

# White Star Liners



## Adriatic I (1872-99)

### Statistics

Gross Tonnage - 3,888 tons  
Dimensions - 133.25 x 12.46m (437.2 x 40.9ft)  
Number of funnels - 1  
Number of masts - 4  
Construction - Iron  
Propulsion - Single screw  
Engines - Four-cylindrical compound engines made by Maudslay, Sons & Field, London  
Service speed - 14 knots  
Builder - Harland & Wolff  
Launch date - 17 October 1871  
Passenger accommodation - 166 1st class, 1,000 3rd class

### Details of Career

The Adriatic was ordered by White Star in 1871 along with the Celtic, which was almost identical. It was launched on 17 October 1871. It made its maiden voyage on 11 April 1872 from Liverpool to New York, via Queenstown. In May of the same year it made a record westbound crossing, between Queenstown and Sandy Hook, which had been held by Cunard's Scotia since 1866.

In October 1874 the Adriatic collided with Cunard's Parthia. Both ships were leaving New York harbour and steaming parallel when they were drawn together. The damage to both ships, however, was superficial. The following year, in March 1875, it rammed and sank the US schooner Columbus off New York during heavy fog. In December it hit and sank a sailing schooner in St. George's Channel. The ship was later identified as the Harvest Queen, as it was the only ship unaccounted for. The misfortune of the Adriatic continued when, on 19 July 1878, it hit the brigantine G.A. Pike off Tuskar Rock, South Wales. Five of the other ship's crew were lost and the Adriatic was blamed for excessive speed.

In 1884 accommodation for 50 2nd class passengers was added. The ship made its final sailing for White Star on 17 November 1897. After a period of inactivity it was decided to scrap the ship and on 12 February 1899 it arrived at Thomas Ward's in Preston to be broken up.

## Adriatic II (1907-34)

### Statistics

Gross Tonnage - 24,541 tons  
Dimensions - 216.15 x 23.01m (709.2 x 75.5ft)  
Number of funnels - 2  
Number of masts - 4  
Construction - Steel  
Propulsion - Twin screw  
Engines - Eight-cylindrical quadruple expansion engines  
Service speed - 17 knots  
Builder - Harland & Wolff, Belfast  
Launch date - 20 September 1906  
Passenger accommodation - 425 1st class, 500 2nd class, 2,000 3rd class

## Details of Career

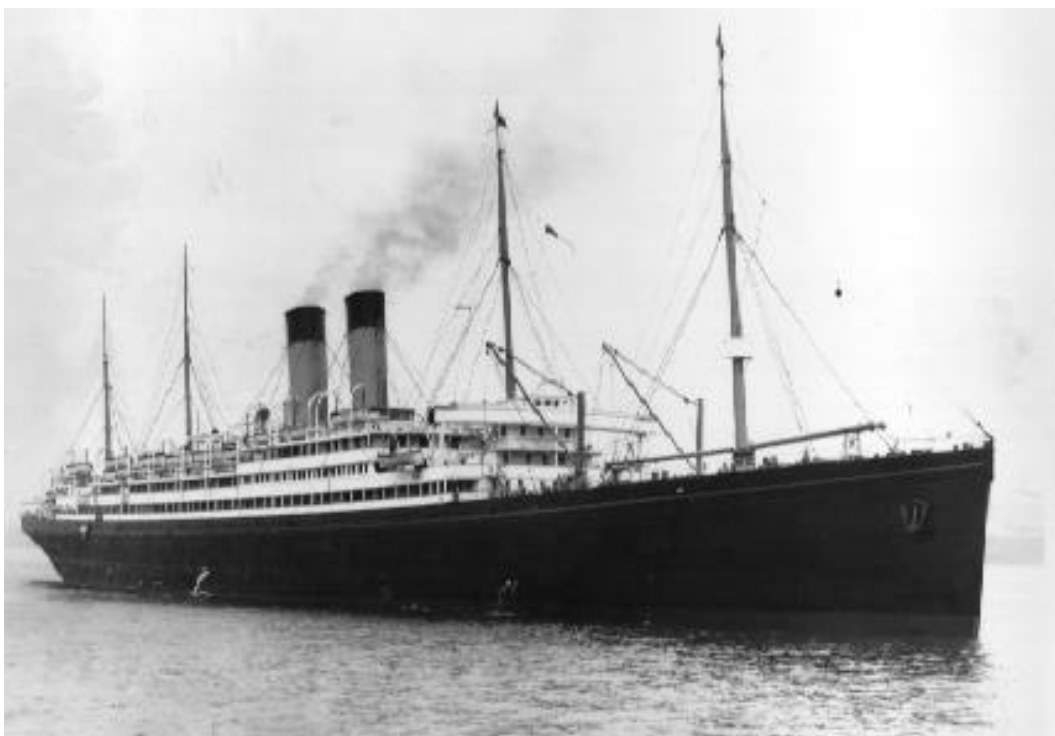
The Adriatic was ordered in December 1903 and was launched on 20 September 1906, the same day as Cunard's Mauretania. This was the last ship of the class known as the 'Big Four', the others being the Celtic II, Baltic II and the Cedric. They were a new concept in Atlantic liners combining great size, great comfort and moderate speed. By accepting a service speed of 16 knots the ships could operate on an economical 280 tons of coal per day. With a large passenger and cargo capacity the ships were highly profitable and highly popular. It was now a White Star policy to leave speed to Cunard and Norddeutscher Lloyd.

The Adriatic made its maiden voyage from Liverpool to New York on 8 May 1907. By 5 June it had replaced the Celtic on the Southampton, Cherbourg and New York route. In June 1911 it transferred back to the Liverpool to New York route, replacing the Olympic. After the Titanic disaster in 1912 the ship was fitted with extra lifeboats. It continued to serve this route until it was requisitioned by the Government during 1917 and 1918. It still travelled to New York but was used mainly as a cargo vessel.

After the war the ship was reconditioned and the passenger accommodation was altered to house 400 1st class, 460 2nd class and 1,300 3rd class passengers. The forward promenade deck was also glassed in. In September 1919 it resumed the Southampton to New York service. By May 1922 all the 'Big Four' had reverted to Liverpool as a home port. The Adriatic made its fastest eastbound crossing in 1925, achieving this in 7 days and 6 minutes. The following year it began to operate cruises during the winter months.

On 10 July 1927 the Adriatic was the first ship to enter the new Gladstone Dock at Liverpool, after it had been opened by King George V. In April 1928 its passenger accommodation was further altered now it catered for 506 cabin class, 560 tourist class and 404 3rd class passengers. Later this year it was operating a series of cruises to the Mediterranean. By the end of February 1933 it had made its last Liverpool to New York crossing and was subsequently only used for cruising. During the summer it sailed from Liverpool to Coruna, Lisbon and Madeira on package tours advertised as 'Seven days for seven pounds'.

The ship made several other sailings out of Liverpool before White Star merged with Cunard in July 1934. As a result of this merger it was decided that the Adriatic was surplus to requirements. After a final cruise in September the ship was offered for sale. In November it was sold for £48,000 and on 19 December it sailed to Osaka, in Japan, to be scrapped.



## Afric (1899-1917)

### Statistics

Gross Tonnage - 11,948 tons  
 Dimensions - 167.76 x 19.3m (550.2 x 63.3ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Two four-cylindered quadruple expansion engines  
 Service speed - 13.5 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 16 November 1898  
 Passenger accommodation - None

### Details of Career

The Afric, Medic and Persic were all cargo vessels which entered service in 1899 and were known as the Jubilee Class. The Afric was the first of the three to be launched, on 16 November 1898. The ship made its maiden voyage, from Liverpool to New York, on 8 February 1899. After this it was returned to Harland & Wolff for improvements before beginning a service from Liverpool to Sydney, via Cape Town.

During 1900-02 the Afric was used as a Boer War transport, carrying troops to the Cape on outward journey's. During World War I, on 2 February 1917, the ship was torpedoed and sunk by German submarine UC66 close to Eddystone Light in the English Channel. Of those on board 5 were killed by the explosion, 17 drowned and 145 survived.

## Albertic (1920-34)

### Statistics

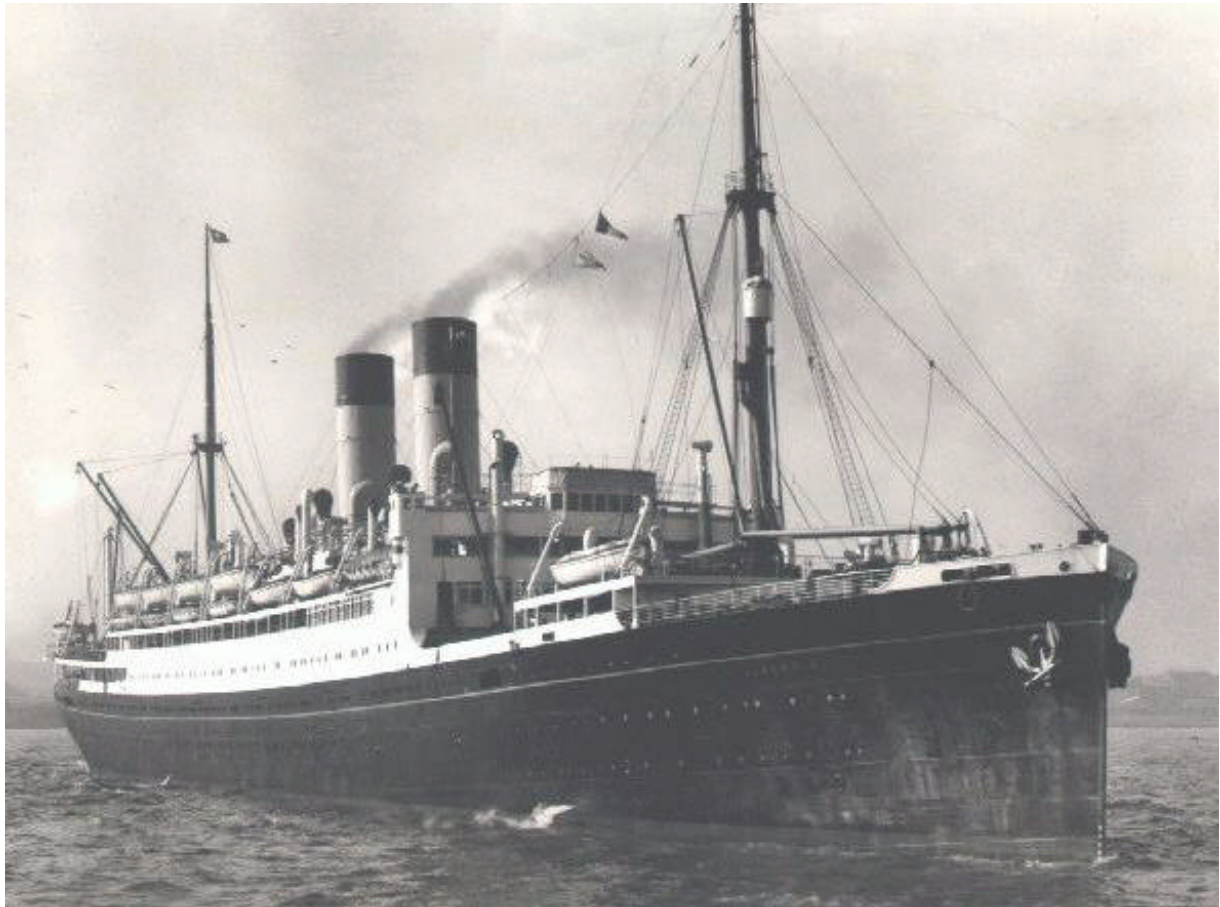
Gross Tonnage - 18,940 tons  
 Dimensions - 180.06 x 21.94m (590.8 x 72ft)  
 Number of funnels - 2  
 Number of masts - 2  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Eight-cylindered quadruple expansion engines  
 Service speed - 17 knots  
 Builder - A.G. Weser, Bremen  
 Launch date - 23 March 1920  
 Passenger accommodation - 350 cabin class, 400 tourist class, 690 third class

### Details of Career

The ship was originally laid down in 1914 but construction had to be suspended during World War I. In 1919 it was announced that the ship would be named Munchen and that it would operate on the Nordeutscher Lloyd Atlantic service. It was launched on 23 March 1920 but was then ceded to Britain as war reparations under the Treaty of Versailles in June. It was initially purchased by the Royal Mail Line and the fitting out of the ship continued for three years. In March 1923 it was renamed the Ohio, and at the time was the company's largest ship. It went on to operate on the Hamburg-Southampton-Cherbourg-New York route.

It was not until February 1927 that the ship was transferred to the White Star Line and renamed the Albertic. On 22 April it made its first sailing for them on the Liverpool to Quebec and Montreal

route. In 1929 it was used to replace the Celtic, which had recently been lost, on the Liverpool to New York route. By May the following year, however, it had returned to the Canadian route for the summer and then it was laid during the winter. This was repeated for the following two years. In September 1933 it was laid up on the Clyde at Holy Loch. Once the company had merged with Cunard to form Cunard-White Star, in 1934, the ship was no longer required. In July that year it was sold to a Japanese company. In August it sailed to Osaka to be scrapped.



## Alexandra Woerman (1898-1936)

### Statistics

Gross Tonnage - 3,908 tons  
 Dimensions - 107.2 x 13.47m (351.7 x 44.2ft)  
 Number of funnels - 1  
 Number of masts - 2  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Triple expansion  
 Service speed - 12 knots  
 Builder - Sir Raylton Dixon & Co, Middlesbrough  
 Launch date - April 1898

### Details of Career

The ship was originally launched as the Bruxellesville I for the Societe Maritime du Congo, Antwerp. For this company it sailed from Antwerp to the Belgian Congo. In 1900 it was transferred to the Cie Belge Maritime du Congo and into the ownership of Elder Dempster. The following year, on 29 January, it was sold to the Woeraman Line and renamed Alexandra Woerman. It was then employed in the Hamburg-West Africa service.

The ship was at Hamburg in August 1914, when World War I began, and began to serve as a transport in German waters. On 5 September 1918 it collided with and sank UC91 in the Baltic - 16 lives were lost. On 26 March 1919 it was ceded to Britain and passed into White Star management. In 1920 it was acquired by Ellerman's Wilson Line, Hull, and renamed the Calypso II. It continued to serve this company until August 1936 when it was broken up by Van Huyghen Freres at Bruges.

## Arabic I (1881-1901)

### Statistics

Gross Tonnage - 4,368 tons  
 Dimensions - 130.38 x 12.77m (427.8 x 41.9ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Single screw  
 Engines - Four-cylindrical compound engines made by J. Jack & Co, Liverpool  
 Service speed - 13 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 30 April 1880  
 Passenger accommodation - 75 1st class, 900 3rd class

### Details of Career

The ship was launched as the Asiatic but was renamed the Arabic prior to its maiden voyage from Liverpool to New York on 10 September 1881. After three round trips on this route it was chartered to the Occidental & Oriental Steamship Co, transferred to a Pacific service and began sailing from Liverpool to San Francisco, via Suez and Hong Kong.

In 1884 it was fitted with a refrigeration plant to join the new White Star-Shaw, Savill & Albion service to New Zealand which Walter Savill and Thomas Ismay devised. Of the five ships that were to operate this service White Star provided three. On 26 May the Arabic made the inaugural sailing for the new company and called at London, New Zealand, Cape Horn, South America and then returned to the UK. On 12 May 1887 it returned to the Liverpool to New York route which it continued to serve until April 1888. After this the Arabic was re-chartered by the Occidental & Oriental Steamship Co for the San Francisco, Yokohama and Hong Kong route.

The ship was then sold to the Holland America Line in February 1890 and renamed Spaardam. Its maiden voyage for its new owners was from Rotterdam to New York on 29 March. This service was maintained until 7 February 1901, when it made its last sailing before being sold for scrap. It was broken up by Thomas Ward at Preston in August 1901.

## Arabic II (1903-15)

### Statistics

Gross Tonnage - 15,801 tons  
 Dimensions - 183.08 x 19.96m (600.7 x 65.5ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Two four-cylindrical quadruple expansion engines  
 Service speed - 16 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 18 December 1902  
 Passenger accommodation - 200 1st class, 200 2nd class, 1,000 3rd class

## Details of Career

The ship was laid down as the Minnewaska for the Atlantic Transport Line but was taken over by the International Mercantile Marine Corporation during construction. The ship was then transferred to White Star, modified and renamed the Arabic. It was launched on 18 December 1902 and made its maiden voyage, from Liverpool to New York, on 26 June 1903. This service was maintained until 14 April 1905 when it transferred to the Liverpool-Boston route. It then returned to its old service in June 1907.

In 1913 the first class accommodation was discontinued and extra lifeboats were added. On 23 December 1914 it replaced larger vessels, such as the Cedric and Cretic, on the Liverpool-New York service, as they had been requisitioned for Government service. On 19 August 1915 it was torpedoed on the way to New York by U-24, 50 miles off the Old Head of Kinsale. Of the 200 passengers on board 44 were lost.



## Arabic III (1908-31)

### Statistics

Gross Tonnage - 16,786 tons  
 Dimensions - 179.83 x 21.21m (590.2 x 69.6ft)  
 Number of funnels - 2  
 Number of masts - 2  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Two four-cylindered quadruple expansion engines  
 Service speed - 17 knots  
 Builder - A.G.Weser, Bremen  
 Launch date - 7 November 1908  
 Passenger accommodation - 266 1st class, 246 2nd class, 2,700 3rd class

### Details of Career

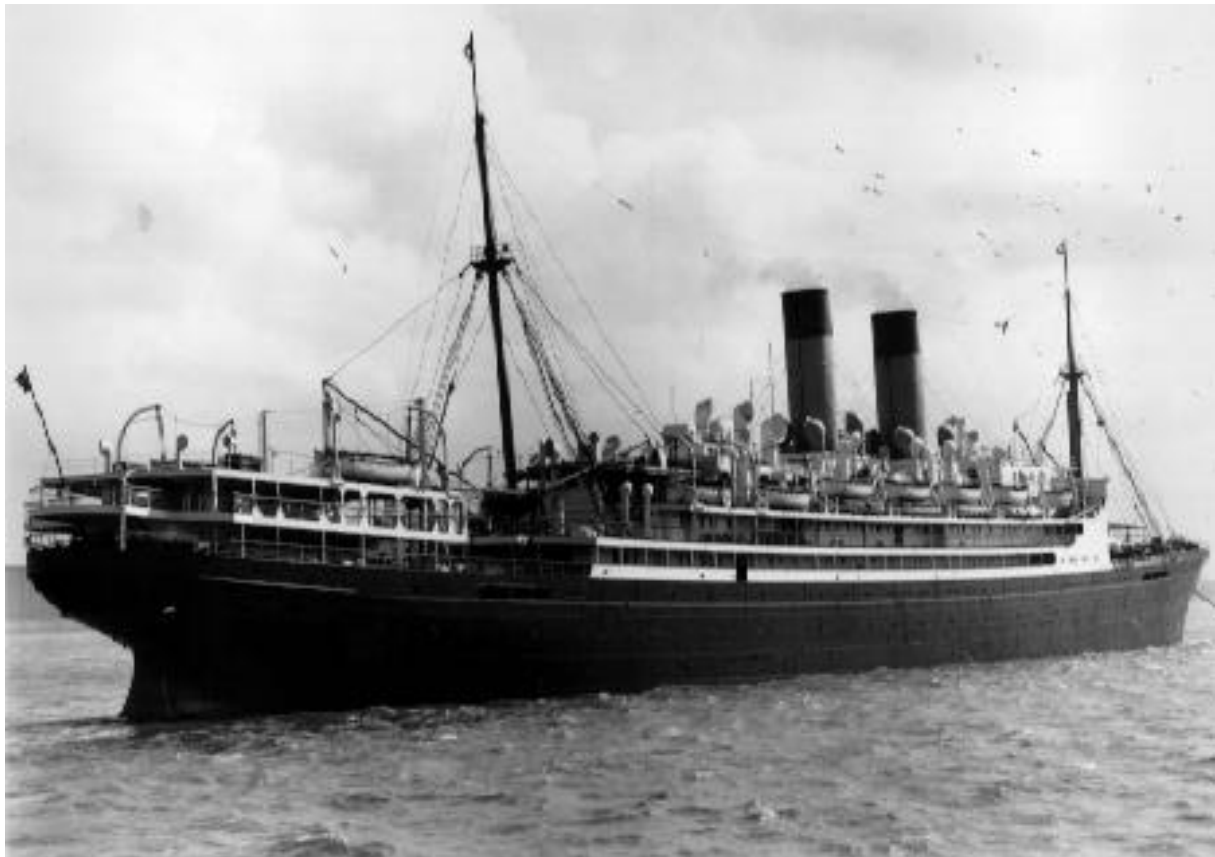
The ship was originally called the Berlin and was launched for the Norddeutscher Lloyd Line on 7 November 1908. It was delivered on 25 April 1909 and made its maiden voyage from Bremerhaven to New York, and later Genoa, on 1 May. After this the ship sailed on the New York-Mediterranean route. On 14 September 1914 it was commissioned by the German Navy as an auxiliary cruiser and fitted with mine laying facilities. For this purpose it was disguised in Anchor Line livery.

In October 1914 the Berlin laid a minefield off Tory Island in the North Channel into which the battleship HMS Audacious ran and sank on 26 October. On 18 November it was unable to return to

Germany due to a shortage of coal and as a result put into Trondheim and was interned. On 13 December the ship was passed on to the Shipping Controller and the management of P&O. Soon it was being used for trooping trips to Bombay. It was not until November 1920 that the ship was purchased by White Star, converted at Portsmouth and renamed Arabic.

The Arabic made its first sailing for White Star, from Southampton to New York, on 7 September 1921. From 20 September onwards it transferred to the New York-Mediterranean service. In 1924 its passenger accommodation was altered to house 500 Cabin class and 1,200 third class passengers. On 16 August it was required to replace the Canopic and served briefly on the Hamburg-New York route. By October 1926 the ship was chartered to the Red Star Line and sailed on the Antwerp-New York route. This continued until 1930, when it returned to White Star.

White Star converted the passenger accommodation again, this time to house 177 Cabin class, 319 Tourist class and 823 third class passengers. On 11 January it began sailing from Liverpool to New York. The ship was then laid up during the Winter. The Arabic made its last sailing on 15 March 1931 and was then sold and broken up in Genoa during December.



## Armenian (1895-1915)

### Statistics

Gross Tonnage - 8,825 tons  
Dimensions - 156.20 x 18.04m (512.5 x 59.2ft)  
Number of funnels - 1  
Number of masts - 4  
Construction - Steel  
Propulsion - Single screw  
Engines - Three-cylindrical triple expansion engines  
Service speed - 13 knots  
Builder - Harland & Wolff, Belfast  
Launch date - 25 November 1895  
Passenger accommodation - 60 2nd class



## Details of Career

The ship was launched for the Leyland Line as the Indian but on delivery the name was changed to the Armenian. Like its sister ship, the Victorian, it was both a cargo and cattle carrier. It made its maiden voyage from Liverpool to Boston on 28 September 1896. Along with its sister it served as a Boer War transport during the period 1899-1902 and then reverted to commercial service.

On 20 March 1903 it was placed under the management of White Star, although it was still under the ownership of the Leyland Line. From 17 December onwards it began to sail on the Liverpool-New York route solely as a cargo vessel. It made its last sailing in this role on 3 March 1914 and by August it was being used to transport horses to France. On 28 June 1915 it was torpedoed by German submarine U-24 off Trevose Head, Cornwall. The ship was stopped and the crew given time to abandon ship before it was sunk.

## Asiatic (1870-1903)

### Statistics

Gross Tonnage - 2,122 tons

Dimensions - 99.49 x 10.72m (326.4 x 35.2ft)

Number of funnels - 1

Number of masts - 3

Construction - Iron

Propulsion - Single screw

Engines - Two-cylindered compound engines, by Laird Bros, Birkenhead

Service speed - 12 knots

Builder - Thomas Royden & Sons, Liverpool

Launch date - 1 December 1870

Passenger accommodation - 10 1st class

### Details of Career

The Asiatic and its sister ship, the Tropic, were primarily cargo vessels originally intended for the South American route. The Asiatic was launched for its builder on 1 December 1870 and then purchased by White Star whilst it was being fitted out in 1871. By March 1871 it was employed in the Calcutta trade but this proved unsuccessful. In 1872 it was transferred to a South American route, under charter to Lamport & Holt, which was also unsuccessful.

On 25 February 1873 the Asiatic made its first South American voyage for White Star, which was not profitable. Due to the loss of the Atlantic, the Asiatic was sold to recoup capital. The ship was bought by the African Steamship Co, which later became Elder Dempster, and renamed Ambriz. At the time this was the largest ship to be owned by the company. It made its first sailing to West Africa on 12 September 1873.

In December 1883 the ship was refitted and re-boilered. By 1894 it had been placed on the Liverpool-New Orleans cotton route. It was sold again in 1896 to the Cie Française Charbonnage et de la Batelage à Madagascar. In this role the ship became a mobile coal depot ship which steamed to Europe, usually Cardiff, when it needed to replenish stocks. The ship was wrecked off the coast of Madagascar in February 1903.

# Atlantic (1871-73)

## Statistics

Gross Tonnage - 3,707 tons  
Dimensions - 128.01 x 12.46m (420 x 40.9ft)  
Number of funnels - 1  
Number of masts - 4  
Construction - Iron  
Propulsion - Single-screw  
Engines - Four-cylindrical compound engines made by G.Forrester & Co, Liverpool  
Service speed - 14 knots  
Builder - Harland & Wolff, Belfast  
Launch date - 1 December 1870  
Passenger accommodation - 166 1st class, 1,000 3rd class

## Details of Career

The Atlantic was one of the four ships launched by White Star in the 1870-72 period, the others being the Oceanic, Baltic and Republic. All these ships were so-called 'longships' because the length to beam ratio was 10:1, instead of the usual 8:1 ratio. There were separate chairs for every passenger, portholes were enlarged to allow more light in and there were two double bed bridal suites. Fares were £16.16s for a saloon passenger and £6.6s for steerage passengers.

The ship was launched on 1 December 1870 and made its maiden voyage on 8 June, from Liverpool to New York. On its 19th voyage, which left Liverpool on 20 March 1873, the Atlantic was carrying emigrants to New York. There was a total of 789 passengers and 142 crew on board when the ship encountered fierce gales. On 31 March, after 11 days, only 127 tons of coal remained. As a precaution Captain Williams decided to head for Halifax, as it was nearer than New York.

Due to the severe weather the ship went off course and ran onto Meaghers/Golden Rule rock, near Prospect, southwest of Halifax. The heavy seas tore away the lifeboats and burst open the hull. The captain ordered passengers, many still in their night clothes, into the rigging for safety as many were being washed away by the seas. Whilst awaiting assistance many fell into the sea. In desperation members of the crew swam ashore and secured a line by which the survivors were ferried to shore. The following day the survivors were taken to Halifax aboard the steamers Delta and Lady Head. Records of the loss vary but most agree that 585 passengers were lost, sadly not a single woman, and only one child survived.

There was a court inquiry into the tragedy at Halifax amidst allegations that the ship had run out of coal. Although it was a contributing factor, because the ship would not have been in that position if had not been running short of coal, the Board of Trade Commissioner ruled that the fuel had nothing to do with the loss. Captain Williams, who survived, confirmed that the diversion had been 'in case of further gales' not shortage of fuel. He was held to be negligent approaching a coast not known to him and was banned for two years.

## Athenic (1902-62)

### Statistics

Gross Tonnage - 12,345 tons  
 Dimensions - 152.5 x 19.28m (500.3 x 63.3ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Two four-cylindereed quadruple expansion engines  
 Service speed - 14 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 17 August 1901  
 Passenger accommodation - 121 1st class, 117 2nd class, 450 3rd class

### Details of Career

The Athenic, Corinthic and Ionic II were dual purpose ships, both passenger and cargo, built in 1902 to serve the New Zealand trade. The Athenic was the first of these three ships to be completed and was launched on 17 August 1901. It made its maiden voyage on 14 February 1902, from London to Wellington. This service was maintained, even throughout the first part of World War I, until 1917. On 28 February 1916 it embarked British prisoners from the German raider Mowe at Santa Cruz, Tenerife.

In 1917 the Athenic was taken over under the Liner Requisition Scheme. It was primarily used to carry meat supplies from either New Zealand or Australia, but via the Panama Canal. After America had entered the war it carried troops on many northbound voyages. On 3 May 1920 the ship rescued the passengers and crew of the Munamar, of the Munsen Line, which had run aground on Little San Salvador Island, Bahamas. The Athenic made its last voyage to New Zealand during October 1927.

In May 1928 the ship was sold to a Norwegian firm and then moved to docks on the Tees to be converted into a whaling ship. Oil fuel burners were fitted, but the first class accommodation was retained. It was then renamed Pelagos. On 15 January 1941 it was captured by the German raider Pinguin in the Antarctic. The ship was sent to Bordeaux and then operated for a German whaling company. Later it served as a depot oiler to the 24th submarine Flotilla, based in Norway. On 24 October it was sunk at Kirkenes. In 1945 it was raised by the Norwegians and put back into service with a revised superstructure. It continued service until 25 June 1962 when it was sold and scrapped in Hamburg.

## Baltic I (1871-98)

### Statistics

Gross Tonnage - 3,707 tons  
 Dimensions - 128.01 x 12.46m (420 x 40.9ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Iron  
 Propulsion - Single screw  
 Engines - Four-cylindereed compound engines made by Maudslay, Sons & Field, London  
 Service speed - 14 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 8 March 1871  
 Passenger accommodation - 166 1st class, 1,000 3rd class

## Details of Career

The Baltic was one of four ships launched by White Star in the 1870-72 period, the others being the Oceanic, Atlantic and Republic. All these ships were so called 'longships' because the length to beam ratio was 10:1, instead of the usual 8:1 ratio. There were separate chairs for every passenger, portholes were enlarged to allow more light in and there were two double bed bridal suites. Fares were £16.16s for a saloon passenger and £6.6s for steerage passengers.

The ship was originally named the Pacific but the name was later changed due to the fact that a ship of the same name had been lost in the Atlantic just fifteen years previously. For its maiden voyage the ship was renamed the Baltic. It made its maiden voyage on 14 September from Liverpool to New York, via Queenstown. During January 1873 it gained the Blue Riband after making a record crossing between New York and Queenstown in 7 days 20 hours and 9 minutes.

On 18 November 1875 the Baltic was responsible for rescuing 26 crew members of the sailing ship Oriental, after it had become waterlogged in the mid-Atlantic. On 3 April 1883 the ship was chartered by the Inman Line to sail from Liverpool to New York. It had made fourteen round voyages on this route by March 1885 and the Inman Line then decided to re-charter the ship for a further three years.

On 5 May 1888 the Baltic returned to the White Star service but only made one voyage before being laid up at Birkenhead. Soon, however, it was sold to the Holland America Line and renamed Veendam. The passenger accommodation was then altered to accommodate 150 1st class, 60 2nd class and 800 3rd class passengers. On 3 November 1888 it made its first voyage for its new owners on the Rotterdam to New York route. In 1890 triple expansion engines were fitted Nederlandse Stoomboot Maatschappij at Fyenoord, Rotterdam. The ship continued this service until 8 February 1898 when it sank after striking a submerged wreck in the North Atlantic, luckily no lives were lost.

## Baltic II (1903-33)

### Statistics

Gross Tonnage - 23,876 tons  
 Dimensions - 216.12 x 23.04m (709.2 x 75.6ft)  
 Number of funnels - 2  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Eight cylindered quadruple expansion engines  
 Service speed - 17 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 21 November 1903  
 Passenger accommodation - 425 1st class, 450 2nd class, 2,000 3rd class

### Details of Career

The Baltic was launched on 23 November 1903 and handed over to White Star on 23 June the following year. It made its maiden voyage from Liverpool to New York on 29 June. The ship ran on this route for most of its career, along with its sister ship the Adriatic.

In 1909 the Baltic was involved in a large scale rescue operation. On 23 January the Republic and Florida, of the Lloyd Italiano line, had collided. The Baltic received a telegram of this news just before it reached New York and immediately turned around. It picked up 1,260 passengers from the disaster and landed them at New York the following day. A few years later the Baltic was one of the ships that sent a message to the Titanic, warning that there were ice fields in the vicinity. Apart from these incidents the ship continued its service to New York uninterrupted until the outbreak of World War I.

In 1915 it was taken over under the Liner Requisition Scheme and served as a troopship. On 26 April 1917 it was attacked by German submarine UC-66 but managed to escape undamaged. In the same year it carried the Headquarters staff and the first American troops to Europe. By 12 December 1918 it had resumed the Liverpool-New York service. It was not until 1927 that Baltic underwent a major refit. In October its passenger accommodation was altered to house 393 cabin class, 339 tourist class and 1,150 3rd class passengers. On 6 December 1929 it rescued the crew of the schooner Northern Lights off the coast of Newfoundland.

The Baltic left Liverpool on its final voyage on 17 September 1932. After it had returned it was replaced by the Georgic. By 1 October it was laid up in Liverpool and then sold the following January. It left Liverpool on 17 February for Osaka, where it was scrapped.

## **Bardic (1919-41)**

### **Statistics**

Gross Tonnage - 8,010 tons  
 Dimensions - 137.16 x 17.78m (450 x 58.3ft)  
 Number of funnels - 1  
 Number of masts - 2  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Two triple expansion engines  
 Service speed - 12.5 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 19 December 1918  
 Passenger accommodation - None

### **Details of Career**

The Gallic II, Bardic and Delphic II were all cargo vessels launched for the Shipping Controller, but later transferred to White Star management. They were the standard 'G' type, of which 22 were built. The Bardic was the second of the three to be launched, on 19 December 1918. It was initially launched as the War Priam but was sold to White Star during fitting out. After a period of trials it made its maiden voyage, from Liverpool to New York, on 18 March. At this time it was being operated by the Atlantic Transport line.

In 1921 it was placed on White Star's Australian service. On 31 August 1924 it became stranded in fog on Stag Rock, Lizard. It remained here until 29 September when it came off with severe bottom damage. The Bardic, however, made it to Falmouth and was later repaired by the builder. In 1925 it was transferred to the Aberdeen line and renamed Hostilius, only to be renamed Horatius the following year. In 1932 it was transferred to Shaw, Savill & Albion and renamed Kumara. It was sold again in 1937, this time to John Lastis, Piraeus and renamed Marathon. On 9 March 1941 it was sunk by the German battlecruiser Scharnhorst, north-east of the Cape Verde Islands. At the time it was a convoy straggler proceeding at its own pace. The radio RRR and the ship's destruction allowed the rest to escape.

## Belgic I (1873-84)

### Statistics

Gross Tonnage - 2,652 tons  
Dimensions - 112.77 x 11.06m (370 x 36.3ft)  
Number of funnels - 1  
Number of masts - 4  
Construction - Iron  
Propulsion - Single screw  
Engines - Two-cylindrical compound engines made by J. Jack, Rollo & Co, Liverpool  
Service speed - 12 knots  
Builder - Harland & Wolff, Belfast  
Launch date - 14 January 1873  
Passenger accommodation - 40 1st class

### Details of Career

The Belgic was one of two cargo vessels built for White Star in the 1872-73 period, the other being the Gaelic. Both ships were originally built for the Bibby Line but were acquired on the stocks by White Star for their South American service. The ship were typical 'narrow boats'.

The Belgic was launched on 14 January 1873 and made its maiden voyage, from Liverpool to Valparaiso, on 16 April. Its voyage on 17 December was the last steam sailing on the South American route by White Star, although they continued to serve the route with sailing vessels for some time after. On 30 May 1874 it began to sail on the Liverpool to New York route. On 20 July it towed the disabled Spanish steamer Tornas into New York. It made its last voyage on this route on 8 January 1875.

On 29 May 1875 White star agreed to charter the ship, along with its sister the Gaelic, to the Occidental & Oriental Steamship Co. The two ships were chartered for five years to serve the San Francisco to Hong Kong service. After this, in 1883, it was sold along with its sister ship to a Spanish company in Bilbao and renamed Geofredo. On 27 January 1884 it went aground outside Santiago de Cuba and was sent to Liverpool for repairs. On 26 February it was wrecked on the Burbo Bank at the mouth of the River Mersey.

## Belgic II (1885-1903)

### Statistics

Gross Tonnage - 4,212 tons  
Dimensions - 128.12 x 12.93m (420.3 x 42.4ft)  
Number of funnels - 1  
Number of masts - 4  
Construction - Steel  
Propulsion - Single screw  
Engines - 2 x 2 tandem compound engines  
Service speed - 14 knots  
Builder - Harland & Wolff, Belfast  
Launch date - 3 January 1885  
Passenger accommodation - 70 1st class plus emigrants between decks, if required

### Details of Career

The Belgic II was the fifth of six fast freighters, with limited passenger accommodation, launched for White Star during the 1881-85 period. The other vessels were the Arabic, Coptic, Ionic, Doric and Gaelic II. The six vessels were intended for the Pacific service to operate with the Occidental &

Oriental Pacific service. The Belgic was launched on 3 January 1885 and was delivered on 7 July. It made its maiden voyage from Liverpool to New York but later served the San Francisco-Yokohama-Hong Kong route.

The Belgic made its final Pacific voyage in 1898 and then returned to the UK. In 1899 it was sold to the Atlantic Transport line and renamed the Mohawk. On 7 September it made its first sailing for them, from London to New York. By December it had been taken over as a Boer War transport, and remained in this role until 1902. After this it was decided not to refurbish the ship and it was broken up the following year at Garston, Liverpool.

## Belgic III (1911-31)

### Statistics

Gross Tonnage - 9,748 tons  
 Dimensions - 149.48 x 17.73m (490.4 x 58.2)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Two triple expansion engines  
 Service speed - 14 knots  
 Builder - New York Shipping Corp, Camden, New Jersey  
 Launch date - 1903  
 Passenger accommodation - None

### Details of Career

The ship was completed in 1903 as the Mississippi for the Atlantic Transport line and was primarily equipped to carry cattle. In 1906 it was transferred, within the International Mercantile Marine, to the Red Star line and renamed the Samland. For this company it sailed the Antwerp to New York route, carrying only cargo. When the Red Star vessel Nederland was scrapped this ship took its place at the Philadelphia berth. By 1907, however, it had returned to the New York run. On 30 August 1911 the ship was transferred to White Star ownership and renamed the Belgic. It returned to Red Star in 1913 and reverted to its old name and route. In 1930 it was laid up and in 1931 it was broken up by Van Huyghen Freres, Ghent.

## Belgic IV (1917-36)

### Statistics

Gross Tonnage - 24,547 tons  
 Dimensions - 204.34 x 23.9m (670.4 x 78.4ft)  
 Number of funnels - 2  
 Number of masts - 3  
 Construction - Steel  
 Propulsion - Triple screw  
 Engines - Two triple expansion engines and a low pressure turbine to the centre screw  
 Service speed - 17 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 31 December 1914  
 Passenger accommodation - c.100

## Details of Career

The ship was launched as the Belgenland for the Red Star line on 31 December 1914 but remained incomplete at Belfast until 1917. It was handed over to White Star by the International Mercantile Marine in 1917 and renamed the Belgic. It was delivered on 21 June as a cargo vessel and painted in dazzle camouflage. It was then placed on the Liverpool-New York run under the Shipping Controller. On 11 August 1918 it was unsuccessfully attacked by German submarine U-155. It was then fitted out to carry 3,000 troops and on one occasion carried 3,141 troops. During 1919 it was employed in the repatriation of US troops.

In April 1921 it was laid up at Liverpool awaiting rebuilding. The following March it returned to Belfast for completion to its original design and was converted to oil burning. On 17 March 1923 it was returned to Red Star and made its first Antwerp-New York sailing on 4 April. The name was changed back to the Belgenland. During the summer of 1924 re-dredging of the Schelde, below Antwerp, meant that London became the ship's terminus. This year it also made a world cruise and was then the largest ship to have done so.

At one stage of the depression, in 1930, the ship made day trips out of New York. It made its final Antwerp-New York sailing in January 1932 and then cruised to the Mediterranean during the summer. After periods of being laid up and cruising the Mediterranean the ship was sold to the Atlantic Transport Co, West Virginia in 1935. They renamed the ship Columbia and initially used it to cruise from New York to California, via the Panama Canal. This turned out to be unprofitable as were later West Indies cruises. The 3rd class accommodation would not sell to Americans and 1st and 2nd class could not support the ship, even when full - as they often were. In May 1936 it was scrapped at Bowness on the Firth of Forth.

## Bovic (1892-1928)

### Statistics

Gross Tonnage - 6,583 tons  
 Dimensions - 143.25 x 16.18m (470 x 53.1ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Six-cylindered triple expansion engines  
 Service speed - 13 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 28 June 1892  
 Passenger accommodation - 150 1st class

### Details of Career

The Bovic and Naronic were both launched in 1892 as livestock carriers. They were similar to the Nomadic and Tauric except that they were larger and they both had extra passenger accommodation to meet the demand on the non-New York routes. The Bovic was launched on 28 June and made its maiden voyage from Liverpool to New York on 28 August.

The ship continued to serve this route until 1914 without any major incident. In February it was transferred to a new service between Manchester and New York. The route was known as White Star-Leyland-Lamport & Holt Joint Service. The Bovic made its first voyage on this route on 21 February, after its masts and funnel had been shortened to fit under the bridges on the Manchester Ship Canal.

It was taken over by the Shipping Controller under the Liner Requisition Scheme in April 1917. It returned to White Star service in 1919. It was then transferred to Frederick Leyland & Co in January 1921 and renamed the Colonian. After serving this company for six years it was broken up at Rotterdam in 1928.



# Britannic I (1874-1903)

## Statistics

Gross Tonnage - 5,004 tons  
Dimensions - 138.68 x 13.77m (455 x 54.2ft)  
Number of funnels - 2  
Number of masts - 4  
Construction - Iron  
Propulsion - Single screw  
Engines - Four-cylindrical compound engines made by Maudslay, Sons & Field, London  
Service speed - 15 knots  
Builder - Harland & Wolff, Belfast  
Launch date - 3 February 1874  
Passenger accommodation - 220 1st class, 1,500 3rd class

## Details of Career

The Britannic was the first of three ships built for White Star to bear this name. It was built along with the Germanic to compete with vessels such as the Inman Line's City of Berlin. It was initially laid down as the Hellenic but was renamed after its launch. At first it was fitted with an adjustable propeller which could be lowered in deeper water to increase thrust. This turned out to be unsuccessful and was replaced after a short period. The ship was launched on 3 February 1874 and made its maiden voyage from Liverpool to New York on 25 June.

In November 1876 it made a record passage between Queenstown and New York and then in December made a record passage between New York and Queenstown, both of these journeys were achieved in less than seven and a half days. In 1881 it collided and sank the sailing ship Julia off Belfast. Later that year it was stranded at Kilmore, Ireland and had to be towed back to Liverpool for minor repairs. In January 1883 it towed the Celtic back to Liverpool after its propeller shaft had broken, and later that year suffered the same problem itself. The two ships met again on 19 May 1887 when they collided with each other 300 miles out from New York. Three passengers on board the Britannic were killed and two others were injured. After repairs were made in New York it soon returned to its usual service.

The Britannic made its fastest crossing in 1890. This was achieved in 7 days, 6 hours and 55 minutes at an average speed of 16.1 knots. In 1895 the funnels were lengthened and extra lifeboats were added. It made its final voyage for White Star on 16 August 1899. On its return, in October, it was taken over as a Boer War transport and made ten voyages in this role, two of them to Australia. On 12 November 1900 it sailed to Sydney to represent Britain at a review marking the inauguration of the Commonwealth of Australia. In October 1902 it was sent to Belfast to be surveyed. The result of this was that it was decided that the Britannic was not in a suitable state to return to service and it was sold to a German scrappers. It was scrapped in August 1903 at Hamburg.

# Britannic II (1914-16)

## Statistics

Gross Tonnage - 48,158 tons  
 Dimensions - 269.52 x 28.65m (882.5 x 94ft)  
 Number of funnels - 4  
 Number of masts - 2  
 Construction - Steel  
 Propulsion - Triple-screw  
 Engines - Triple-expansion, eight and steam turbines  
 Service speed - 21½ knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 26 February 1914  
 Passenger accommodation - 790 1st class, 836 2nd class, 953 3rd class

## Details of Career

The Britannic was the sister ship to the Olympic and Titanic, although it never ran on the North Atlantic. There is a story that it was originally to have been named Gigantic. The White Star Line always denied it but the legend has never been definitely proved or disproved. Its completion was delayed pending the outcome of the court enquiry into the Titanic disaster. As a result of this extra safety features were added.

It was finally launched on 26 February 1914 as the Britannic. White Star announced that it would begin sailing the Southampton-New York route in the spring of 1915. The outbreak of World War One changed this and it was converted into a hospital ship with over 3,300 beds. On 13 November it was fitted out medically and on 8 December commissioned as a hospital ship and handed over in International Red Cross livery. The Britannic arrived at Liverpool, from Belfast, on 12 December 1915, but it did not leave on its maiden voyage to Mudros until 23 December.

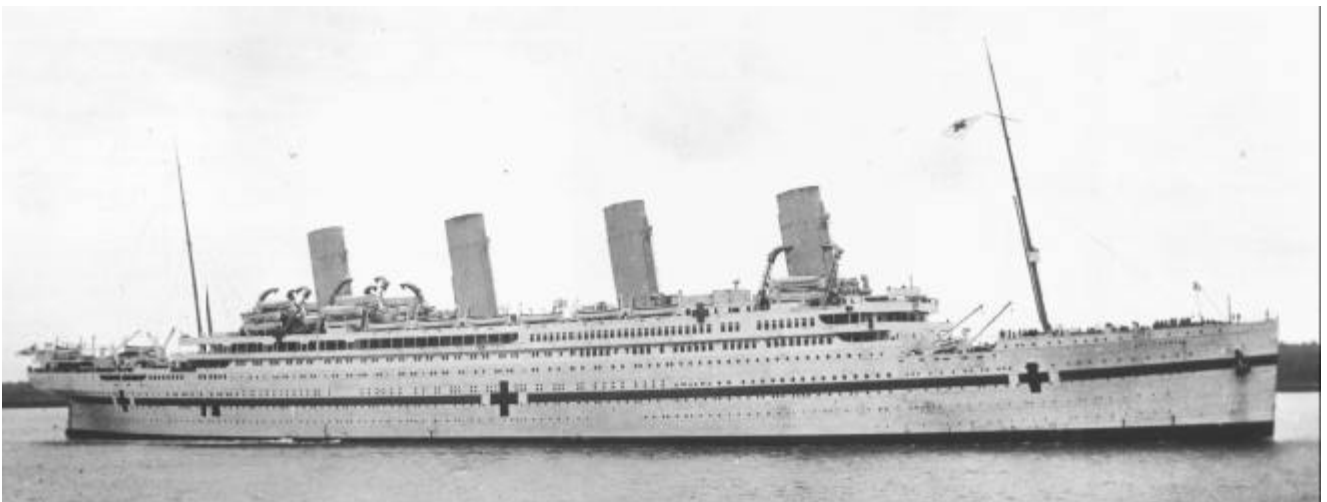
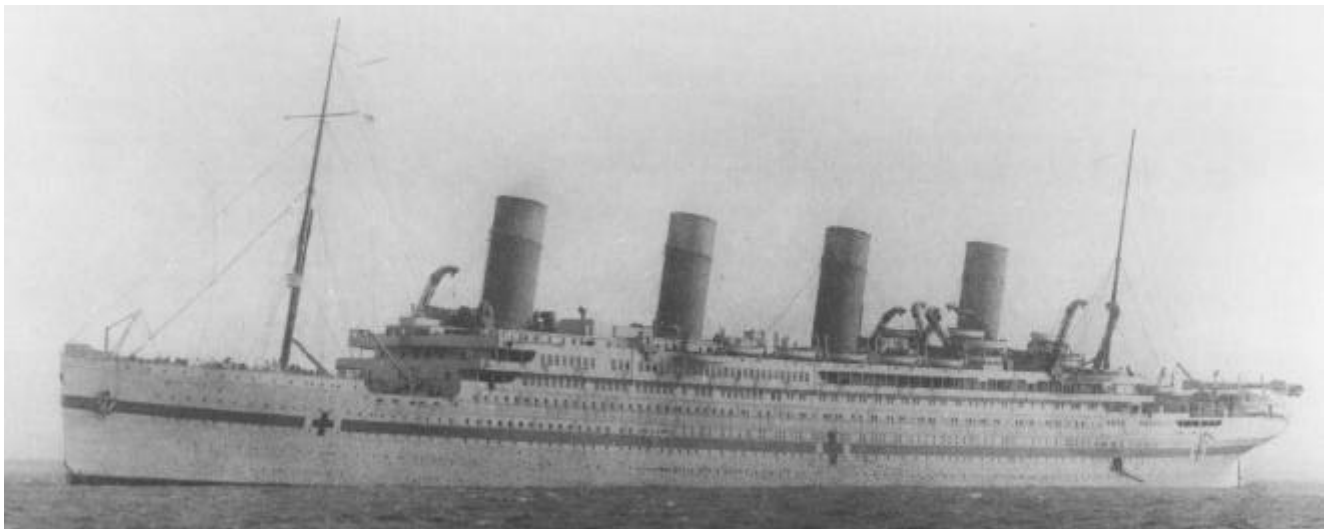
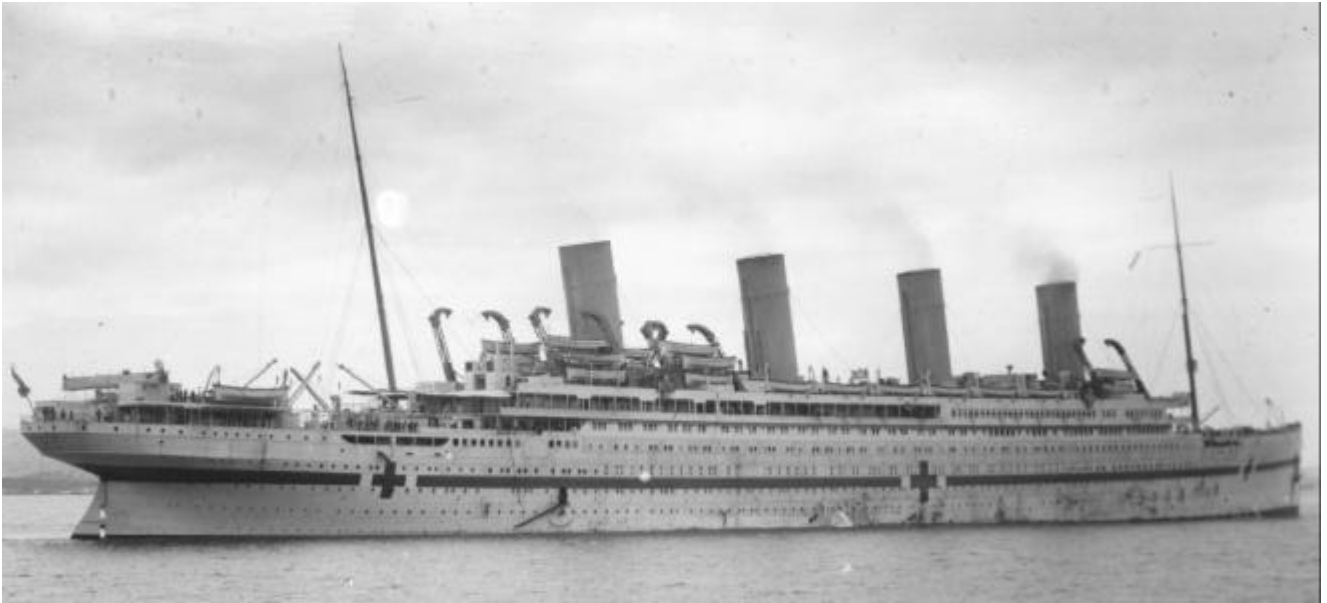
The ship went on to make further voyages as a hospital ship. Next it was to call at Mudros on the Isle of Lemnos and assist in the evacuation of wounded troops from the Gallipoli campaign. It also spent four weeks as a floating hospital ship off Cowes on the Isle of Wight. Subsequent to this it returned to Belfast on 6 June 1916 and was released from war service. Harland and Wolff had already begun refitting the Britannic as a Royal Mail and passenger steamer when the Admiralty recalled the ship to war service. The ship made two further trips to Mudros before its final voyage.

On 12 November 1916 the Britannic left Southampton and, after bunkering at Naples on the 17th, on the 21st it ran into a mine field in the Zea Channel, 4 miles west of Port St. Nikolo, Kea. The mines had been laid by German submarine U-73 and despite the fact that the Channel had been swept the day before some mines obviously still remained. The ship was racked by an explosion starboard below the bridge and the forward part flooded when the water-tight doors failed to function. Captain Bartlett tried unsuccessfully to beach the ship on Kea Island whilst preparations were made to save the 1,125 aboard, incidentally none of whom were patients.

As it settled by the head abandon ship was ordered. Two boats were lowered and slashed by the still rotating propellers killing 30. One hour after the explosion the ship keeled over to starboard and sank. The survivors were picked up by the escorting destroyers Foxhound and Scourge and the armed merchant cruiser Heroic. Two of the survivors had also been aboard the Titanic. The light cruiser HMS Foresight berthed at Port St. Nikolo and the French tug Goliath also assisted in the rescue. Captain Bartlett was the last to leave the ship and only 30 people died from the large number on board. The Britannic was the largest ever, 48,158 tons, British Merchant Service war loss.

Incidentally the Keiler Zeitung claimed that the Britannic had been torpedoed because the ship was carrying troops. After a period of speculation the mine theory was confirmed by U-73's commander Siess' log. He had only laid mines. Also the Braemar Castle, a ship of the Union Castle Line, struck a mine there two days later.

The shore based furnishings and equipment of the ship were auctioned on 4 July 1919. It wasn't until 1975 that the hull of the ship was located by Jacques Cousteau's Calypso, and the following year he returned to explore the site in more detail. It was considered to be too disintegrated to be of use. Recently, however, a team of Greek divers located and filmed the ship and are campaigning for funding in order to open a museum to display artefacts from the ship.



# Britannic III (1929)

## Statistics

Gross Tonnage - 26,943 tons  
Dimensions - 208.38 x 25.14m  
Number of funnels - 2  
Number of masts - 2  
Construction - Steel  
Propulsion - Twin-screw  
Engines - Four stroke single-acting engines  
Service speed - 18 knots  
Builder - Harland & Wolff, Belfast  
Launch date - 6 August 1929  
Passenger accommodation - 504 Cabin Class, 551 Tourist Class, 506 3rd Class

## Details of Career

The Britannic was launched in 1929 for White Star and incorporated into the Cunard-White Star line in 1934. Its maiden voyage for White Star was on the 28 June 1930 from Liverpool to New York via Glasgow and Belfast. Its maiden voyage for Cunard was in April 1935 on the route from London to New York via Southampton. From 1935 it began to call at Le Havre also on its way to New York. Along with the Georgic it became one of the last two White Star liners in service. It continued to serve this route until August 1939 when it was requisitioned by the government as a troopship. In same month it was converted to a transport for 3,000 troops. During the war it carried 180,000 troops and steamed a total of 376,000 miles.

In 1947 it was refitted at Liverpool in order to return to peace-time duties. In May 1948 it began to sail the Liverpool-New York route. On 1 June 1950 it collided with the Pioneer Land in the Ambrose Channel but the damage was only superficial and it was able to continue its voyage. On 25 November 1960 it made its last voyage from Liverpool to New York. When it arrived back in Liverpool, on 4 December, it had been sold to a shipbreakers and set sail for Inverkeithing on 16 December for scrapping.



## Calgaric (1918-34)

### Statistics

Gross Tonnage - 16,063 tons  
 Dimensions - 167.74 x 20.52m (550.3 x 67.3ft)  
 Number of funnels - 1  
 Number of masts - 2  
 Construction - Steel  
 Propulsion - Triple screw  
 Engines - Two four-cylindere triple expansion engines and one low pressure turbine  
 Service speed - 16 knots  
 Builder - Harland & Wolff  
 Launch date - January 1918  
 Passenger accommodation - 190 1st class, 220 2nd class, 480 3rd class

### Details of Career

The Calgaric was originally laid down in 1914 but the outbreak of World War I meant that any further work was suspended until 1916. The ship was launched in January 1918 as the Orca for the Pacific Steam Navigation Company but had not been completed to specifications and was used solely as a cargo vessel. After later returning to Harland & Wolff it was completed to original specifications on 18 February 1921 and arrived at Southampton the following December. Still bearing the name Orca the ship was transferred within the Royal Mail Group and began sailing on the Southampton-Hamburg-Southampton-New York route in 1923.

It was not until January 1927 that the ship was transferred to the White Star Line and renamed the Calgaric. It made its maiden voyage for the company on 4 May from Liverpool to Quebec and Montreal. Later in its career it was also frequently used for cruising. In April 1929 it transferred to the London-Canada route. By September 1930, however, it was laid up at Milford Haven as a reserve vessel. In 1931 it operated a Summer service to Montreal and made a cruise to the Baltic with 650 Boy Scouts led by the Chief Scout Lord Baden-Powell. After this it was again laid up at Milford Haven.

In June 1933 it resumed the Summer service between Liverpool and Montreal but by September it was again laid up. In 1934 the ship transferred into the ownership of the newly formed Cunard-White Star Company. It was soon decided that the ship was surplus to requirements. It was sold in December and left Milford Haven later that month. It lay at Inverkeithing until 1936 when it was broken up.

## Canopic (1904-25)

### Statistics

Gross Tonnage - 12,097 tons  
 Dimensions - 176.25 x 18.07m (578.3 x 59.3ft)  
 Number of funnels - 1  
 Number of masts - 2  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Eight cylindered triple expansion engines  
 Service speed - 16 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 31 May 1900  
 Passenger accommodation - 250 1st class, 250 2nd class, 800 3rd class

## Details of Career

The ship was originally owned by the Dominion Line and was called the Commonwealth. It was launched on 31 May 1900 and made its maiden voyage for this company on 4 October, from Liverpool to Boston. It made its last voyage on 5 November 1903 before being sold to the White Star Line and renamed Canopic. On 14 January 1904 it made its maiden White Star voyage on the Liverpool to Boston route. From the end of January it transferred to a New York-Mediterranean route, calling at Naples and Genoa.

For most of the World War I period it continued to operate a commercial service, mainly from New York and Boston to the Mediterranean. It was not until 26 April 1917 that the Canopic was taken over under the Liner Requisition Scheme. By February 1919 it had returned to White Star control and began sailing the New York-Mediterranean route again in June. In 1922 it was replaced on this route by the Arabic and subsequently employed on the Liverpool to Montreal service. From November that year, until September 1924, it sailed either from Bremen or Hamburg to New York. In 1924 it made several voyages from Liverpool, firstly to Philadelphia and then to Portland. Its final voyage left Liverpool on 20 March 1925. In October it was scrapped at Briton Ferry.

## Cedric (1902-32)

### Statistics

Gross Tonnage - 21,035 tons  
 Dimensions - 207.52 x 22.95m (680.9 x 75.3ft)  
 Number of funnels - 2  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Eight cylindered quadruple expansion engines  
 Service speed - 16 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 21 Aug 1902  
 Passenger accommodation - 365 1st class, 160 2nd class, 2,352 3rd class

### Details of Career

The Cedric was the second of four large ships ordered by Thomas Ismay during the period 1901-07. These were the Celtic, Cedric, Baltic and Adriatic. All these ships combined great size and comfort with moderate speed, making them more economical and reliable. With large cargo and passenger capacity these ships were both profitable and popular. The Cedric was the second of the four to be launched, on 21 August 1902. It made its maiden voyage from Liverpool to New York on 11 February 1903.

Although the usual service was maintained it also began to make winter cruises to the Mediterranean from 1906 onwards. In April 1912, when the Titanic sank, the Cedric was at New York. When the Carpathia arrived carrying the survivors the Cedric carried some of them back to Britain. After the outbreak of World War I it was taken over by the Government and converted into an Armed Merchant Cruiser. It was soon attached to the 10th Squadron and served alongside another White Star vessel, the Teutonic. In 1916 it was decommissioned from this role but by December had begun to serve as a troopship. In this role it was employed carrying American troops to Europe and transporting troops to Egypt. In January 1918 it was involved in a collision with the Montreal, a Canadian Pacific vessel. As a result of this collision the Montreal sank, whilst being towed to Liverpool.

By 14 December the Cedric had returned to commercial service. In September 1919 it was refitted and the passenger accommodation restyled to house 347 1st class, 200 2nd class and 1,000 3rd class passengers. It was involved in another collision in 1923. This time it was with the Cunard

liner Scythia, off the coast of Ireland. Fortunately both ships only suffered minor damage. In 1928 the passenger accommodation was altered again. Now the ship catered for 300 cabin class, 385 tourist class and 530 3rd class passengers. The ship left Liverpool on its final voyage on 5 September 1931 and was then replaced by the Britannic. Early in 1932 it was sold to Thomas Ward & Co. and on 11 January it sailed to Inverkeithing to be scrapped.

## Celtic I (1872-98)

### Statistics

Gross Tonnage - 3,867 tons  
 Dimensions - 133.25 x 12.46m (437.2 x 40.9ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Iron  
 Propulsion - Single screw  
 Engines - Four-cylindrical compound engines made by G. Forrester & Co, Liverpool  
 Service speed - 14 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 8 June 1872  
 Passenger accommodation - 166 1st class, 1,000 3rd class

### Details of Career

The Celtic was ordered by White Star in 1871 along with the Adriatic, which was almost identical. It was laid down as the Arctic but was renamed the Celtic before its launch on 8 June 1872. This was due to the fact that a ship belonging to the Collins Line called the Arctic was lost in 1854. It made its maiden voyage on 24 October, from Liverpool to New York, via Queenstown.

In January 1874 the ship lost two propellor blades and had to be towed back to Queenstown by the Gaelic. A similar incident in January 1883, when the propellor shaft snapped, meant that it had to be towed to Liverpool by the Britannic. These two ships met again on 19 May 1887. The Celtic was bound for New York when it struck the Britannic in thick fog. Both ships were damaged and the ensuing enquiry censured both ships for excessive speed. It made its last sailing for White Star on 4 February 1892 and was then put up for sale at Birkenhead.

On 6 April 1893 it was sold to the Thingvalla Line and renamed the Amerika. On 27 May it made its first voyage for the company from Copenhagen to New York. The ship, however, was not successful in this service as it was too large for the amount of traffic and it was only used during peak summer seasons. It was eventually scrapped at Brest in 1898.

## Celtic II (1901-33)

### Statistics

Gross Tonnage - 20,904 tons  
 Dimensions - 207.52 x 22.95m ( 680.9 x 75.3ft)  
 Number of funnels - 2  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Eight-cylindrical quadruple expansion engines  
 Service speed - 16 knots  
 Builder -Harland & Wolff, Belfast  
 Launch date - 4 April 1901  
 Passenger accommodation - 347 1st class, 160 2nd class, 2,350 3rd class

## Details of Career

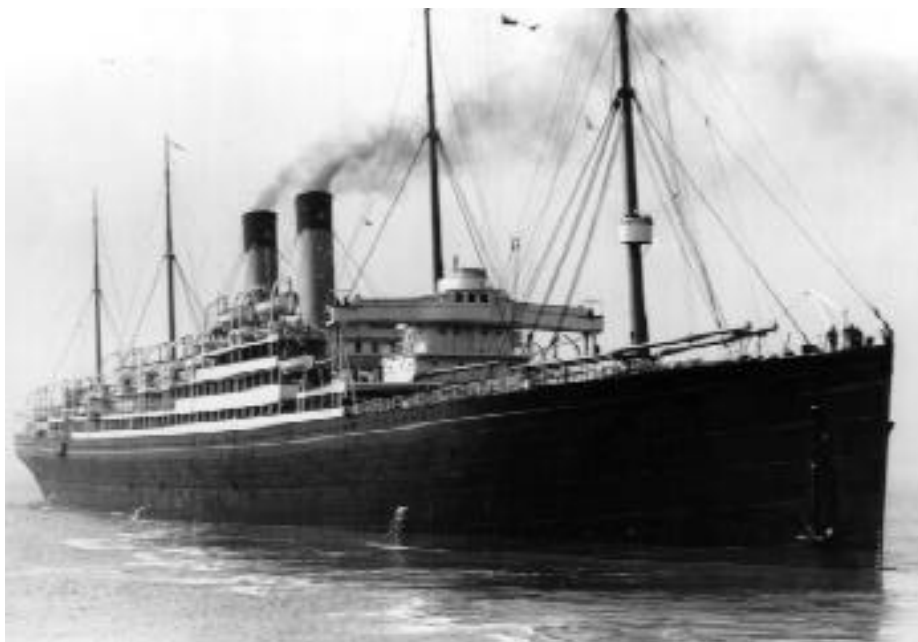
The Celtic was the last ship ordered by Sir Thomas Ismay and was the first of four large liners built for the company in the period 1901-07, the others being the Cedric, Baltic and Adriatic. It was launched on 4 April 1901 and made its maiden voyage from Liverpool to New York on 26 July. At the time it was the largest ship in the world and the first to exceed the Great Eastern in tonnage. Like the ships that followed the emphasis was on great size and comfort and moderate speed. With such a large passenger and cargo capacity these ships were both popular and profitable.

In 1902 it made a five week winter cruise to the Mediterranean and in 1904 carried 2,957 passengers, the largest number carried by the company. On 6 August 1907 the made two round voyages from Southampton to New York for the American Line and after this continued the same service for White Star. This service was maintained without major incident until the outbreak of World War I. On 4 August 1914 the Celtic was taken over by the Government, commissioned as an Armed Merchant Cruiser, fitted with guns and assigned to the 10th Cruiser Squadron. After fulfilling its role it was converted for trooping in February 1916. After making a trooping voyage to Egypt it resumed the Liverpool to New York service.

On 15 February 1917 it hit a mine in the Irish Sea off the Isle of Man and 17 of those on board were killed. The passengers were transferred and landed at Holyhead and the ship was towed back to Liverpool to be repaired. After this incident the ship worked under the Liner Requisition Scheme carrying oil into Liverpool. On 19 May an attack by a German U-Boat failed. The following year, however, on 31 March the Celtic was torpedoed by U-77 in the Irish Sea and six crew members were killed. Again it was towed to Liverpool and repaired.

In 1919 it was returned to White Star and resumed the Liverpool to New York service. In 1920 its passenger accommodation was altered to house 347 1st class, 250 2nd class and 1,000 3rd class passengers. In the next few years it was involved in two collisions, one with the Irish Sea & Coast Line's Hampshire Coast and the other with the US Shipping Board's Anaconda. Both these collisions, however, were minor and all the ships involved only received superficial damage. The Celtic made its final voyage from Liverpool to New York on 17 November 1928, the return journey was to be its last.

The ship stopped outside Cobh in gale conditions to await a pilot who would guide the ship into the harbour. The severe weather drove the ship towards the shore and it grounded at Roches Point. The Celtic managed to free itself but then went aground on the adjacent Calf Rocks. Despite salvage attempts it was decided that the ship was a total loss. The wreck was later sold to Petersen & Albeck of Copenhagen and was demolished where it lay. The demolition was completed in 1933.





# Ceramic (1912-42)

## Statistics

Gross Tonnage - 18,495 tons  
Dimensions - 199.67 x 21.6m (655.1 x 69.4ft)  
Number of funnels - 1  
Number of masts - 4  
Construction - Steel  
Propulsion - Triple screw  
Engines - Two three-cylindered triple expansion engines and a low pressure turbine to the centre shaft  
Service speed - 15.5 knots  
Builder - Harland & Wolff, Belfast  
Launch date - 11 December 1912  
Passenger accommodation - 820 cabin class

## Details of Career

The Ceramic was launched on 11 December 1912 and was fitted with two permanent 4.7 inch guns. The ship was in Liverpool in time for the Mersey Pageant, when King George V opened the Gladstone graving dock. It made its maiden voyage, from Liverpool to Australia, on 24 June 1913. At the time it was the largest ship operating on this route and still holds the record for being the ship with the loftiest masts to sail under the Sydney Harbour bridge.

By August 1914 the ship had been requisitioned by the Government to serve as a troopship, pendant number A40, for the Australian Expeditionary Force. In May 1916 it was narrowly missed by a torpedo from an unidentified vessel, whilst sailing through the Mediterranean with 2,500 troops on board. During 1917 the Ceramic was mainly employed as a cargo vessel, under the Liner Requisition Scheme, and was twice attacked by U-boats. The ship survived, however, largely due to its speed. It reverted to White Star management in 1919 and was refurbished by Harland & Wolff.

The Ceramic's first post-war sailing was from Liverpool to Sydney, via Glasgow, on 18 November 1920. In 1930 it collided with the Laguna, a Pacific Steam Navigation Co. vessel, in the Thames. The damage to both vessels, however, was only minor. With the formation of Cunard White Star in 1934 the ship transferred to the Shaw, Savill & Albion Line and immediately sailed from Liverpool to Brisbane. In 1936 it returned to the UK to be modernised by Harland & Wolff. The passenger accommodation was altered to allow only 480 cabin class passengers, the overall tonnage was increased to 18,713 tons and its service speed to 16 knots. A verandah cafe and glassed-in bridge deck were added and the crew accommodation was improved. By 23 August it had resumed service.

With the outbreak of the Second World War the Ceramic again went into government service. In February 1940 it was commissioned as a troopship. It was involved in a collision with The Weir Line's ship Testbank in December, but was not seriously damaged. On 23 November 1942 the Ceramic left Liverpool for South Africa and Australia with over 600 crew and passengers and several gunners. Around midnight on December 6 it was torpedoed off the Azores by German submarine U-155. 655 lives were lost. There was only one survivor, a Royal Engineer sapper, who was picked up by the submarine for interrogation. The loss of the ship went unrecorded until the sole survivor was able to write from a POW camp in Marlag-Milag-Nord, near Hamburg.

## Cevic (1894-1933)

### Statistics

Gross Tonnage - 8,315 tons  
 Dimensions - 152.39 x 18.29m (500 x 60ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Six-cylindered triple expansion engines  
 Service speed - 13 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 23 September 1893  
 Passenger accommodation - None

### Details of Career

The Cevic was launched on 23 September 1893 as a livestock carrier and made its maiden voyage from Liverpool to New York on 12 January 1894. Out of New York it loaded the largest cargo to date. This service continued until 1908 when the New York cattle trade ceased. The Cevic then transferred to the Australian route, via the Cape. A route through the Suez Canal was also tried but it was found that the ship's deep draught caused it to ground in the canal.

On 1 December 1914 it was converted into a dummy battleship and named the HMS Queen Mary. After work had been completed it left Loch Ewe on 11 February 1915 but hit a rock and had to return for repairs. It left Belfast again on 10 April but grounded on Raithlin Island in the fog. On 13 April it finally left on its first patrol. On 25 April it was patrolling off New York after the German raider Kronprinz Wilhelm had applied for internment there the same day. The ship's disguise was never penetrated. By September, however, it was de-commissioned and restored by Harland & Wolff.

In 1916 it was chartered by the Royal Fleet Auxiliary, converted into an oil tanker and renamed Bayol. In 1917 it was transferred to the Shipping Controller, renamed Bayleaf and placed under the management of Lane & McAndrews. It continued as a fleet oiler servicing the shore depots of the Navy. On 9 June 1920 it was sold to the Anglo-Saxon Petroleum Co. and renamed Pyrula. It then became a depot ship at New York until it was transferred to Curacoa in 1925. On July 1933 it was sold for scrapping to Henrico Haupt of Genoa.

## Coptic (1881-1925)

### Statistics

Gross Tonnage - 4,448 tons  
 Dimensions - 131.12 x 12.86m (430.2 x 42.4ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Single screw  
 Engines - Four-cylindered compound engines made by J. Jack & Co, Liverpool  
 Service speed - 13 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 10 August 1881  
 Passenger accommodation - 75 1st class, 900 3rd class

## Details of Career

The Coptic was launched on 10 August 1881 and made its maiden voyage from Liverpool to New York on 16 November. The ship only made two round trips on this route before transferring to the Pacific service, while it was on charter to the Occidental & Oriental Steamship Co. The ship served this company until early 1884. Soon it was decided that it was no longer required and it was then chartered to the New Zealand Shipping Co.

In 1884 a refrigeration plant was fitted to the ship at Belfast so that it could join the White Star-Shaw, Savill & Albion service to New Zealand, which Walter Savill and Thomas Ismay devised. The Coptic made its first voyage in this role from London to New Zealand on 26 May. In 1889 it went aground near Rio de Janeiro and was repaired there. In 1894 it returned to Harland & Wolff to be updated. The funnel was lengthened and triple-expansion engines were fitted. After this work was completed it was chartered again by the Occidental & Oriental Steamship Co. and began sailing from San Francisco to Hong Kong, via Yokohama. It made its last voyage in this role on 30 October 1906 and was then offered for sale.

The ship was purchased by the Pacific Mail Steamship Co. and renamed the Persia to serve the same route as it did for the Occidental & Oriental Steamship Co. It was again refitted at Belfast in 1911 and then was sold in 1915 to Toyo Kisen Kaisha, Tokyo. It was then renamed Persia Maru and used on the trans-Pacific service. In 1922 it operated on the Dutch East Indies route. By the end of 1924 it was laid up at Yokohama and its furniture and fittings were sold at auction. It was then scrapped at Osaka in 1925.

## Corinthic (1902-31)

### Statistics

Gross Tonnage - 12,345 tons  
 Dimensions - 152.5 x 19.28m (500.3 x 63.3ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Two four-cylindere quadruple expansion engines  
 Service speed - 14 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 10 April 1902  
 Passenger accommodation - 121 1st class, 117 2nd class, 450 3rd class

### Details of Career

The Athenic, Corinthic and Ionic II were dual purpose ships, both passenger and cargo, built in 1902 to serve the New Zealand trade. The Corinthic was the second of these to be completed and was launched on 10 April 1902. It made its maiden voyage to New Zealand on 20 November. This service was maintained, even throughout the first part of World War I, until 1917.

In 1917 the Corinthic was taken over under the Liner Requisition Scheme. It was primarily used to carry meat supplies, but troops were also transported in the third class accommodation. In 1920 the ship was released from these duties and returned to commercial service. The Corinthic made its final sailing to New Zealand in August 1931. It was sold on 16 December and scrapped at Wallsend.

## Cretic (1902-29)

### Statistics

Gross Tonnage - 13,507 tons  
 Dimensions - 177.39 x 18.36m (582 x 60.3ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Twin-screw  
 Engines - Triple-expansion, two  
 Service speed - 15 knots  
 Builder - Hawthorn, Leslie & Co., Hebburn-on-Tyne  
 Launch date - 25 February 1902  
 Passenger accommodation - 260 1st class, 250 2nd class, 1,000 3rd class

### Details of Career

The Cretic was launched on 25 February 1902 as the Hanoverian for Frederick Leyland & Co. It made its maiden voyage from Liverpool to Boston on 19 July. In 1903 it was transferred to the Dominion Line and remained the Mayflower. It also served the Liverpool to Boston route under this company. In October of that year the ship was transferred to the White Star Line and renamed the Cretic.

The ship made its maiden voyage for the White Star Line on 19 November 1903, from Liverpool to Boston. It made ten round voyages on this route before beginning a service between New York and the Mediterranean in November 1904. This service called at New York, Boston, Naples and Genoa. This service was maintained almost for the entire career of the ship.

During the period 1917-19 the Cretic was taken over by the Admiralty under the Liner Requisition Scheme. From April 1918 it made several voyages on the Liverpool to New York route before reverting to its usual service in September 1919. At around this time the ship's passenger accommodation was altered to accommodate 300 1st class, 210 2nd class and 800 3rd class passengers.

In June 1923 the Cretic was transferred back to the Leyland Line and renamed the Devonian. Again it was to serve the Liverpool to Boston route. On 10 December 1927 it began to operate for the Red Star Line by sailing from New York to Antwerp, via Plymouth. It made two further sailings on the Antwerp-New York route and made its final sailing from Boston to Liverpool on 15 September 1928. The ship was then broken up in 1929 by P & W McLellan at Bo'ness, Firth of Forth.

## Cufic (1888-1919)

### Statistics

Gross Tonnage - 4,639 tons  
 Dimensions - 131.27 x 13.77m (430.7 x 45.2ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Single screw  
 Engines - Three-cylindered triple expansion engines  
 Service speed - 13 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 10 October 1888  
 Passenger accommodation - None

## Details of Career

Two ships built for White Star during the period 1888-9, the Cufic and Runic, were employed in the transport of livestock. This was nothing innovative as the first shipment of live cattle across the Atlantic dated back to 1874.

The Cufic was launched on 10 October 1888 and made its maiden voyage from Liverpool to New York on 8 December. It continued to serve this route until 1896 when it was chartered to the Spanish shipping company Cia Trasatlantica Espanola and renamed Neustra Senora de Guadalupe. For this company it served as a horse remount carrier and travelled between Spain and Cuba during the Cuban revolution. This charter ended in 1898 and the ship returned to White Star and reverted to its old name, Cufic.

The ship went on to serve White Star for a further 3 years without major incident. In 1901 it was sold to the Dominion Line and renamed Manxman. During the cotton season the ship would sail from Liverpool to New Orleans and then US and Canadian ports. In 1915 the ship was then acquired by Elder Dempster and was sold to R.Lawrence Smith Ltd, Montreal the following year. It was then employed on the Canadian Government service.

In 1917 it was taken over under the Liner Requisition Scheme to assist in the war effort. In February 1919 it was sold to the Universal Transport Co, New York, retaining the name Manxman. On 18 December that year it foundered in the North Atlantic whilst on the way from Portland to Gibraltar with a cargo of wheat. All 40 of the ships crew were lost.

## Cymric (1898-1916)

### Statistics

Gross Tonnage - 12,552 tons  
 Dimensions - 178.44 x 19.59m (585.5 x 64.3ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Eight-cylindered triple expansion engines  
 Service speed - 15 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 12 October 1897  
 Passenger accommodation - 150 1st class, 1,160 3rd class

### Details of Career

The Cymric was originally intended to be a larger version of the Georgic but it was altered during construction to omit the cattle space and extend this and allocate it to 3rd class passengers. It was launched on 12 October 1897 and made its maiden voyage from Liverpool to New York on 11 February 1898. Although the ship was slow it was very economical and with a large carrying capacity it soon proved to be very profitable.

On 1 January 1900 it was requisitioned by the Government to serve as a troop transport during the Boer War. It made two sailings from Liverpool to Cape Town. After returning to White Star service it was placed on the Liverpool to Boston route in December 1903 and remained on this service for over 10 years. In 1914 the 1st class accommodation was converted into 2nd class accommodation. It was not until 20 December 1914 that the Cymric returned to the Liverpool-New York service.

The Cymric left New York for the last time on 29 April 1916. At 4.00pm on 8 May it was torpedoed three times by German submarine U-20, the submarine that sank the Lusitania the previous year. This occurred 140 miles from Fastnet. The ship sank in the early hours on 9 May. Five of the crew were killed but the rest were saved.

## Delphic (1897-1917)

### Statistics

Gross Tonnage - 8,273 tons  
 Dimensions - 145.03 x 16.84m (475.9 x 55.25ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Two triple expansion engines  
 Service speed - 12 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 5 January 1897  
 Passenger accommodation - 21 1st class, 800 emigrants aft on two decks

### Details of Career

The Delphic was launched on 5 January 1897. The fact that the ship's engine power and speed were low meant that it was earmarked for the Australia / New Zealand services. Its maiden voyage, however, was to New York. By August it had been transferred to the London berth for the New Zealand joint service. On 30 September it made its first White Star-Shaw, Savill & Albion joint service sailing.

In March 1900 it was employed as a Boer War transport for 1,200 men, from London to Cape Town. The Delphic made a further trooping voyage to the Cape in April 1901. During World War I, on 16 February 1917, it was missed by a torpedo from U-60 off Southwest Ireland. In March the same year it was taken over under the Liner Requisition Scheme. On 17 August it was torpedoed whilst travelling from Cardiff to Montevideo with coal by UC-72, 135 miles off Bishop's Rock. Five lives were lost.

## Delphic II (1925-48)

### Statistics

Gross Tonnage - 8,006 tons  
 Dimensions - 137.16 x 17.78m (450 x 58.3ft)  
 Number of funnels - 1  
 Number of masts - 2  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Two triple expansion engines  
 Service speed - 12.5 knots  
 Builder - Workman Clark & Co, Belfast  
 Launch date - 19 September 1918  
 Passenger accommodation - None

### Details of Career

The Gallic II, Bardic and Delphic II were all cargo vessels launched for the Shipping Controller, but later transferred to White Star management. They were the standard 'G' type, of which 22 were built. The Delphic was the last of the three to be launched, on 19 September 1918. It was originally named the War Icarus and was managed by the Booth line. In May 1919 it was purchased by the Atlantic Transport line and renamed Mesaba.

It was not until 1925 that the ship was refitted and transferred to White Star. It was then renamed Delphic and employed on the Australian trade. In 1933 it was sold for lay up at Milford Haven to the Clan Line Steamers Ltd. Soon, however, it was renamed Clan Farquhar II and reinstated in the Australian service. It was scrapped in July 1948 at Milford Haven.

## Doric (1883-1911)

### Statistics

Gross Tonnage - 4,784 tons  
 Dimensions - 130.33 x 13.46m (427.6 x 44.2ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Single screw  
 Engines - Two two-cylindered compound engines  
 Service speed - 14 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 10 March 1883  
 Passenger accommodation - 70 1st class (900 emigrants could be carried)

### Details of Career

The Doric was the fourth of six fast freighters, with limited passenger accommodation, launched for White Star during the 1881-85 period. The other vessels were the Arabic, Coptic, Ionic, Gaelic II and Belgic II. The six vessels were intended for the Pacific service to operate with the Occidental & Oriental Pacific service. The Doric was launched for the New Zealand trade on 10 March 1883. On 6 July, enroute to London, it called at Holyhead to embark Thomas Ismay and a party of celebrated guests. It then made its maiden voyage from London to Wellington, on charter to the New Zealand Shipping Co, on 26 July. On 27 August a baby was born on board and named William Doric Jenkin.

In July 1885 the ship was allocated to the White Star-Shaw, Savill & Albion joint service. In 1896 it was chartered to the Occidental & Oriental SS Co for the San Francisco-Yokohama-Hong Kong service. On 8 August it made its final voyage on charter to the Occidental & Oriental SS Co and by November it had had been sold to the Pacific Mail SS Co and renamed the Asia. It was refitted in 1907 and then made its first sailing for the company on 11 June. On 23 April 1911 it was wrecked in fog on Hea Chu Island, near Wenchow, South China. At the time the ship was enroute from Hong Kong to San Francisco. Fortunately no lives were lost and the survivors were taken off by China Navigation's Shaoshing and landed at Shanghai. The Doric was then looted and gutted by fire by local fishermen.

## Doric (1923-35)

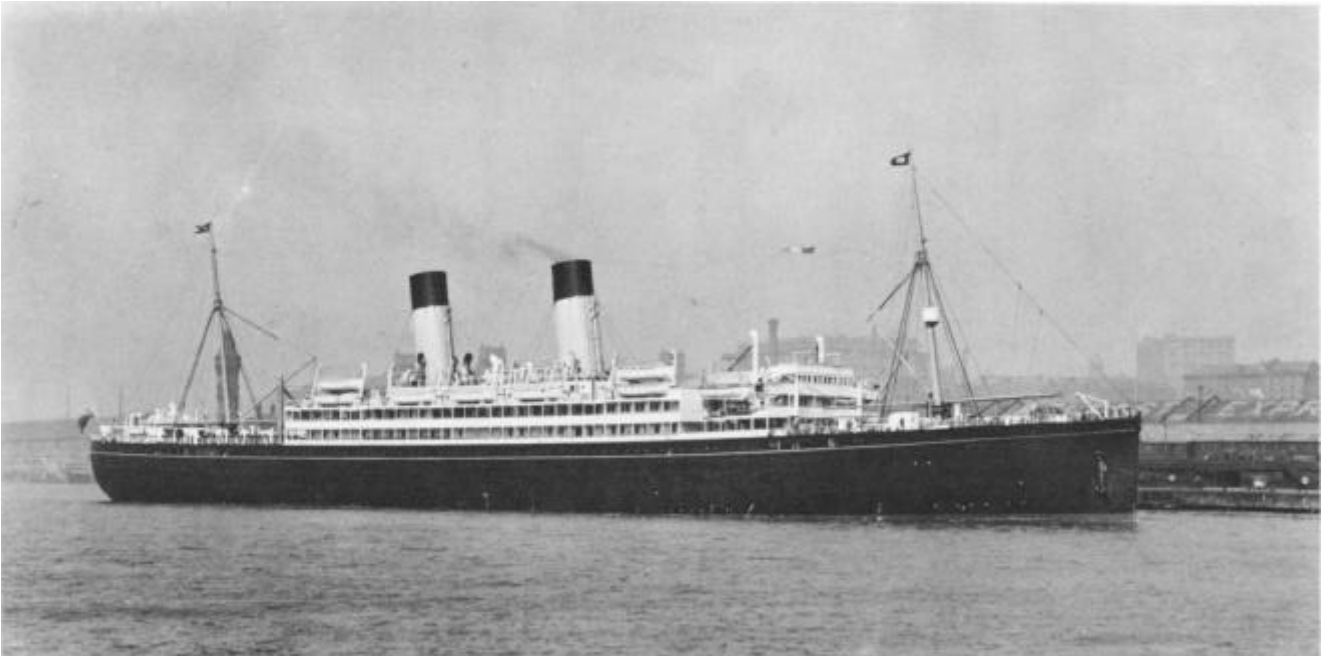
### Statistics

Gross Tonnage - 16,484 tons  
 Dimensions - 175.4 x 20.69m (575.5 x 67.9ft)  
 Number of funnels - 2  
 Number of masts - 2  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Single reduction steam turbines  
 Service speed - 15 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 8 August 1922  
 Passenger accommodation - 600 Cabin class, 1,700 3rd class

## Details of Career

The Doric was only the second geared turbine liner built for White Star and was launched on 8 August 1922. The ship was delivered alongside its sister, the Regina, on 29 May 1923 and made its maiden voyage, from Liverpool to Quebec and Montreal, on 8 June. In June 1926 its passenger accommodation was converted to cater for all three classes of passenger. The ship continued to serve the Canadian route until May 1932. After this the ship was laid up for a while and subsequently used only for cruising. In 1934 the merging of the Cunard and White Star Lines meant that the Doric now had new owners. As the ship had now become superfluous to the joint needs of the company it was laid up during the summer and used for cruising during the winter.

On 5 September 1935 it was involved in a collision with the French ship Formigny. The Doric was inbound from a Mediterranean cruise and collided with the French ship in thick fog off Cape Finisterre. A SOS signal was sent out after the holds of the Doric had become flooded and it had begun to list. The passengers and crew were later taken to safety by P&O's Viceroy of India and the Orient Line's Orion. After temporary repairs at Vigo the Doric sailed to Tilbury. By October it had been decided that the ship was not worth repairing. It was soon sold for scrap and arrived in Newport, for this purpose, in November. The fixtures and fittings were sold at public auction. At the time the ship was only 12 years old and was the largest vessel to go up the Usk.



## Finland (1909)

### Statistics

Gross Tonnage - 12,760 tons  
 Dimensions - 170.68 x 18.35m (560 x 60.2ft)  
 Number of funnels - 2  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Six-cylindered triple expansion engines  
 Service speed - 15 knots  
 Builder - W Cramp & Sons, Philadelphia  
 Launch date - 21 June 1902  
 Passenger accommodation - 342 1st class, 194 2nd class, 626 3rd class



## Details of Career

The Finland was launched for the Red Star line on 21 June 1902. It only served the White Star line for three round voyages during the period March-June 1909. These trips were between Naples and New York. After this period it returned to Red Star service.

## Frankfurt (1919-31)

### Statistics

Gross Tonnage - 7,431 tons  
 Dimensions - 130.76 x 16.52m (429 x 54.2ft)  
 Number of funnels - 1  
 Number of masts - 2  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Two triple expansion engines  
 Service speed - 12 knots  
 Builder - J C Teckleborg, Geestemunde  
 Launch date - 1899  
 Passenger accommodation - Cargo only

### Details of Career

The Frankfurt was completed for Norddeutscher Lloyd in 1899. After World War I, in March 1919, it was ceded to Britain and placed under White Star management. By 1922 it had been sold to the Oriental Navigation Co, Hong Kong and renamed Sarvistan. It was broken up in Japan in 1931.

## Gaelic (1873-1896)

### Statistics

Gross Tonnage - 2,658 tons  
 Dimensions - 112.77 x 11.06m (370 x 36.3ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Iron  
 Propulsion - Single screw  
 Engines - Two-cylindrical compound engines made by J. Jack, Rollo & Co, Liverpool  
 Service speed - 12 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 4 October 1872  
 Passenger accommodation - 40 1st class

### Details of Career

The Gaelic was one of two cargo vessels built for White Star in the 1872-73 period, the other being the Belgic. Both the ships were originally being built for the Bibby Line but were acquired on the stocks by White Star for their South American service. The ships were typical 'narrow boats'.

The Gaelic was launched on 4 October 1872 and made its maiden voyage on 29 January 1873 from Liverpool to Valparaiso, via various South American ports. From July 1873 to April 1874 it made eight round voyages on the Liverpool to New York route. In January 1874 it towed the Celtic into Queenstown after it had damaged its propeller blades. After briefly serving the London to New York service the ship returned to the Liverpool to New York service. It made its last voyage on this route on 11 February 1875.

On 29 May 1875 White Star agreed to charter the ship to the Occidental & Oriental Steamship Co for their San Francisco-Japan-Hong Kong service for a period of five years. After this, in 1883, it was sold to a Spanish company in Bilbao for £30,000 and renamed Hugo. On 24 September 1896 it was stranded off Terschelling Island, Holland. Despite the fact that salvage crews were able to refloat the ship it was declared a total loss and scrapped at Amsterdam.

## Gaelic II (1885-1907)

### Statistics

Gross Tonnage - 4,206 tons  
 Dimensions - 128.12 x 12.93m (420.3 x 42.4ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Single screw  
 Engines - 2 x 2 tandem compound engines  
 Service speed - 14 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 28 February 1885  
 Passenger accommodation - 70 1st class (plus emigrants between decks, if required)

### Details of Career

The Gaelic II was the last of six fast freighters, with limited passenger accommodation, launched for White Star during the 1881-85 period. The other vessels were the Arabic, Coptic, Ionic, Doric and Belgic II. The six vessels were intended for the Pacific service to operate with the Occidental & Oriental Pacific service. The Gaelic was launched on 28 February 1885 and made its maiden voyage, from Liverpool to New York, on 18 July. It made its first Pacific sailing on 10 November.

In May 1904 the Occidental & Oriental contract was cancelled by six months' notice and the ship made its final voyage out of San Francisco on 13 December. From its base port in Hong Kong it then returned to the UK, leaving only the Coptic and Doric on this route. In 1905 the ship was overhauled by Harland & Wolff and in March was sold to the Pacific Steam Navigation Co. and renamed Callao. It was then employed on the Liverpool-Valparaiso-Callao service and housed 83 1st class, 44 2nd class and 280 3rd class passengers. The purchase was a stopgap measure until the arrival of the new Quillota, due 1907. The ship was broken up at Briton Ferry, South Wales in September 1907.

## Gallic (1907-1913)

### Statistics

Gross Tonnage - 461 tons  
 Dimensions - 45.72 x 8.59m (150 x 28.2ft)  
 Number of funnels - 1  
 Number of masts - 1  
 Construction - Steel  
 Propulsion - Paddle  
 Engines - 2 two-cylindered compound engines (one to each paddle)  
 Service speed -  
 Builder - John Scott & Co, Kinghorn, Fife  
 Launch date - 1894  
 Passenger accommodation - 1,200 plus baggage

## Details of Career

The Gallic was built for the Corporation of Birkenhead as the ferry Birkenhead. It was launched in 1894 and was their final paddle steamer. Initially it served the Woodside-Liverpool service and later the Rock Ferry-Liverpool route. In March 1907 it was acquired by White Star and renamed the Gallic. It was then employed as a baggage tender at Cherbourg, when calls there were introduced after the transfer to Southampton. In 1911 it was replaced by the Nomadic and Traffic. The Gallic returned to Liverpool in 1912 and was used sporadically as a baggage boat until it was laid up. It was broken up at Garston, on the River Mersey, in 1913.

## Gallic II (1919-56)

### Statistics

Gross Tonnage - 7,914 tons  
 Dimensions - 137.16 x 17.78m (450 x 58.3ft)  
 Number of funnels - 1  
 Number of masts - 2  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Two triple expansion engines  
 Service speed - 12.5 knots  
 Builder - Workman Clark & Co, Belfast  
 Launch date - 12 December 1918  
 Passenger accommodation - None

### Details of Career

The Gallic II, Bardic and Delphic II were all cargo vessels launched for the Shipping Controller, but later transferred to White Star management. They were the standard 'G' type, of which 22 were built. The Gallic was launched on 12 December 1918 as the War Argus. The ship was then purchased by White Star in August 1919, renamed the Gallic and placed on their Australian cargo service. It remained in this role until 1933 when it was sold to Clan Line Steamers Ltd and renamed Clan Colquhoun. It continued on the same route.

It was sold again in 1947 to the Zarati SS Co, Panama and renamed Ioannis Livanos. By 1949 it had transferred to another Panamanian company, Dos Oceanus Cie de Nav., and was renamed Jenny. In 1951 it became the Imam Bondjol of Djakarta Lloyd, Indonesia and then in 1952 the Djatinegra. In 1955 it was sold for breaking up in Japan but on 1 December it was forced to put ashore, with engine room flooding, at Lingayan near Manila whilst enroute from Djakarta to Osaka, under tow. On 21 February it was refloated and towed to Hong Kong where it was scrapped in June.

## Georgic I (1895-1916)

### Statistics

Gross Tonnage - 10,077 tons  
 Dimensions - 170.28 x 18.38m (558.7 x 60.3ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Six-cylindered triple expansion engines  
 Service speed - 13 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 22 June 1895  
 Passenger accommodation - 10 1st class

## Details of Career

The Georgic was the largest livestock carrier yet built and it was launched on 22 June 1895. It made its maiden voyage from Liverpool to New York on 16 August. Due to the size and deep draught of the ship it could only served the Liverpool-New York route for its entire career.

On 10 December 1916 it was travelling from Philadelphia to Liverpool when it was attacked by the German raider Moewe. The Georgic, with 1,200 horses and 10,000 barrels of oil on board, was sunk 600 miles from Cape Race.

## Georgic II (1932-1956)

### Statistics

Gross Tonnage - 27,759 tons

Dimensions - 208.38 x 25.14m (683.7 x 82.5ft)

Number of funnels - 2

Number of masts - 2

Construction - Steel

Propulsion - Twin-screw

Engines - Four stroke double-acting

Service speed - 18 knots

Builder - Harland & Wolff, Belfast

Launch date - 12 November 1931

Passenger accommodation - 479 cabin class, 557 tourist class and 506 3rd class

### Details of Career

The Georgic was the last ship to be built for the White Star fleet and was launched on 12 November 1931. After a period of trials the ship was moved to Liverpool on 12 June 1932 and then made its maiden voyage, from Liverpool to New York, on 25 June. Like its sister ship, the Britannic, it cruised out of New York during the winter months. In September 1932 the Georgic was host to the first of a number annual charity banquets at Gladstone Dock, Liverpool.

On 11 January 1933 the ship began to sail the Southampton to New York route. This was mainly in order to replace the Olympic during its overhaul. On 10 May 1934 the ship became part of the fleet of the newly amalgamated Cunard-White Star company. After a minor fire was extinguished in January, the Georgic joined the Britannic on the London, Southampton, New York route. This made the ship the largest to use the Thames. In August 1939 the Georgic returned to the Liverpool to New York route and made five round trips before being requisitioned for trooping duties.

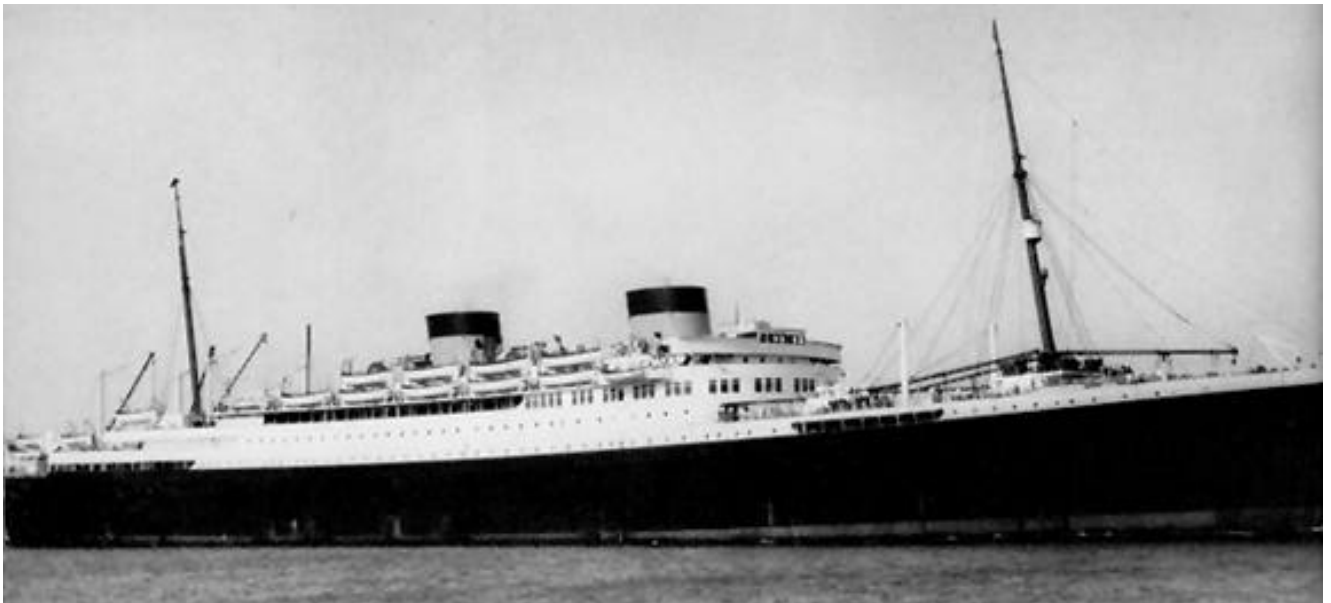
At the beginning of April 1940 it sailed to the Clyde and work began to convert it into a troopship for 3,000 men. In May the ship assisted in the evacuation of British troops from Andersfjord and Narvik, in Norway, landing them at the Clyde. Soon it also assisted in the evacuation of troops from Brest and St.Nazaire. The rest of the year was spent transporting Canadian soldiers and carrying troops to the Middle East.

During May 1941 the Georgic arrived at Port Tewfik, in the Gulf of Suez, in a convoy that had been left almost unprotected during the hunt for the Bismarck. Whilst awaiting Italian internees, on 14 July, the ship was bombed by German aircraft and set on fire. As fires continued to burn and ammunition exploded, wrecking the stern area, the ship was beached on 16 July. It was not until 14 September that it was decided to try and salvage the burnt out ship. The hulk was raised during October and then towed to Port Sudan by the ships Clan Campbell and City of Sydney. Temporary repairs were carried out here and the ship was made seaworthy. In March 1942 it was towed to Karachi for further repairs. After further cleaning and repairs at Bombay the Georgic sailed for Liverpool on 20 January 1943.

It arrived at Liverpool on 1 March and then went back to Harland & Wolff to be rebuilt as a troopship. After the refit the tonnage had been reduced to 27,268 tons and the ship now had only one funnel and one mast. During December 1944 it was placed under Cunard-White Star management. During 1945 it carried troops to Italy, the Middle East and India. On December 25 it arrived at Liverpool with troops from the Far East including General Sir William, commander in charge of South East Asia. During 1946 the Georgic was involved in the repatriation of Italian prisoners of war and carrying RAF troops back from India.

In July 1948 it arrived at Tyneside for refitting by Palmers Hebburn. It was to be painted in White Star livery and used for the Australian and New Zealand emigrant service. In January 1949 it made its first voyage on a route calling at Liverpool, Suez, Freemantle, Melbourne and Sydney. By May 1950, however, the ship had returned to the Liverpool to New York service for Cunard. During the summer of 1951 the ship sailed on the Southampton to New York route. This continued until 19 October 1954 when the Georgic made its last voyage for Cunard.

In April 1955 it arrived in Liverpool with troops from Japan and was then offered for sale. In May it was chartered to the Australian Government. The Georgic made its final voyage on 19 November 1955 from Hong Kong to Liverpool with 800 troops. By December it was laid up at Kames Bay, Isle of Bute pending disposal. It was scrapped in February 1956 at Faslane.



## Germanic (1875-1950)

### Statistics

Gross Tonnage - 5,008 tons  
 Dimensions - 138.68 x 13.77m (455 x 45.2ft)  
 Number of funnels - 2  
 Number of masts - 4  
 Construction - Iron  
 Propulsion - Single screw  
 Engines - Compound, four (by Maudslay, Sons & Field, London)  
 Service speed - 15 knots  
 Builder - Harland & Wolff  
 Launch date - 15 July 1874  
 Passenger accommodation - 220 1st class, 1,500 3rd class

## Details of Career

The Germanic was launched on 15 July 1874 but remained in Belfast for three months before the furnishing and painting was completed. It made its maiden voyage, from Liverpool to New York via Queenstown, on 20 May 1875. The ship repeatedly made record crossings of the Atlantic. In July 1875 it set the record for the Queenstown to New York passage, in February 1876 for the New York to Queenstown passage and in April 1877 a new record for the Queenstown to New York passage. Along with its sister ship, the Britannic I, the Germanic was now recognised as one of the best liners on the North Atlantic.

In 1895 the ship underwent a refit by Harland & Wolff. Triple expansion engines and new high pressure boilers were fitted and the funnels were lengthened. All three bridge deck boats were raised onto an extra deck and the gross tonnage increased to 5,066 tons. On 15 May that year the Germanic was the first ship to embark passengers at Liverpool's new floating landing stage.

On 13 February 1899 the Germanic capsized at its New York berth. The ship had been coaling during a blizzard with its port doors open. It was also thought to be due to the amount of snow and ice on the upper decks. The passenger accommodation, however, was more or less undamaged and on 23 February it was righted and sent to Belfast. As a result of this the ship was out of service for four months. The Germanic resumed the Liverpool to New York service on 7 June 1899. On 23 September 1903 the ship made its last voyage for White Star and was then laid up for the winter.

In 1904 it was transferred to the American Line and made its first voyage for them on 23 April from Southampton to New York, via Cherbourg. After six round voyages on this route it was again transferred, this time to the Dominion Line and converted to emigrants only. The passenger accommodation was altered to house 250 2nd class passengers and 1,500 3rd class passengers. Under the Dominion Line it was renamed Ottawa and made its first voyage from Liverpool to Quebec and Montreal on 27 April 1905. It continued this service until September 1909 before being laid up for the winter.

In 1910 it was sold to the Turkish government for use as a transport. It sailed from Liverpool to Constantinople on 15 March and was then renamed Gul Djemal. Operating under the administration of the Ottoman authorities it carried troops to the fighting in Yemen. During April 1915 it was used to rush Turkish troops to the Gallipoli Peninsula following the Anglo-French landings. On 3 May the ship was torpedoed and anchored in the Sea of Marmora by British submarine E.14. The ship is said to have had 4,000 men on board, most of whom were lost. The ship, however, was salvaged. It was used in 1918 to repatriate German troops from Turkey. It arrived at the Allied control point off Dover unannounced with 1,500 armed troops. After much confusion it was disarmed and sent on to Germany.

In 1920 it transferred to the Ottoman-America Line for the emigrant service and made its first voyage from Constantinople to New York on 6 October. Later it served along the Black Sea coast of Turkey to Trabzon. In 1928 it came under the control of Turkiye Seyrisefain Idaresi and was renamed Gulcemal. The remainder of its career is very vague. In 1931 it was grounded in the Sea of Marmora and by 1949 it was being used as a store ship at Istanbul. Finally, on 29 October 1950, it left for Messina to be broken up.



## Gothic (1892-1926)

### Statistics

Gross Tonnage - 7,755 tons  
 Dimensions - 159.56 x 16.21m (490.7 x 53.2ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Two triple expansion engines  
 Service speed - 14 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 28 June 1892  
 Passenger accommodation - 104 1st class, 114 3rd class

### Details of Career

The Gothic was launched for White Star on 28 June 1892 and was both a passenger and cargo vessel. There was limited passenger accommodation and new refrigeration units, brine and carbon anhydride, for the carriage of meat. The ship was delivered in 1893 and made its maiden voyage, on the London-Plymouth-Cape Town-Wellington route, on 28 December. It was the first twin screw vessel to serve this route and broke the record making the crossing in 37.5 days. It was also the largest vessel to enter the port of London at the time.

During the summer of 1902 it was employed as a Boer War repatriation transport. In June 1906 its cargo of wool caught fire off Lands End. The ship was then forced to beach at Cattewater, Plymouth. When it had been repaired, which took eight months, the passenger accommodation had been altered to house 104 1st class and 250 3rd class passengers. It was further refitted in 1907 before being transferred to the Red Star line and being renamed Gothland. It then made summer sailings from Rotterdam to Quebec and Montreal.

In June 1914 the ship went ashore on Gunners Rocks, Scilly Isles. All 281 passengers were safely taken off by the steamer Lyonesse and local lifeboats. Repairs at Southampton took six months. When Belgium was overrun, in August 1914, the ship was transferred to the Rotterdam-New York route, but maintained an irregular service. At the end of World War I the ship was refitted and returned to Antwerp, making sailings to Baltimore and New York.

The ship briefly served White Star again in 1921, but as the Gothland and not the Gothic. In 1922 the ship spent several months laid up. In May 1923 the ship tested a new service sailing from Antwerp to Vigo, Havana and New York. This turned out to be ineffective and it soon changed to the Antwerp-Philadelphia service. It made its final voyage on this route in March 1925. In January 1926 it was sold and broken up at Bowness, on the Firth of Forth.

## Haverford (1901-24)

### Statistics

Gross Tonnage - 11,635 tons  
 Dimensions - 161.85 x 18.03m (531 x 59.2ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Two triple expansion engines  
 Service speed - 13 knots  
 Builder - John Brown & Co, Clydebank  
 Launch date - 4 May 1901  
 Passenger accommodation - 150 2nd class, 1,700 3rd class

## Details of Career

The Haverford was originally built for the American Line and was sister ship to the Merion. It was launched for them on 4 May 1901 and made its maiden voyage, from Southampton to New York, on 4 September. After only two voyages the ship transferred to the Liverpool-Philadelphia-Boston route. On 25 May 1913 it was leaving Queenstown Harbour when it ran aground on Carrigadda Rock. Despite the fact that two of the holds were flooded, the ship was refloated the next day.

When World War I began the Haverford initially remained in commercial service. In 1915 it was used as a troopship carrying soldiers to Mudros during the Dardanelles campaign. On 26 June 1917 it was damaged by a torpedo attack off Ireland. Eight of those on board were killed and the ship was forced to beach itself. The subsequent repairs took almost six months. On 17 April 1918 it was missed by two torpedoes in the Atlantic. Once the war had ended the Haverford was employed in the repatriation of US troops and sailed from Liverpool to Philadelphia.

It was not until March 1921 that the ship was transferred, by the International Mercantile Marine, to White Star management. It made its first sailing with White Star on 1 April 1921, from Liverpool to Philadelphia and Boston. The following year it began to serve the Hamburg-New York route and then reverted to the Liverpool-Philadelphia route in the summer. The Haverford made its last commercial sailing on 27 August 1924. It was sold in December and broken up in Italy during 1925.

## Homeric (1922-36)

### Statistics

Gross Tonnage - 34,351 tons  
 Dimensions - 228.89 x 25.39m (751 x 83.3ft)  
 Number of funnels - 2  
 Number of masts - 2  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Eight-cylindered triple expansion engines  
 Service speed - 19 knots  
 Builder - F. Schichau, Danzig  
 Launch date - December 1913  
 Passenger accommodation - 529 1st class, 487 2nd class, 750 3rd class

### Details of Career

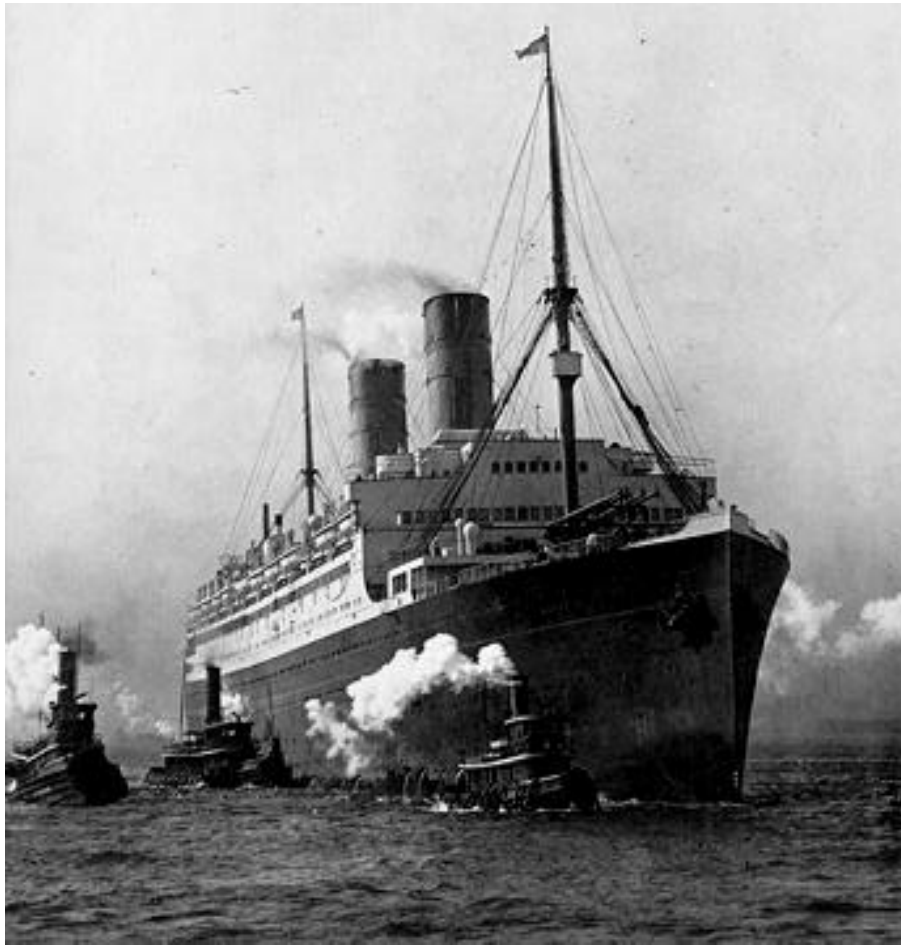
The vessel was initially launched as the Columbus for Norddeutscher Lloyd, in December 1913. Then it was the largest twin screw reciprocating ship in the world and was sister of the Hindenberg. The outbreak of World War I, in August 1914, meant that work on the ship was suspended and it was laid up at Danzig. On 28 June 1919 the ship was ceded to Britain by the Treaty of Versailles. In June 1920 it was then purchased from the Shipping Controller by White Star.

It was not until January 1922 that the vessel arrived from Germany, was renamed Homeric, and was completed by Harland & Wolff. On 15 February it made its first sailing from Southampton to New York, via Cherbourg. At this time the Majestic and Olympic were also operating on this route. After a refit in 1923 the ship was converted to oil burning and was back in service by April 1924. The overall speed of the ship had now been increased to 19.5 knots which reduced the crossing time by 24 hours. Despite this the fact that its third class passenger capacity was so large and that US immigration laws had tightened, meant that it was operating unprofitably.

In 1928 the new Oceanic was announced as its replacement. The Homeric was still in service in 1930, however, and its passenger accommodation was altered to house 523 1st class, 841 cabin class and 314 3rd class passengers. It made its final Atlantic voyage on 1 June 1932 and then went on to cruise the Mediterranean from British ports. On 28 September it damaged at anchor off Tenerife by being rammed by Isla de Tenerife, when its steering failed whilst circling the ship. The



following winter was spent cruising the West Indies. With the merger of Cunard and White Star, in 1934, the Homeric became part of the new fleet. By September 1935, however, it was laid up off Ryde, Isle of White. It was sold the following February and broken up by Thos. Ward at Inverkeithing.



## Hunslet (1917-32)

### Statistics

Gross Tonnage - 5,341 tons  
Dimensions - 127.4 x 16.46m (418 x 54ft)  
Number of funnels - 1  
Number of masts - 2  
Construction - Steel  
Propulsion - Single screw  
Engines - Quadruple expansion engines  
Service speed - 10 knots  
Builder - Wigham Richardson, Walker-on-Tyne  
Launch date - 28 March 1898  
Passenger accommodation - None

### Details of Career

The Hunslet was launched on 28 March 1898 as the Tannenfels for D.D.G., Bremen. It was delivered in April and began to serve the Hamburg-India route. When World War I began, in August 1914, the ship was at Batavia and became a German naval auxiliary ship attached to the Pacific Squadron. On 14 September it was captured by the destroyer HMS Chelmer in the Basilan

Strait, Phillipnes. On 8 October it was renamed the Basilan at Hong Kong and became an Admiralty supply ship in the Pacific.

After the elimination of the German Pacific Squadron, in 1915, it returned to Britain. On December that year it was renamed the Hunslet by the Shipping Controller. In January 1917 it was handed over to the management of the White Star Line. It later transferred to Union-Castle management. By September 1921 it had been sold to the Woerman Line and renamed the Waganda and begun services to Africa. It made its first sailing in this role on 15 May 1922. It was finally sold for scrap at Hamburg in December 1932 and broken up in Germany.

## Ionic (1883-1908)

### Statistics

Gross Tonnage - 4,753 tons  
 Dimensions - 134.1 x 13.46m (439.9 x 44.2ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Single screw  
 Engines - 2 x 2 cylindered compound engines  
 Service speed - 14 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 10 January 1883  
 Passenger accommodation - 70 1st class (900 emigrants could be carried)

### Details of Career

The Ionic was launched on 10 January 1883 and was the first Harland & Wolff engined vessel for the White Star company. It was one of four identical ships built for White Star during this period - the others being the Arabic, Coptic and Doric. All these vessels were fast freighters with limited passenger accommodation. Initially the Ionic, Doric and Coptic were all chartered to the New Zealand Shipping Co., who were awaiting the delivery of their five steamers on order. The ship left Belfast on 26 March 1883 and after a short stay in London it made a record passage to Wellington, in 43 days 22 hours and 5 minutes. Prior to departing on this voyage the vessel had been inspected by the Prince of Wales (later King Edward VII).

By December 1884 the Ionic had been placed on the joint White Star-Shaw Savill Albion service. The ship then continued to serve the London-Cape Town-Wellington route. On 8 February 1893 the ship's propeller shaft snapped after leaving Cape Town. The ship proceeded back under sail but eventually needed to be towed back in by Donald Currie's Hawarden Castle. It arrived back on 15 February and after some repair work it resumed the voyage in April.

In 1894 the Ionic was extensively refitted by Harland & Wolff and economical quadruple expansion engines were fitted, raising its service speed to 15 knots. The masts were removed, save the square rigged fore mast, and the funnel was heightened. In December 1899 it made its final voyage on the London- Cape Town-Wellington route, delivering cavalry horses to Cape Town for the Boer War on the way.

In April 1900 the ship was chartered to the Spanish Government for the repatriation of troops from Manila, in the Philippines, following Spain's war with the United States. It was then sold to the Aberdeen Line for £47,000 to replace their lost Thermopylae, and renamed Sophocles. It made its first sailing for this company on 23 October. It made its final voyage on 21 August 1906. In April 1908 it was broken up at Morecambe, Lancashire, by Thomas Ward.

# Ionic II (1902-37)

## Statistics

Gross Tonnage - 12,345 tons  
Dimensions - 152.5 x 19.28m (500.3 x 63.3ft)  
Number of funnels - 1  
Number of masts - 4  
Construction - Steel  
Propulsion - Twin screw  
Engines - Two four-cylindered quadruple expansion engines  
Service speed - 14 knots  
Builder - Harland & Wolff, Belfast  
Launch date - 22 May 1902  
Passenger accommodation - 121 1st class, 117 2nd class, 450 3rd class

## Details of Career

The Athenic, Corinthic and Ionic II were dual purpose vessels, both passenger and cargo, built in 1902 to serve the New Zealand trade. The Ionic II was the last of the three ships to be completed and was launched on 22 May 1902. It made its maiden voyage to Wellington on 16 January 1903. After the outbreak of World War I, in August 1914, it was requisitioned to serve as a troopship for the New Zealand Expeditionary Force. On 31 December 1915 it was narrowly missed by a torpedo in the Mediterranean. For the period 1917-19 it operated under the Liner Requisition Scheme, primarily as a meat carrier.

Commercial service was resumed on 31 January 1919. In 1927 the Ionic II rescued the crew of the Wooden Grand Banks fishing vessel Daisy. After the formation of the Cunard-White Star Line in 1934 the ship was no longer required so it transferred to Shaw, Savill & Albion service. On 9 September 1936 the ship made its last voyage to New Zealand and was sold the following January to be broken up in Japan. The ship's bell is now in Auckland War Memorial Museum.



## Justicia (1917-18)

### Statistics

Gross Tonnage - 32,120 tons  
 Dimensions - 225.69 x 26.33m (740.5 x 86.4ft)  
 Number of funnels - 3  
 Number of masts - 2  
 Construction - Steel  
 Propulsion - Triple screw  
 Engines - Eight-cylindere triple expansion engines and steam turbines  
 Service speed - 18 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 9 July 1914  
 Passenger accommodation - 700 1st class, 600 2nd class, 3,300 3rd class

### Details of Career

The Justicia was originally laid down for the Holland America Line in 1912. It was launched on 9 July 1914 as the Statendam. The final stages of completion, however, were delayed by the outbreak of World War I. In 1915 it was requisitioned and purchased by the British Government and work was resumed. The ship was finally completed on 7 April 1917 and named the Justicia. It was intended to be placed under the management of Cunard but as they had manning problems it was allocated to White Star.

The Justicia then began to serve as a troopship. On 19 July 1918 it was torpedoed on the way to New York, from Belfast. It was attacked by UB-64 23 miles south of Skerryvore, Scotland as it left the North Channel. At first the ship listed but did not sink. Despite escorting destroyers the German submarine hit the Justicia three more times, still failing to sink it. After this the submarine was forced to retire and, after most of the crew had been removed, the Justicia was towed to Lough Swilley for safety. The following morning another submarine, UB-124, attacked and torpedoed the ship two more times. By noon the ship lay on its side and sank. The submarine was attacked with depth charges and forced to surface and then sunk by gunfire from the destroyers Marne, Millbrook and Pigeon. By the time the Justicia sank over 30 assorted Naval craft were in attendance. A Navy enquiry investigated the fact that the ship had been torpedoed six times in daylight during 18 hours of attack and that the attending forces had not stopped it. It found that the bravery and determination of the U-Boats had been beyond belief.

## Lapland (1914-33)

### Statistics

Gross Tonnage - 17,540 tons  
 Dimensions - 184.64 x 21.45m (605.8 x 70.4ft)  
 Number of funnels - 2  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Eight-cylindere quadruple expansion engines  
 Service speed - 17 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 27 June 1908  
 Passenger accommodation - 450 1st class, 400 2nd class, 1,500 3rd class

## Details of Career

The Lapland was launched for the Red Star Line on 27 June 1908. At the time it was the largest ship to fly the Belgian flag. It made its maiden voyage on 27 March 1909 from Antwerp to New York, via Dover. In April 1912 it was responsible for carrying home the surviving crew members from the Titanic, after clearance by the US Court of Enquiry. On 3 October 1914 it took part in the huge Canadian convoy bringing the first Canadian troops to Europe, putting in at Plymouth. After this it was transferred to White Star management and made its first voyage for them, from Liverpool to New York, on 29 October.

In April 1917 the ship was mined in Liverpool Bay but reached port safely. By June it had become a troopship under the Liner Requisition Scheme. The following year it was placed on the makeshift Liverpool to New York service with various other ships as they were released. In 1919 the passenger accommodation was redesigned to allow for 389 1st class, 448 2nd class and 1,200 3rd class passengers. On 16 September it began sailing from Southampton to New York, along with the Adriatic. It made its final White Star sailing on 26 November.

In January 1920 the ship was released, owing to the arrival of the Olympic, and reverted to Red Star sailing from Antwerp to New York. In December 1924 it collided with the Java in the river Scheldt but there was little damage. By 1926 the ship was mainly engaged in cruising between New York and the Mediterranean. The Lapland made its last Atlantic voyage on 11 June 1932 and was then laid up at Antwerp. In 1933 it was sold for £30,000 and later broken up in Japan.

## Laurentic I (1909-24)

### Statistics

Gross Tonnage - 14,892 tons  
 Dimensions - 167.75 x 20.51m (550.4 x 67.3ft)  
 Number of funnels - 1  
 Number of masts - 2  
 Construction - Steel  
 Propulsion - Triple screw  
 Engines - Eight cylindered triple expansion engines combined with steam turbines  
 Service speed - 16 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 9 September 1908  
 Passenger accommodation - 230 1st class, 430 2nd class, 1,000 3rd class

### Details of Career

The Laurentic was the first of two ships built for the White Star Canadian service in 1908, the other being the Megantic. The Laurentic was the first to be launched and, unlike its sister, was fitted with an extra propeller driven by a newly introduced steam turbine. Like Cunard's experiment with the Carmania and Caronia, this was the perfect way to test new machinery – by fitting identical ships with different engines. The Laurentic was originally laid down as the Alberta for the Dominion Line but by the time of its launch, on 9 September 1908, it had been renamed the Laurentic. It made its maiden voyage from Liverpool to Quebec and Montreal on 29 April 1909.

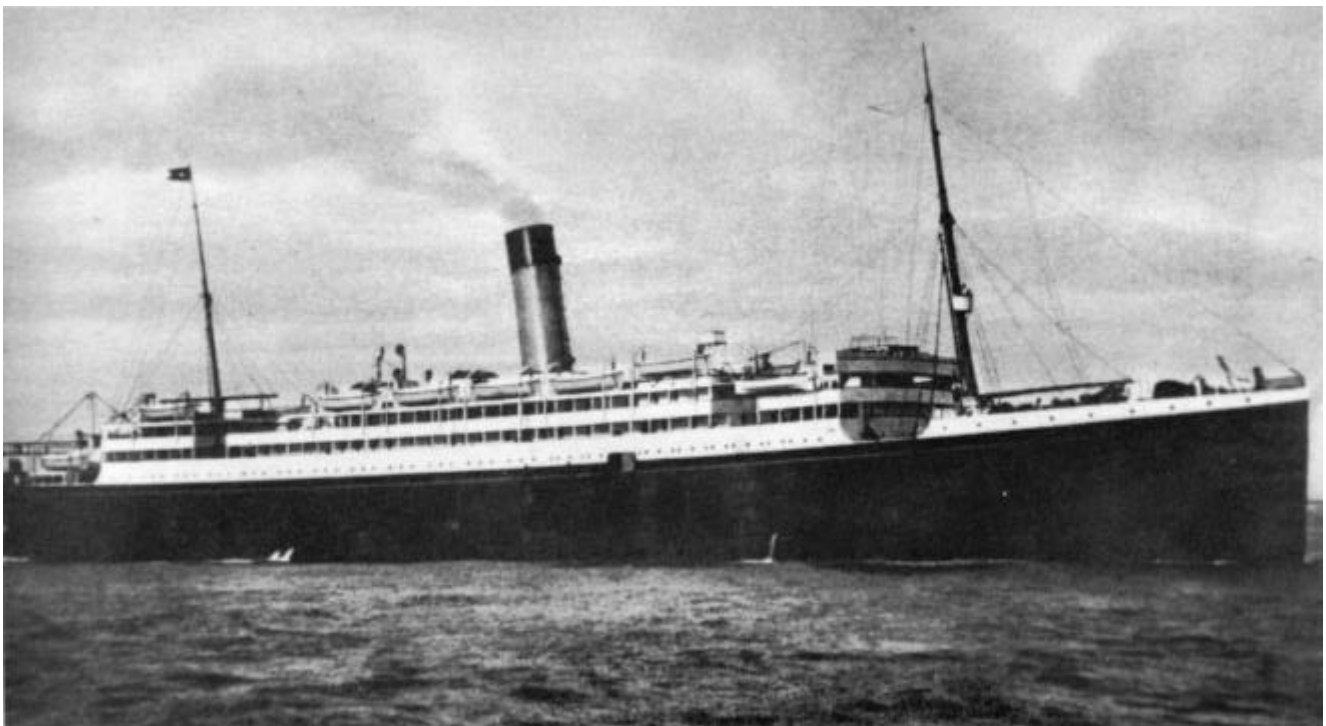
When the murderer Dr.Crippen fled to Canada on the Montrose, a Canadian Pacific liner, suspicion of his identity was aroused and Inspector Dew boarded the Laurentic in pursuit. The Laurentic was much faster and the Inspector managed to arrest Crippen off Father Point, St. Lawrence, before he could get ashore and outside British jurisdiction. The following year it made the fastest crossing on the Canadian route, completing a round trip in 13 days and 4 hours. On 13 September 1914 it became a troop transport for the Canadian Expeditionary Force. Later that year it was involved in the famous 32 troopship convoy in Gaspé Bay which carried over 35,000 Canadian troops to Europe.

In 1915 it was converted into an armed merchant cruiser. The ship was one of 15 that were initially armed with 4.7 inch guns taking to sea in a stop and search role, intercepting vessels and determining their destination. On 23 January 1917, whilst employed in this role, it was travelling from Liverpool to Halifax with as secret cargo of £5 million of gold bullion (3211 gold bars). These were bound for Halifax to pay for American munitions.

Under the command of Captain Norton the Laurentic left Bucrana at 5 PM in fine but biting cold weather. About 9 miles off Fanad Head the ship struck a mine on the port side and a second explosion followed in the engine room. The ship sank in 45 minutes in about 110ft of water, 354 of the 475 on board were killed. Although 15 of the lifeboats managed to get clear many of those on them died of exposure. At Fahan Church in Ireland there is a memorial of a large Celtic cross inscribed with the names of those who are interred in the mass grave below. This provides a fitting and beautiful memorial to those who died.

On 9 February the ship was located by Commander Damont, of the Royal Navy, operating from HMS Racer. The wreck, originally intact, collapsed after a storm and the 40 tons of gold became more difficult to retrieve. The salvage continued up until 1926. A team of 12 divers they began to salvage some of the cargo. Work was temporarily abandoned due to gales and war needs. From 1919 onwards they dived every summer for five years until all but 25 of the gold bars had been recovered.

Later Commander Damont was promoted to Captain. The 11 Royal Navy divers were awarded OBE's for their salvage efforts. The ship's bell is now in the Protestant Church at Portsalon on the shores of Lough Swilly, to which it was presented after the salvage. A further private salvage took place in 1986 and 1987 under a local man, Ray Cossum. He now owns the wreck and its salvage rights but on both attempts he failed to retrieve anything of value.



# Laurentic II (1927-40)

## Statistics

Gross Tonnage - 18,724 tons  
 Dimensions - 176.22 x 22.98m (578.2 x 75.4ft)  
 Number of funnels - 2  
 Number of masts - 2  
 Construction - Steel  
 Propulsion - Triple screw  
 Engines - Eight cylindered triple expansion engines combined with steam turbines  
 Service speed - 16 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 16 June 1927  
 Passenger accommodation - 594 cabin class, 406 tourist class, 500 3rd class

## Details of Career

The Laurentic was the last triple expansion coal fired major Atlantic liner. It shared the same engine and propulsion system as the first Laurentic, built in 1908. After its launch in June and trials at Liverpool during November it made its maiden voyage, from Liverpool to New York, on 12 November 1927. By April 1928 the Laurentic had begun to sail on the Liverpool to Quebec and Montreal route. Whilst serving this route it collided with Lurigethan, a Mountain Steamship Co. vessel, in the Strait of Belle Isle. Both ships were damaged, but not irrevocably, and found equally to blame.

The Laurentic became part of the newly formed Cunard White Star Line in 1934, but continued to operate on the same route as previously. By July, however, it ceased to serve the Canadian route and began cruising the northern capitals of Europe. On 18 August 1935 it was struck by the Napier Star, a Blue Star Line vessel, off the Skerries in the Irish Sea. The collision was serious and as a result 6 crew members were killed. The ship was able to return to Liverpool and underwent repairs in Gladstone Dock. By December that year the future of the ship was uncertain and as a result it was laid up in Birkenhead until the following September.

On 14 September 1936 it the Laurentic made a trooping voyage to Palestine. After this it was laid at Southampton and Falmouth until the outbreak of World War II. The war brought new employment for the ship and in September 1939 it was converted into an armed merchant cruiser at Plymouth. The masts and derrick posts were removed, the ship was repainted and then it was fitted with several 6 inch and anti-aircraft guns. On 29 November it succeeded in intercepting the Antiochia, a Hamburg America vessel, off Iceland. The German ship scuttled itself but was used for target practice while sinking.

Early in 1940 the ship was grounded at Islay, during thick fog, but was quickly repaired by Harland & Wolff. On 3 November the Laurentic was torpedoed three times and sunk by German submarine U.99 off Bloody Foreland in the North Western Approaches with the loss of 49 lives. One of the accompanying vessels, Partoclus, went to assist but was also torpedoed and sank with further loss of life. There was later controversy over the Partoclus' decision to stop and assist when the U-boat was likely to still be present. Otto Kretschmer, the captain of U.99, was later decorated by Adolf Hitler with the equivalent of the British Victoria Cross.



# Majestic I (1890-1914)

## Statistics

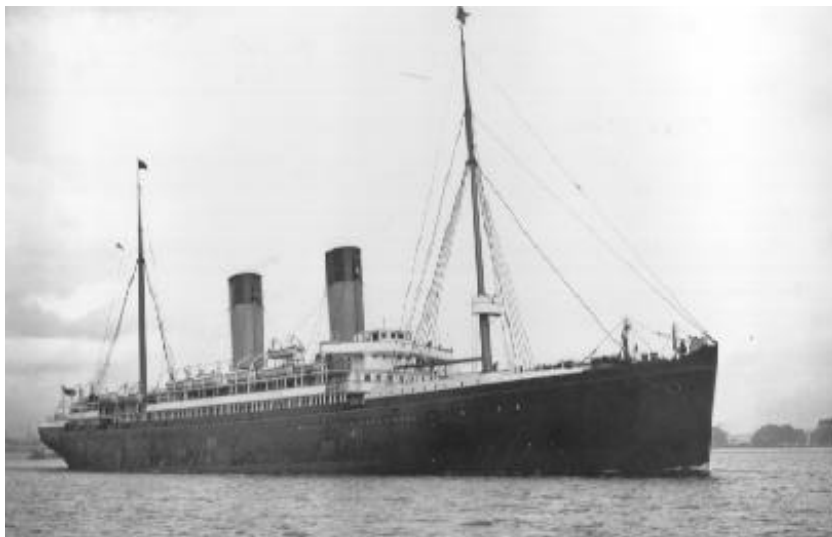
Gross Tonnage - 9,965 tons  
 Dimensions - 172.44 x 17.61m (565.8 x 57.8ft)  
 Number of funnels - 2  
 Number of masts - 3  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Six-cylindered triple expansion engines  
 Service speed - 19 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 29 June 1889  
 Passenger accommodation - 300 1st class, 190 2nd class, 1,000 3rd class

## Details of Career

The Majestic and the Teutonic, its sister ship, were both laid down in 1887. The design of the two ships was approved by the Admiralty as the 'finest ever put forward'. As the ships had twin screw propulsion units there was no need for sails.

The Majestic was not launched until 29 June 1889 and it made its maiden voyage from Liverpool to New York, via Queenstown, on 2 April 1890. In July 1891 it made a record crossing between Queenstown and Sandy Hook in 5 days, 18 hours and 8 minutes at an average speed of 20.1 knots. One month later its sister ship, the Teutonic, broke this record. The ship continued to operate the Liverpool-New York service without major incident until 1899. During 1899-1900 the Majestic was employed as a Boer War transport and went on several trooping voyages to Cape Town.

By 1902 the ship was in need of a refit. It returned to Harland & Wolff in Belfast and several changes were made. New boilers were fitted, the funnels were lengthened by 3 metres, the mizzen mast was removed and the gross tonnage of the ship increased to 10,147 tons. It returned to service late in 1903. In 1905 it was damaged by a bunker fire whilst at dock in Liverpool. Like its sister ship the Majestic was moved to Southampton in 1907 and began sailing from there to Cherbourg and New York on 26 June. By November 1911, however, it had been relegated to a reserve ship and spent most of its time laid up at Bidston Dock, Birkenhead. The wisdom of having a reserve ship was demonstrated when the Titanic was lost in April 1912. In May the Majestic replaced it. It made its last sailing to New York on 14 January 1914 and was then sold and scrapped at Morecambe.





# Majestic II (1922-43)

## Statistics

Gross Tonnage - 56,551 tons  
 Dimensions - 279.03 x 30.51m (915.5 x 100.1ft)  
 Number of funnels - 3  
 Number of masts - 2  
 Construction - Steel  
 Propulsion - Quadruple screw  
 Engines - Parsons direct acting steam turbines  
 Service speed - 23 knots  
 Builder - Blohm & Voss, Hamburg  
 Launch date - 20 June 1914  
 Passenger accommodation - 700 1st class, 545 2nd class, 850 3rd class

## Details of Career

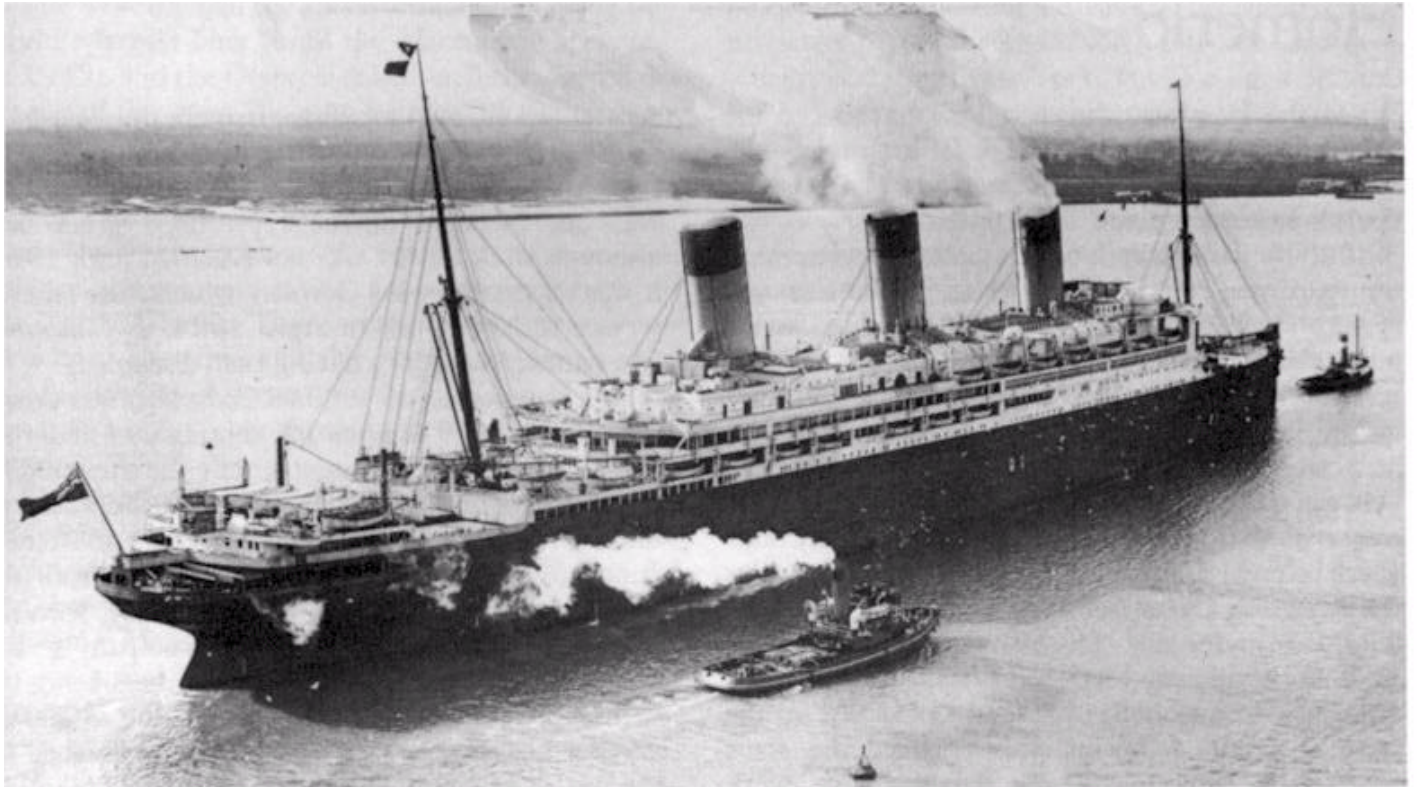
The ship was originally built for the Hamburg America Line as the *Bismarck*. The keel plate was laid by Kaiser Wilhelm II in 1913 and, at the time, it was the world's largest ship. Its sister ships were the *Imperator*, which later became the Cunard vessel *Berengaria*, and the *Vaterland*. As with other ships built around this time extra safety measures were introduced as a result of the Titanic disaster. The outbreak of World War II, in August 1914, meant that work on the ship was suspended.

In 1919 the ship was handed over to the British Government as part of the war reparations and then bought jointly by White Star and Cunard. In 1920 the work on the ship was further delayed as it was badly damaged by a fire. Sabotage was suspected as the Germans had no wish to part with the ship. Work was completed at Hamburg in March 1922 and the ship was delivered to Liverpool at the end of the month. After a period of trials the ship was renamed *Majestic* on 12 April. It made its maiden voyage for White Star on 10 May on the Southampton-Cherbourg-New York route. In September 1923 the ship broke two records. Firstly it made the fastest crossing, in 5 days, 5 hours and 21 minutes, and secondly on one voyage it carried a total of 2,625 passengers, one of the the company's highest. In 1925 it went on to make a crossing in 5 days at an average speed of 25 knots.

In 1928 the *Majestic* went to Boston Navy Dockyard to be refitted. New boilers were fitted, the promenade deck was glassed in, the funnel tops were deepened and the passenger accommodation was altered to house 860 1st class, 705 tourist class and 1,067 3rd class passengers. During the early 1930's it ran summer cruises between New York and Halifax, along with the *Olympic*. In July 1934 the ship became part of the newly formed Cunard-White Star company and replaced the *Mauretania* on the Southampton-New York service. In 1935 the *Normandie* replaced it as the world's largest ship. In February 1936 it made its last voyage for Cunard and was replaced by the *Queen Mary*.

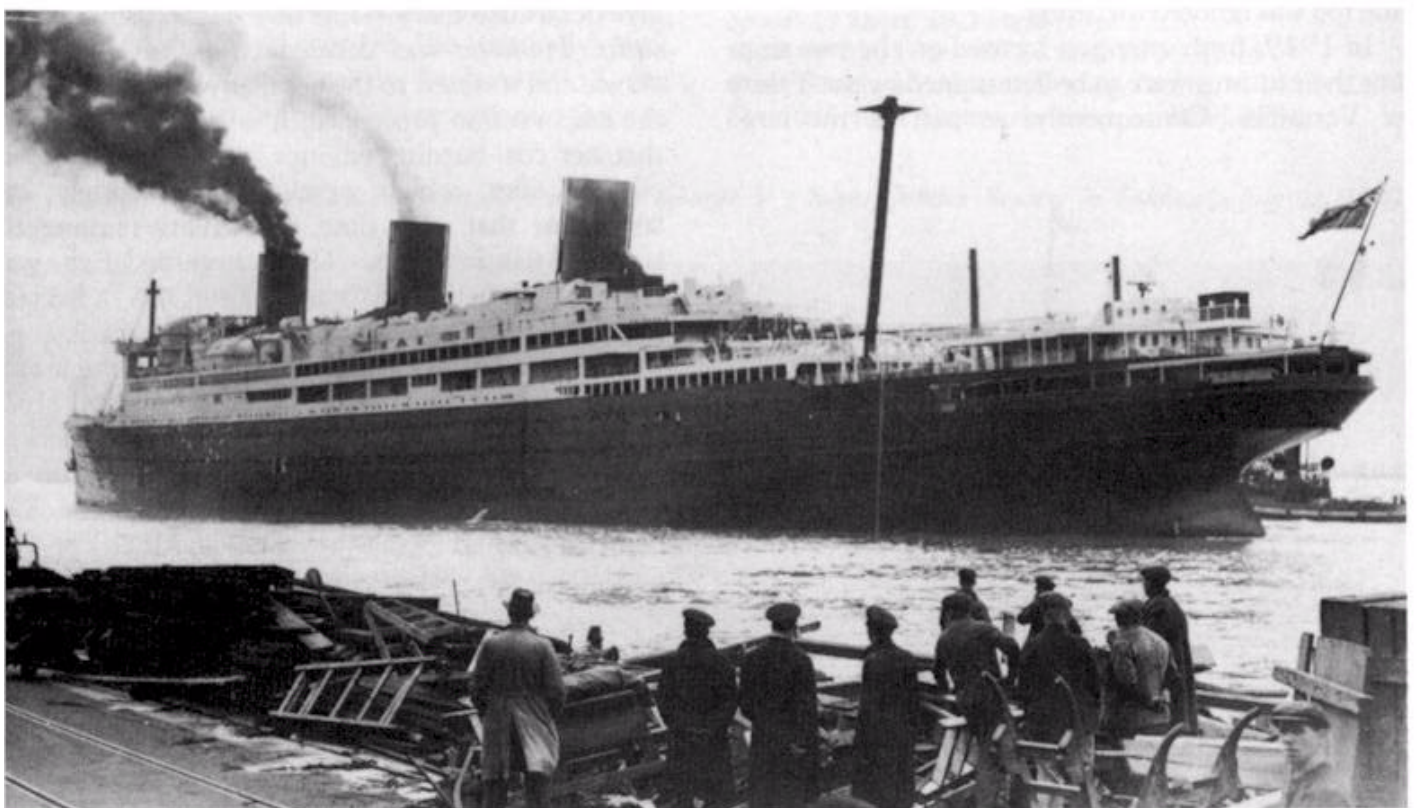
After this the ship was laid up at Southampton and was then sold on 15 May for scrapping. The Admiralty, however, purchased the ship in July to be converted into a Cadets' Training ship. Conversion work was carried out at Southampton, including the shortening of the masts and funnels so that it could fit under the Forth Bridge. After this it was renamed *HMS Caledonia*. On 8 April 1937 it left Southampton for its base in Rosyth and it was commissioned on 23 April with a capacity for 1,500 boys and 500 artificer apprentices. The outbreak of World War II, in September 1939, meant that the cadets were withdrawn to shore accommodation and the ship's berth was vacated for Naval use. It was temporarily anchored in the Firth of Forth whilst its future role was considered.

On 29 September 1939 the *Caledonia* caught fire, burnt out and sank at its moorings in Rosyth. In March 1940 it was sold to Thomas W. Ward for demolition and salvage work commenced. It was not until 17 July 1943 that the hulk was raised and towed five miles to the scrap yard.



Above Her last arrival in Southampton as a Cunard-White Star liner in March 1936.

Below Leaving Southampton to become the naval training ship HMS Caledonia in Rosyth, Scotland. Note that her funnels and masts have been cut down and that most lifeboats are gone.



## Medic (1898-1942)

### Statistics

Gross Tonnage - 11,985 tons  
 Dimensions - 167.69 x 19.3m (550.2 x 63.3ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Four-cylinderead quadruple expansion engines  
 Service speed - 13.5 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 15 December 1898  
 Passenger accommodation - 320 3rd class

### Details of Career

The Medic, and its sister ship the Afric, were built as refrigerated cargo ships. The Medic was launched on 15 December 1898 and was part of a five ship monthly Australian service. It made its maiden voyage from Liverpool to Sydney, via Cape Town, on 3 August 1899. On the return voyage it carried Australian troops and their horses to the Boer War, which began on 16 October.

After this the ship continued to operate on the commercial service until April 1917 when it was taken over by the Government under the Liner Requisition Scheme. It had avoided being requisitioned this long largely due to the fact that it was so valuable as a meat carrier. It was returned to White Star management on 26 March 1919. The following year its passenger accommodation was altered to house 260 Cabin class passengers.

In January 1928 it was sold to N. Bugge, Tonsberg and converted into a whale factory ship. In this role it was fitted with a stern ramp, for hauling whales onto the ship, and renamed the Hektoria. In 1932 it was transferred to the British flag under Hector Whaling, London. On 11 September 1942 it was torpedoed by U-608 and sank in the North Atlantic whilst serving as an oil tanker for the Government.

## Megantic (1909-33)

### Statistics

Gross Tonnage - 14,878 tons  
 Dimensions - 167.75 x 20.51m (550.4 x 67.3ft)  
 Number of funnels - 1  
 Number of masts - 2  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Eight cylinderead quadruple expansion engines  
 Service speed - 16 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 10 December 1908  
 Passenger accommodation - 230 1st class, 430 2nd class, 1,000 3rd class

## Details of Career

The ship was originally laid down as the Albany for the Dominion Line. It was launched, however, as the Megantic on 10 December 1908. It was delivered to White Star and made its maiden voyage, from Liverpool to Montreal, on 17 June 1909. It became the fourth ship required for the joint White Star-Dominion weekly service to Canada. It was in the news in 1910 as the ship that brought Dr. Crippen back to England to stand trial.

In October 1914 the ship was part of the famous 32 ship convoy that left Gaspé, escorted by several warships. The following year it was used as a troopship. Later, in 1917, it was attacked by German U-boat UB-43 but managed to escape unscathed. In April of that year it was taken over by the Government under the Liner Requisition Scheme. After fulfilling this duty it began to sail from Liverpool to New York, beginning in April 1918. The Megantic underwent a major refit in April 1919 and the passenger accommodation was altered to hold 325 1st class, 260 2nd class and 550 3rd class passengers. When this was completed it returned to the Liverpool-Montreal route, making winter cruises from New York to the West Indies.

The passenger accommodation on the Megantic was again altered in 1924, this time to house 452 cabin class, 260 2nd cabin class and 550 3rd class passengers. In 1927 it made a one off voyage to Shanghai, carrying troops. From March 1928 it began to sail on a new route, London to New York, via Le Havre, Southampton and Halifax. This route was altered the following month to call at Quebec and Montreal, instead of New York. During 1930-31 it made several economy cruises, along with several other White Star ships. By May 1931 it had reverted back to the Liverpool to Montreal route but was laid up by July in Rothesay Bay. The Megantic left Britain for Osaka in February 1933 to be scrapped.



## Mobile (1920)

### Statistics

Gross Tonnage - 16,960 tons  
 Dimensions - 179.48 x 19.90m (588.9 x 65.3ft)  
 Number of funnels - 2  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Eight-cylindered quadruple expansion engines  
 Service speed - 16 knots  
 Builder - Blohm & Voss, Hamburg  
 Launch date - 26 September 1908  
 Passenger accommodation - 250 1st class, 390 2nd class, 2,550 3rd class

## Details of Career

The ship was built in Hamburg and launched for the Hapag Line, as the Cleveland, on 26 September 1908. In March 1919 it was surrendered to the US and became the Mobile, a US troopship. In 1920 it was passed over to the management of the White Star Line. It made its first sailing for them on 25 June, from Liverpool to New York. After only two round trips on this route the ship was taken out of service.

## Naronic (1892-93)

### Statistics

Gross Tonnage - 6,594 tons  
 Dimensions - 143.25 x 16.18m (470 x 53.1ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Six-cylindered triple expansion engines  
 Service speed - 13 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 26 May 1892  
 Passenger accommodation - 150 1st class

### Details of Career

The Naronic and the Bovic were both launched in 1892 as livestock carriers. They were similar to the Nomadic and Tauric except that they were larger and were fitted with extra passenger accommodation to meet the demand on the non-New York routes. The Naronic made its maiden voyage from Liverpool to New York on 15 July.

The Naronic's seventh voyage was to be its last. The ship left Liverpool on 11 February 1893 with 74 people on board. After dropping its pilot at Point Lynas it was never seen again. On March 4 the steamer Coventry was en route from Newport News to the UK when it spotted one of the Naronic's lifeboats floating keel up, 500 miles off Halifax. The next day it passed another empty lifeboat. From March 3 onwards a total of four messages in bottles were found on the shores in New York Bay and Virginia. These were supposedly from people on board the Naronic and one stated that the ship had struck an iceberg. The ship, however, had been south of the Newfoundland iceberg danger zone and the Court of Enquiry recorded that there was no ice within 100 miles of the ship's route.

## Nomadic (1891-1926)

### Statistics

Gross Tonnage - 5,749 tons  
 Dimensions - 140.44 x 14.96m (460.8 x 49.1ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Six-cylindered triple expansion engines  
 Service speed - 13 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 11 February 1891  
 Passenger accommodation - None

## Details of Career

The Nomadic and the Tauric were both built as livestock carriers and launched in 1891. The Nomadic made its maiden voyage from Liverpool to New York on 24 April 1891. In October 1899 it was the first White Star ship to be requisitioned as a Boer War troopship and horse transport and served this role for almost two years.

In 1903 it was transferred to the Dominion Line. Although it initially retained its name it was changed to the Cornishman in 1904. It then went on to serve the American and Canadian routes. In 1921 it was transferred to the Leyland Line and after a further five years service it was sold, in March 1926, and scrapped at Lelant in Cornwall.

## Nomadic II (1911-Present)

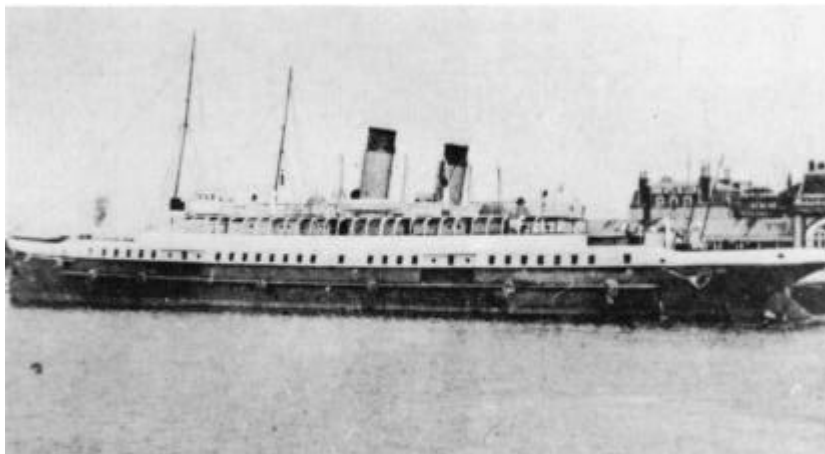
### Statistics

Gross Tonnage - 1,273 tons  
 Dimensions - 67.26 x 11.3m (220.7 x 37.1ft)  
 Number of funnels - 1  
 Number of masts - 1  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Two twin-cylindere inverted compound engines  
 Service speed - 12 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 25 April 1911  
 Passenger accommodation - 1,200, plus baggage.

### Details of Career

The Nomadic was launched on 25 April 1911, in time to attend the sea trials of the Titanic. It was a tender employed in the transportation of passengers and baggage from the harbour to the larger transatlantic liners. It then went to Southampton with the Titanic before being based at Cherbourg, where it ferried passengers out to the Titanic. It also later attended the sea trials of the Olympic. During World War I the vessel was based at Brest and served as a naval tender.

In 1927 the ship was sold to the Soc. Cherbourgoise de Transbordment, Paris. It retained its name and continued to operate the same service. In 1934 it was sold again, this time to the Soc. Cherbourgoise de Remorquage et de Sauvetage, and renamed Ingenieur Minard. During World War II it was mainly used on the south coast of England and returned to Cherbourg in 1945. In 1968 it was sold for scrap but resold to become a floating Japanese restaurant on the Seine, in Paris. In 1996 the ship was sold yet again to, as yet, an unnamed buyer. There are rumours that the new owner intends to preserve the ship and even restore the superstructure, which had been removed to allow it to pass under the bridges of the Seine, to its original position.



# Northland (1910-29)

## Statistics

Gross Tonnage - 11,905 tons  
 Dimensions - 171.16 x 18.35m (561.6 x 60.2ft)  
 Number of funnels - 2  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Eight-cylindered quadruple expansion engines  
 Service speed - 16 knots  
 Builder - John Brown & Co Ltd, Glasgow  
 Launch date - 24 November 1900  
 Passenger accommodation - 342 1st class, 194 2nd class, 626 3rd class

## Details of Career

The ship was originally named the Zeeland and was launched for the Red Star Line on 24 November 1900. This was the company's largest ship at the time and was strengthened at the front against ice. It made its maiden voyage, from Antwerp to New York, on 13 April 1901. By 1902 the controlling owners were the International Navigation Co, New Jersey (later the International Mercantile Marine). In 1909 it was involved in a collision with the Hartlepool in the Straits of Dover. The ships were both damaged and held equally to blame.

On 11 April 1910 the ship was transferred within the International Mercantile Marine to White Star. They were awaiting the delivery of the Olympic and needed to replace the extra passenger capacity lost with the Republic. On 19 April it made its first sailing from Liverpool to New York. Off season it would sail on the Liverpool-Boston route. By September 1911 the ship had returned to the Red Star Line. In July 1914 it collided with the Missouri en route for New York. With the wartime closure of the Antwerp route it was returned to White Star management to replace their ships which had been called up for Government service. Southampton was now a military port so it served routes from Liverpool to New York and Canada.

The ship was requisitioned for trooping in June 1915 and was renamed Northland, the Zeeland sounded too Germanic. In August 1916 it returned to the White Star-Dominion joint service to Canada. After several voyages on this service it was taken over by the Shipping Controller under the Liner Requisition Scheme. It was decommissioned in September 1919. During 1920 the ship was refitted at Liverpool and then Belfast, being converted to oil burning. The vents were now cowled instead of lidded. The interior refurbishment was completed at Antwerp and the name reverted to Zeeland.

After this the ship resumed Red Star sailings from Antwerp to New York, via Southampton. In 1921 Hamburg became the start port of service. In 1924 it was converted solely to house tourist class passengers. In January 1927 it was sold to the Atlantic Transport Line, Liverpool and renamed the Minnesota. It then made one final trooping voyage, along with the Megantic, to Shanghai with the Royal Marines. After this it operated on the London-New York route. In October 1929 it was sold to Thos. Ward and broken up at Inverkeithing.



R.M.S. Olympic was the only liner of her class ever to cross the Atlantic and reach New York. She was called "The Old Reliable".

# Oceanic I (1871-96)

## Statistics

Gross Tonnage - 3,707 tons  
 Dimensions - 128.01 x 12.46m (420 x 40.9ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Iron  
 Propulsion - Single-screw  
 Engines - Four-cylindrical compound engines by Maudslay, Sons & Field, London  
 Service speed - 14 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 27 August 1870  
 Passenger accommodation - 166 1st class, 1,000 3rd class

## Details of Career

The Oceanic was one of four ships launched by White Star in the 1870-72 period, the others being the Atlantic, Baltic and Republic. All these ships were so called 'longships' because the length to beam ratio was 10:1, instead of the usual 8:1 ratio. There were separate chairs for every passenger, portholes were enlarged to allow more light in and there were two double bed bridal suites. Fares were £16.16 shillings for a saloon passenger and £6.6s for steerage passengers.

The ship was launched on 27 August 1870 and arrived in Liverpool on 26 February 1871. It was to be White Star's first Atlantic passenger liner. It made its maiden voyage from Liverpool to New York, via Queenstown on 2 March. It failed to attract much custom and it only carried 64 passengers on this first crossing. The ship, however, had to put into Holyhead because its bearings were overheated and then returned to Liverpool. It resumed the voyage on 14 March and arrived in New York on 28 March.

In January 1872 it returned to Belfast for its first annual overhaul. The opportunity was taken to make some modifications to the ship. A whale backed forecastle with breakwater was added, two more boilers and additional coal bunkerage were added and the masts were shortened. The Oceanic made its last sailing on the Liverpool to New York route on 11 March 1875 and was then chartered to the Occidental & Oriental Line. This was largely due to the fact that the introduction of newer ships meant that the Oceanic had become surplus to requirements.

For its new owners the ship ran on the San Francisco to Hong Kong route, calling at Yokohama. In 1876 it made a record crossing on this route. In 1879 it returned to Liverpool to be refitted and on 16 March 1880 it left Liverpool to sail back to Hong Kong. On 22 August 1882 it collided with the Inman liner City of Chester, off the Golden gate bridge. The City of Chester sank with the loss of 16 lives. After returning to Harland & Wolff, on 17 May 1895, to be re-engined the plan was abandoned and the ship was sold for breaking up on the Thames. It left Belfast on 10 February and was towed to the Thames by the Dutch tug Oceanan.



*Oceanic II*



## Oceanic II (1899-1914)

### Statistics

Gross Tonnage - 17,272 tons  
 Dimensions - 208.98 x 20.84m (685.7 x 68.4ft)  
 Number of funnels - 2  
 Number of masts - 3  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Six-cylindered quadruple expansion engines  
 Service speed - 19 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 14 January 1899  
 Passenger accommodation - 410 1st class, 300 2nd class, 1,000 3rd class

### Details of Career

The Oceanic was launched on 1 January 1899 and made its maiden voyage from Liverpool to New York, via Queenstown on 16 September. It continued this service until 1907. This was the first vessel to exceed the Great Eastern in length, but not in tonnage. The ship, however, was not designed as a record breaker and the service speed was limited to 19 knots and it was intended to supply a steady and efficient service.

In 1900 it was struck by lightning whilst at anchor in the Mersey and lost its topmast. A more serious incident occurred in September 1901 when it collided with a small steamer called the Kincora, which belonged to the Waterford Steamship Co., in fog off Tuskar Rock. The Kincora sank and seven lives were lost. On 22 May 1907 the Majestic made its last sailing from Liverpool before transferring to Southampton and beginning a New York service from there. It made its last sailing on this route on 22 July 1914.

On 8 August 1914 it was commissioned as an Armed Merchant Cruiser and posted with the 10th Cruiser Squadron on the Northern Patrol. In this role it was wrecked off Foula Island, 20 miles west of Shetland on 8 September. The ship was attempting to navigate to the west of the island at high water and due to a navigational error it was carried off course by fast currents and grounded on Hoevdi Rocks in the Skaalds. A nearby trawler assisted with the evacuation of those on board but attempts to save the ship failed. A court enquiry laid the blame on the navigator and absolved the two captains. Admiralty later changed procedures so that with large cumbersome ships, such as the Oceanic, the regular captains would remain in control rather than replacing them with Naval captains.

In March 1924 the upper sections of the ship were removed and salvaged. It was not until 1974 that work was undertaken to remove the rest of the wreck. This was completed in 1979, when the last worthwhile remnants were removed.

## Olympic (1911-1937)

### Statistics

Gross Tonnage - 45,342 tons  
 Dimensions - 269.52 x 28.19m (882.5 x 92.5ft)  
 Number of funnels - 4  
 Number of masts - 2  
 Construction - Steel  
 Propulsion - Triple screw  
 Engines - Combination of eight triple-expansion reciprocating engines and steam turbines.  
 Service speed - 21½ knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 20 October 1910  
 Passenger accommodation - 735 1st class, 674 2nd class, 1,026 3rd class

## Details of Career

The Olympic was launched on 20 October 1910 and made its maiden voyage from Southampton to New York on 14 June 1911. Later that year, on 20 September, the Olympic was rammed by the cruiser HMS Hawke in the Solent which had attempted to pass astern and hit the Olympic abreast the mainmast, starboard side. The ship went to Belfast for repairs but was out of action for six weeks. As the result of an enquiry into the collision the Olympic was found to blame as its speed and size had sucked the Hawke off course. It was able to resume normal service on 30 November 1911.

In February 1912 it was overhauled at Belfast and a new propeller was fitted. After the loss of the Titanic and the ensuing court enquiry had been published several changes were made to the ship. During 1912-13 the Olympic returned to Harland & Wolff for six months safety rebuilding. The double bottom was extended up the sides to the waterline, full height bulkheads were fitted, as were additional lifeboats. As a result of this the ships tonnage was increased to 46,359 tons. The Southampton to New York service was resumed on 2 April 1913.

In August 1914 it was requisitioned as a troopship. In October it unsuccessfully attempted to tow the mined and sinking battleship HMS Audacious in to Loch Foyle. In September 1915 the Olympic resumed trooping duties after being dazzle painted and fitted with 6 inch guns. During 1916 it was twice missed by torpedoes in the Mediterranean. On a third occasion, on 12 May 1918, the Olympic avoided a torpedo attack off the Lizard and then rammed and sank German submarine U-103. The survivors were picked up by the escorting American destroyer.

After this the ship was involved in the repatriation of Canadian troops. By the end of the war the Olympic had carried over 200,000 troops and steamed some 180,000 miles. Next it sailed back to Belfast to be refitted by Harland & Wolff. It was converted to oil burning engines thus reducing the engine room staff from 246 to 60. The passenger accommodation was also re-styled to accommodate 750 1st class, 500 2nd class and 1,150 3rd class passengers. On 25 June 1920 it returned to the Southampton-Cherbourg-New York service.

On 22 March 1924 it was involved in a collision with the Furness Line ship St. George whilst leaving New York. However, there was only minor damage to the stern post. In January 1928 the passenger accommodation underwent further alterations. In 1929 it briefly ran a new 'Quick-trip' service, along with the Majestic, between New York and Halifax.

On 10 May 1934 the Olympic became part of the newly formed Cunard-White Star Company. On its first voyage for its new owners the ship rammed and sank the Nantucket Lightship in fog. The accident killed eight people. On 27 March 1935 the ship made its last voyage on the Southampton to New York route and on its return it was laid up at Southampton. In September it was sold to Sir John Jarvis for £100,000. It was then resold to Metal Industries for breaking on the condition that it was done at Jarrow in order to relieve unemployment there. On 19 September 1937 the hulk was towed to Inverkeithing for final demolition.



## Persic (1899-1927)

### Statistics

Gross Tonnage - 11,973 tons  
 Dimensions - 167.69 x 19.3m (550.2 x 63.3ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Two four-cylindereed quadruple expansion engines  
 Service speed - 13.5 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 7 September 1899  
 Passenger accommodation - 320 cabin class

### Details of Career

The Afric, Medic and Persic were all cargo vessels which entered service in 1899 and were known as the Jubilee Class. The Persic was the last of the three to be launched, on 7 September. The ship made its maiden voyage from Liverpool to Sydney on 7 December, carrying some 500 troops to Cape Town on the way. At Cape Town the ship's rudder stock broke and the voyage was delayed while a new one came out from Harland & Wolff. The voyage was resumed in 1900 and the ship also carried home the Australian sick and wounded, from the second Boer War. On 26 October it was involved in the rescue of the crew of the burning schooner Madura.

During the period 1917-19 the Persic operated with the Medic under the Liner Requisition Scheme. In September 1918 the Persic was torpedoed off Sicily by UB-87, but reached port safely. It was returned to its owners in 1920, refitted, modernised and converted to house 260 cabin class passengers. In 1926 it was refitted at Govan but had suffered irreparable engine wear. It made its final voyage from Liverpool on 26 September and was subsequently laid up. It was sold on 7 July 1927 and went to be broken up at Hendrik ido Ambacht, Netherlands.

## Pittsburgh (1922-41)

### Statistics

Gross Tonnage - 16,322 tons  
 Dimensions - 175.06 x 20.66m (574.4 x 67.8ft)  
 Number of funnels - 2  
 Number of masts - 2  
 Construction - Steel  
 Propulsion - Triple screw  
 Engines - Eight cylindereed triple expansion engines and steam turbines  
 Service speed - 15 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 11 November 1920  
 Passenger accommodation - 600 cabin class, 1,500 third class

### Details of Career

The Pittsburgh was originally laid down for the American Line in November 1913 but work was suspended at the outbreak of World War I. It was not until 11 November 1920 that the ship was launched and completed for White Star. On 6 June 1922 the ship made its maiden voyage, from Liverpool to Boston via Philadelphia. Whilst en route from New York to Bremen, on 14 November, it rescued the 45 crew of the sinking Italian steamer Monte Grappa of the Libera Triestina Line. On

1 December the ship made its first voyage on a new route, Bremen to New York, via Southampton and Halifax.

In April 1923 a giant wave demolished the ship's wheelhouse, injuring those inside. On 25 November Hamburg became the terminal in place of Bremen. On 20 January 1925, after being sold to the Red Star Line, it made its first voyage from Antwerp to New York. It was renamed the Pennland in 1926. It made its first voyage under this name, on the same route on 18 February. It made its last sailing for this company on 16 November 1934, when the Red Star Line collapsed.

By January 1935 it had been sold to Arnold Bernstein, Hamburg for his Red Star Line GmbH. It was refitted at Kiel to accommodate 550 tourist class and 1,500 third class passengers. By 10 May it was again operating services from Antwerp to New York. In June 1939 the company, along with the Pennland, were bought by the Holland America Line. The retained its name and kept to the same service. On 27 April 1940 it made its final sailing from Antwerp.

Next it returned to Liverpool where it was taken over by the Ministry of War Transport as a troopship. In this role it operated under Dutch control. On 30 August, after the July strike to immobilise the French battleship Richlieu, the Pennland sailed to Dakar with General de Gaulle and 1,200 Free French. After the failure of this operation it disembarked the troops, not the general, at Duala. Then it carried internees and POW's to Jamaica thence to Canada for trooping to the UK. In 1941 it was used to carry troops to Egypt and shuttled reinforcements to Greece. On its second voyage in this role, on 25 April, the Pennland was bombed seven times and sunk by German aircraft in the Gulf of Athens.

## Poland (1922-25)

### Statistics

Gross Tonnage - 8,282 tons  
 Dimensions - 144.92 x 15.91m (475.5 x 52.2ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Single screw  
 Engines - Three-cylindered triple expansion engines  
 Service speed - 13 knots  
 Builder - Furness, Withy & Co, West Hartlepool  
 Launch date - 31 July 1897  
 Passenger accommodation - 1,000 third class

### Details of Career

The ship was initially launched as the Victoria, on 31 July 1897, for the Leyland Line. It made its maiden voyage, from London to New York, on 6 January 1898. In September the same year it was sold to the Atlantic Transport Line and was renamed the Manitou. In 1902 it was acquired by the International Mercantile Marine and ran on the Red Star Line's Antwerp-Philadelphia route. In 1906 it was off Land's End, en route for Philadelphia, when the propeller shaft cracked. As a result the ship had to put back to Falmouth and be repaired.

With the fall of Antwerp, in August 1914, the ship was moved to a Liverpool berth. The lifeboats were doubled and a pair positioned midway between the fore and main masts. In 1920 the ship was renamed the Poland and in 1922 it was transferred to the White Star line. For this company it sailed the Bremen-Southampton-Quebec-Montreal route, along with the Vedic. The ship was eventually sold for scrap in 1925 and broken up in Italy.

# Regina (1926-30)

## Statistics

Gross Tonnage - 16,313 tons  
 Dimensions - 175.36 x 20.65m (575.3 x 67.8ft)  
 Number of funnels - 2  
 Number of masts - 2  
 Construction - Steel  
 Propulsion - Triple screw  
 Engines - Two triple expansion engines and one low pressure turbine driving the centre screw  
 Service speed - 15 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 19 April 1917  
 Passenger accommodation - 631 cabin class, 1,824 3rd class

## Details of Career

The Regina was similar to the Doric and Pittsburgh and was originally laid down for the Dominion Line, in 1913. The ship was not launched until 19 April 1917. It was completed as a troopship in 1918 and by December was operating on the Liverpool-Boston route, repatriating troops and carrying emigrants. The Regina remained on this Boston service until August 1921 when it was returned to its builder and completed to its original design.

After trials in March 1922 it then sailed to Liverpool. It made its maiden voyage, on the White Star-Dominion Line joint service, from Liverpool to Portland on 16 March. During February 1923 the ship made its only call at Bermuda, on the way to New York in order to land naval replacements there. In June 1924 the Regina was credited with the first tourist class experiment. The whole of the third class to Europe was occupied by 500 Canadian students. The accommodation was altered to allow greater space per passenger and the food and amenities were improved - for a higher fare. From this date 'Tourist Class' became a new innovation.

In 1925 the ship returned to the Antwerp-New York route. Soon, however, the Dominion Line ended and the Regina, and several other Dominion vessels, transferred into White Star livery. On 12 December it made its first on the Liverpool-New York route. In December 1929 it transferred to the Red Star line and the passenger accommodation was altered to house 350 cabin class, 350 tourist class and 800 third class passengers. After this the ship began to sail on the Antwerp to New York route. Early in 1930 it was renamed Westernland but was laid up by the end of 1934. The Antwerp-New York route ceased in 1935 and the vessel was acquired by Arnold Bernstein's Red Star line GmbH.

The ship was then employed as one of the first car transporters, from Europe to the US. On 31 December 1935 it was involved in the rescue of the crew of the sinking French trawler Satanile, north of the Channel Islands. The following November it was responsible for rescuing the sole survivor of the Hamburg America's Isis, which sank in a storm off Land's End. By 1938 the ship was laid up at Antwerp at the end of the summer season and the following June the Holland America Line purchased the Red Star fleet.

With the German invasion of the Netherlands, in April 1940, the ship escaped to Britain and on 10 May it became the HQ ship of the Dutch Government in exile, docked at Falmouth. By July it had been taken over for trooping and went to Liverpool to be converted. In November 1942 it was purchased by the Admiralty for conversion into a repair ship and the following year it became a destroyer depot ship, still called Westernland. It was decommissioned in 1945 and Cunard-White Star became the temporary managers, with the idea that it might be rebuilt for their Canadian service - which had been reduced to one ship. The concept, however, was deemed unfeasible and it was laid up in the River Blackwater.

In October 1946 the ship was sold to Christian Salvesen for conversion into a whaling depot ship. The plan was later abandoned as too much work would be involved. On 15 July 1947 it was sold again, this time to BISCO for breaking up. On 1 August it arrived at Blyth and was scrapped by Hughes Bolckow.

## Republic I (1872-1910)

### Statistics

Gross Tonnage - 3,707 tons  
 Dimensions - 128.01 x 12.46 m (420 x 40.9ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Iron  
 Propulsion - Single screw  
 Engines - Four-cylindrical compound engines made by G. Forrester & Co, Liverpool  
 Service speed - 14 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 4 July 1871  
 Passenger accommodation - 166 1st class, 1,000 3rd class

### Details of Career

The Republic was one of four similar ships launched by White Star in the 1870-72 period, the others being the Oceanic, Atlantic and Baltic. All these ships were so called 'longships' because the length to beam ratio was 10:1, instead of the usual 8:1 ratio. There were separate chairs for every passenger, portholes were enlarged to allow more light in and there were two double bed bridal suites. Fares were £16.6s for a saloon passenger and £6.6s for steerage passengers.

The Republic was launched on 4 July 1871 and was the last of a quartet of ships. It made its maiden voyage from Liverpool to New York on 1 February 1872. This maiden crossing was extremely rough and there was a great deal of superficial damage. On 5 October it sailed from Liverpool to South America, its final destination was Valparaiso. The ship had been deliberately selected to be the finest ever seen on the route and directly challenge the Pacific Steam Navigation Co. Despite good pay loads, however, the route was never a success for White Star. On 16 February 1883 it was involved in the rescue of the crew of the SS Glamorgan.

The Republic continued to serve White Star, making its final voyage for the company on 16 January 1889. In June of that year it was sold to the Holland America Line and renamed Maasdam. Triple expansion engines were then fitted by G. Forrester & Co, Liverpool and the passenger accommodation was then altered to suit 150 1st class, 60 2nd class and 800 3rd class passengers. On 15 March 1890 it made its first voyage on the Rotterdam to New York service and continued to do so until 1902, when it was sold to the Italian firm Navigazione Italiana. They, in turn, renamed it Vittoria and then later Citta Di Napoli. It was employed on a route that called at Genoa, Naples, Palermo, Gibraltar and New York. After Messina, in Sicily, was destroyed by an earthquake in December 1908 the ship was used to accommodate refugees. Once it had been released from this service it returned to Genoa and was sold for scrap.

## Republic II (1903-09)

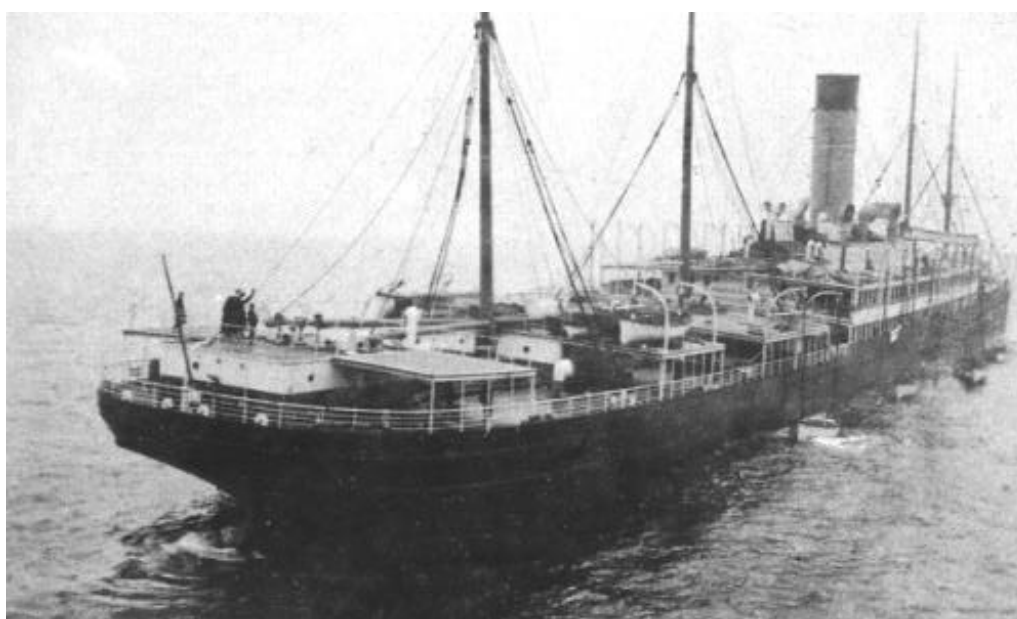
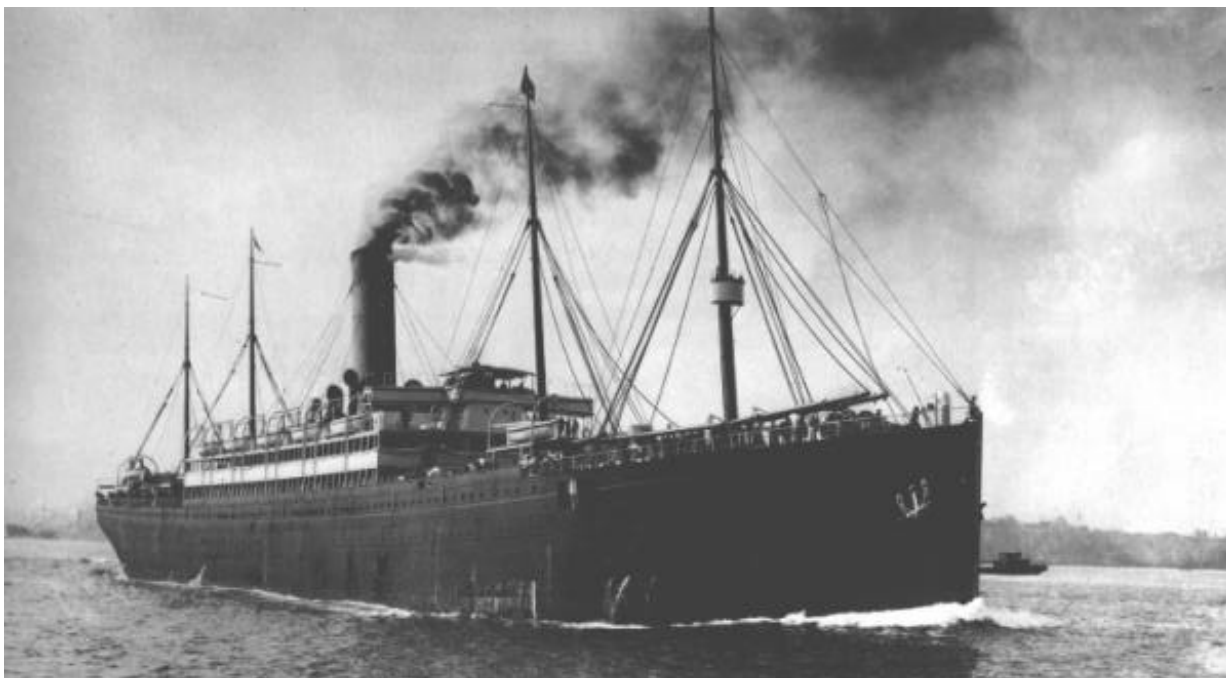
### Statistics

Gross Tonnage - 15,378 tons  
 Dimensions - 173.72 x 20.66m (570 x 67.8ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Eight cylindrical quadruple expansion engines  
 Service speed - 16 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 26 February 1903  
 Passenger accommodation - 1,200 all classes

## Details of Career

The ship was originally launched as the Columbus for the Dominion Line on 26 February 1903. It made its maiden voyage for this company on 1 October from Liverpool to Boston. After two round voyages on this route it was sold to White Star and renamed the Republic. It made its maiden voyage for White Star on 17 December, again on the Liverpool-Boston route. During 1904 it briefly served a route from Boston to Naples and Genoa. Subsequently it alternated between the two routes, serving the Liverpool-Boston route in the spring and summer and the Boston-Mediterranean route during the autumn and winter.

The ship's career was relatively uneventful until January 1909. On 23 January, whilst on the way to Naples from New York, it was rammed by the Florida, a Lloyd Italiano vessel. This occurred off Nantucket, 175 miles from the Ambrose Light. The Republic was struck side on and the engine room was immediately flooded. Another White Star vessel, the Baltic, received the distress signal and came to its assistance. The Baltic embarked passengers from both ships. A team from the US Coast Guard was put on board the Republic to try and prevent it from sinking. The following day the ship suddenly settled and began to sink. There were four lives lost in the incident and at the time it was the largest liner yet lost at sea. White Star sued Lloyd Italiano and received compensation. In December the following year the Florida itself was lost in a collision.



## Romanic (1903-23)

### Statistics

Gross Tonnage - 11,394 tons  
 Dimensions - 167.72 x 18.07m (550.3 x 59.3ft)  
 Number of funnels - 1  
 Number of masts - 2  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Eight cylindered triple expansion engines  
 Service speed - 15 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 7 April 1898  
 Passenger accommodation - 200 1st class, 200 2nd class, 800 3rd class

### Details of Career

The ship was originally launched for the Dominion Line and was named the New England. It made its maiden voyage for this company on 30 June from Liverpool to Boston. It continued to serve this route until September 1903 when it was transferred to the White Star Line and renamed the Romanic. It made its maiden voyage for White Star on 19 November on the Liverpool-Boston route, a route previously ignored by the company. By December it had begun to sail from Boston to the Mediterranean, calling at Naples and Genoa.

In March 1912 it made voyage from Glasgow to Boston and was then sold to the Allan Line. It was renamed the Scandinavian and began sailing from Glasgow to Quebec and Montreal in May of that year. In 1914 it was taken over under the liner requisition scheme and was used to help transport the Canadian Expeditionary Force. Its service as a troopship continued until 1919. By May 1920 it was operating on a new route, from Antwerp to Montreal. In July 1922 the Romanic was laid up at Falmouth because the company had too many ships to operate efficiently. In July 1923 it was sold, first, to a Dutch and, then, to a German shipbreakers and was finally broken up in Hamburg during October.

## Royal Standard (1863-69)

### Statistics

Gross Tonnage - 2,033 tons  
 Dimensions - 77.72 x 12.19m (255 x 40ft)  
 Number of funnels - 1  
 Number of masts - 3  
 Construction - Iron  
 Propulsion - Single screw  
 Engines - Two-cylindered simple  
 Service speed -  
 Builder - Palmers Bros., Jarrow-on-Tyne  
 Launch date - August 1863  
 Passenger accommodation - 40 1st class, 800 steerage, 45 crew

### Details of Career

The Royal Standard was launched in August 1863 for H T Wilson & Chambers and was operated by them under the White Star flag. It made its maiden voyage on 23 November, from Liverpool to Melbourne, via the Cape. Its master, Captain J E Allen, died during this voyage. On 4 April 1864 the ship hit an iceberg two weeks outbound from Melbourne. Fortunately it was only a glancing blow and repairs were made at Rio de Janeiro.



On 23 May 1866 the Royal Standard made one voyage from Liverpool to New York and in September that year made its final steam sailing to Melbourne. After this it was decided that the ship was simply not fast enough as it was regularly overtaken by clipper ships and its steam engine was under powered. In 1867 it was sold to a Liverpool syndicate and converted in to a sailing ship. On 10 October 1869 it was wrecked near Cape Sao Thomas, Brazil.

## Runic (1889-1921)

### Statistics

Gross Tonnage - 4,833 tons  
 Dimensions - 131.27 x 13.77m (430.7 x 45.2ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Single screw  
 Engines - Three-cylindered triple expansion engines  
 Service speed - 13 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 1 January 1889  
 Passenger accommodation - None

### Details of Career

The Runic, and its sister ship the Cufic, were both launched in the 1888-9 period for the purpose of carrying livestock. This was not anything innovative as the first shipment of live cattle across the Atlantic had been achieved in 1874.

The Runic was launched on New Year's Day 1889 and made its maiden voyage from Liverpool to New York on 21 February. It continued this service without major incident until 1895. In May 1895 it was sold to the West India & Pacific Steamship Co and renamed *Tampican*. On 31 December 1899 it transferred to the Leyland Line. In 1912 it was then sold to Moss & Co, Liverpool but almost immediately sold on to the South Pacific Whaling Co and renamed the *Imo*. For this role it was converted for the carriage of whale oil and meat during the winter.

On 6 December 1917 it collided with the French munition ship *Mont Blanc* at Halifax. The French ship exploded 20 minutes later and obliterated the suburb of Richmond. The blast was felt as far as 120 miles away. Casualties totalled 1,500 killed and 2,000 missing. 8,000 more were injured and 3,000 Richmond buildings were destroyed. The *Mont Blanc* totally disappeared but the *Imo*, which had drifted clear, only lost two masts, its funnel and its lifeboats.

The ship was fully repaired during 1918 and renamed *Governoren*. After this it went on to serve its Norwegian owners for a further three years. On 26 October 1921 the *Imo* left Sandford and on 30 November it grounded on rocks 20 miles from Port Stanley on the Falkland Islands during heavy fog. The ship was a complete loss.



## Runic II (1900-1940)

### Statistics

Gross Tonnage - 12,482 tons  
 Dimensions - 167.69 x 19.3m (550.2 x 63.3ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Two four-cylindered quadruple expansion engines  
 Service speed - 13.5 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 25 October 1900  
 Passenger accommodation - 400 'one class'

### Details of Career

The Runic was launched on 25 October 1900, followed by its sister ship, the Suevic, in December. It made its maiden voyage, from Liverpool to Sydney, on 19 January 1901. On 25 November the same year it towed a disabled ship, the Dunottar Castle, into Dakar. The Runic continued to operate on the Liverpool-Sydney route, without major incident, until the outbreak of World War I.

It was not until 1917 that the ship was required by the Government under the Liner Requisition Scheme. It served its purpose in this role and then returned to White Star management, and its old route, in 1919. On 3 November 1928 it was involved in a collision with HMS London off Gourock Pier on the Clyde. The Runic suffered stern damage, which was quickly repaired. In July 1930 the ship was sold to Sevilla Whaling Co., London and converted into a whaling factory ship. For this role it was renamed New Sevilla. The following year the ship was sold on to Christian Salverson, but retained its previous name.

The ship was torpedoed on 20 October 1940, whilst travelling from Liverpool to Antarctica, by German submarine U-138. This occurred 30 miles off Malin Head, Galway, Ireland. The ship sank after 20 hours with the loss of two lives. Out of 17 ships in the same convoy as the New Sevilla four were sunk by this submarine.

## Russian (1903-16)

### Statistics

Gross Tonnage - 8,825 tons  
 Dimensions - 156.21 x 18.06m (512.5 x 59.25ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Single screw  
 Engines - Triple expansion engines  
 Service speed - 13 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 7 July 1895  
 Passenger accommodation - 60 2nd class

### Details of Career

The ship was launched as the Victorian for Frederick Leyland & Co, shortly followed by its sister ship the Armenian. The ships were primarily livestock/cargo carriers but had limited passenger accommodation. The Victorian made its maiden voyage 7 September 1895, from Liverpool to

Boston. By 1899 it had been requisitioned as a Boer War transport and was mainly used to carry horses to South Africa. It was utilised extensively in this role until November 1902.

On 28 February 1903 the ship was transferred within the International Mercantile Marine to White Star management. The Victorian and Armenian, however, were not owned by White Star, indicated by the fact that the pair were not given 'ic' names. On 24 April the Victorian made its first sailing for White Star, from Liverpool to New York to join the other cattle boats. The passenger berths were discontinued. In 1904 it was still owned by Leyland and operating for the White Star cargo service.

It was not until August 1914 that the ship was renamed Russian. This was an Admiralty requirement to prevent confusion with the Allan Line's Victorian. On 14 December 1916 the ship was torpedoed and sunk by UB-43 210 miles east of Malta, en route from Salonika to Newport. Twenty eight lives were lost when the vessel sank.

## Sirius (1865-1900)

### Statistics

Gross Tonnage - 620 tons  
 Dimensions - 62.03 x 7.95m (203.5 x 26.1ft)  
 Number of funnels - 1  
 Number of masts - 2  
 Construction - Iron  
 Propulsion - Single screw  
 Engines - Two-cylindered inverted compound engines  
 Service speed - 9 knots  
 Builder - C W Earle & Co, Hull  
 Launch date - February 1865  
 Passenger accommodation – 1200 (as *Cleveland*)

### Details of Career

The Sirius was launched in February 1865 for Henry Wilson & Co. for a White Star Mediterranean service out of Liverpool. The ship was chartered on a regular basis to the larger shipping companies. It was sold in January 1866 and renamed the Columbia. In effect it was still owned by the same shareholders following the collapse of Henry Wilson & Co. It was acquired by the Anchor Line in December 1868 for their Scandinavian feeder service out of Leith. It was again renamed, the Scandinavian. From Leith passengers would travel by train to connect with the Glasgow sailings. It made its first sailing for the Anchor Line in March 1869.

In 1872 the ship was lengthened to 258 feet in order to give more passenger space. At the same time it was also given a third mast and an abaft funnel. By 1873 the ship was being transferred to the Mediterranean service, once the feeder service was over at the end of the summer. In August 1881 it was sold to Christopher Furness and reverted to the name Columbia. In 1890 and 1893 it was sold on to J. Meek and Oliver & Co. respectively. Both these companies named the ship Sirius.

By 1894 it had passed in to the ownership of C. Nelson, Honolulu and renamed the Kahului. For this owner it was employed carrying both passengers and cargo to San Francisco. In 1897 it was transferred to San Francisco, for the same owner, and renamed Cleveland. Once gold was discovered in the Yukon it became a 'Gold Rush' ship. In this role it had berths for 1,200 passengers and at one stage carried almost twice this number. The ship's long career ended on 24 October 1900 when it was wrecked on Cape Rodney, Alaska.

## Southland / Vaderland (1914-17)

### Statistics

Gross Tonnage - 11,905 tons  
 Dimensions - 171.17 x 18.34m (561.6 x 60.2ft)  
 Number of funnels - 2  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Two-cylindere quadruple expansion engines  
 Service speed - 15 knots  
 Builder - John Brown & Co, Clydebank  
 Launch date - 12 July 1900  
 Passenger accommodation - 342 1st class, 192 2nd class, 626 3rd class

### Details of Career

The Vaderland, as it was originally known, and the Zeeland were sister ships launched for the Red Star Line's New York service. The Vaderland was launched on 12 July 1900 and made its maiden voyage on 8 December from Antwerp to New York via Southampton and Cherbourg. On 25 July 1914 the ship made its final pre-war sailing from Antwerp. When the vessel arrived in New York, in August, war had been declared and the ship was transferred to the White Star Line when Belgium was overrun by the German army. It made its first sailing for them, on the New York-Southampton route, on 3 September.

In 1915 the ship was renamed Southland because of its previous German sounding name. After a brief spell of being assigned to the White Star-Dominion joint service from Liverpool to Canada the ship was taken over as a troopship for the Dardanelles campaign. In this role it trooped to Mudros, the British army's trans-shipment port from where the troops were taken to the beaches aboard warships or 'K' type landing barges. On 2 September it was torpedoed by UB-14 en route from Alexandria to Mudros carrying 1,400 men of the 2nd Australian Division. It was assisted into port by HMS Racoon. By August 1916 it was back on the Liverpool to Montreal joint service. By April 1917 the American entry into the war meant that the ship was used for eastbound Atlantic trooping. On 4 June it was torpedoed twice by U-70 and sunk 140 miles north-west of Tory Island with the loss of four lives.

## Suevic (1900-42)

### Statistics

Gross Tonnage - 12,482 tons  
 Dimensions - 172.21 x 19.3m (565 x 63.3ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Two four-cylindere quadruple expansion engines  
 Service speed - 13.5 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 8 December 1900  
 Passenger accommodation - 400 'one' class

### Details of Career

The Suevic was one of a pair of ships launched for White Star in 1900; they were basically the same as the Afric except with a longer poop. Its sister the Runic was launched in October and the

Suevic on 8 December. The Suevic made its maiden voyage to Australia on 23 March 1901 generally carrying troops to the Cape and, on some voyages, Australian contingents to South Africa on the inbound leg. On 17 March 1907 the ship was inbound with 382 passengers for Plymouth when it became stranded on Stag Rock, Manacles near the Lizard. Due to a miscalculation of the landfall the ship overshot by nearly 16 miles and went ashore at full speed. The passengers were taken off the ship in the lifeboats.



On 20 March, in an effort to lighten the impaled bow, the unloading of the forward cargo bays began. On 27 March the weather worsened and the ship went further on to the ledge. Ranger, of the Liverpool & Glasgow Salvage Association, was now in attendance. As the stern portion was intact the decision was taken to save the ship by severing it. Dynamite was placed in position non-stop over a 24 hour period by a diver named Fabian. As a result the fore part was cut away at the bulkhead just aft of the bridge. On 4 April the remainder was made seaworthy. Using its own engines and assisted by tugs the Suevic steamed to Trafalgar Dock, Southampton.

A new fore part to the ship was constructed at Belfast and towed to Southampton, where it was joined up. At the time this was the largest rebuilding operation ever undertaken. White Star's hull insurance meant that it was cheaper to rebuild than to scrap and debit the fund with the loss. The ship was out of service for a total of 18 months and resumed service on 14 January 1908. The ship was still in service in 1914 due to its frozen meat capacity and the fact that the passenger accommodation could be used for trooping. In March 1915 it made one trooping voyage to Mudros during the Dardanelles campaign. During the 1917-19 period it operated under the Liner Requisition Scheme.

After being released from Government service, in January 1920, the Suevic continued to serve the Australian route with a capacity for 266 2nd class passengers. The arrival in Southampton, on 14 March 1924, marked the ship's 50th voyage on the Australian route. In October 1928 it was sold to Yngar Hvistendahl's Finnvaahl A/S, Tonsberg for £35,000. It was then converted at Krupp's Germaniawerft, Kiel, into a whale factory ship and a stern ramp was added. After this it was renamed Skytteren. The ship now could hold 80,000 barrels of whale oil.

After the German invasion of Norway, in April 1940, it was interned at Gothenberg, along with several other Norwegian ships. On 1 April 1942 'Operation Performance' was a planned dash of the 15 ships which were to be met and protected by the Allies as soon as they reached the open sea. It was a total disaster. Correctly the ships were not permitted to sail in Swedish territorial waters and were shown out by Swedish warships to where the alerted Germans waited. Only two ships made it, Skytteren was forced to scuttle itself off Maseskjaer, Sweden. Six of the ships were sunk by enemy action, three returned to Gothenberg where they were arrested and two whale catchers were captured in Swedish waters by German armed trawlers, the crews being taken prisoner and permitted to leave by the Swedish cruiser Gota Lejon.

The Germans protested but were told that the Navy's behaviour had predominantly favoured the interests of Germany. The ships, however, had been armed in Gothenberg with anti-aircraft guns - a clear breach of international law. Surrounded as they were by the then triumphant Germany, it was the best Sweden could do to balance up what they considered to be a crazy idea.

## Tauric (1891-1929)

### Statistics

Gross Tonnage - 5,728 tons  
 Dimensions - 140.44 x 14.96m (460.8 x 49.1ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Six-cylindered triple expansion engines  
 Service speed - 13 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 12 March 1891  
 Passenger accommodation - None

### Details of Career

The Tauric and the Nomadic were built as livestock carriers and were both launched in 1891. The Tauric made its maiden voyage from Liverpool to New York on 22 May 1891. It was transferred, along with its sister ship, to the Dominion Line in 1903 and subsequently sailed on a route from Liverpool to Portland. In 1904 it was renamed the Welshman. In 1921 it was transferred, again with its sister ship, to the Leyland Line. It was broken up at Bo'ness on the Firth of Forth in December 1929.

## Teutonic (1889-1921)

### Statistics

Gross Tonnage - 9,984 tons  
 Dimensions - 172.44 x 17.61m (565.8 x 57.8ft)  
 Number of funnels - 2  
 Number of masts - 3  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Six-cylindered triple expansion engines  
 Service speed - 19 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 19 January 1889  
 Passenger accommodation - 300 1st class, 190 2nd class, 1,000 3rd class

### Details of Career

The Teutonic and its sister ship, the Majestic, were both laid down in 1887. The design of the two ships was approved by the Admiralty as the 'finest ever put forward'. Because of the twin screw propulsion they were the first White Star ships to have no masts.

The Teutonic was launched on 19 January 1889. It had been built under the Auxiliary Armed Cruiser Agreement and was designed to be a record breaker. The funnels were placed far enough apart so that the saloon could be located in between them. It was completed on 25 July but as soon as it was delivered to Liverpool it was converted into an Armed Merchant Cruiser and fitted with 8 4.7 inch guns. On 1 August it left Liverpool to attend the Spithead Naval Review, which was being held in honour of Queen Victoria, as the first Armed Merchant Cruiser. At the review the Teutonic was inspected by the Prince of Wales and Kaiser Wilhelm II.

After being disarmed the ship made its maiden voyage from Liverpool to New York, via Queenstown, on 7 August. In August 1890 it made a record passage between Sandy Hook and

Queenstown in 5 days 16 hours and 31 minutes at an average speed of 20.5 knots. On 26 June 1897 the Teutonic took part in Queen Victoria's Diamond Jubilee, after 60 years on the throne, at another Naval review at Spithead. On this occasion Charles Parsons raced his turbine driven yacht, the Turbinia, through the lines of ships at an incredible speed of 32 knots. Thomas Ismay, the founder of the White Star Line, was one of the guests to be invited on board the new vessel.

During the winter of 1900 the ship was used as a Boer War transport. In February 1901 the ship was hit by a huge wave, or 'tsunami', caused by an earthquake. Two men from the crow's nest were washed onto the deck and, had it not occurred at night, any passengers on deck would have been swept away. On 12 June 1907 it began to sail on a new route from Southampton to Cherbourg and then on to New York. In 1911 it was partially rebuilt. The funnels were lengthened, one of the masts was removed and the passenger accommodation was altered to house 550 2nd class and 1,000 3rd class passengers. After this it also began to operate a summer service to Montreal and Quebec.

On 12 September 1914 the Teutonic was requisitioned as an Armed Merchant Cruiser to replace the Aquitania, which had been damaged by a collision with the Leyland Liner Canadian. It was attached to 10th cruiser squadron and operated in the area between the Faeroe Islands and the Arctic. On 16 August 1915 it was bought by the Admiralty and fitted with 6 inch guns. By December 1916 it had served its purpose but was held in reserve by the Admiralty for a further year. During 1917 it carried out several convoy escort duties with the Northern Patrol. It was then taken over by the shipping controller in 1918 and used as a troopship to carry some 1,500 troops from Britain to Alexandria. By 1921 it was laid up at Cowes and was sold later that year and broken up at Emden.



## Titanic (1911-12)

### Statistics

Gross Tonnage - 46,329 tons

Dimensions - 269.52 x 28.19m (882.5 x 92.5ft)

Number of funnels - 4

Number of masts - 2

Construction - Steel

Propulsion - Triple screw

Engines - Eight-cylindrical triple expansion engines and steam turbines

Service speed - 21½ knots

Builder - Harland & Wolff, Belfast

Launch date - 31 May 1911

Passenger accommodation - 1,034 1st class, 510 2nd class, 1,022 3rd class

## Details of Career

Since the early 1890's White Star had given up its quest to attain the fabled Blue Riband which relied on the expensive, and often uncomfortable, luxury of high speed. Instead, a policy of comfort and safety was adopted, leaving the quest for speed to the other lines. In 1907 the White Star Line had moved the terminal for its express service from Liverpool to Southampton, although the Line's port of registration remained Liverpool.

That year Bruce Ismay, Chairman of the White Star Line, and Lord Pirie, chairman of Harland & Wolff shipbuilders, discussed a class of three ships that together could provide a weekly service to New York. Safety and comfort were to be the main features and the space saved through having smaller coal bunkers and from the hull shape having fuller lines than the Atlantic record breakers meant that additional revenue could be gained through extra cargo space. They were to have four funnels and two masts and suitable names were being considered such as Olympic, Titanic and Gigantic. The order was placed for the first two ships, the Olympic and Titanic, on 1 July 1907 and they were given shipyard numbers 400 and 401 respectively.

To cope with the construction of these giant vessels changes had to be made at the Queens Island shipyard of Harland & Wolff. During the building of the ships the number of employees at the yard doubled to over 11,300. On 31 March 1909 the keel of the Titanic was laid and it was launched on 31 May 1911, being watched by some 100,000 people. The construction cost of the two vessels had run to £3 million. They had service speeds of 21 knots and safety was well taken care of. The ship was subdivided into 16 watertight compartments by 15 transverse bulkheads. It was also designed to be a 'two compartment ship', which meant that it could stay afloat with two consecutive major compartments open to the sea. In the case of emergency the captain could close the watertight doors in the bulkhead from the bridge by moving an electrical switch and thereby make the vessel practically unsinkable.

The number of lifeboats carried was prescribed by a Board of Trade regulation formulated in 1894. This stated that the number of lifeboats carried was dependant upon the tonnage of the vessel and not the number of passengers on board. Any ship over 10,000 tons was required to carry sixteen lifeboats. Only ten years later the tonnage of large ships had doubled but the regulations had not changed to reflect these increases. White Star exceeded the regulations by providing four additional collapsible lifeboats. Perhaps it was reasoned that if anything serious did happen to the liner it could stay afloat for long enough for the lifeboats to transfer passengers to rescue craft and return to the ships to pick up more.

By 2 April 1912 the Titanic was ready for trials and sailed into the Irish Sea. The trials were successful. Captain Smith had been in charge, his experience with the Olympic reaping dividends in obviating any initial worries. Captain Smith lived in Southampton and was a popular skipper with the passengers and a respected favourite with the crew that sailed with him. He was White Star's ideal senior captain and was reputedly the highest paid on the North Atlantic. He held an Extra Master's Certificate and his two brothers were also with White Star, one a skipper and the other a marine superintendent in New York. For many years he had taken new White Star vessels on their maiden voyages, as he was shortly due to retire the maiden voyage of the Titanic was to be the pinnacle of his career.

The Titanic left Belfast for Southampton at 10PM on 2 April and steamed into Spithead at around 10PM the following evening. By midnight the ship was in the White Star dock. April 4 was spend readying the ship for sea and whilst it was at Southampton there was a reshuffle amongst the officers and crew. Captain Smith requested Henry Wilde as Chief Officer. Murdoch reverted from Chief to First Officer, Lightoller to Second and Blair, the former second, had to leave the ship. Board of Trade inspections were carried out on the ship whilst in Southampton. On 10 April the Titanic set sail for its maiden voyage, at noon. The movement of the ship displaced water to such an extent that the New York, which was moored along the Test quay just aft of the Oceanic, strained at its moorings and pulled away towards the Titanic. Tugs, however, managed to control the New York and thus avert any collision.



The ship reached Cherbourg at 6.30PM and embarked further passengers. It then sailed overnight to Queenstown and picked up further passengers, mainly emigrants. Whilst there a crew member deserted the ship and some passenger disembarked, their short journey to Ireland complete. On board now were 322 1st class, 277 2nd class and 709 3rd class passengers. The ship left Queenstown at 1.30AM, the following day, and headed past Roche Point to America. By Monday 15 April newspapers carried unconfirmed reports of an accident. Initial reports stated that the Titanic had been in collision, there was talk of an iceberg, but the liner was being towed to Halifax, Nova Scotia. It was then confirmed in the early hours of the following morning that the Titanic had sunk.

By 13 April, on board the Titanic, things were beginning to happen for the navigation department. Due to prevailing conditions in Greenland and Canada over the previous year an unusually large amount of ice had drifted further south than usual. This consisted of pack ice and icebergs stretching down from the north towards the shipping lanes. As the Titanic began to near these icefields it received several warnings from other vessels in the area. The fact that the ship's wireless had broken down two days previously meant that once it was repaired there was a backlog of messages which needed to be cleared.

The ship was due to make an alteration of course late in the afternoon on 14 April when it would reach 'The Corner', a point on the Atlantic route where ships using the track changed their heading for New York. Captain Smith delayed the timing of this change as he wanted to travel further south to avoid the reported ice. From early evening the temperature of the sea, taken at various points, had dropped 10 degrees. The lookouts were now following a special order to keep a careful watch for ice. The Titanic was now travelling at 22 knots. This may have been in an attempt to make up for time lost travelling further south or just due to the fact that it was now lighter due to consumed fuel.

At 9.40PM a wireless message was received from the Mesaba reporting heavy pack ice and large numbers of icebergs. Phillips, the wireless operator, noted the signal but, because his assistant was still off duty and there were a large number of private messages still waiting to be sent, put this message to one side for later delivery to the bridge. This message was telling the Titanic's navigators that they had not travelled far enough south and that the ice lay directly in their path. At 11PM the Leyland Line's Californian was not very far away. The Titanic's wireless was tuned to Cape Race and when the Californian's operator sent a message to say that his vessel had stopped, completely blocked in by ice, Phillips disregarded this.

At 11.40PM the message came from the crow's nest that there was an iceberg dead ahead. A collision seemed inevitable but at the last moment the Titanic swung slowly to port. As the iceberg passed along the starboard side, before disappearing aft, it seemed like a near thing. During the passing the iceberg had come into contact with the hull below the waterline. Over a length of 250 feet it had bumped and grazed the hull plates, sheared off rivet heads and opened the overlapping plate seams. The whole contact had taken just 10 seconds. Captain Smith ordered the watertight doors to be closed and the ship was ordered to stop. After inspections it was found that hull plates had been damaged in at least 6 compartments and that water was rapidly rising in 5 of them. It was calculated that so much water was being taken on board that it would eventually pull the liner's bow down further into the water until the affected compartments were completely filled. The water would then slop over the top of the next bulkhead and fill that compartment, and so on. It was estimated that the ship would stay afloat for 1.5 to 2 hours.

Captain Smith ordered the lifeboats to be uncovered and provisioned, knowing that there was only enough boat capacity for half the people on board the Titanic. At 12.15PM the wireless operator tapped the first CQD (Come Quickly, Distress), outlining the ships position. A revised signal was sent at 12.25PM. The Carpathia was around 60 miles away and the Captain, Arthur Rostron, immediately altered course at 12.45PM an SOS signal was sent. At about this time the first lifeboat was being lowered and rockets were being fired to attract the attention of any ships in the vicinity. By now the ship's band was playing on the deck to ease the passengers concerns and passengers were being woken by the stewards. Despite the fact that the lifeboats had been ordered to standby many moved away from the ship to avoid the suction, should the ship sink. Other lifeboats were ordered to row for a ship whose light had been spotted 4 or 5 miles away. They would then be able to land passengers and return. The source of this light would remain an elusive mystery.

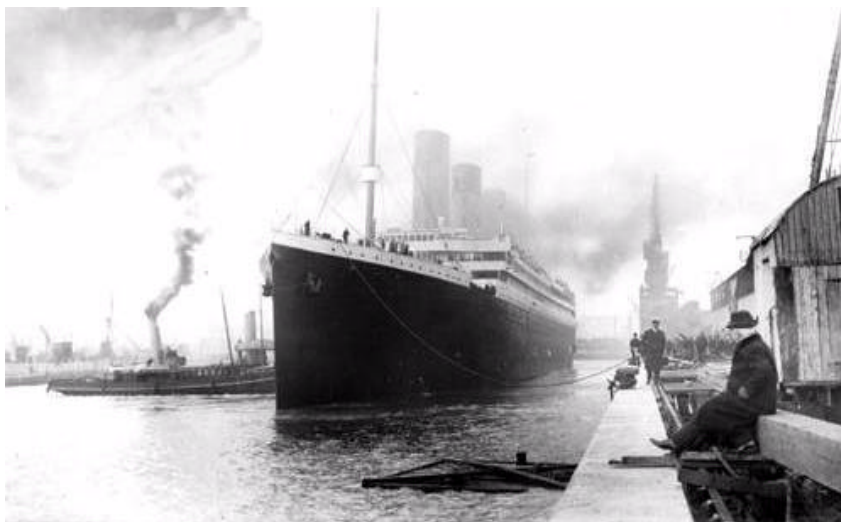
The Titanic's bows were now sinking lower and lower. Now that it seemed that all women and children were in the lifeboats men were allowed in. 1st and 2nd class passengers were led to the Boat Deck whilst 3rd class were generally left to their own devices. At 1.30AM an attempted rush on one of the lifeboats was quelled by 5th Officer Lowe, who fired his revolver. The final rocket was fired at 1.40AM. By the time boat number 4 was lowered it was only 15 feet above the level of the Boat Deck, the usual distance between deck and water being 62 feet. The last rigid boat was lowered at 1.55AM and then the crew turned their attention to the collapsibles. The last of these was lowered at 2.05PM. The order was then issued 'every man for himself'. The engineers remained below decks ensuring that there was enough power to provide light and use of the wireless.

At 2.10AM there was sudden lurch and the bow sank deeper, the resulting wave washed men off the deckhouse and one of the collapsible boats that was in the process of being launched. The stern rose out of the water and the forward funnel crashed over to starboard, killing several swimmers in the water as it fell. 1,500 people were still on board the vessel with little or no hope of rescue. As the occupants of the lifeboats watched, the stern rose higher until it was almost vertical. The lights then flickered and the Titanic glided downwards, disappearing beneath the Atlantic Ocean.

Those in the lifeboats heard the cries of hundreds of people struggling in the freezing water but were either unable, because of already crowded conditions or distance, or unwilling, because of fear of being swamped, to attempt to return to the scene to rescue their former fellow travellers. It was ascertained from the surviving Marconi operator, Bride, who was standing on an upturned collapsible boat, that the Carpathia was on its way. The Carpathia arrived at the scene at 4.30AM on 15 April. At 8.30 AM, after taking 705 survivors on board, it left for New York. The Californian had meanwhile arrived on the scene and remained there to check for further survivors - none were found.

The Californian's actions of the 14 April were to cause furore in the coming weeks as it was believed by many that it was within rescue distance of the Titanic. It was also believed that the ship had actually witnessed the disaster from a distance several miles away. The arrivals of survivors in New York meant virtual arrest for the crew, as they were detained for enquiries. Memorial services were held and over the ensuing years maritime legislation, memorials, poems, books, films, plays, music, proposed salvage plans and the formation of special interest clubs have ensured that the legend of the Titanic is kept alive.

The wreck of the Titanic was lost until discovered at 1AM on 1 September 1985 by an expedition from the Woods Hole Oceanographic Institute, led by Dr Robert Ballard in the research vessel Knorr. Many photographs and footage of film was taken of this incredible voyage of discovery. On the second visit a manned submersible and remote controlled camera probe took incredible photographs of the wreck and its scattered artefacts in July 1986. The liner is still broken but on an even keel, its funnels gone. It is severed just aft of the second funnel and a good deal from in between is missing, laying in shattered segments over the sea bed.



## Traffic (1872-1955)

### Statistics

Gross Tonnage - 155 tons  
 Dimensions - 31.01 x 7.19m (101.8 x 23.6ft)  
 Number of funnels - 1  
 Number of masts - 1  
 Construction - Steel  
 Propulsion - Single screw  
 Engines - Two-cylindere single expansion engines  
 Service speed - 8 knots  
 Builder - Speakman & Co, Runcorn  
 Launch date - 22 September 1872  
 Passenger accommodation - None

### Details of Career

The Traffic was launched on 22 September 1872. It was intended as a baggage and stores tender at Liverpool and also had a fresh water tank. It served this purpose for the company until it was sold to the Liverpool Lighterage Co, remaining under the same name and staying in Liverpool. In 1919 its engine was removed and it was converted into a dumb barge. On 5 May 1941 it was sunk in Liverpool docks by a German aircraft attack during the 'May Blitz'. It was, however, raised and returned to service. In 1955 it was broken up on Tranmere beach on the River Mersey.

## Traffic II (1911-41)

### Statistics

Gross Tonnage - 675 tons  
 Dimensions - 53.32 x 10.69m (175.6 x 35.1ft)  
 Number of funnels - 1  
 Number of masts - 1  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Two twin-cylindere inverted compound engines  
 Service speed - 12 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 27 April 1911  
 Passenger accommodation - 1,200, plus baggage

### Details of Career

The Traffic was a tender for transporting passengers and baggage from the dockside to the transatlantic liners. It was not the sister ship of the Nomadic, despite being of similar appearance and being launched in the same month. The Traffic was intended to be used as back up at any port. After attending the sea trials of the Olympic it was moved to Cherbourg. It also attended the Titanic's visit to Cherbourg on 12 April 1912. During World War I it served as a naval tender at Brest, along with the Nomadic.

In 1927 it was sold to the Soc. Cherbourgoise de Transbordment and then to the Soc. Cherbourgoise de Remorquage et Sauvetage in 1934. After this it was renamed Ingenieur Riebell. During World War II it was operating in the French naval service. When Cherbourg was overrun the ship was scuttled by German troops, on 17 June 1940. It was later raised and put back into service as a coastal convoy armed escort. On 17 January 1941 it was sunk, whilst in German naval service, during action in the Channel.

## Tropic (1871-1894)

### Statistics

Gross Tonnage - 2,122 tons  
 Dimensions - 99.49 x 10.72m (326.4 x 35.2ft)  
 Number of funnels - 1  
 Number of masts - 3  
 Construction - Iron  
 Propulsion - Single screw  
 Engines - Two-cylindered compound engines  
 Service speed - 12 knots  
 Builder - Thomas Royden & Sons, Liverpool  
 Launch date - 1871  
 Passenger accommodation - 10 1st class

### Details of Career

The Tropic and Asiatic were primarily cargo vessels intended for the South American trade. The Tropic was purchased by Cunard whilst it was being fitted out. At first it was placed on a route from Liverpool to Calcutta, via the Suez Canal. At this time Thomas Royden had his one Indra Line ship operating on this service. On 5 November 1872 the ship transferred to a South American route that travelled to Valparaiso. It made its final sailing on this route on 4 June 1883 and was then sold to J. Serra y Font, Bilbao and renamed Federico. Later the ship was sold again to another Bilbao company, Cia de Navigacione. In September 1894 the ship was broken up at Lytham St. Annes, Lancashire.

## Tropic II (1904-33)

### Statistics

Gross Tonnage - 8,262 tons  
 Dimensions - 145.03 x 16.81m (475.9 x 55.2ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Two triple expansion engines  
 Service speed - 11 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 1896  
 Passenger accommodation - None

### Details of Career

The Tropic was the second of a pair of cargo vessels launched for the West India & Pacific Steamship Co during the 1895-96 period, the other being the Cufic. The Tropic was launched in 1896 and made its maiden voyage on 9 July, from Liverpool to New Orleans. The ship was used primarily to carry cotton. On 1 January 1900 the company's fleet was taken over by Frederick Leyland Ltd and used as Boer War transport. The following year the ship became part of the International Mercantile Marine.

It was not until 1904 that the ship was transferred to White Star ownership and renamed Tropic. It was then placed on the Australia run. On 12 December 1908 it collided with the coaster Wyoming off the Skerries; fortunately the damage was minimal. When World War I began it remained on the Australian meat service. It was sold in 1923 to Ditta L. Pittaluga, Genoa. The following year it became the Artico and operated for another Genoese company. In 1927 it was sold back to Pittaluga and renamed Transylvania. It was eventually broken up in Genoa in 1933.

## Vedic (1918-34)

### Statistics

Gross Tonnage - 9,302 tons  
 Dimensions - 140.36 x 17.78m (460.5 x 58.3ft)  
 Number of funnels - 1  
 Number of masts - 2  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Four steam turbines  
 Service speed - 14 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 18 December 1917  
 Passenger accommodation - 1,250 3rd class

### Details of Career

The Vedic was originally planned by the International Mercantile Marine for emigrant work in Europe. It was not launched, however, until 18 December 1917. The hull was modified at the construction stage for trooping. It also had a small funnel, hinged mast and derricks. On 28 June 1918 it underwent trials on the Clyde and on 11 July it made its maiden voyage, from Belfast to Boston via the Clyde. On 28 December it made its first sailing for White Star from Glasgow to Boston.

During September 1919 the ship was used for the repatriation of British troops from Northern Russia, where their presence had been trying to stem the tide of revolution. On 19 September it went aground on the Orkneys but managed to free itself safely. In 1920 the ship was refitted at Middlesbrough and then placed on the Liverpool-Canada emigrant route. During the winter of 1921 it served the Liverpool-Halifax-Portland route and used New York as the summer terminus for emigrants. On 17 May 1922 it operated in conjunction with the Poland on a route that sailed from Bremen to Montreal, via Southampton, Cherbourg and Quebec.

In 1925 it was refitted by Harland & Wolff for the Liverpool-Australia migrant service of the White Star-Aberdeen and Blue Funnel joint service. It made its first sailing on this route on 31 October. Later it was largely used by the Salvation Army on charter and flew their flag alongside White Star's. On 26 February 1930 it was laid up at Milford Haven. By July 1934 it had been deemed surplus to the needs at the time of the Cunard-White Star merger. It was sold and scrapped at Rosyth on the Firth of Forth.

## Victorian (1903-16)

### Statistics

Gross Tonnage - 8,825 tons  
 Dimensions - 156.20 x 18.04m (512.5 x 59.2ft)  
 Number of funnels - 1  
 Number of masts - 4  
 Construction - Steel  
 Propulsion - Single screw  
 Engines - Three-cylindered triple expansion engines  
 Service speed - 13 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 7 July 1895  
 Passenger accommodation - 60 2nd class

## Details of Career

The Victorian was launched for the Leyland Line on 7 July 1895 and made its maiden voyage from Liverpool to Boston on 7 September. Its sister ship was the Armenian. The ship was primarily designed as a combined cargo and cattle carrier. During the period 1899-1902 it was used as a Boer War transport, mainly carrying horses. In this role it made six voyages to South Africa.

On 28 February 1903 the ship was transferred to the management of White Star, although it was still owned by the Leyland Line. It made its first voyage for them on 11 February between Liverpool and New York. The ship was renamed the Russian, under the advice of the Admiralty, in order to prevent confusion with the Allan Liner Victorian. On 14 December 1916 it was torpedoed and sunk by German submarine U-43 near Malta whilst it was on the way to Newport from Salonika. Of those on board 28 were killed.

## Ypiranga (1908-50)

### Statistics

Gross Tonnage - 8,142 tons  
 Dimensions - 137.34 x 16.79 tons  
 Number of funnels - 1  
 Number of masts - 2  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Two quadruple expansion engines  
 Service speed - 13.5 knots  
 Builder - Friedrich Krupp, Germaniawerft  
 Launch date - 8 May 1908  
 Passenger accommodation - 136 1st class, 126 2nd class, 1,049 steerage class

### Details of Career

The ship was launched as the Ypiranga for Hamburg America's South and Central America service. It made its maiden voyage to Brazil on 14 October 1908. In 1910 the route was extended to include Buenos Aires. The following year it was transferred to the Hamburg-Gulf of Mexico service. In April 1914 the ship was carrying arms to the rebel Mexican General Huerto and was stopped by the USS Dolphin. After protest the ship was unloaded at Puerto Mexico and by August it was laid up at Hamburg. At one stage it was fitted out to carry cavalry for a proposed invasion of England.

In March 1919 the ship was ceded to Britain and placed under White Star management. Its first sailing was to repatriate troops and to this end it was placed on the Australian service. By 1920 it was laid up at Hull pending an overhaul and refit. In January 1921, however, it was acquired by the Anchor Line from the Ministry of Shipping and renamed the Assyria for the Bombay service. It entered the Atlantic service in June with restructured passenger accommodation to house 241 cabin class and 141 3rd class passengers. In 1923, during the US prohibition, \$1 million of liquor was seized on the ship but was returned after court action.

By 1925 new Anchor vessels released it from the Atlantic service and in September it began the Bombay service, interspersed with periods of cruising. In December 1929 it was sold to the Companhia Colonial de Navegacao, Lisbon and renamed the Colonial. For this company it sailed on a route from Lisbon to Angola and Mozambique. In 1950 it was sold at Lisbon to BISCO and renamed the Bisco 9 for a voyage in tow of the tug Turmoil to Dalmuir. On 17 September it parted from the tow in a gale and was wrecked near Campbeltown. The crew of 17 were saved and the ship was broken up where it lay.

## Zealandic (1911-41)

### Statistics

Gross Tonnage - 8,090 tons  
 Dimensions - 145.52 x 19.23m (477.5 x 63.1ft)  
 Number of funnels - 1  
 Number of masts - 2  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Two four-cylindere quadruple expansion engines  
 Service speed - 13 knots  
 Builder - Harland & Wolff, Belfast  
 Launch date - 29 June 1911  
 Passenger accommodation - 6 1st class, 1,000 steerage

### Details of Career

The Zealandic was built for the White Star-Shaw, Savill & Albion joint service and was launched on 29 June 1911. It made its maiden voyage, from Liverpool-Wellington, on 30 October. Shortly after this it became a closed shelter decker which increased the ship's tonnage to 10,898 tons. On 22 January 1913 the ship left Wellington carrying what was then a then record cargo of wool. It was soon chartered by the Australian Government as an immigrant carrier. On 2 July 1915 it was chased by U-39 but escaped by speed. From July 1917 it was operating under the Liner Requisition Scheme, on the same route. By June 1919 it had been returned to White Star and its service was re-routed via the Panama Canal.

During 1923 it was off Cape Howe when it took the disabled sailing ship Garthsnaid under tow into Melbourne, for which salvage money was awarded. 1926 saw the beginning of the White Star-Aberdeen & Blue Funnel joint service to cope with falling trade. By June it had been transferred to the Aberdeen Line and renamed Mamilius. It then operated on the London-Australia route with Herminius as its consort. In 1932 it passed, along with the Australian service, to Shaw, Savill & Albion and was renamed Mamari. The following year the ship passed into the ownership of Furness Withy. In September 1939 it was sold to the Admiralty and converted into a dummy version of the the aircraft carrier HMS Hermes. On 9 April 1941 the real Hermes was sunk in the Indian Ocean by Japanese aircraft. On 4 June the Mamari hit a submerged wreck and beached at Cromer after a German air attack. It was then finished off by an E-boat torpedo before it could be refloated. The ship had been on its way be converted into a cargo ship.

## Zeppelin (1915-34)

### Statistics

Gross Tonnage - 14,167 tons  
 Dimensions - 167.73 x 20.51m (550.3 x 67.3ft)  
 Number of funnels - 2  
 Number of masts - 2  
 Construction - Steel  
 Propulsion - Twin screw  
 Engines - Two four-cylindere quadruple expansion engines  
 Service speed - 15.5 knots  
 Builder - Bremer Vulkan, Vegesack  
 Launch date - 9 June 1914  
 Passenger accommodation - 319 1st class, 156 2nd class, 1,348 steerage class, 320 crew

## Details of Career

The Zeppelin was launched on 9 June 1914 for Norddeutscher Lloyd. By January 1915 it was structurally complete but unfurnished so it was decided to lay the ship up at Vegesack for the duration of World War I. In March 1919 it was surrendered to Britain and placed under the management of White Star. In 1920 it was sold by the Ministry of Shipping to the Orient Line and renamed Ormuz. Next it was refitted at Belfast where its passenger accommodation was altered to house 293 1st class and 882 2nd class passengers. It made its first sailing from London to Australia on 12 November 1921.

In April 1927 it was bought back by Norddeutscher Lloyd and renamed the Dresden. Again it was refitted and the passenger accommodation changed to house 399 1st class, 288 tourist class and 284 3rd class passengers. On August 5 it made its first sailing for them from Bremen to New York. On 20 June 1934 the ship became stranded on the coast of Norway, close to Haugesund. It struck a rock at Klepp, Boku Island but was refloated. As a precaution the ship was beached at Bilkshavn, Karmoy Island. The following day the ship began to list and fell on to its port side. A Norwegian vessel was then used to carry the passengers and crew to safety. One passenger died and three were lost during the transfer. In August that year it was sold locally and demolished by Stavanger ship-breakers, where it lay.

## An alphabetic list of all White Star Line ships

### A

Adriatic (1872-99)  
Adriatic (1907-34)  
Afric (1899-1917)  
Albertic (1927-34)  
Alexandria Woermann (1919-36)  
Arabic (1881-1901)  
Arabic (1903-15)  
Arabic (1908-31)  
Armenian (1903-15)  
Asiatic (1871-1903)  
Atlantic (1871-73)  
Athenic (1902-62)

### B

Baltic (1871-98)  
Baltic (1903-33)  
Bardic (1919)  
Belgic (1874-84)  
Belgic (1885-1903)  
Belgic (1911-31)  
Belgic (1917-36)  
Bovic (1892-1928)  
Britannic (1874-1903)  
Britannic (1915-16)  
Britannic (1930-60)

### C

Calgaric (1927-34)  
Canopic (1904-25)  
Cedric (1903-32)  
Celtic (1872-98)  
Celtic (1901-33)  
Ceramic (1912-42)  
Cevic (1894-1933)  
Coptic (1881-1925)  
Corinthic (1902-31)  
Cretic (1903-29)  
Cufic (1888-1919)  
Cymric (1898-1916)

### D

Delphic (1897-1917)  
Delphic (1925-48)  
Doric (1883-1911)  
Doric (1923-35)

### F

Finland (1909)  
Frankfurt (1919-31)

### G

Gaelic (1873-96)  
Gaelic (1885-1907)  
Gallic (1907-13)  
Gallic (1919-33)  
Georgic (1895-1916)  
Georgic (1932-56)  
Germanic (1875-50)  
Gothic (1893-1926)

### H

Haverford (1920-25)  
Homeric (1922-36)  
Hunslet (1917-32)

### I

Ionic (1883-1908)  
Ionic (1902-37)

### J

Justicia (1917-18)

### L

Lapland (1914-19)  
Laurentic (1909-17)  
Laurentic (1927-40)

### M

Magnetic (1891-1935)  
Majestic (1890-1914)



Majestic (1922-43)  
Medic (1898-1942)  
Megantic (1909-33)  
Mersey (1908-23)  
Mobile (1920)

N

Naronic (1892-93)  
Nomadic (1891-1926)  
Nomadic (tender) (1911-)  
Northland (1910-17) (before 1915 Zeeland)

O

Oceanic (1871-96)  
Oceanic (1899-1914)  
Oceanic (order placed 1928, never completed)  
Olympic(1911-37)

P

Persic (1899-1927)  
Pittsburgh (1922-41)  
Poland (1922)  
Pontic (1902-25)

R

Regina (1926-30)  
Republic (1872-1910)  
Republic (1903-09)  
Romanic (1903-23)  
Royal Standard (1863-69)  
Runic (1889-1921)  
Runic II (1900-1940)  
Russian (1903-16)

S

Sirus (1865-1900)  
Southland (1914-17) (before 1915 Vaderland)  
Suevic (1900-42)

T

Tauric (1891-1929)  
Teutonic (1889-1921)  
Titanic (1912)  
Traffic (1873-1955)  
Traffic (1911-41)  
Tropic (1871-94)  
Tropic (1904-33)

V

Vaderland (1914-17) (renamed Southland in 1915)  
Vedic (1920-34)  
Victorian (1903-16)

Y

Ypiranga (1919-50)

Z

Zealandic (1911-41)  
Zeeland (1910-17) (renamed Northland in 1915)  
Zeppelin (1919-34)

