those days the dock facilities at Liverpool had not kept pace with the ever increasing size of Cunard ships and the result was that on many occasions the inadequate depth of the water in the dock entrances necessitated them leaving before fuelling and then taking their coal on board in the Slyne, a deep water anchorage some miles away where they were safely moored to the 'Cunard Buoy'. The fuel laden lighters and barges then went along side the ship and the coal was transferred by hand through the ports and so to the bunkers. The operation was a tedious and laborious one and called for herculean strength and power of endurance.

One of the duties of the Satellite in its new sphere was to transport these hefty workers from shore to ship, and when their labours ended, from ship to shore. The ship carried out its work well until September 1902 when it was sold for £410 to Alexander Gordon, Annalong, County Down. It was broken up shortly afterwards.

Satellite II (1896-1924)

Statistics

Gross Tonnage - 333 tons
 Dimensions - 48.77 x 9.8m (160 x 27.1ft)
 Number of funnels - 1
 Number of masts - 1
 Construction - Steel
 Propulsion - Paddle
 Engines - Two-cylindered compound engines
 Service speed - 10 knots
 Builder - J Scott & Co, Kinghorn, Fife
 Launch date - 1896
 Passenger accommodation - 1,200 or 800 with baggage

Details of Career

The Satellite was originally built as the Mersey ferry John Herron for the Wallasey Corporation, in 1896. It was acquired by Cunard in 1920 for use as a tender at Cherbourg. It was renamed the Satellite and its owners were registered as the Societe Maritime de Transbordment, Cherbourg. In 1924 it was replaced by the Lotharingia and broken up locally.

Saxonia I (1900-1925)

Statistics

Gross Tonnage - 14,281
 Dimensions - 176.77 x 19.77m (580 x 64.2ft)
 Number of funnels - 1
 Number of masts - 4
 Construction - Steel
 Propulsion - Twin-screw
 Engines - Eight-cylindere quadruple-expansion
 Service speed - 15 knots
 Builder - John Brown & Co.Ltd., Glasgow
 Launch date - 16 December 1899
 Passenger accommodation - 164 1st class, 200 2nd class, 1,600 3rd class

Details of Career

At the close of the 19th century Cunard began a programme of rebuilding which was to culminate in the production of the Lusitania and Mauretania. This was largely due to the fact that a large part of the fleet was either outdated or on loan to the government. Also, as Germany was becoming more influential in European politics it joined the international race for the supremacy of the North Atlantic. Germany had already begun to build up its mercantile and naval fleets to equal those of the British.

For the Liverpool to Boston route Cunard required ships with ample cargo capacity and passenger accommodation. In 1898 orders were placed for two 14,000 ton vessels, the Ivernia and Saxonia. The Saxonia was launched on 16 December 1899 by The Hon. Mrs. Burns, the wife of one of Cunard's directors. It made its maiden voyage from Liverpool to Boston on 22 May 1900.

The service provided by this ship was reliable and efficient. It was 9 years later that the first mishap occurred, and this was only minor. On 16 September 1909, returning from Boston, the Saxonia ran aground on the Burbo Bank in the Crosby Channel. After divers had checked the damage, however, it was established that there was no permanent damage.

Along with its sister ship, the Ivernia, it was transferred to the Mediterranean trade in 1911. This was to exploit the profitable trade of transporting emigrants, mainly Italian and Hungarian. During this period the Saxonia travelled from Trieste and Fiume to New York. The outbreak of World War One, in July 1914, forced a change in the ship's role.

After returning to Liverpool the Saxonia sailed to the Thames to be used as a POW accommodation ship. It soon returned to the company's service and, between May 1915 and October 1916, made several voyages from Liverpool to New York. It was not until 1917 that the Saxonia was again requisitioned by the government, this time to carry troops and cargo between Liverpool and New York. After the war ended the ship was employed transporting American troops from France home to New York. This task was completed by April 1919 and the Saxonia was free to return to commercial service.

After being refitted it could now accommodate 471 cabin class and 978 3rd class passengers, and the funnel was shortened by 15 feet. Subsequently it sailed on the London to New York route. From October 1924 it called at Hamburg, Southampton and Hamburg en route. However, by November it was laid up at Tilbury and in March 1925 it was sold to Dutch shipbreakers. It was finally broken up at Hendrik Ido Ambacht, near Rotterdam.

Saxonia II / Carmania II (1954-?)

Statistics

Gross Tonnage - 21,637 tons
 Dimensions - 173.72 x 24.47m (570 x 80.3ft)
 Number of funnels - 1
 Number of masts - 1
 Construction - Steel
 Propulsion - Twin screw
 Engines - Steam turbines, double reduction
 Service speed - 21 knots
 Builder - John Brown & Co Ltd, Glasgow
 Launch date - 17 February 1954
 Passenger accommodation - 110 1st class, 833 tourist class

Details of Career

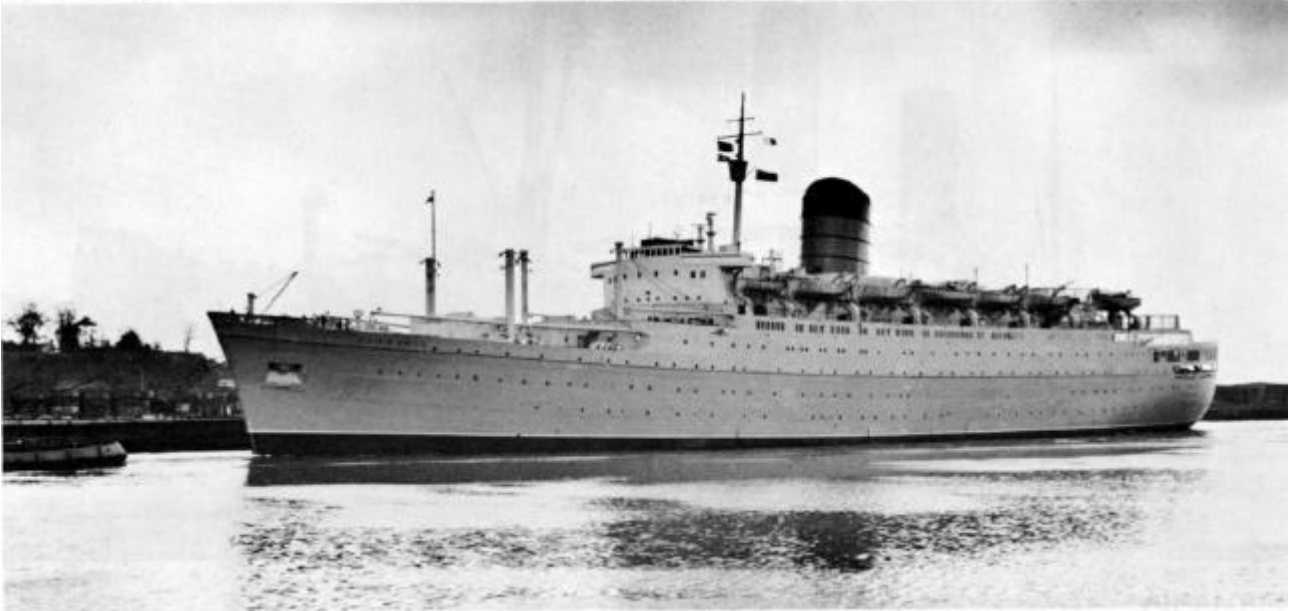
In 1951 Cunard decided to build a completely new class of ship for the Liverpool-Montreal route, the Saxonia was the first of these to be completed. The others were the Sylvania, Ivernia and Carinthia. The ship was launched on 17 February 1954 by Lady Churchill. Statistics published around this time showed that during the years 1954-56 the number of passengers crossing the Atlantic by sea had remained static but the number of those travelling by air had grown by 100,000 a year. Despite the uneasy outlook Cunard had already invested £21 million in these four ships. The Saxonia made its maiden voyage, on the Liverpool-Quebec-Montreal route, on 2 September.

Industrial disputes during June 1955 caused some disruption to the service and the following year both the Saxonia and the Ivernia were transferred to Southampton. Besides this the Saxonia's ran smoothly. By 1962, however, Cunard announced that company losses had led to the decision to recondition the ship and make it suitable for the more lucrative cruising market. After reconditioning work had been completed on the Clyde, raising the ship's tonnage to 22,592 tons, it was decided to rename it the Carmania. The refit, which was completed by Spring 1963, had meant the installation of air-conditioning throughout, the addition of a lido area and sun terrace and a general upgrading of the passenger accommodation and public rooms. The ship could now carry 600 passengers.

After the ship had been inspected by Sir John Brocklebank, during April 1963, it was announced that during the Summer months it would run between Rotterdam and Montreal and during the Winter it would cruise from Florida to the Caribbean. Although the sailings were initially well booked, the success did not last and industrial disputes in the coming years hampered the company's progress. Despite this Carmania continued in Cunard service but now spent most of its time cruising. When the ship cruised from Port Everglades, during 1968, problems with US fire regulations led to the cancellation of its Winter cruise. Cunard took advantage of this to make some minor modifications to the ship before its next sailing in January 1969. During the subsequent cruise it ran aground on a sandbank off San Salvador Island in the Bahamas, leading to the cancellation of yet another cruise.

After repairs at Virginia the ship returned to Southampton where an inquiry decided that there was a fault in the Admiralty chart of the area. Three months after returning to service the ship collided with the Russian ship Frunze, but fortunately damage to both vessels was only minor. Soon, in December 1971, the ship was laid up at Southampton. After rumours that the ship was to be bought by buyers, firstly from Japan and then from Hong Kong, it soon became clear that there was no immediate purchaser. In May 1972 the Carmania and its sister ship, now the Franconia, were moved to Falmouth for a further lay up. It was not until August 1973 that agents for the Russian Black Sea Shipping Company bought the vessels. The Carmania was renamed Leonid Sobinov.

After a refit on the Tyne it was moved to Australia where it was to cruise between the UK and Australia during the Summer months. In December 1979, when Soviet troops invaded Afghanistan, the Australian Government banned Russian ships from their ports. The ship left in February 1980 and sailed to Vladivostok. In Summer 1980 it is believed that the ship was being used by the Cuban Government to transport troops to Angola.



Scotia (1862)

Statistics

Gross Tonnage - 3,871
 Dimensions - 115.63 x 14.56m
 Number of funnels - 2
 Number of masts - 2
 Construction - Iron
 Propulsion - Paddle
 Engines - Side lever, two
 Service speed - 14 knots
 Builder - Robert Napier & Sons, Glasgow
 Passenger accommodation - 573 1st Class

Details of Career

The Scotia made its maiden voyage from Liverpool to New York on 10 May 1862 and made the record passage in December 1863. In 1866 it made the record passage from Queenstown to New York. It made its last voyage on this route in 1876. It was the last Cunard iron paddle steamer being in the same class as the Persia but with increased dimensions. At the time it went into service it was universally acknowledged as the finest specimen of a mercantile vessel then afloat. Both the Scotia and Persia became favourites of the passengers in the American trade for some years.

In 1878 it became a twin-screw cable steamer with its tonnage increased to 4,667 and one of its funnels removed. On 11 March 1904 it was wrecked on the Catalan Bank, near Guam. (NB - the Scotia was designed as a barque and is stated to have been completed as such, but the mizzen mast was removed before her maiden voyage).

Scythia (1875)

Statistics

Gross Tonnage - 4,557 tons
 Dimensions - 128.25m x 12,86m (420.8ft x 42.2ft)
 Number of funnels - 1
 Number of masts - 3
 Construction - Iron
 Propulsion - Single screw
 Engines - 2 cylinder compound
 Service speed - 13 knots
 Builder - J & G Thomson, Glasgow
 Passenger accommodation - 300 1st class; 1,100 3rd class

Details of Career

The Scythia (first of three Cunard vessels to hold this name) was launched on 28 October 1874, seven months after her sister-ship the Bothnia. She was barque-rigged, with four decks (passenger accommodation over two decks). Her maiden voyage took place on 1 April 1875 between Liverpool, Queenstown and New York. She continued on this route until July 1884, and subsequent voyages were mostly between Liverpool, Queenstown and Boston.

On 10 July 1875, soon after leaving Liverpool for New York, she hit a whale off Roche's Point; on arrival at Queenstown it was discovered that she had lost a propeller blade and she returned to Liverpool. On 26 December 1881 she rescued the crew of the schooner Mary in mid-Atlantic.

Her last passenger voyage for Cunard on 20 September 1898 was Liverpool, Queenstown to New York. She was sold in 1898 for £10,275 and scrapped in Italy.

Scythia II (1921-58)

Statistics

Gross Tonnage - 19,730 tons
 Dimensions - 183.08 x 22.49m (600.7 x 73.8ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin-screw
 Engines - Steam turbines (double-reduction)
 Service speed - 16 knots
 Builder - Vickers Ltd., Barrow
 Launch date - 23 March 1920
 Passenger accommodation - 350 1st class, 350 2nd class, 1,500 3rd class

Details of Career

Due to losses incurred on the Cunard fleet during WWI the company undertook an extensive rebuilding programme during the early 1920's. The Scythia was the first of three 19,000 ton vessels built to achieve this aim, the others being the Samaria and the Laconia.

The Scythia was launched on 23 March 1920 by Mrs.S.Maxwell, the wife of a Cunard director. It made its maiden voyage on 20 August 1921 from Liverpool to New York, via Queenstown. Despite teething problems with the turbines the Scythia did not encounter trouble until 1923. On 30 September 1923 it collided with the White Star liner Cedric in Queenstown harbour during dense fog. Neither vessel was seriously damaged, but the Scythia was unable to continue its voyage and had to return to Liverpool for a survey and repairs, which took three weeks.

In February 1924 it made its first cruise from New York to the Mediterranean and on its return the second class accommodation was re-designated 'tourist class'. In March 1928 the ship had the honour of accommodating the King and Queen of Afghanistan, when they visited Liverpool. Later, in April 1928, the whole of the Scythia's passenger accommodation was re-designated, 'cabin class', 'tourist class' and 'third class'. On July 7 1934 the ship was involved in another minor collision as it departed from Liverpool, this time with the Isle of Man Steam Packet Company's ferry Viking. The damage, however, was minimal and the Scythia was able to continue its voyage.

In November 1939, shortly after the outbreak of World War Two, it was requisitioned by the government as a troop transport and underwent conversion in Glasgow. The ship served various purposes during the war. In 1940 it carried children from Liverpool to New York as part of an evacuation programme set up by the Children's Overseas Reception Board and in 1942 it assisted in the landings on the North African coast. During this period, whilst anchored near the southern entrance to Algiers harbour, the Scythia was one of the targets of several bombing raids. After several near misses it was struck by a torpedo on its starboard side. The ship, however, managed to reach its berth and avoid a disaster, as there were over 4,000 troops on board. It received temporary repairs at Gibraltar and then work was completed in America. For the rest of the War it was engaged in ferrying American troops to Europe and once the War had ended in repatriating these troops. The ship also carried British troops home from India.

In August 1948, the Scythia was chartered to the International Refugee Organisation and the Canadian Government to carry European displaced persons to Canada. The service was maintained for over a year. After this it returned and sailed to the Clyde to be reconditioned by John Brown & Co. This was completed in August 1950. The passenger accommodation was improved and many new amenities were installed. The Scythia's first post-war voyage was from London to Quebec on 17 August.

For the remainder of its career the ship sailed on several routes, but mainly to Quebec. It also sailed the Liverpool-Cobh-Halifax-New York route for a short while. In November 1955 the Scythia was again employed in the transport of Canadian troops from Europe to Quebec. Its final voyage was on the Halifax-Le Havre-Rotterdam-Southampton route. A month after it arrived in Southampton it was sold to the British Iron & Steel Corporation and was broken up by Thomas W.Ward. It arrived in Inverkeithing to be scrapped on 23 January 1958 after 36 years of service.

Servia (1881-1902)

Statistics

Gross Tonnage - 7,392
 Dimensions - 156.96 x 15.88m
 Number of funnels - 2
 Number of masts - 3
 Construction - Steel
 Propulsion - Single screw
 Engines - Compound, three
 Service speed - 16 knots
 Builder - J.&G.Thomson, Glasgow
 Launch date - 1 March 1881
 Passenger accommodation - 480 1st class, 750 2nd class

Details of Career

During the late 1870's the Cunard Board of Directors were required to consider yet another scientific discovery. Just as iron had superseded wood, so steel was about to supplant iron. The directors were convinced that steel possessed greater strength than iron, and it was lighter. The first steel ship to be built for Cunard was the Servia, and it was the largest and most powerful ship at the time (except the Great Eastern).

The Servia possessed compound engines of massive proportions generating a total of 10,000 horse-power. The passenger accommodation was also of a high standard and modern appliances such as electric lamps were introduced. The fastest passage of the ship was made in December 1884, when it steamed from New York to Queenstown in 7 days 1 hour 38 minutes.

The Servia made its maiden voyage from Liverpool to New York, via Queenstown, on 26 November 1881. In 1889 the passenger accommodation was modified to allow for 400 1st class, 200 2nd class and 500 3rd class passengers. In 1899 it was used as a Boer War troop transport but resumed its usual service in June 1900. Its last voyage on the Liverpool-New York route was on 17 September 1901, and soon after it was sold. It was then scrapped in 1902 at Preston.

Shamrock (1847-75)

Statistics

Gross Tonnage - 714 tons
 Dimensions - 59.43 x 7.62m (195 x 25ft)
 Number of funnels - 1
 Number of masts - 3
 Construction - Iron
 Propulsion - Single screw
 Engines - One-cylindereed vertical direct acting
 Service speed - 9 knots
 Builder - Caird & Co, Greenock
 Launch date - 1847
 Passenger accommodation - 25 cabin class, 100 3rd class

Details of Career

The Shamrock was built in 1847 for Charles Maclver & Co. and was used on their Levant, Constantinople trade out of Liverpool. This was the first iron-hulled vessel to be acquired by the company. In 1851 it was used on Cunard's Mediterranean routes in conjunction with George Burns. In 1854 it was sold on the grounds that it was too small, prior to the formation of the British & Foreign Steam Navigation Co. The ship was later operating on a route from Dublin to London. It was eventually broken up in 1875.

Siberia (1867-1882)

Statistics

Gross Tonnage - 2,498
 Dimensions - 97.53 x 11.95m (320 x 39.2ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Iron
 Propulsion - Single screw
 Engines - Inverted, two
 Service speed - 12 knots
 Builder - J.&G.Thomson, Glasgow
 Launch date - 2 July 1867
 Passenger accommodation - 100 1st class, 800 3rd class

Details of Career

The Siberia and Samaria were built at the same time and were almost identical in specifications. The Siberia was originally laid down as the Sumatra. Its name was changed, however, prior to its launch probably so as not to clash with a steamer of that name belonging to the P&O Company. It made its maiden voyage from Liverpool to New York, via Queenstown, on 24 September 1867.

In February 1871 it began calling at Boston, in addition to New York. Soon, in March of that year, it ceased to call at New York and concentrated on the Boston service. The Siberia made its last voyage on this route on 5 September 1878.

In 1880 it was sold to Thomson's, being valued at £15,000, in part payment for the Catalonia. It was then resold to the Marquis de Campo, Cadiz, who renamed it Manila and compounded its engines, also fitting new boilers. It was lost in 1885/6.

Sidon (1863)

Statistics

Gross Tonnage - 1,872
 Dimensions - 83.99 x 11.03m
 Number of funnels - 1
 Number of masts - 2
 Construction - Iron
 Propulsion - Single screw
 Engines - Geared oscillating
 Service speed - 10 knots
 Builder - William Deny & Bros., Dumbarton
 Passenger accommodation - 69 1st Class, 550 3rd Class

Details of Career

The Sidon was launched for the Cunard Mediterranean service and made its first trans-atlantic voyage, from Liverpool to New York, on 19 May 1863. It continued this service until 1867. In 1873 it was fitted with compound engines by J.Javk, Rollo & Co., Liverpool. It was wrecked near Malpica, Spain on 27 October 1885.

Skirmisher (1894-1947)

Statistics

Gross Tonnage - 612 tons
 Dimensions - 50.29 x 4.57m (165 x 32.3ft)
 Number of funnels - 1
 Number of masts - 1
 Construction - Steel
 Propulsion - Twin screw
 Engines - 2 x 2 cylindered compound engines
 Service speed - 10 knots
 Builder - J & G Thomson & Co, Glasgow
 Launch date - 1884
 Passenger accommodation - 1,000 plus their cabin baggage

Details of Career

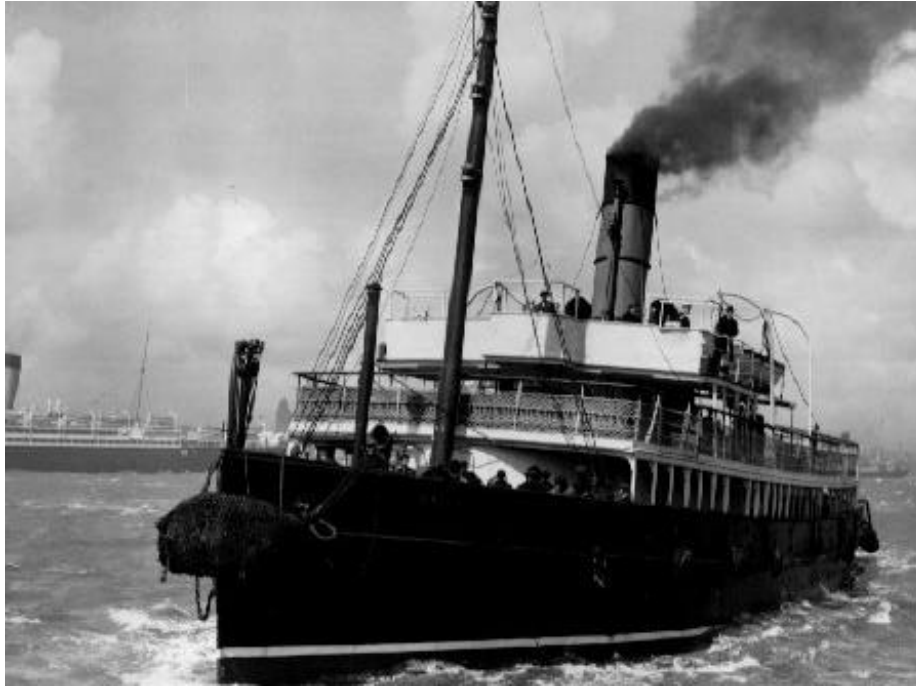
The Skirmisher was a Cunard tender which, for over 61 years, had been a familiar figure on the Liverpool waterfront. When the ship was first commissioned the largest Atlantic Liner was 500 feet in length and had a gross tonnage of 7,375. Since that time the Skirmisher watched the development of liners to twice that length and, in the case of the Queen Elizabeth, 11 times the tonnage. Although the ship never crossed to New York it probably carried more 'Atlantic' passengers than any other vessel afloat.

The Skirmisher was launched in 1884 and was the first twin screw tender for Cunard. Prior to 1896 the Liverpool landing stage was not used by large Atlantic liners, they used to anchor in mid-stream. Consequently it was one of the duties of the Skirmisher to be in attendance on these liners for the embarkation and disembarkation of passengers. The ship's service, however, was not confined to its home port. In 1894 it acted as escort to Queen Victoria's yacht at the opening of the Manchester Ship Canal, and three years later it voyaged to the Naval Review at Spithead, where it acted as a tender to the Campania. It also visited ports including Dublin, Cardiff, Fishguard and the Clyde in the ordinary course of its shipping duties.

From October 1899 throughout the whole of the Boer War the Skirmisher acted as the Liverpool embarkation ship. The troopships mainly anchored in the river and were stored and provisioned by a medley of small craft. Probably one of the busiest periods of the ship's career came with the commissioning of the Lusitania in 1907, and later that year the Mauretania. These two ships were seldom docked between voyages and each day, during their brief stay in the port, the Skirmisher would be continuously ferrying between ship and shore, conveying hundreds of workmen, thousands of cases of stores and scores of tons of fresh water. Incidentally it was when the Lusitania came into service that an extra deck was added to the Skirmisher. This was necessitated by the enormous height of the vessel, but it also provided additional passenger space, which was fully utilised during the pre-war emigration boom.

In 1914 the ship visited the Clyde to witness the launching of the Aquitania. Throughout World War I it was busily employed waiting on the huge convoys which brought thousands of troops and huge cargoes from the other side, and also assisted to extinguish several outbreaks of fire which occurred on board various troopships lying in the Mersey. On one occasion, in 1917, U-boats were reported off the Mersey so the Skirmisher was berthed across Gladstone Dock gate in case of an attempt to destroy it by torpedo. In 1922 the ship spent the summer acting as a tender to Anchor Line vessels on the Clyde. Later, in 1932, it served as a tender at Dublin to the Cunarders bringing American delegates to the Eucharistic Congress.

During the Second World War the Skirmisher was equipped as a fire fighter and was capable of pumping 100 tons of water per minute. For its war service it was painted grey and was constantly in attendance upon transports as well as carrying water supplies to vessels lying at anchor in the river. In 1944 the ship was ordered to Fishguard to await the arrival of the Queen Mary, homeward bound with Mr. Winston Churchill and his official party returning from the Quebec conference. The Skirmisher made its destination but, due to bad weather, the disembarkation of the Prime Minister and his party was not possible and they proceeded in the Queen Mary to the Clyde. On its return from Fishguard the ship resumed its river duties. It was withdrawn from service in October 1945 and dismantled in Langton Branch Dock. On 28 March 1947 it was towed to Garston for final demolition.



Slavonia (1904-1909)

Statistics

Gross Tonnage - 10,606 tons
 Dimensions - 155.44 x 18.13m (510 x 59.5ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin screw
 Engines - Six-cylindered triple-expansion
 Service speed - 13 knots
 Builder - Sir J.Laing & Sons, Sunderland (engines by Wallsend Slipway Co.Ltd.)
 Launch date - 15 November 1902
 Passenger accommodation - 71 1st class, 74 2nd class, 1,954 3rd class

Details of Career

During the first decade of the 20th Century Cunard was negotiating, with the Hungarian government, a contract to operate a service from Fiume to New York. This was mainly to serve the Hungarian emigrant trade, and was agreed in 1904. In anticipation of this new contract Cunard began to prepare new vessels to serve the route, buying the Slavonia and Pannonia.

The Slavonia was originally built for the British India Line and was launched in 1902 as the Yamuna. This ship was intended for the service between London and Calcutta and occasionally calling at ports around Malay and Burma. It soon became clear that the ship was too big for the British India Lines' service, as it was required to call at some of the smaller ports in shallow waters. Cunard bought the ship and converted it for their purposes.

The Slavonia made its maiden voyage for Cunard on 17 March 1904 from Sunderland to Trieste, as a positioning voyage. After this it began to sail the route that it would serve for the rest of its brief career, from Fiume to New York via Trieste and Palermo. Both the Slavonia and Pannonia were highly successful, carrying huge numbers of emigrants to America on their westbound journeys and on the return carrying first and second class passengers as many people returned to their former homes. The ships also occasionally made cruises from Liverpool to the Mediterranean.

On 3 June 1909 the Slavonia left New York bound for Trieste. On 9 June the ship encountered thick fog in the vicinity of the Azores. At 10.30am on 10 June it ran aground on rocks two miles west of Flores Island. As the engine room was flooded there was no possibility of steaming free of the rocks so a distress signal was sent out. The following day the Cunard vessel Batavia and the Norddeutscher Lloyd ship Prinzess Irene arrived and assisted in the rescue of the passengers and crew. It became clear that the Slavonia was a total wreck. The Liverpool salvage steamer Ranger attempted to salvage some of the ship's cargo but was largely unsuccessful and the Slavonia was soon broken up by heavy Atlantic seas.

Stromboli (1856-78)

Statistics

Gross Tonnage - 734 tons
 Dimensions - 60.45 x 8.76m (198.3 x 28.8ft)
 Number of funnels -
 Number of masts - 3
 Construction - Iron
 Propulsion - Single screw
 Engines - One-cylinderead vertical direct acting engine
 Service speed - 9 knots
 Builder - J & G Thomson, Glasgow
 Launch date - 1856
 Passenger accommodation -

Details of Career

The Stromboli was built for the Liverpool-Levant service but also served for some years on the Liverpool-Le Havre service. It was very similar in appearance to the Italian. The ship's career spanned a considerable period and various improvements were during the course of this. In 1866 new boilers were fitted and in 1877 new compound inverted engines were installed. In 1878 the Stromboli was lost off the Lizard, Cornwall whilst en route to Le Havre.

Sylvania I (1895-1910)

Statistics

Gross Tonnage - 5,598
 Dimensions - 135.63 x 14.93m (445.0 x 49.0ft)
 Number of funnels - 1
 Number of masts - 4
 Construction - Steel
 Propulsion - Twin-screw
 Engines - Six-cylinder triple-expansion
 Service speed - 13 knots
 Builder - London & Glasgow Co., Glasgow
 Launch date - 24 January 1895
 Passenger accommodation - none

Details of Career

The Sylvania was launched on 24 January 1895 and made its maiden voyage from Liverpool to Boston on 27 April. Like the Carinthia it was a cargo ship. It employed by the government in 1900 to carry mules from New Orleans to Cape Town, in support of the Boer War effort. It was sold in 1910 for £7,500 to an Italian company.

Sylvania II (1957-)

Statistics

Gross Tonnage - 21,989 tons
 Dimensions - 173.72 x 24.47m (570 x 80.3ft)
 Number of funnels - 1
 Number of masts - 1
 Construction - Steel
 Propulsion - Twin screw
 Engines - Steam turbines, double reduction
 Service speed - 21 knots
 Builder - John Brown & Co, Glasgow
 Launch date - 22 November 1956
 Passenger accommodation - 154 1st class, 714 tourist class

Details of Career

In 1951 Cunard decided to build a completely new class of ship for the Liverpool-Montreal route, the Sylvania was the last of these to be completed. The others were the Saxonia, Ivernia and Carinthia. The ship was launched on 22 November 1956 by Mrs. Robertson, the wife of the Canadian High Commissioner in London. Statistics published around this time showed that during the years 1954-56 the number of passengers crossing the Atlantic by sea had remained static but the number of those travelling by air had grown by 100,000 a year. Despite the uneasy outlook Cunard had already invested £21 million in these four ships. The Sylvania made its maiden voyage from Greenock to Quebec and Montreal on 5 June 1957.

On 20 November 1960 it was announced that the Sylvania was to be transferred to the Liverpool-Cobh-Halifax-New York route in order to replace the Britannic. Although it had already sailed this route once in 1958 it did not take over the new route until April 1961. The Sylvania continued to serve this route until 24 November 1966, before reverting to the Canadian route. In February 1967 the ship was used in an experiment to investigate the possibility of equipping cruise liners with hovercrafts, and an SRN-6 hovercraft was loaded on board. For the following three months the ship was based at Gibraltar operating fly-cruises whilst the hovercraft was tested.

In October 1967 it was announced that the Sylvania and Carinthia were to be withdrawn from service. Cunard had lost considerable amounts of money that year and it had been decided that the two ships were not well suited to cruising. In December the two ships were laid up at Southampton. On 1 February 1968 they were both sold to the Italian Sitmar Line. Sitmar renamed the ship Fairwind and, finally, in January 1970 they found a shipyard in Trieste that was willing to refurbish it. The Fairwind entered service for the company in July 1972. It had been completely converted and could now carry 925 passengers in one class with facilities including a 330 seat theatre, 5 nightclubs and lounges, two restaurants and three swimming pools. The ship was based at Fort Lauderdale, Florida and made short cruises to South America during the winter and during the summer operated from San Francisco, cruising to Canada and Alaska. The Fairwind operated profitably for its owners until 1988 when it passed back to British ownership when P&O purchased the Sitmar Line.

By 1997 the ship had again passed into new ownership, being owned by V Ships and operated for Silver Line Ltd under the name Albatross. On 16 May 1997 it received a 200 foot gash when it hit a submerged object while following a pilot boat out of St Mary's, Isles of Scilly. The ship had been chartered by Phoenix Reisen for a two-week cruise out of Bremerhaven and 504 German passengers had to be evacuated from her.

Tarifa (1865)

Statistics

Gross Tonnage - 2,058
 Dimensions - 89.15 x 11.64m
 Number of funnels - 1
 Number of masts - 2
 Construction - Iron
 Propulsion - Single screw
 Engines - Geared oscillating, two
 Service speed - 11 knots
 Builder - J. & G.Thomson, Glasgow
 Passenger accommodation - 50 1st Class, 650 3rd Class

Details of Career

The Tarifa made its maiden voyage from Liverpool to New York on 22 July 1865 and until 1873 continued to sail to both New York and Boston. In 1873 it began to sail from Liverpool to the mediterranean. Compound engines were fitted by J.Jack & Co., Liverpool in 1879. It made its last voyage on the Atlantic in 1888, from Liverpool to Boston. It was sold to the Italians in 1898 and scrapped in Italy in 1899.

Taurus (1853)

Statistics

Gross Tonnage - 1,126
 Dimensions - 64.12 x 8.96m
 Number of funnels - 1
 Number of masts - 3
 Construction - Iron
 Propulsion - Single screw
 Engines - Inverted, two
 Service speed - 9 knots
 Builder - William Deny & Bros., Dumbarton
 Passenger accommodation - 40 1st Class, 100 2nd Class

Details of Career

The Taurus was launched for the Cunard Mediterranean service in February and made its maiden voyage from Liverpool to Constantinople on 20 April 1853. Later that year sailed on the Liverpool-New York service before being requisitioned as a Crimean War troop transport in 1854. In 1859 it was sold to the Spanish government.

Tenerife (1853-59)

Statistics

Gross Tonnage - 1,126 tons
 Dimensions - 61.56 x 9.25m (202 x 30ft)
 Number of funnels - 1
 Number of masts - 3
 Construction - Iron
 Propulsion - Single screw
 Engines - One-cylindered beam geared
 Service speed - 9 knots
 Builder - William Denny
 Launch date - 1853
 Passenger accommodation - 40 1st class, 100 2nd class

Details of Career

The Tenerife, like its sisters the Taurus and Karnak, was built for the Levant trade. It made several voyages from Liverpool to Constantinople. At the time the cost of a passage to Constantinople was £40, which was relatively cheap considering that the journey was longer than a transatlantic crossing. In 1854 it was employed in the Crimea, along with the Taurus, in support of the war. In 1855 it was transferred to the British & Foreign Steam Navigation Co. at its formation. The ship was sold to the Spanish Government, along with the Taurus, for service as a troop transport in 1859.

Thracia (1895-1917)

Statistics

Gross Tonnage - 2,891 tons
 Dimensions - 94.49 x 13.44m (310 x 44.1ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - Three cylindered triple expansion engines
 Service speed - 10 knots
 Builder - Sir Raylton Dixon & Co, Middlesbrough
 Launch date - 1895
 Passenger accommodation - None

Details of Career

The Thracia, and its sister ship the Lycia, were both purchased by Cunard to serve on Mediterranean routes. The Thracia was originally completed as the Orono, in 1895, for Gellatley Hankey's Plate Steamship Co, London. The ship was then purchased by Cunard and renamed in 1909. It then entered their Mediterranean cargo service. On 27 March 1917 it was torpedoed off Belle Isle, Brittany carrying iron ore from Bilbao. Only two of the crew survived.

Transylvania (1914-17)

Statistics

Gross Tonnage - 14,315 tons
 Dimensions - 167.31 x 20.29 (548.8 x 66.6ft)
 Number of funnels - 2
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin screw
 Engines - Steam turbines, single reduction
 Service speed - 16 knots
 Builder - Scott's Shipbuilding & Engineering Co Ltd, Greenock
 Launch date - 23 May 1914
 Passenger accommodation - 263 1st class, 260 2nd class, 1,858 3rd class

Details of Career

The Transylvania was launched on 24 May 1914 and was the first geared turbine liner to operate on the North Atlantic. It had been intended for a Cunard-Anchor joint Mediterranean to New York service, along with its sister ship the Tuscania. It made its maiden voyage, from Liverpool to New York, on 7 November. By February 1915 the ship had been acquired by the Anchor Line and it made its first sailing for them, from Glasgow to New York, on 23 March.

In May 1915 the Transylvania was taken over by the Government to serve as a troopship. For this purpose the ship could accommodate 200 officers and 2,860 troops. It continued this service until May 1917. On 3 May the ship left Marseilles for Alexandria with a full complement and escorted by the Japanese destroyers Matsu and Sakaki. On 4 May the Transylvania was torpedoed, close to Cape Valdo in the Gulf of Genoa, by German submarine U-63. The Matsu came alongside the Transylvania and began to off-load the troops whilst the Sakaki circled to force the submarine to remain submerged. After a second torpedo hit the Transylvania it sank immediately. In total 414 men lost their lives.

Trinidad (1872-98)

Statistics

Gross Tonnage - 1,900 tons
 Dimensions - 93.73 x 10.39m (307.5 x 34.1ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Iron
 Propulsion - Single screw
 Engines - Two-cylindereed inverted compound engines
 Service speed - 10.5 knots
 Builder - J & G Thomson & Co, Glasgow
 Launch date - 1872
 Passenger accommodation - 46 1st class

Details of Career

The Trinidad and its sister ship, the Demerara, were built for a new service from Glasgow to the West Indies. Initially, however, both ships were placed on the Mediterranean routes for one year. The Trinidad inaugurated the West Indies route in 1873. This venture proved that there would be no demand for the building of a substantial fleet. In 1880 it became a general steamer and served on most routes, carrying cargo only. In 1898 it was sold to German owners for £3,985. It foundered in the China Sea in September of that year.

Tripoli (1865)

Statistics

Gross Tonnage - 2,057
 Dimensions - 89.15 x 11.64m
 Number of funnels - 1
 Number of masts - 2
 Construction - Iron
 Propulsion - Single screw
 Engines - Geared oscillating, two
 Service speed - 11 knots
 Builder - J. & G.Thomson, Glasgow
 Launch date - 15 August 1863
 Passenger accommodation - 50 1st Class, 650 3rd Class

Details of Career

The Tripoli was launched for the Cunard mediterranean service and made its first transatlantic crossing for Cunard on 19 August 1865 from, Liverpool to New York via Halifax. During the period 1865-72 it made 45 round voyages on the Atlantic, mainly on the Liverpool-Queenstown-New York route, however, many of the voyages went via Boston. On its 50th voyage the Tripoli was wrecked on Tuskar Rocks, St.Georges Channel on 17 May 1872 without loss of life.

Tuscania (I) (1915-18)

Statistics

Gross Tonnage - 14,348 tons
 Dimensions - 167.41 x 20.26m (549.3 x 66.5ft)
 Number of funnels - 2
 Number of masts - 2
 Construction - Steel
 Propulsion - Twin screw
 Engines - Parsons single reduction geared steam turbines
 Service speed - 16 knots
 Builder - A. Stephen & Sons, Glasgow
 Launch date - 3 September 1914
 Passenger accommodation - 271 1st class, 246 2nd class, 1,900 3rd class

Details of Career

The Tuscania was delivered to its owners, the Anchor Line, at the beginning of 1915 for the joint service with Cunard from Glasgow to New York via Liverpool. Its maiden voyage on 6 February of that year was on this route, which it carried on for the rest of its career.

While in transit for New York in September 1915, it sighted the National Greek Line's ship Athinai on fire and went to assist. As the fire was out of control the Greek captain abandoned ship, and the Tuscania took off 339 passengers and 70 crew, the remaining 56 crew being rescued by the Roumanian Prince.

The Tuscania first undertook trooping duties in September 1916, carrying Canadian troops from Halifax, Nova Scotia, to Liverpool. In August of the following year it brought 1,236 men of the 16th Regt of US Engineers from New York to Liverpool and two more successful voyages followed.

The ship left Hoboken, New Jersey, on her final voyage under the command of Capt Peter McLean OBE on 24 January 1918 carrying 2,013 American troops and a crew of 384. It joined Convoy HX-20 at Halifax, Nova Scotia, and proceeded to cross the Atlantic bound for Le Havre. On 5 February the convoy was sighted seven miles north of the Rathlin Island lighthouse by the German submarine UB-77 under the command of the Lt-Cdr Wilhelm Meyer. At 5.40pm he fired two torpedoes at the Tuscania, the first of which missed, the second scoring a direct hit. By 7.00pm all the ship's lifeboats had been launched, but approximately 1,350 men remained on board. The convoy's escorting destroyers assisted in removing these, but were hampered by the continuing presence of the UB-77 in the area. The Tuscania finally sank at 10.00pm, over four hours after being struck: 230 people were lost.

The *Tuscania* was the first ship carrying American troops to be sunk, and public opinion in the USA regarded its loss as an outrage. In 1920, the American Red Cross erected a monument on the Isle of Islay, where many of the victims had been buried before their transfer that year to the American War Cemetery at Brookwood or to their homeland.

Tyria (1897-1930)

Statistics

Gross Tonnage - 2,936 tons
 Dimensions - 101.22 x 13.89m (332 x 45.7ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - Triple expansion
 Service speed - 10.5 knots
 Builder - Workman Clark & Co, Glasgow
 Launch date - August 1897
 Passenger accommodation - None

Details of Career

During the 1897-8 period three cargo vessels were launched for the joint Cunard-Anchor Line service, these were the *Pavia*, *Tyria* and *Cypria*. The *Tyria* was the second of the three to be launched and was delivered in August 1897. It served in parallel to its sisters throughout its career. It was sold in 1928 to the Niger Company and renamed *Ars* - this was their first ship. The ship was scrapped in 1930.

Ultonia (1898-1917)

Statistics

Gross Tonnage - 8,845
 Dimensions - 152.39 x 17.49 (500.0 x 57.4ft)
 Number of funnels - 1
 Number of masts - 4
 Construction - Steel
 Propulsion - Twin-screw
 Engines - Six-cylindered triple-expansion
 Service speed - 13 knots
 Builder - Swan & Hunter, Wallsend-on-Tyne (engines by Sir C.Furness, Westgarth & Co.Ltd., Middlesbrough)
 Launch date - 4 June 1898
 Passenger accommodation - none initially, but accommodation for 675 3rd class passengers was later added.

Details of Career

The *Ultonia* was originally launched as a cargo steamer for the cattle trade and, after a period of trials, it sailed from the Tyne to Boston on 28 October 1898. At the start of 1899 it was converted to accommodate 675 3rd class passengers. Its first voyage as a passenger ship was on 28 February from Liverpool to Boston, via Queenstown. The *Ultonia* continued to run this service until 9 February 1904.

In 1904 the ship underwent a further conversion which increased the gross tonnage to 10,402 and altered the passenger accommodation to allow for 120 2nd class passengers and 2,100 3rd class passengers. This was to cater for the emigrant trade. On 29 April it made its maiden voyage since the conversion from Trieste to Fiume to Naples and then on to New York. This service was maintained until 31 October 1911.

In April 1912 it briefly served the Southampton to Montreal route before returning to the Trieste-New York route. In August 1914 the *Ultonia* was the means by which some of the 'Old Contemptibles' were brought from Malta to England, it then proceeded to India with territorial troops. It subsequently returned to the company's service and was finally sunk in June 1917, being torpedoed by German submarine U53. At the time it was eastward bound and about 350 miles west from Land's End. The *Ultonia* sank in 10 minutes but fortunately it was being escorted by a 'Q boat', which picked up the crew and landed them at Falmouth. One man was killed during the operation of leaving the ship.

Umbria (1884-1910)

Statistics

Gross Tonnage - 7,718
 Dimensions - 152.87 x 17.43m
 Number of funnels - 2
 Number of masts - 3
 Construction - Steel
 Propulsion - Single screw
 Engines - Compound, three
 Service speed - 19 knots
 Builder - John Elder & Co., Glasgow
 Launch date - 26 June 1884
 Passenger accommodation - 550 1st class, 800 3rd class

Details of Career

The Umbria and Etruria were the last Cunarders to be fitted with auxiliary sails and single screw propulsion, thus they marked the end of an era. In 1884 they were record breakers and the largest liners then in service. The two ships were financed by an exchange deal with the builders, whereby two old Cunarders Parthia and Batavia were handed over for re-sale. They were designed so that they could be easily converted into auxiliary cruisers in times of war.

By early October 1884 the Umbria had completed its trials and sailed for Liverpool on the 4th. It was on 1 November that it undertook its maiden voyage from Liverpool to New York, under the command of Captain Theodore Cook. This voyage passed without event but by New Year 1885 the crisis in Russia had come to a head and as a precaution the government requisitioned several vessels, including the Umbria, to serve as armed merchant cruisers. This duty engaged the ship for the next six months.

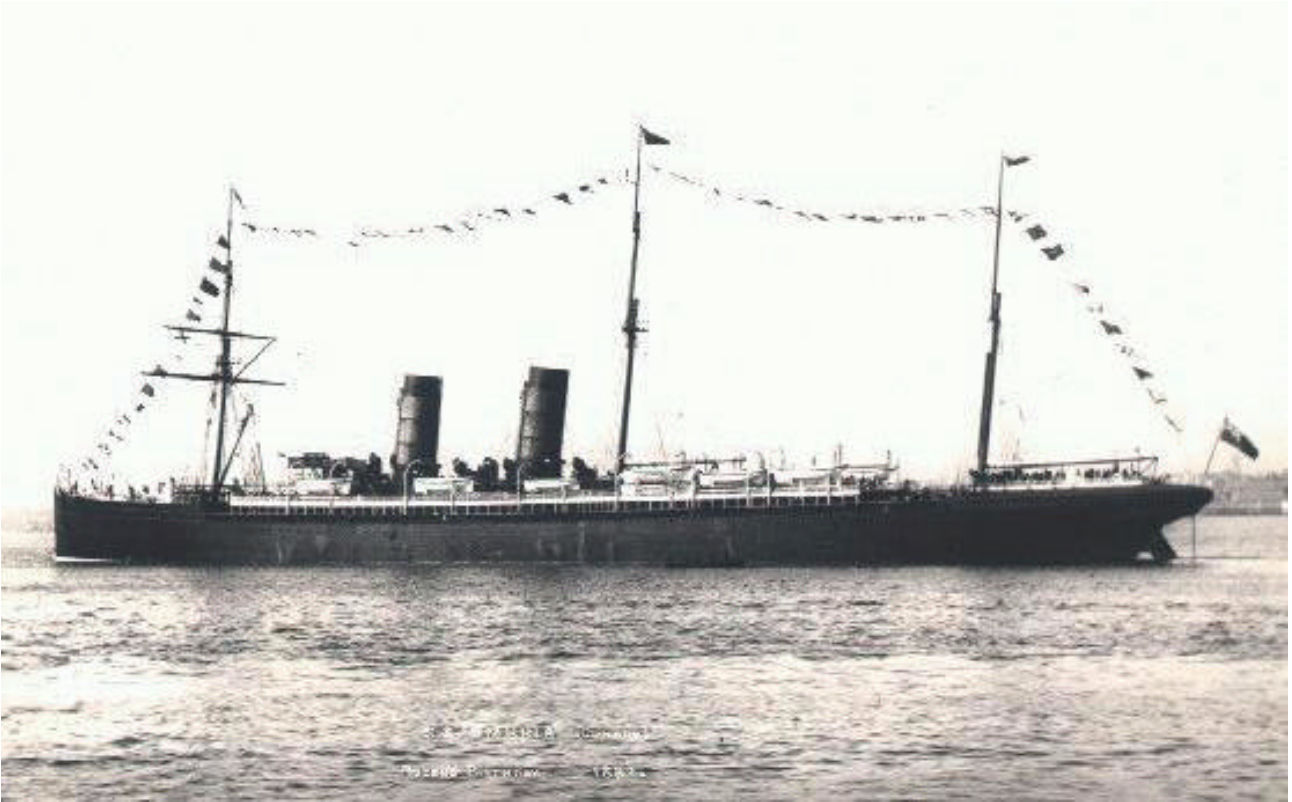
The Umbria returned to commercial service in September 1885, and around this time the passenger accommodation was restructured so that there was also room for 160 Intermediate passengers. On 12 April 1890 the Umbria had left New York and had been travelling for five days when it encountered the Norwegian barque Magdalena. The ship was waterlogged and drifting helplessly after suffering a collision with an iceberg. The eight man crew and Captain Gunderson were rescued and taken back to Liverpool.

A sailing made by the Umbria on 17 December 1892 highlighted a weakness which was to dog the two vessels for the remainder of their career. Due to the propeller shaft becoming fractured in the Atlantic the ship did not reach New York until 31 December, after temporary repairs had been made. Repairs were then undertaken in New York and it was not until 4 February 1893 that the Umbria finally returned to Liverpool. It was 1 April before the ship returned to regular service.

Three years later, on 28 June 1896, the Umbria struck the wreck of the coal barge Andrew Jackson, two miles from Sandy Hook. After being pulled clear by tugs, and after the hull had been inspected by divers the ship finally left New York at 10.00pm, no serious damage having been caused. In January 1900 it was requisitioned as a Boer War transport and made two trips to South Africa. The Umbria then returned to its usual service.

It was not until May 1903 that the ship was in the papers again. On 9 May a letter was received at police headquarters in New York, shortly before the Umbria was due to sail, stating that a bomb had been put on the steamship pier to be loaded on to the Umbria. After an extensive police search the bomb was located and the 100lb of dynamite was defused by lowering it into the sea. The bomb was eventually traced to the Mafia Society in Chicago. The ship, however, only suffered a short delay.

By 1907 both the Umbria and Etruria were well past their prime and technical progress had well and truly overtaken them. Later that year the Lusitania and Mauretania were due to enter service. The Umbria had a brief reprieve as the Campania and Lucania were temporarily out of service, so a replacement was required. The ship's final sailing left Liverpool on 12 February 1910. It returned to the Mersey on 4 March and was quickly sold to the Forth Shipbreaking Company for £20,000 to be scrapped.



Unicorn (1836-58)

Statistics

Gross Tonnage - 648 tons
 Dimensions - 56.39 x 7.16m (185 x 23.5ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Iron
 Propulsion - Paddle
 Engines - Two-cylindered simple side lever
 Service speed - 9.5 knots
 Builder - Robert Steel & Son, Greenock
 Launch date - May 1836
 Passenger accommodation - 40, crew 35

Details of Career

The Unicorn was originally launched for George & John Burns, along with its sisters the Eagle and City of Glasgow. These ships initially served the Glasgow to Liverpool route. In 1840 the Unicorn became the first ship to sail for Samuel Cunard. Under this contract the ship sailed from Halifax to Pictou and Quebec on a feeder service. On 16 May 1840 it made its first voyage on the Liverpool-Halifax-Boston route under the command of Captain Walter Douglas. The Unicorn arrived safely, with all 27 passengers, in Halifax on 30 May and in Boston on 3 June.

In November 1843 it rescued the passengers and crew of the sailing ship Premier, which was wrecked at the mouth of the St. Lawrence river. In 1845 this feeder service was discontinued. By 1846 the ship had become a corvette in the Portuguese Navy. It was re-boilered in 1848 and sold to serve the route from Panama to San Francisco. In 1853 it moved to Australian waters and then on to the China coastal service. In 1858 record of the ship ceases.

Veria (1899-1915)

Statistics

Gross Tonnage - 3,229 tons
 Dimensions - 100.74 x 13.77m (330.6 x 45.2ft)
 Number of funnels - 1
 Number of masts - 2
 Construction - Steel
 Propulsion - Single screw
 Engines - Triple expansion engines
 Service speed - 10.5 knots
 Builder - Armstrong, Whitworth & Co, Newcastle
 Launch date - April 1899
 Passenger accommodation - None

Details of Career

The Veria and its sister, the Brescia, were both built for the Cunard Mediterranean cargo routes. The Veria was launched in 1899. The ships service passed with out major incident until World War I. On 17 December 1915 the Veria was stopped in the mid-Mediterranean by an Austrian submarine and sunk by four bombs, which were suspended on each side along the waterline. It was, said the commander, cheaper than a torpedo.

An alphabetic list of all Cunard Line ships (including Cunard White Star)

A

Abyssinia (1870-91)
 Acadia (1840-58)
 Africa (1850-68)
 Alaunia (1913-16)
 Alaunia (1925-57)
 Alaunia (1960-71)
 Alaunia (1973-)
 Albania (1911-30)
 Albania (1921-41)
 Aleppo (1865-1909)
 Algeria (1870-1903)
 Alpha (1863-1900)
 Alps (1853-59)
 Alsatia (1951-63)
 Alsatia (1948-77)
 Alsatia (1972-)
 America(1848-75)
 Andania (1913-18)
 Andania (1922-40)
 Andania (1959-)
 Andania (1972-)
 Andes (1852-59)
 Andria (1952-69)
 Andria (1972-)
 Antonia (1922-48)
 Aquitania (1914-50)
 Arabia (1853-64)
 Arabia (1948-72)
 Ascania (1911-18)
 Ascania (1925-56)
 Asia (1850-76)
 Asia (1947-63)
 Assyria (1950-63)
 Athenia (1923-39)
 Atlas (1873-96)
 Aurania (1883-1905)
 Aurania (1916-18)
 Aurania (1924-61)
 Ausonia (1911-18)
 Ausonia (1922-65)
 Australasian (1860-98) (renamed Calabria in 1870)

B

Bactria (1928-63)
 Balbec (1860-84)
 Bantria (1928-68)

Batavia (1870-91)
 Berengaria (1920-46) (before 1921 Imperator)
 Beta (1873-1906)
 Bosnia (1928-39)
 Bothnia (1874-99)
 Bothnia (1928-62)
 Brest (1874-79)
 Brescia (1903-31)
 Britannia (1840-80)
 Britannic (1934-60)
 British Queen (1862-99)

C

Calabria (1860-98) (before 1870 was Australasian)
 Caledonia (1840-51)
 California (1907-17)
 Cambria (1845-75)
 Cameronia (1915-17)
 Cameronia (1921)
 Campania (1893-1918)
 Canada (1848-83)
 Caria (1900-15)
 Carinthia (1895-1900)
 Carinthia (1925-40)
 Carinthia (1956-71)
 Carmania (1905-32)
 Carmania (1954-73) (before 1963 was Saxonia)
 Carmania (1972-)
 Caronia (1905-33)
 Caronia (1949-74)
 Carpathia (1903-18)
 Cassandra (1922)
 Catalonia (1881-1901)
 Cephalonia (1882-1904)
 China (1862-1906)
 Columbia (1841-43)
 Corsica (1863-88)
 Cuba (1864-87)
 Cunard Adventurer (1971-)
 Cunard Ambassador (1972-)
 Cunard Calamanda (1973-)
 Cunard Campaigner (1972-)
 Cunard Caravel (1971-)
 Cunard Carrier (1973-)
 Cunard Carronade (1973-)
 Cunard Cavalier (1973-)
 Cunard Champion (1973-)

Cunard Liners

Cunard Chieftan (1973-)	Nemesis (1869-1902)
Cunard Conquest (1974-) (after 1977 renamed Cunard Princess)	Niagara (1848-75)
Cunard Countess (1975-)	Nordia (1961-63)
Cunard Princess (1974-) (before 1977 was Cunard Conquest)	O
Cypria (1898-1928)	Olympic(1914-1937)
D	Olympus (1863-91)
Damascus (1860-1912)	Orduña (1914)
Delta (1853-60)	Oregon (1884-86)
Demerara (1872-87)	P
E	Palestine (1860-96)
Emeu (1856-80)	Palmyra (1866-97)
Emperor of India (1921-38)	Pannonia (1904-22)
Empress of India (1921)	Parthia (1870-1955)
England (1964-86)	Parthia (1948-69)
Etna (1856-96)	Parthia (1963-71)
Etruria (1885-1909)	Pavia (1897-1928)
Europa (1848-67)	Pavia (1953-74)
F	Pavonia (1882-1900)
Feltria (1916-17)	Persia (1856-72)
Flavia (1917-18)	Phrygia (1900-33)
Folia (1916-17)	Phrygia (1955-76)
Franconia (1911-16)	Polandia (1915)
Franconia (1923-56)	Politania (1915)
Franconia (1955-73) (before 1963 was Ivernia)	Pollentia (1915)
G	Prinses Irene (1964-65)
Gallia (1879-1900)	Q
Georgic (1934-56)	Queen Elizabeth (1939-72)
H	Queen Elizabeth 2 (1969-)
Hecla (1863-1954)	Queen Mary (1936-67)
Hibernia (1843-68)	R
I	Royal George (1919-22)
Imperator (1920-46) (renamed Berengaria in 1921)	Russia (1867-1902)
Italian (1855-64)	S
Ivernia (1900-17)	Sagafjord (1965-)
Ivernia (1955-73) (renamed Franconia in 1963)	Sahara (1881-1902)
Ivernia (1964-70)	Samaria (1868-82)
J	Samaria (1922-56)
Jackal (1853-91)	Samaria (1965-70)
Java (1865-95)	Samaria (1973-)
Jura (1857-64)	Saragossa (1874-1909)
K	Satellite (1848-1902)
Kaiserin Auguste Victoria (1920-21)	Satellite (1896-1924)
Karnak (1853-62)	Saturnia (1922-24)
Kedar (1860-97)	Saxonia (1900-25)
L	Saxonia (1954-73) (renamed Carmania in 1963)
Laconia (1912-17)	Saxonia (1964-78)
Laconia (1922-42)	Saxonia (1971-)
Lancastria (1922-40) (before 1924 was Tyrrhenia)	Scotia (1862-1904)
Laurentic (1934-40)	Scotia (1966-70)
Lebanon (1855-59)	Scythia (1875-99)
Letitia (1925-39)	Scythia (1921-58)
Lotharingia (1923-40)	Scythia (1964-79)
Lucania (1893-1909)	Scythia (1972-89)
Lusitania (1907-15)	Sea Goddess I (1984-)
Lycia (1896-1917)	Sea Goddess II (1984-)
Lycia (1954-77)	Servia (1881-1902)
M	Servia (1971-)
Malta (1866-89)	Shamrock (1847-75)
Majestic (1934-43)	Siberia (1867-82)
Marathon (1861-98)	Sidon (1863-85)
Margaret (1840-56)	Skirmisher (1884-1947)
Maronia (1961-66)	Slavonia (1904-09)
Mauretania (1907-35)	Stratheden (1950-69)
Mauretania (1939-65)	Stromboli (1856-78)
Media (1947-69)	Sylvania (1895-10)
Media (1963-71)	Sylvania (1957-68)
Melita (1860-68)	T
Morocco (1861-96)	Tarifa (1865-99)
N	Taurus (1853-59)
Nantes (1874-79)	Teneriffe (1853-62)
	Thracia (1895-1917)
	Transylvania (1914-17)
	Trinidad (1872-98)
	Tripoli (1865-72)
	Tuscania (1915-18)
	Tuscania (1926)

Tyria (1897-1930)
Tyrrhenia (1922-40) (renamed Lancastria in 1924)

U

Ultonia (1898-1917)
Umbria (1884-1910)
Unicorn (1840-58)

V

Valacia (1916)
Valacia (1946)
Valeria (1915-18)
Vandalia (1916)
Vandalia (1947)
Vandyck (1922-40)
Vardulia (1919)
Vardulia (1947)
Vasari (1919-79)
Vasconia (1919)
Vasconia (1946)
Vauban (1919-32)
Vellavia (1919)
Vennonnia (1919)
Venusia (1923)
Verbania (1918-31)
Verentia (1919)
Veria (1899-1915)
Vestris (1919-28)
Vinoia (1916)
Virgilia (1919)
Vistafjord (1973-)
Vitellia (1918-55)
Volodia (1916)

The above excellent work is not mine, but I am happy to convey some new information sent in by one of Martin's Marine Engineering Page – www.dieselduck.net visitor, clarifying some information.

Thanks for submitting it ! I hope you enjoy both documents.

Martin Leduc, Webmaster

From: eric odense [mailto:halifaxresearch@gmail.com]
Sent: September-12-10 7:30 PM
To: martin@dieselduck.net
Subject: Addition to info regarding Cunard ships Delta Alpha and Beta

Hello Martin,

I noticed info needing updating and thought I should forward additions - corrections to the writeups on these Cunard ships..

Regarding the Delta :

HFX MORNING CHRONICLE - SEPT 15 1899 - THE STEAMER DELTA WHICH HAS BEEN EMPLOYED LATELY CARRYING COAL BETWEEN LOUISBURG CB AND ST JOHNS NFLD IS REPORTED TO HAVE BEEN WRECKED WED NIGHT AT SAINT MARYS BAY NFLD. SHE WAS 550 TONS REGISTERED AND FORMERLY BELONGED TO THE CUNARD SS CO. BUT FOR SOME YEARS HAS BEEN THE PROPERTY OF GEORGE E FRANKLYN.

.....

Regarding the Alpha :

typo - It was sold to Pickford and Black in 1888 not 1868

.....

Regarding the Beta :

While sailing for Pickford and Black the Beta sank in the Turks and Caicos on Feb 22, 1908. The bell has recently been recovered and is in the national museum. Also the

Nova Scotia archives has a photo of the wreck:

<http://gov.ns.ca/nsarm/virtual/shipwrecks/Results.asp?ID=46&Language=English&Start=16>

Also I know Pickford and Black they were a Halifax based company and I would double check the reference to Glasgow ... where did this reference originate ??