

TRANS-ATLANTIC PASSENGER SHIPS
PAST AND PRESENT

EDGENE W. SMITH

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TRANS-ATLANTIC PASSENGER SHIPS
PAST AND PRESENT

BY
EUGENE W. SMITH

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EUGENE W. SMITH

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FOREWORD

The writer of this book of reference makes no claim to sending it forth as a complete and exhaustive treatment of the subject. The task of listing and describing every steamer, freight or passenger, which has engaged in the North Atlantic trade since 1840 would have necessitated a volume many times larger than is the present one. However, the writer has endeavored to include in the list every important passenger ship which has been employed in this service since its inception, together with a large percentage of the lesser known steamships.

Should any errors or noteworthy omissions be discovered in the text the writer would much appreciate having his attention drawn to the matter, in order that the necessary corrections may be made in subsequent editions.

He acknowledges with gratitude the assistance rendered by Mr. Stephen Gmelin and Mr. Grant S. Taylor in the matter of supplying some of the exact dates upon which certain vessels were scrapped. This phase of the compilation required much laborious research. In fact, it has convinced me that it is almost impossible to obtain in full the necessary data regarding the final disposition of every transatlantic ship.

Included in these expressions of appreciation must be also those addressed to Mr. Fred C. Poyser of the Nautical Photo Agency in England for the generous permission given for the use of reproductions of ship photographs. It was early in 1930 that I first contacted Mr. Poyser via transatlantic correspondence. Since that time I have been indebted to him for many admirable pictures, and the correspondence we carried on through the years has been instrumental in keeping alive my keen interest in ships and shipping.

The splendid works of Mr. Frank C. Bowen and Mr. E. C. Talbot-Booth on ships and shipping have been of particular value to me in the preparation of this book. Future historians will ever be grateful for the vast amount of shipping knowledge they have made available.

I should also like to mention some of the books dealing with the subject which have been of help to me. These are "The History of North Atlantic Steam Navigation" by Henry Fry, "Chronological History of the Origin and Development of Steam Navigation" by Rear-Admiral George H. Preble, "The Blue Riband" by Charles E. Lee, Allan L. Cary's series of four books on the liners of the world, "The Boys' Book of Steamships" by J. R. Howden, "Merchant Fleets" by Critchell Remington and "Ships and Shipping" by E. P. Harnack. Mention should be made of the *New York Times* for their excellent news coverage of the subject. Both the American and British marine magazines are splendid sources in providing information on the subject of ships.

The Peabody Museum at Salem, Massachusetts, also should be mentioned as it has a wealth of information regarding the subject and afforded much help to me.

I should like to draw special attention to The Steamship Historical Society of America, who have their national headquarters at the Peabody Museum. I am a member of this association and heartily recommend this Society to everyone who is interested in nautical subjects.

EUGENE W. SMITH

Medford, Massachusetts
May 25, 1947.

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PART I
A SHORT HISTORY OF THE
NORTH ATLANTIC RECORD BREAKERS
THE NEED FOR SPEEDY TRANSPORTATION

In the third and fourth decades of the 19th century, there was brought to the Western World a realization of the fact that a new era in human history had dawned upon the planet. In industrial countries like England the application of steam driven machinery for the manufacture of textiles and other varieties of consumer goods, had led to an imperative demand on the part of the manufacturers for more extensive markets for the profitable disposal of their products. In short, thoughtful people everywhere were becoming awakened to a realization that the industrial age had arrived with a crying need for some more rapid form of transportation between the ocean-separated countries of the world than had been possible in the more leisurely past.

At the same time the increasingly difficult economic conditions which were a part of life on the European continent were causing many thousands of the poorer classes to cast longing eyes in the direction of the new world of America, with its limitless opportunities for the industrious and enterprising to attain comforts which in the older countries were far beyond their reach, and the need for rapid and safe oceanic transportation was not confined exclusively to travel from Europe to America. Even then farsighted people were becoming aware that before many years had elapsed the infant giant of American industrial production would begin to flex its baby muscles and revel in its growing strength. Soon it would begin to demand a far more extended outlet for, first, its raw materials and later on for its manufactured goods than at that time was afforded by the home market. True a considerable business was even then being carried on between the cotton growers of the Southern States and the mill owners of Lancashire, but the transatlantic journey by

sailing ship was a slow and uncertain business, being subject to the unpredictable vagaries of wind and storm, and generally unsatisfactory. Thus, it may readily be seen that a pressing need existed for an improved and more rapid method of travel between Europe and North America. This need applied not alone to the interchange of commodities between the two continents but also to the bettering of passenger traffic conditions, which at the time were of an exceedingly primitive nature. In the British Isles thousands of the poorer classes longed for an opportunity to seek a new home in America, if the journey could be made at a reasonably small expense, while on this side of the Atlantic many Americans desired fervently to revisit the homes of their ancestors, particularly those Americans who hailed from the British Isles.

As has usually been the case among progressive and inventive peoples, any urgent need occasions ere long a discovery of some means of satisfying those needs, and so it was in this case. The power of steam had already been harnessed to the stationary engines and had even been installed on some ocean-going ships to serve as an auxiliary to the driving force of the wind. The experiment had proved so successful that presently it was found feasible to dispense entirely with mast and sail, entrusting the task of propelling the ship to the power of the steam which was generated in the vessel's own boilers. Thus, the steamship came into almost universal use for transatlantic travel.

THE FORMATION OF THE CUNARD LINE

In the year 1838 Samuel Cunard a resident of Halifax, Nova Scotia and a man of considerable energy and foresight initiated the enterprise which led eventually to the formation of the famous Cunard Steamship Company. The result of his genius and initiative was soon manifest in the creation of the fastest line of steamships which up to that time had ever

made the crossing, and secured for themselves the so called Blue Ribbon of the Atlantic, an honorary title awarded to the steamship making the fastest time between Great Britain and North America.

The Cunard Line's first great steam propelled vessel was called the *Britannia*, a ship built on the Clyde in 1840. On her maiden voyage from Liverpool to Boston the *Britannia* left the former port on the fourth of July 1840 and arrived at Halifax twelve days later, on the sixteenth day of the month, thus creating a new record of twelve days for the voyage. The launching was soon followed by that of her three sister ships, the *Acadia*, *Caledonia*, and *Columbia*. The construction of these four pioneers of the passenger service was entrusted to four different shipbuilding firms. The vessels were all built of wood and were driven by engines of 740 indicated horse-power. They consumed about 38 tons of coal per day, an amount sufficient to drive the paddle-wheel propelled ships at a speed of slightly more than eight knots an hour.

The *Britannia's* first record of a twelve day crossing lasted but for a short time. It was eclipsed the following month by the performance of her sister ship the *Acadia*, which covered the same distance in eleven days and four hours, thus averaging a speed of $9\frac{1}{2}$ knots per hour. Later on the *Britannia* regained the record by making the journey in ten days flat, a noteworthy achievement for those early days of fast passenger service. Again, the *Acadia* came back to beat *Britannia's* record and to win the crown which remained in her possession until the advent of a new Cunarder the *Hibernia* which won the Blue Ribbon in the month of July 1847, in what was then the phenomenal time of nine days, one hour and thirty minutes for the Halifax to Liverpool voyage, averaging thus a speed of 11.67 knots for the crossing. This steamship was built on the Clyde by Robert Steele in 1843. The wooden hull was powered by a side lever type engine which was able to develop 1,040 indicated horse-

power. The general design of the *Hibernia* was so well thought of by the Cunard owners that it was repeated two years later in the *Cambria* which also proved herself to be a fast ship. The *Hibernia* finally lost the supremacy in May 1850, her successor to the crown being still another Cunarder, the *Asia*, which had made the Liverpool to Halifax crossing in eight days and seventeen hours at an average speed of 12.12 knots.

From 1840 to 1851 the Cunard Line held almost undisputed mastery of the Atlantic crossing, but from that time on it began to encounter increasingly stiff competition from a newly formed fleet of steamships which, taking the name of their founder E. K. Collins, was known as the Collins Line. This American company commenced operations with a fleet of four sister ships, the *Atlantic*, *Arctic*, *Baltic* and *Pacific*. These ships were, both in respect to speed and luxurious appointments, a distinct advance over the Cunarders of the period. They even anticipated present day conveniences by such innovations as smoking rooms and barber shops. Each cost approximately \$700,000 to build. They were constructed of wood and had huge paddle-wheels that measured 35½ feet in diameter. They were powered by two-cylinder side-lever type engines. One of them, the *Pacific*, captured the speed record by raising the average speed on the New York to Liverpool trip to 13.01 knots. This line after gaining possession of the speed record kept it for the next five years, with the *Baltic* and the *Atlantic* being rated as the fastest vessels afloat during that period. The history of the Collins Line was, however, destined to be a short one. Its complete collapse took place in January 1858 and put an end for all time to the rivalry that existed between its founder, Mr. E. K. Collins and the owners of the Cunard Line. Under his aggressive leadership many great improvements and a settled policy of expansion were being planned and would doubtless have been carried out had not fate intervened by bringing about the loss of the *Arctic*, which went down after colliding with the French

steamer *Vesta* during conditions of dense fog on September 27th, 1854. Mr. Collin's wife, their only son and a daughter went down with the ill fated ship, and other financial disasters soon led to the breaking up of the Collins organization.

In June 1856 the Cunard steamship *Persia* captured the Blue Ribbon for the fastest crossing of the Atlantic up to that time by lowering the Queenstown to New York record to nine days, one hour and forty-five minutes. The *Persia* was a handsome ship with lines of grace and beauty from figurehead to taffrail. She was destined to become one of the most famous vessels that had ever served on the Atlantic Ferry, and was the first Cunarder equipped with iron paddle-wheels. Her 7,130 tons displacement made her a very sizable ship for her day, though that displacement was soon to be surpassed by that of the *Great Eastern*. So much has already been written about this remarkable ship, that a few salient facts concerning her will be all that is needed to serve our purpose. The *Great Eastern* was built by J. Scott Russell at Millwall from the designs of the great French marine engineer Brunel, who seemingly was to have been the spark plug behind the whole enterprise. This man had both foresight and ambition. He wished to perpetuate his name by some achievement which would be outstanding in the annals of marine architecture, and the building of this great ship was assuredly an exceedingly ambitious project for that day and age. Had the *Great Eastern* been employed in the service for which she had been designed, her career perhaps would have been a more successful one. Her builder's intention was to have her ply on the European-Australian route. Her huge size would have allowed her sufficient coal storage space to have covered the long distance with ease. A large number of passengers could have been accommodated, plus a cargo sufficiently large to have made the venture a paying investment. However, she was never used in this service, and as an Atlantic passenger ship she proved a failure. Her maiden voyage was made from Southampton to New York on June 17, 1860. The journey taking her 11 days, 13 hours and 15

minutes to accomplish. On the trip she carried only thirty-seven passengers—a number far insufficient to cover her large operating cost. The bookings for subsequent voyages were also out of all proportion to the expense of driving the huge hulk across the Atlantic. The discontinuance, therefore, of her use as an Atlantic passenger carrier was a foregone conclusion. In consequence of this the great ship was taken off the Atlantic service for which she was so obviously unfitted, and put to work at the task of laying the Atlantic cable. This being completed, the ill fated giant proved a white elephant indeed to her owners. She sunk lower and lower in the estimation of seafaring men and before her final trip to the scrapper's yard in 1891, she had been reduced to the ignoble task of serving as a kind of a circus side show for the curious to gape at. Thus ended the chequered career of a vessel of which much had been expected.

In 1862 the Cunard Company again came to the fore with the launching of that great ship the *Scotia*. This noted vessel won the speed record in the year of her launching and later bettered her own record. In December 1863 she made the Queenstown to New York passage in 8 days and 3 hours, and finally in June 1864 she attained an average speed of 14.54 knots. This record stood for three years until in 1867, the newly built *Russia*, another Cunarder, took over the honor of being Queen of the Atlantic with a record run from New York to Queenstown of 8 days and 25 minutes. The *Scotia* had the additional distinction of making the highest average speed of any Atlantic paddle steamer. But the *Russia* failed to hold the record for any extended period, for in November 1867 the Cunard Line relinquished for the second time its proud boast of being the holder of the Blue Ribbon that symbolized Atlantic supremacy. The new victor was the freshly built Inman liner, the *City of Paris*, which set a new record for the westward run, and in December 1869 a second Inman liner, called, the *City of Brussels*, took over the prize. This steamship was built by the firm of Tod and McGregor of Glasgow. The original engines were of the horizontal

direct acting trunk type. However, in 1876 they were replaced by four cylinder tandem compound engines. The time of 7 days, 22 hours and 3 minutes made by the *City of Brussels* for the New York to Queenstown passage was not bettered by any other ship until May 1872, when the *Adriatic* of the newly organized White Star Line took over the leadership and the Blue Ribbon of the Atlantic.

THE ARRIVAL OF THE WHITE STAR LINE

The pioneer vessel of this fleet was the *Oceanic*, from the yards of Harland and Wolff, shipbuilders of Belfast, Ireland. She was launched on August 27, 1870. In February of the following year she sailed from her builder's yards to Liverpool, the city which was to be her home port for a number of years. The *Oceanic*, herself never captured the Atlantic Blue Ribbon but as has been already stated the trophy was won in 1872 by her sister ship the *Adriatic*, a vessel of similar design. This steamer commenced her maiden voyage on April 11, 1872 and soon showed herself to be more than a match in speed for the Inman liner *City of Brussels*. The long and useful life of the *Adriatic* lasted until 1896 when she was retired from the service, and in 1899 broken up by ship-breakers at Preston. In 1873 another White Star liner gained the limelight. This was the steamer *Baltic* which sailed on her maiden voyage from the port of Liverpool on September 4th, 1871. However, it was not until January 1873 that she was listed among the champions by making the New York to Queenstown crossing in 7 days, 20 hours and 9 minutes, averaging a speed for the trip of 15.21 knots, really fast time for that period. She was later sold to the Holland American Line in 1889 and after being renamed was finally wrecked in 1898.

In 1875 a new record breaker made her appearance. This was the Inman liner *City of Berlin*, a ship that was destined to play a prominent part in the history of Atlantic crossings.

She was built by Caird and Company at Greenock in Scotland for the express purpose of restoring to the Inman Line the coveted Blue Ribbon which had been lost by the *City of Brussels* to the White Star boat *Adriatic*. This feat she accomplished in September 1875 by making the Queenstown to New York passage in 7 days, 18 hours and 2 minutes, thus lowering all previous records for the run. Then in October of the following year she again cut the time to 7 days, 15 hours and 28 minutes. Two years later in 1878 the *City of Berlin* created a sensation in maritime circles by installing in her saloon, steerage and engine room the recently discovered illuminating agent "electricity". At the time this innovation was regarded as the pinnacle of luxurious appointments.

The trend in shipbuilding was now towards larger and more powerful steamers. The White Star Line sister ships *Britannic* and *Germanic* were the first ones to exceed 5,000 tons gross. They were fitted with compound tandem type engines capable of developing 5,000 indicated horse-power. Their iron hulls were soon put to the test of winning the Blue Ribbon as they commenced their maiden voyages. The *Germanic* made the eastern crossing in February 1876 in 7 days, 15 hours and 17 minutes, averaging 15.81 knots for the run between New York and Liverpool, while her sister the *Britannic* did the westward passage in the record time of 7 days, 12 hours and 41 minutes. These fine ships proved very popular. Aboard them excellent accommodation was provided for 220 first-class and 900 third-class passengers. The two ships were used on the Atlantic crossing for a number of years, and in fact one of them the *Germanic* was still afloat quite recently under the name *Gulcemal* and of Turkish registry.

During their heyday the *City of Berlin*, *Britannic* and *Germanic* were all fighting for top position as the fastest liner. Eventually the *Britannic* proved to be more consistently the fastest and retained the speed record until the end of the decade.

In 1879 a new aspirant appeared to contend for the Atlantic Blue Ribbon. The Guion Line launched their new steamship *Arizona* and the White Star Line had to relinquish its hold of top place in the speed class. This ship broke all existing records for the Queenstown to New York crossing. In July 1879 she completed the run in 7 days, 10 hours and 22 minutes, and by making the return trip in 7 days, 8 hours and 11 minutes she clinched her claim to the supremacy of the Atlantic. The *Arizona* was built and engined by John Elder and Company of Glasgow. She was destined to achieve world renown by making the news headlines in November 1879 while on a homeward bound passage. On this occasion she had the misfortune to run full speed into a huge iceberg, and remarkable to say she failed to sink. She was able to put into the port of St. Johns, Newfoundland, there to undergo extensive repairs. It was found that her bow had been completely smashed and crumpled almost to the first bulkhead. Had the damage extended beyond this point she would unquestionably have gone down. It seems an almost miraculous occurrence that no loss of life or even injury to any one aboard ensued as a result of the collision, yet such was the case. In this respect the Guion Line was most fortunate for had a major tragedy developed the fate of the company would have been extremely critical.

The *Arizona* was the first Atlantic steamer to be fitted with compound 3-crank type engines. She was offered for sale in 1894, but failed to find a purchaser at that time. However, after being laid up for two years, she was given new machinery by her builders, and converted for transpacific service, from which she was taken over by the United States Government for use in the war against Spain. Her name was changed to *Hancock*, and after her war services as a transport was put on the San Francisco and Philippines run as an American troop carrier. She was finally broken up by shipbreakers near San Francisco in 1926.

The *Arizona* was followed by the *Alaska*. This new Guion liner lowered the Queenstown to New York time in April

1882 to 7 days, 6 hours and 43 minutes and for the first time an average speed of 16 knots was attained, her official average being recorded as 16.10 knots for the voyage.

In June 1882 she cut still further time off the record by going from New York to Queenstown in 6 days and 22 hours flat, thus becoming the first ship to make the distance under 7 days. This fine ship was another example of the splendid work done by the shipbuilders on the Clyde. The *Alaska* like the *Arizona* also came from the yard of John Elder and Company and cost about \$1,200,000 to build. She later made a crossing at an average speed of 17.17 knots.

The *Oregon* was the last important ship launched by the Guion Line. She started on her maiden voyage across the Atlantic on October 7, 1883 and made the crossing from Queenstown to New York in 6 days, 10 hours and 10 minutes. Not long afterwards this ship passed into the hands of the Cunard Line, owing to the inability of the owners to make final payment for the cost of her construction to the builder, who, therefore, repossessed her and sold her to the Cunard organization. The life of the *Oregon* was not a long one for on March 14, 1886 when off Fire Island, she was in collision with an unknown schooner. As she had been struck in a most vulnerable place it was plainly evident that any hope of saving her was futile. Fortunately for the 641 passengers aboard and for the 255 crew members, the express liner *Fulda* of the North German Lloyd Line arrived in time to rescue all on board of the doomed ship.

During the Eighties a number of fast and noteworthy passenger ships were employed on the Atlantic Ferry. Among these were several impressive looking vessels of the North German Lloyd. These were all fairly similar in design and as originally built had four well spaced masts with two funnels situated about midship. The *Elbe* was the first ship of this class to be built, followed by eight others, the *Fulda* which has already been mentioned in connection with the rescue from the *Oregon*, the *Werra*, *Eider*, *Ems*, *Aller*, *Saale*,

Trave and *Lahn*. These all were built in British shipyards, and their efforts caused the North German Lloyd Line to assume a leading position in the North Atlantic trade. The *Lahn* was the fastest ship of this group, and for some time held the record between the German ports and New York. This ship had accommodations for 224 first-class, 106 second-class and 700 third-class passengers. Her appearance was substantially changed at one time by the removal of two of her original four masts, but the alteration failed to lessen the beauty of her lines. In 1904 this ship was sold to the Russian Government which promptly bestowed on her the name of *Russ*.

About this time the Cunard Line launched the well known ship the *Servia*. She proved to be fast though not in the record breaking class, being designed mainly for spaciousness and comfort. The main saloon measured 74 feet by 49 feet and provided the luxurious appointments that were beginning to be demanded by first class passengers. Of these no less than 350 could be seated simultaneously in this large room. The ship had a 3-crank compound engine which could develop 12,000 indicated horse-power. Later the Cunard Company launched another outstanding ship, the *Aurania*. This splendid vessel achieved a speed of 18.7 knots during her trial trip, after two additional boilers had been installed. She shared with the *Servia* and the *Gallia* the task of taking care of the express travel between Liverpool and New York for some time. Her single screw was powered by a 3-crank compound engine developing as much as 10,000 indicated horse-power.

In the year 1885 came the two Cunard record breakers *Etruria* and *Umbria* who in their turn won and for a time held the Blue Ribbon. These two fine sister ships were built by John Elder and Company. Their engines were capable of developing 15,000 indicated horse-power thus making them the most powerful single screw steamers afloat. The *Etruria* won the Ribbon in May 1885 by making the Queenstown

to Sandy Hook passage in 6 days, 5 hours and 31 minutes. Later in March 1887 she lowered the New York to Queenstown record to 6 days, 4 hours and 36 minutes with an average speed of 19.90 knots. Her sister ship the *Umbria* won the record for the western passage in May 1887 making the distance in 6 days, 4 hours and 42 minutes, averaging 18.89 knots for the run.

The *Etruria* recaptured the record on the same month one year later by making the Queenstown to Sandy Hook crossing in 6 days, 2 hours and 27 minutes. These two highly successful ships continued in the Atlantic trade for many years, the *Etruria* going to the scrapper's yard first in 1909 at Preston and the *Umbria* meeting the same fate the following year.

An old line called the National became prominent for a brief period of time with the launching of the steamer *America*, a vessel built by the firm of J. and G. Thomson of Glasgow. This fine looking ship with her clipper bow was built for the express purpose of competing with the already established lines for the first-class passenger trade of the North Atlantic. During her trials she made 17.8 knots whereupon she entered the Atlantic service in 1884 and immediately won the Blue Ribbon for the eastward passage by crossing from New York to Queenstown in 6 days, 14 hours and 8 minutes. Her triumph, however, was short lived, for but a short time later that time was bettered by the *Oregon*. The *America* did not remain long in the Atlantic service for in 1886 she was sold to the Italian government which at once converted her into a war cruiser, renaming her *Trinacria*. Still later she was used by the Italian reigning family as a royal yacht. Some forty years later in 1925 she finished her career in the scrapper's yard. This ship represented the only attempt on the part of the National Line to contend for the speed record. Their other ships were for the most part slow moving vessels which catered principally to the emigrant trade.

In 1881 the Inman Line had financed the construction of one of the most beautiful steamships ever to plough the waves

of the Atlantic. This liner named *City of Rome* was built in the yards of the Barrow Shipbuilding and Engineering Company. She was launched in the month of June 1881, with the confident expectation of the owners that she would prove to be a record breaker on the Atlantic passage. This goal she was never able to attain, as her engine power proved entirely insufficient for the rugged task of negotiating the distance in anything like record time. Swallowing their disappointment her Inman Line owners, after using her for a few Atlantic crossings returned her to the builders who resold her to the Anchor Line. She was employed in the North Atlantic trade for a number of years and though never a really fast ship proved to be a very popular one, her speed being quite fast enough for the average passenger.

Before the advent of two later Inman liners the *City of Paris* and the *City of New York*, the French Line put in a bid for supremacy with several outstanding passenger ships. This particular class numbered in its roster such names as *La Champagne*, *La Bourgogne*, *La Bretagne* and *La Gascogne*. They were all equipped with the luxurious appointments that the period demanded of first class passenger ships. Accommodations were provided for a list of 390 first-class, 65 second-class and 690 third-class passengers. Their speed was rated at 17½ knots, usually regarded at that time as being ample. They had four masts and two funnels at first, but later dispensed with two of the four masts. The ship *La Bourgogne* was the speediest of the quartet, making the crossing between La Havre and Sandy Hook in 7 days and 9 hours, averaging 17.91 knots. This ill fated ship achieved an unenviable notoriety on July 4th, 1898; while off Sable Island she was rammed by a British sailing ship named *Cromartyshire*. In the terrible melee that followed 549 people lost their lives. This fearful accident has gone down in history as being one of the greatest of all maritime disasters.

The year 1888 witnessed the launching of the two sensational Inman liners the *City of Paris* and the *City of New*

York. These famous ships were built by J. and G. Thomson of Clydebank, Glasgow. Their construction was originally intended to be undertaken by the Lairds of Birkenhead, but because of the fact that the shipways of the latter firm were not at that time large enough to accommodate ships of 10,000 tons gross, the order was secured by the Clydebank firm. These ships were especially noteworthy due to the innovation of their being equipped with twin screw propellers. This experiment in ship propulsion proved an immediate success—a fact that no doubt accounted for their capture of the Blue Ribbon from the former holders of the trophy, the Cunarder's *Etruria* and *Umbria*. Although the twin screw idea was a novel one, it was by no means the first time it had been employed in steamer construction. At a much earlier date than 1888 a steamship called the *Notting Hill* had been fitted with twin screws, and it is significant also that several French liners built in the Sixties had been converted from paddle-wheel to screw propulsion and of them such ships as the *Washington* were given twin screws. In fact much of this conversion work had been initiated during the Seventies.

The *City of Paris* lowered the record in May 1889 by steaming over the Sandy Hook to Queenstown route at an average speed of 20.2 knots, thus bringing the average speed record up to 20 knots for the first time in the history of Atlantic navigation. The new 20 knot liner was soon to see her sister ship the *City of New York* better her record by making the same trip in 5 days, 19 hours and 57 minutes, averaging for the journey a speed of 20.10 knots. However, of the two ships the *Paris* ultimately proved to be the faster. They both had a long and varied life, though their appearance was somewhat changed later on by each having a mast and a funnel removed. As originally designed they had three masts and three funnels, thus making a really impressive appearance as they sailed the high seas. In 1893 these two fine ships were transferred to American registry as they became a part of the reorganized American Line. Their names

were changed by removing the words "City of" and thus became known as the *New York* and the *Paris*.

During 1889-90, the Hamburg-American Line entered the fast liner service with four excellent ships named *Normannia*, *Furst Bismark*, *Columbia* and *Auguste Victoria*. They represented their owners' first serious attempt to go into the express steamship service. Two of them, the *Columbia* and *Normannia*, were built in British shipyards, while the *Furst Bismark* and the *Auguste Victoria* were examples of German shipbuilding. These fine appearing three-funnelled ships were all somewhat similar in size and design. Their tonnage ranged from 7,383 to 8,874 tons gross, and each was able to steam at an average speed of 18 knots with ease. The *Columbia* on her maiden voyage in July 1889 from Hamburg to New York steamed the distance in 6 days and 19 hours, thus proving herself to be almost as fast as the North German Lloyd liner *Lahn*, whose fastest passage she came within two or three hours of equalling. The *Columbia* later improved her own time for the Hamburg to New York run by making it in 6 days, 15 hours and 58 minutes. Of the quartet, the *Furst Bismark* in the end proved to be the fastest though the margin of speed between the four was very slight. The *Auguste Victoria* was subjected to some quite extensive alterations in 1896 by having her original length of 461 feet extended to 522 feet. Her appearance was further altered by the installing of two well-spaced masts to replace the original three. In 1904 this ship was sold to the Russians and renamed *Kuban*. She was scrapped three years later in 1907. These four ships, together with the *Deutschland* which was to be built in 1899, were the only ones built for the Hamburg-American Line which were constructed expressly for the purpose of winning the Blue Ribbon of the Atlantic. The *Deutschland* was the only one of the five which succeeded in the quest, accomplishing the feat in 1900.

The *La Touraine*, built by the French Line in 1891, proved to be an exceptionally fast Atlantic liner for that date. Her

time of 6 days, 18 hours for the trip from La Havre to New York was regarded as a remarkable performance for the period. This ship had 45 furnaces to furnish her nine boilers with an amount of steam pressure sufficient to enable her triple expansion engines to drive the vessel at a better than 19 knots speed. She was a handsome ship equipped with two large funnels, and her interior appointments were fully in keeping with the high standard set by the French Line.

The *Majestic* and the *Teutonic*, two great White Star liners were the outstanding vessels of their day. These splendid ships came from the Harland and Wolff yards at Belfast, Ireland and took turns in winning the coveted Blue Ribbon of the Atlantic. The *Teutonic* beating all previous records by steaming from Queenstown to Sandy Hook in 5 days, 16 hours and 31 minutes, thus averaging 20.43 knots for the trip. These ships were built at a cost of \$2,000,000 each and were of the twin screw type which by now had been generally accepted as being superior to any other method of propulsion for the huge express liners of the period. Their 16 boilers were heated by 76 furnaces enabling the engines to develop 17,500 indicated horse-power. Accommodations were provided for 300 first-class, 170 second-class and 850 third-class passengers.

Both these great vessels passed long and busy years on the Atlantic run, the *Majestic* finally fulfilling her destiny by reaching the shipbreaker's yard just prior to World War I, while the *Teutonic* lingered on till after the war, and reached the dismantling process at the hands of shipbreakers in Rotterdam in the year 1921.

The Cunard Line in 1892-3 had two magnificent steamships built for them by the Fairfield Shipbuilding and Engineering Company of Glasgow. The *Campania* was the first of these to be launched, that event taking place on September 8, 1892. Her sister ship the *Lucania* followed her down the ways five months later on February 1893. Ere long a contest for top honors in the Atlantic race was to develop between these two

fast steamers. On April 22, 1893 the *Campania* led off by making her maiden voyage from Liverpool to New York in very fast time, and on the return trip setting a record breaking mark of 5 days, 17 hours and 27 minutes, averaging 21.07 knots for the crossing. This incidentally marked the first time any ship had averaged 21 knots an hour for an Atlantic voyage. Then in May 1894 the *Lucania* took command of the westward passage by making it in 5 days, 12 hours and 57 minutes, averaging 21.75 knots, a figure which marked the highest speed attainment up to that time. Back came the *Campania* to regain the record for the Liverpool to New York course by making the distance in 5 days, 9 hours and 21 minutes. This friendly rivalry between two ships of the same Cunard fleet was finally terminated when the *Lucania* grasped the honors for both the eastward and westward passages in 1894, a supremacy which she maintained until the appearance of the *Kaiser Wilhelm der Grosse*. Before touching upon the essential facts concerning this latter ship, we might pause for a moment to examine a few details in reference to the construction and appearance of these two great Cunarders, the *Campania* and *Lucania*. They were ships equipped with two huge rather wide funnels. Their triple expansion engines were able to develop 30,000 indicated horse-power. On her best days' run the *Lucania* did 562 nautical miles. In regard to their interior appointments the two ships had main dining saloons which measured 85 feet by 63 feet and were able to seat 400 passengers at once.

With respects to their final fate, the *Lucania* was almost completely gutted by fire while moored to her Liverpool dock in 1909. It was decided that the cost of reconditioning would be too great an investment to be profitable, therefore the grand old ship was sold to the wreckers for scrap. However, her engines had not been measurably affected by the destroying flames, and in an exceedingly battered state she travelled under her own power to her last port in the scrapper's yard, actually making on the trip a speed of 17 knots like the gallant old warrior that she was.

When the start of World War I came, her sister ship the *Campania* was still afloat. The British government took possession of the old vessel and had her made over into a seaplane carrier. She was used in this capacity during the early war years and as such she went through the great battle of Jutland. Finally her time came on the fifth of November 1918 at the hands of her own countrymen, for she was rammed by the British battleship *Revenge* in the Firth of Forth and sank immediately.

The *Kaiser Wilhelm der Grosse* was a fine specimen of a four-funnelled liner. She was launched on March 4, 1897 from a German shipyard. Her 14,349 gross tonnage along with her general appearance made this ship a very impressive sight. She was a North German Lloyd liner and started on her maiden voyage from Bremen in the month of September the 21st day in the year 1897. After calling at the port of Southampton she made a run to Sandy Hook that broke all existing records. Her time for the trip was 5 days, 22 hours, and 45 minutes. Her return voyage was made in 5 days, 15 hours and 10 minutes. Thus she won the crown for both the eastward and westward passages, and remained Queen of the Atlantic until the Hamburg-American Line introduced into the Atlantic service their new ocean greyhound the *Deutschland*. So for the first time in their history the Hamburg-American Line succeeded in capturing the Blue Ribbon of the Atlantic. This speedy ship the *Deutschland* was launched in January of the year 1900. She was somewhat larger than the *Kaiser Wilhelm der Grosse* but as regards outward appearance both of these German ships were very much alike, for they each had four funnels and two masts, and when seen together the two vessels had a sister ship aspect. The *Deutschland* made her record breaking crossing on the Sandy Hook to Plymouth crossing, taking but 5 days, 7 hours and 38 minutes for the trip, at an average speed of 24.37 knots, a performance which clinched for her the speed record for the time. She failed however to retain her supremacy for any extended period, for soon came the latest North German Lloyd product

the *Kronprinz Wilhelm*. This ship proved conclusively that she was a somewhat faster steamship than the *Deutschland*, yet the latter will always be remembered as representing the Hamburg-American Line's only successful attempt to capture the Atlantic speed record. The *Deutschland* remained after her defeat by the *Kronprinz Wilhelm*, a very serviceable and fast ship for a number of years, and prior to the commencement of the first World War she was employed as a cruising ship, sailing under the name of *Victoria Luise*. At the close of the war she was again renamed, this time *Hansa*, and after being subjected to some alterations she was fitted out for service in the emigrant trade. The alterations had drastically changed the appearance of the former *Deutschland*, for now she had but two funnels instead of four and had entirely lost the ocean greyhound aspect which once distinguished her. She was finally broken up by shipbreakers in Italy in 1925. The famous *Kronprinz Wilhelm* had an extremely interesting career. She was launched by the Vulcan shipbuilding firm at Stettin, Germany, on March 30, 1901. During her speed trials the following year she averaged 23.34 knots. In September 1902 this fine 14,908 ton liner made the Cherbourg to Sandy Hook crossing in 5 days, 11 hours and 57 minutes, thereby winning the Blue Ribbon. She also broke the eastward record by making the distance in 5 days and 11 hours. The *Kronprinz* was finally forced to bow to a new champion the *Kaiser Wilhelm II*, another North German Lloyd liner.

The *Kronprinz Wilhelm* will always remain treasured in the hearts of the German people as a result of her remarkable exploits during World War I. The great liner was at her berth in Hoboken, New Jersey, when war broke out in August 1914. It was on the evening of August 3rd that she weighed anchor, and with the aid of the harbor tugs she left the port of Hoboken to embark upon one of the most venturesome voyages she had ever been called upon to undertake. It was a cruise that was destined to last for 251 days. Three days later she contacted the German light cruiser *Karlsruhe* at an appointed rendezvous in the West Indies. The tension

and excitement among her crew mounted as a transfer of guns, ammunition, and supplies of all kind took place between the *Karlsruhe* and the *Kronprinz Wilhelm*, with the momentary expectation by the officers and crews of the two ships of being intercepted and captured by units of the British fleet, which was known to be somewhere in the vicinity of the West Indies. Before the transfer had been fully completed, the work was brought to an abrupt stop when a British cruiser was sighted on the horizon. At once the two ships separated, the *Kronprinz* stealing away, while the *Karlsruhe* enticed the British cruiser to steam in pursuit of her. Eventually the German cruiser escaped through her superior speed, after experiencing many anxious moments, for a great many shells that would have quite probably disabled her, fell harmlessly in the water, uncomfortably close to her stern.

Thus began the epic cruise of the *Kronprinz Wilhelm* and her adventures during this mystery voyage developed all the elements of a thrilling odyssey, complete with savage storms, daring rendezvous with supply ships, and the sinking or capturing of many enemy vessels. By the time the hazardous cruise was ended the *Kronprinz* had compiled a list of 26 victims sunk, representing a total tonnage of 58,201 tons gross of merchant shipping. During her 251 days of dangerous action she had covered more than 37,000 miles of ocean, situated for the most part in the region of the South Atlantic. She became a terror to all commercial shipping which was operating in that part of the world, and the search for her by British warships grew daily more intensive. It was not until her supplies had become dangerously low, her machinery badly in need of overhauling and her fuel supply almost exhausted, together with the fact a number of her crew, sick with scurvy occasioned by the lack of fresh fruits and vegetables that the decision was reached to seek shelter in a neutral port in order to gain the safety offered by internment. It was on the evening of April 10, 1915 that the *Kronprinz Wilhelm* found herself some sixty miles off the Virginia Capes, with the most dangerous ordeal of her career staring her in

the face. It will be recalled that at this time the United States had not yet entered the conflict, consequently the port of Norfolk to which the *Kronprinz* was heading was still neutral territory. The entrance to Chesapeake Bay was guarded by a cordon of six British warships, and the task which confronted the German raider was that of attempting to elude the vigilance of the blockading ships and of making a run for safety. It would be an absolute essential that the run be an exceedingly fast one, and every effort was devoted to the effort of preparing for a lightning dash through the blockade. History records that the daring attempt was crowned with complete success, though for a time it was feared that the boilers of the *Kronprinz Wilhelm* would blow up on account of the terrific pressure put upon her engines through the necessity of forcing her to the utmost limit of her speed capacity. Commencing at 16 knots her indicator climbed until she registered a speed of over 25 knots, well beyond the danger mark. Estimating carefully the exact moment for the venture, the *Kronprinz*, in total darkness, shot between two British cruisers which were stationed about $\frac{1}{2}$ mile away on either side. At the time the ship's speed was so great that she trembled from stem to stern like a racing locomotive. After running the blockade she dropped anchor in Chesapeake Bay at midnight. The British had not observed her in time to bring their guns to bear upon the flying vessel, and so for the time being the great ship was safe in a neutral harbor. During the latter years of the war, the *Kronprinz Wilhelm* and her crew were interned by the United States government at the Norfolk Navy Yard. She had successfully weathered the vicissitudes of an epic voyage, but it was discovered that in doing so her engines had been badly strained through the excessive burden placed upon them during her hour of fame. She proved of very little value when later taken over by the United States government for war service. After hostilities had ceased she was not considered worthwhile to be put back as a passenger ship, and so until 1923 when she was scrapped she spent her remaining years tied up at the dock.

As previously noted the North German Lloyd liner, *Kaiser Wilhelm II*, was the next in line to capture the Blue Ribbon. In her general appearance she was somewhat similar to the earlier *Kronprinz Wilhelm*, though larger and slightly faster. She won the trophy in August 1903 by making the eastward crossing in 5 days, 10 hours and 42 minutes, with her best days run being 564 nautical miles. This fine ship was seized by the United States government in World War I and used as a troop transport under the name of *Agamemnon*. Later this name was changed to *Monticello*, and after the war she was tied up with her sister ship, *Kronprinzessin Cecilie*, in the St. James River to serve as a reserve unit for the transport service of the United States Navy. However, during the second World War these two ships were broken up for the scrap metal so urgently needed at the time.

The *Kronprinzessin Cecilie* was the fourth and last ship of this class of North German Lloyd express liners to be built. She was practically a duplicate of the *Kaiser Wilhelm II*. Her speed was slightly greater but only by a narrow margin. This ship never actually won the Blue Ribbon for those phenomenal steamships the *Mauretania* and the *Lusitania*, were put into service and won the trophy before the German liner had any opportunity to try and annex it.

The *Kronprinzessin Cecilie* was launched on December 1, 1906, and had completed her trials by July 1907. Like her sister ship *Kaiser Wilhelm II* she was used by the United States government as a transport during the first World War. The outbreak of hostilities found her at sea, whereupon she was ordered returned to an American port. She was anchored first at Bar Harbor, Maine and was later sent on to Boston where she remained until the United States entered the war. After being seized by the United States government she was overhauled at East Boston and converted into a troopship and renamed *Mount Vernon*. While in this service was torpedoed off Brest, France, but was able to make port. The explosion occurred in one of the engine rooms which had been

sealed off by water-tight doors and the agonized cries of the thirty-six men trapped in this compartment could be clearly heard through the ventilators. However, nothing could be done to release them from their sad plight and thus developed one of the tragedies of World War I.

A brief description of the *Kronprinzessin Cecilie* might not be out of place here. From her keel to the rim of her funnels measured 131 feet. Her long promenade deck was 538 feet in length. She had an over-all length of 705 feet, with a beam of 74 feet. Her twin-screws were powered by quadruple expansion reciprocating engines. Her best passage was one of 5 days, 11 hours and 9 minutes for the crossing from Cherbourg to Sandy Hook. While on the eastward course she steamed between the two same terminal ports in 5 days, 7 hours and 23 minutes.

THE MAURETANIA AND LUSITANIA

Before taking up the history of these two famous ships, it might be apropos to touch upon the somewhat remarkable history of another Cunarder, the *Etruria*, of the vintage of the early eighties. Although in the year 1905, being already twenty years old, this oldtime single screw steamer was still fast enough to make, in September 1905, a run of 5 days, 10 hours and 42 minutes on the westward passage between Queenstown and Sandy Hook, a feat that was a remarkable tribute to the shipbuilding ability of the firm that constructed her over twenty years before. On this trip this old veteran of the Atlantic crossings actually managed better than 21 knots an hour, a figure that could be surpassed only by the express liners of the most modern construction.

The Cunarder *Mauretania* was launched on September 20, 1906 from the yard of Swan Hunter, and Wigham Richardson, Ltd. at Newcastle-on-Tyne. The ceremony was attended by thousands of people. One year later she left for her trials,

to be followed soon by her sister ship the *Lusitania*. Both vessels were designed to serve on the Atlantic express route. These two famous vessels were the finest and fastest steamships ever to be built up to that date, and rightly merited all the attention and praise that was showered upon them in the press of the period, for the columns of the daily papers were replete with lengthy descriptions of the making and luxurious appointments of these latest additions to the Atlantic passenger service.

It was in June 1909 that the *Mauretania* won the Blue Ribbon by making the eastward crossing in 4 days, 17 hours and 21 minutes. The *Lusitania* followed suit by winning the palm for the westward crossing in August 1909 with a time mark of 4 days, 11 hours and 42 minutes. Thus the two ships shared the honors between them until one of them, the *Mauretania*, outdid her sister ship by making the best time for both the eastward and westward crossings and remaining Queen of the Atlantic until many years later when her time was bettered by that of the North German Lloyd liner *Bremen*. Until the advent of the new German steamship the two great Cunarders consistently lived up to their high reputation of being the fastest liners afloat. Year after year they made the crossings in the same fast time.

Let us try and describe in detail some of the physical features which distinguished these two famous ships. The *Lusitania* came from the yard of John Brown and Company, Clydebank, Glasgow. She had a gross tonnage of 31,550 and had an overall length of 790 feet with a beam of 87 feet. Both the *Lusitania* and *Mauretania* had quadruple screws powered by steam turbines of 68,000 shaft horse-power. They were equipped with 23 double and 2 single ended boilers working at 200 lb. pressure. The tops of their lofty masts were 216 feet above the keel and the pilot house was 84 feet above the waterline. Accommodations were originally provided for 552 first-class, 460 second-class and 1,186 third-class passengers.

The rival careers of the two sister ships were terminated under widely differing circumstances. The tragic fate of the *Lusitania* was an event of world-wide importance, one which in the opinion of many competent observers was instrumental in causing the United States to abandon her neutrality and become one of the combatants in World War I. The sad event occurred on May 7, 1915 off the Irish coast while the ship was England bound from New York with many Americans on board. On that fateful day she was torpedoed and sunk by the German submarine U-20 with a loss of life of 1,198 souls. The calamitous happening had a profound effect upon American public opinion and was a contributing factor to the eventual downfall of Germany and the abdication of the Kaiser.

The *Mauretania* survived the entire conflict and was in continuous service as a troop carrier, transporting a great portion of the A E F to Europe with no loss of life. She was also employed during hostilities as a hospital unit. After the war she was reconditioned and resumed her place in the Atlantic trade, continuing to be one of the most popular of Atlantic liners for many years. Through reconditioning she had been changed into an oil-burning steamer and soon was bettering her prewar speed. In August 1924 she made the passage from Ambrose Light to Cherbourg in 5 days, 1 hour and 49 minutes. Her latest news-making accomplishment occurred in September 1928, just prior to the advent of the North German Lloyd super liner *Bremen*. On this particular run the *Mauretania* made the Cherbourg to Ambrose Light crossing in 5 days, 2 hours and 34 minutes, a remarkable feat for a twenty-two year old vessel, especially as she was at the time equipped with her original "Parson's" steam turbines. The grand old ship was finally broken up by shipbreakers at Rosyth in 1935, thus ending the career of one of the most famous of Atlantic liners.

After the close of the first World War no truly fast Atlantic liners were built until the appearance in 1929 of the *Bremen*,

which was the first of two huge sister ships to emerge from German ship yards, the other being the *Europa*. The keel of the *Bremen* was laid on June 18, 1927 at the Weser ship-building yard at Bremen. The sister ship *Europa* was a product of Blohm and Voss, shipbuilders at Hamburg. Her keel was laid on July 23, 1927. Both vessels were launched in August 1928, and had it not been for a disastrous fire which occurred on the *Europa* when nearing completion would have commenced service simultaneously. However, the accident delayed the debut of this ship for about a year. The *Bremen* commenced her maiden voyage July 16, 1929, and, as was anticipated in all marine circles, she captured the Blue Ribbon from the *Mauretania* with ease. Her time for the westward crossing was 4 days, 17 hours and 42 minutes, an average of 27.82 knots for the journey. On her return voyage, the distance of 3,084 miles was covered at an average speed of 27.9 knots. When the *Europa* was placed on the Atlantic Ferry service, she improved the time for the westward passage by making the distance in 4 days, 17 hours and 6 minutes.

The data concerning the appearance of these two superb steamships may be found interesting. Both were approximately 936 feet in length. Their tonnage varied somewhat, for the *Bremen* was listed as of 51,656 tons gross, while the *Europa* was of 49,746 tons. They had twelve steam turbines which totaled 140,000 indicated horse-power. Their two huge funnels were later heightened to the extent of 15 feet, in order that their smoke would clear the decks even when the ships were steaming at a high rate of speed. The shorter funnels had been found to be defective in this respect, hence the alteration.

These two fine liners continued to give excellent service until the outbreak of the second World War. The *Bremen* was at her New York pier when war was declared between Germany and the United States. A few days later in order to avoid seizure she made a dash for Germany, and the man-

ner in which she succeeded in eluding the British fleet during this flight constitutes an epic which will long be remembered by the members of her crew. In her escape she selected the most northerly route, passing close to Greenland and from there steaming north of Iceland, from which point she got away by hugging the Norwegian coast until she reached her German destination. Few would have cared to gamble on her success in making a safe voyage back to her German home port, in view of the fact that both airplanes and surface ships of the Allied powers were combing the seas in search of her. However, although she made good her escape upon this occasion she eventually became a war casualty, for during an air raid on Germany she was bombed and set afire. The damage done her was so extensive that the Nazis had her scrapped in order to obtain the metal so badly needed for the war machine.

The *Europa* experienced better fortune than did her sister ship, for she survived the war, notwithstanding the efforts of the Allied powers to find and destroy her. After the cessation of hostilities she was used as a troopship in the work of transporting American soldiers between this country and Europe. In 1946 the ship was turned over to the French Line to be reconditioned by them and used in the Atlantic service as a luxury liner. The French gave her a new name, the *Liberte*, and expected great things from their new acquisition. However, during the reconditioning operations at La Havre the ship was struck by a high gale of wind which swept her from her moorings and drove her against the sunken hull of the former Atlantic liner, *Paris*. The collision opened a gaping hole in the side of the erstwhile *Europa* and she promptly sunk into the shallow bottom of the harbor. According to present plans she is to be raised and repaired, but the accident will doubtless delay her entry into the Atlantic service for sometime.

THE ITALIAN BID FOR ATLANTIC SUPREMACY

In 1933 the Blue Ribbon for the first time in history went to a ship that was a product of Italian shipbuilding. The construction of the great liner *Rex* was subsidized by the Italian government. This huge ship commenced her maiden voyage bound for New York from the Italian port of Genoa on September 27, 1932. At a later date she made a run from Gibraltar to Ambrose Light in 4 days, 13 hours and 58 minutes covering a distance of 3,181 nautical miles and averaging 28.92 knots. The *Rex* had accommodations for 2,024 passengers, and her crew numbered 810 members. She was propelled by steam turbines of 120,000 s.h.p. Her foremost funnel was 51 feet high from deck level and from her keel to the navigating bridge the height was 120 feet. While the *Rex* was still in process of construction an amalgamation of the three important Italian steamship lines took place under the direction of the Mussolini government. Lines affected by the merger were the Lloyd Sabauda, the Cosulich and the Navigazione Generale Italiana lines. Thus when the *Rex* entered the Atlantic passenger trade, she discovered that her running mate was to be the equally newly built *Conte di Savoia*, a steamship from the yards of Cantieri Riuniti Dell' Adriatico at Trieste, for the Lloyd Sabauda account. Together these two excellent and fast liners provided a luxurious service between the United States and the Mediterranean ports.

The *Conte di Savoia* was slightly smaller in size than was the *Rex*, but her symmetrical graceful lines more than made up the difference. This beautiful ship was launched on October 28, 1931 at the Adriatic port. She sailed from Genoa November 30, 1932 on her maiden voyage to New York. This ship had accommodations for 360 first-class, 778 tourist and 922 third-class passengers. Her speed was always a trifle less than that of the *Rex*, yet she made a fairly fast crossing at an average of 27.63 knots. This great vessel was a war casualty, for in September 1943 she was sunk by air-

craft action near Venice. It has been reported that the *Conte di Savoia* has been refloated, but whether it will be ever possible to again use her in the passenger trade remains a question, for the cost of putting her back into commission may be prohibitive.

The *Rex* was also a war victim, being sunk by British torpedo planes while she was being towed by the Germans to a new hiding place. She now lies on her side in shallow water near Trieste with only a fraction of her hull visible above the water, surely a tragic sight for those who can remember her in the days of her glory, as one of the most luxurious of Atlantic liners.

The great French liner, *Normandie*, has had a truly eventful career. Her keel was laid down in June 1931 at St. Nazaire, and she was launched on October 29th, 1932, but it was not until May 29, 1935 that she commenced her maiden voyage from La Havre to New York. On this trip she broke all existing speed records, making it in 4 days, 3 hours and 14 minutes with an average speed of 31.37 knots. The homeward passage took just 14 minutes longer to accomplish, being made in 4 days, 3 hours and 28 minutes. This noble French ship was truly a super liner. It is reported that her building cost amounted to \$60,000,000; as to her exterior appearance she possessed many outstanding features. Her over-all length was 1,029 feet and after alterations, her tonnage was set at 82,799 tons gross. The tops of her masts were 202 feet above the water line and her mammoth funnels measured 160 feet in circumference with the foremost one towering at a height of 145 feet. Her main dining room measured 300 feet by 43 feet, and was three decks high with a seating capacity for 1,000 people. A small theater was installed, two decks high, capable of seating 380 people. The swimming pool was 80 feet in length with a graduated bottom made of tiling. The garage on board the ship could furnish storage for 100 automobiles. Facilities for the movements of both passenger and freight were taken care of through the installation of

numerous elevators, operating between the various decks. In short the great liner was a small city in herself with accommodations for no less than 1,972 passengers, and a crew of 1,350 members.

As might readily be imagined the *Normandie* was a very popular and successful ship. She continued in the regular Atlantic service up to the commencement of World War II. The outbreak of hostilities found her at her New York pier where she remained until the United States took possession of her with the intention of converting the great ship into a troop carrier. She was renamed *Lafayette* in honor of the great French patriot, who helped the American cause in the Revolution. Title to her possession had by this time passed from the hands of the French Line into those of America. During the process of preparing her to play her new role in the war, a fire of mysterious origin started aboard one day in the early months of 1942. The blaze soon spread throughout the ship in spite of the strenuous attempts to quell it on the part of New York's fire fighters. After battling the conflagration for many hours, their efforts to save the great ship proved futile, and listing over to one side she slowly settled down into the muddy floor of the harbor. Work was soon started to raise her, and after months of painstaking effort the ship was once again afloat, and for awhile it was thought possible to rebuild her. This project, however, was never carried out, and in September 1946 the United States put the hulk up for auction. She was finally knocked down to a New York scrap dealer for approximately \$161,000; a ludicrously small sum when compared to the vast amount it had cost to build her. Early in December 1946, the fallen monarch of the seas was towed by a small army of tugs to Port Newark where she awaits her dismantling. So passes one of the most mighty and impressive ships that ever sailed the seas.

The keel of the great Cunarder *Queen Mary* was laid down at the yard of John Brown and Company at Clydebank in August 1930. During the serious economic conditions, which

were gripping the entire Western World during the depression years, work on this ship had to be suspended in December 1931 at a time when work on her hull was nearly completed. Later on, when conditions had improved and following the merging of the Cunard and White Star Lines, building was resumed in April 1934, and on September 26 she was launched. Two years later, on May 27, 1936, she commenced her maiden voyage from Southampton to New York, making the run from Bishop Rock to Ambrose Lightship in 4 days and 27 minutes at an average speed of 30.14 knots. In 1938 she made a new eastward record by crossing in 3 days, 20 hours and 42 minutes.

This great Cunarder has an overall length of 1,018 feet and a beam of 118 feet. Her masthead towers 234 feet above the keel, while the foremost funnel, from deck level to rim, is 70 feet in height, the second one being 65 feet and the after funnel 60 feet. The general effect is that of a streamlined tapering off arrangement. The ship's powerful steam turbines generate 200,000 shaft horse-power. There are 24 oil-fired water-tube boilers, and her quadruple screws are composed of magnesium bronze. Prior to the war the *Queen Mary* had accommodations for 2,140 passengers in cabin-class, tourist and third-class respectively. Her crew numbered about 1,000. The largest room on this ship is the spacious and beautiful dining room which measures 160 feet by 118 feet, with an extreme height of 30 feet and tapering down at the sides. The main-lounge is 100 feet in length and 70 feet in width, and the center of the room extends into three decks.

This magnificent luxury liner plied the Atlantic route regularly until the start of the second World War. She was then fitted out for the transporting of troops to the various battle fronts. In this capacity she was used throughout the great conflict and carried several hundreds of thousands of soldiers over seas. It goes without saying that she was in constant jeopardy of being attacked by enemy submarines

and aircraft, while the possibility of colliding at sea with another vessel remained an ever present menace. In fact, such an incident occurred one foggy afternoon in October 1942 while making an Atlantic crossing with over 15,000 American troops on board. She struck amidship the 4,200 ton British cruiser *Curacoa* which went down almost immediately with great loss of life among her crew. The *Queen Mary* continued on her voyage at reduced speed, not daring to search for survivors on account of the submarine menace. The great liner had sustained only the minor injury of a partially smashed in bow which was repaired at the Boston Navy Yard. Thus, she was fortunate enough to survive every danger, and with the war won the British government continued to make use of her in the transport service, in which capacity she brought back to America many members of the armed forces. In the latter part of 1946 she was returned to the Cunard White Star Line, and after being reconditioned, she will doubtless resume her place in the trans-Atlantic passenger service.

The latest and perhaps the greatest of the Cunard White Star Line ships is the mighty steamship *Queen Elizabeth*, which is now the Queen of the Seas. Her 83,673 gross tonnage surpasses all others. The keel of this noble ship was laid down in November 1936 at the shipbuilding yard of John Brown and Company, Clydebank, Glasgow, also the builders of her running mate, the *Queen Mary*. She was launched on September 27, 1938 during a period when rumors of a second great war filled the air. Hostilities had already begun at the time she was completed. Unlike her forerunner, however, the *Queen Elizabeth* was forced to delay her debut as an express passenger liner. The exigencies of the times destined her to first play a very different part from that of a luxury liner. Her country's peril demanded that she serve her apprenticeship on the ocean in the capacity of a troopship. The decision to use her in this manner had naturally necessitated many changes in her construction. When made ready to play her part in the great war, she slipped quietly away early in 1940 from her moorings on the Clyde, her departure being kept a

profound secret from all but those intimately associated with her mission. Only these were aware of the fact that the great ship was making a crossing to New York. There had been no fan-fare of trumpets on this occasion, and no opportunity afforded to put her through any trial paces, and so, for the first time in the history of noted transatlantic liners, the greatest of them all commenced her maiden voyage without benefit of any trial trip. From the moment of her first Atlantic passage to the close of the war, the movements of the *Queen Elizabeth* were a well kept naval secret. All through the great conflict she rendered yeoman service in her capacity of troop carrier. Her spacious storage space enabled her to ship as many as 15,000 men at one sailing, thus effecting a great economy in troop transportation. She went through the war without encountering any serious trouble, and at its close she was for awhile employed in bringing back to their native land many American soldiers who had seen service on the European front. Later on she was returned to the Cunard White Star Line, whose directors had her sent back to her builder's yard to be refitted for the Atlantic service. Reports say that \$5,000,000 had to be spent in order to put her into condition to serve the purpose for which she had been originally built. She arrived in New York October 21, 1946 to make her long delayed first trip as an express luxury liner. Her time for making the crossing was 4 days, 16 hours and 18 minutes. Not a record breaking passage, and not surpassing the time of her sister ship, the *Queen Mary*, but on this occasion no special effort was made to accomplish that feat. Undoubtedly, however, at some future time the *Queen Elizabeth* will have her turn in winning the Blue Ribbon. With this mention of the two reigning Queens of the Atlantic crossing, we bring to a close our brief history of the exploits and record breaking performances of the many stout vessels that from 1840 to the present time have won international fame as monarchs of the North Atlantic. Slightly more than a century of time has witnessed the evolution of transatlantic steamers from the somewhat crude and primitive beginnings

of the mid-Victorian era to the palatial space devouring speedsters of the present. The past one hundred years has seen greater achievements in rapid marine transportation than did all the combined years of human history of the past.

In the years that lie in the future still faster and perhaps larger ships will probably be built. To people whose main concern is that of speed in travel, the airplane will doubtless have its attractions. Nevertheless, it is our firm belief that the appeal which an ocean voyage has held from time immemorial for the human race will always create a demand for safe and luxurious passenger liners. The possible future use of atomic power as a propelling force, when applied to ships can, if it may be done at reasonable cost, make the liner a swifter form of ocean travel. The future then seems to hold a place for all three great media of transportation, the railroad on land, the plane in the air and the ship for travel on the oceans of the world.

PART II

PRINCIPAL NORTH ATLANTIC PASSENGER SHIPS BUILT BETWEEN 1840 AND 1940

- Aachen** (1895) North German Lloyd.
Built by Vulcan Co., Stettin, Germany. Tonnage: 3,833.
Dimensions: 355' x 43'. Single-screw, 12½ knots. Two
masts and one funnel. Sister ship: **Crefeld**.
- Abyssinia** (1870) Cunard Line.
Built by J. & G. Thomson, Ltd., Clydebank, Glasgow.
Tonnage: 3,253. Dimensions: 363' x 42'. Single-screw, 12½
knots. Three masts and one funnel. She was destroyed by
fire at sea in December 1891 with no loss of life. Sister ship:
Algeria.
- Acadia** (1840) Cunard Line.
Built by J. Wood, Glasgow, Scotland. Tonnage: 1,154.
Dimensions: 207' x 34'. Paddle-wheels, 9 knots. Three
masts and one funnel. Note: She was sold to the German
Federated States in 1849 and converted into a warship, re-
naming her **Germania**. Sister ships: **Britannia**, **Caledonia**
and **Columbia**.
- Acropolis** (1890) Owner: Stephen D. Stephenidis.
Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage:
5,083. Dimensions: 370' x 44'. Single-screw. Ex-**Kil-
patrick**, ex-**Michigan**. Note: In 1921 she was converted
into an immigrant carrier and named **Acropolis**. A second
funnel was added. The new owner employed her between
New York and Greece. This service was unsuccessful and
she was sold and renamed **Washington**, only to be promptly
resold and given the name of **Great Canton**. She was
broken up by Italian shipbreakers in 1924.
- Adriatic** (1857) Collins Line.
Built by Steers at New York. Tonnage: 3,670. Dimensions:
355' x 50'. Paddle-wheels, 13½ knots. Two masts and two
funnels. Note: She was the last transatlantic wooden paddle-
wheel vessel to be built. Launched on April 8, 1856. After
the collapse of the Collins Line in 1858 was laid up until sold
to the Galway Line in 1861. She was unsuccessful in their
service and was soon sold to be used as a hulk on the west
coast of Africa.

* Denotes ship still in service under same name.

Adriatic (1872) White Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 3,888. Dimensions: 437' x 44'. Single-screw, 15 knots. Four masts and one funnel. In 1896 was taken off the White Star Line service and laid up for two years. Sold to ship-breakers in 1899. Sister ship: **Celtic**.

Adriatic (1906) White Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 24,563. Dimensions: 709' x 75'. Twin-screw, 18 knots. Four masts and two funnels. Note: Laid up at Liverpool on August 31, 1933 and in December, 1934 was sold to Japanese shipbreakers, who dismantled her in 1935. Sister ship: **Baltic**.

Africa (1850) Cunard Line.

Built by Robert Steele & Co., Greenock, Scotland. Tonnage: 2,227. Dimensions: 266' x 40'. Paddle-wheels, 12 knots. Three masts and one funnel. Used by the British Government as a floating barracks in 1867 at Liverpool. During the following year she was sold out of the Cunard service. Note: She was the last wooden ship to be used by the Cunard Line. Sister ship: **Asia**.

Alaska (1881) Guion Line.

Built by John Elder & Co., Glasgow, Scotland. Tonnage: 6,392. Dimensions: 500' x 50'. Single-screw, 17½ knots. Four masts and two funnels. Made the last sailing of the Guion Line in April, 1894. Sold in 1898 and was scrapped in 1902.

Alaunia (1913) Cunard Line.

Built by Scott's Shipbuilding & Engineering Co., Ltd., Greenock, Scotland. Tonnage: 13,405. Dimensions: 520' x 64'. Twin-screw, 16 knots. Two masts and two funnels. Sunk by a mine 2 miles south of Royal Sovereign Light Vessel on October 19, 1916. Sister ship: **Andania**.

***Alaunia** (1925) Cunard Line.

Built by John Brown & Co., Ltd., Clydebank, Glasgow. Tonnage: 14,030. Dimensions: 519' x 65'. Twin-screw, 15 knots. Two masts and one funnel. Sister ships: **Ascania** and **Aurania**. Note: This class of ships is very similar to the **Andania** group.

Albania (1920) Cunard Line.

Built by Scott's Shipbuilding & Engineering Co., Ltd., Greenock, Scotland. Tonnage: 12,768. Dimensions: 523' x 64'. Twin-screw, 15½ knots. Four masts and one funnel. Renamed: **California** (Libera Triestina Line).

* Denotes ship still in service under same name.

Albert Ballin (1923) Hamburg-American Line.

Built by Blohm & Voss, Hamburg, Germany. Tonnage: 20,815. Dimensions: 602' x 72'. Twin-screw, 16 knots. Four masts and two funnels. Renamed: **Hansa**. Sister ship: **Deutschland**. These two ships are very similar to the Hamburg and New York.

Albertic (1923) White Star Line.

Built by Weser Yard, Bremen. Tonnage: 18,940. Dimensions: 590' x 72'. Twin-screw, 16 knots. Two masts and two funnels. Note: Completed in 1920 and turned over to the British Controller of Shipping. Sold to the Royal Mail Line, who renamed her **Ohio** for use on their England to New York service. Later sold to the White Star Line. Ex-**Munchen**. Broken up by Japanese shipbreakers in 1934.

Alesia (1906) Fabre Line.

Built by Blohm & Voss, Hamburg. Tonnage: 9,720. Dimensions: 475' x 55'. Twin-screw, 15 knots. Two masts and one funnel. Ex-**Montreal**, ex-**Konig Friedrich Auguste**.

Alexander (1897) Wilson-Furness Line.

Built by Alexander Stephen & Sons, Ltd., Linthouse, Glasgow. Tonnage: 6,919. Dimensions: 475' x 52'. Single-screw, 14 knots. Four masts and one funnel. Renamed: **Menominee**. Sister ship: **Victoria**.

Alfonso XII (1890) Compania Trasatlantica (Spanish).

Built by Vulcan Co., Stettin, Germany. Tonnage: 6,966. Dimensions: 463' x 51'. Single-screw, 19 knots. Three masts and two funnels. Ex-**Meteoro**, ex-**Havel**. Scrapped in 1926.

Alfonso XIII (1888) Compania Trasatlantica (Spanish).

Built by Wm. Denny & Bros., Ltd., Dumbarton, Scotland. Tonnage: 5,000. Dimensions: 408' x 47'. Single-screw, 16 knots. Four masts and one funnel. Sunk in port of Santander in 1915. Sister ship: **Reina Maria Cristina**.

Alfonso XIII (1891) Compania Trasatlantica (Spanish).

Built by Wm. Denny & Bros., Ltd., Dumbarton, Scotland. Tonnage: 7,815. Dimensions: 531' x 54'. Twin-screw, 17 knots. Two masts and two funnels. Ex-**Oceana**, ex-**Scot** (Union Line). Renamed: (a) **De Balboa**, (b) **Vasco Nunez de Balboa**. Note: Broken up by Italian shipbreakers in 1927.

* Denotes ship still in service under same name.

- Alfonso XIII** (1923) Compania Trasatlantica (Spanish).
 Built by Soc. Espanola de Construction Naval Yard, Bilbao, Spain. Tonnage: 10,551. Dimensions: 480' x 61'. Twin-screw, 17 knots. Two masts and one funnel. Renamed: ***Habana**. Sister ship: **Cristobal Colon**.
- Algeria** (1870) Cunard Line.
 Built by J. & G. Thomson, Ltd., Clydebank, Glasgow. Tonnage: 3,253. Dimensions: 361' x 41'. Single-screw, 12½ knots. Three masts and one funnel. Renamed: **Pennland**. Sister ship: **Abyssinia**.
- Algeria** (1891) Anchor Line.
 Built by D. & W. Henderson & Co., Ltd., Glasgow. Tonnage: 4,510. Dimensions: 375' x 46'. Single-screw, 12½ knots. Two masts and one funnel.
- Algeria** (1914) Anchor Line.
 Built by Reiherstieg Schiffs-Werfte, Hamburg. Tonnage: 8,156. Dimensions: 449' x 55'. Twin-screw, 15 knots. Two masts and one funnel. Ex-**Kigoma**. Renamed: **Toledo**.
- Alice** (1907) Unione Austriaca (Austro-American Line).
 Built by Russell & Co., Port Glasgow, Scotland. Tonnage: 6,122. Dimensions: 415' x 49'. Twin-screw, 16 knots. Two masts and one funnel. Renamed: **Asia**. Sister ship: **Laura**.
- Allemania** (1865) Hamburg-American Line.
 Built by Day & Co., Southampton, England. Tonnage: 2,619. Dimensions: 301' x 41'. Single-screw, 13 knots. Note: Taken off the Hamburg-New York run in 1883 and sold to W. Hunter of Liverpool. Renamed: **Oxenholme**. Resold in 1894 to A. Chapman. Abandoned at sea in April, 1894.
- Aller** (1886) North German Lloyd.
 Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 5,217. Dimensions: 437' x 48'. Single-screw, 17 knots. Four masts and two funnels. Note: First Atlantic express steamship with triple expansion engines. Broken up in 1904. Sister ships: **Saale** and **Trave**.
- Alsatian** (1913) Allan Line.
 Built by Wm. Beardmore & Co., Ltd., Glasgow. Tonnage: 18,481. Dimensions: 571' x 72'. Quadruple-screw, 19½ knots. Two masts and two funnels. Note: Launched on March 22, 1913. Commenced maiden voyage on January 17, 1914. Renamed: **Empress of France**. Sister ship: **Calgarian**.

* Denotes ship still in service under same name.

America (1848) Cunard Line.

Built by Robert Steele & Co., Greenock, Scotland. Tonnage: 1,825. Dimensions: 251' x 38'. Paddle-wheels, 10 knots. Three masts and one funnel. Sold in 1863. Renamed: **Coalgaconder** (converted into a sailing ship). Sister ships: **Canada, Europa and Niagara.**

America (1863) North German Lloyd.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 2,752. Dimensions: 328' x 40'. Single-screw, 14 knots. Made final voyage to New York in 1894.

America (1881) Fabre Line.

Built by T. Royden & Sons, Liverpool, England. Tonnage: 2,403. Dimensions: 328' x 40'. Single screw. Made final voyage to New York in 1907.

America (1884) National Line.

Built by J. & G. Thomson, Ltd., Glasgow. Tonnage: 5,528. Dimensions: 441' x 51'. Single-screw, 18 knots. Two masts and two funnels. Note: Sold in 1886 to the Italian Government and converted into a cruiser-transport named **Tri-nacria**. Later used as a torpedo school ship and finally fitted out as an Italian royal yacht. Scrapped in 1925.

America (1905) United States Lines.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 21,145. Dimensions: 668' x 74'. Twin-screw, 18 knots. Four masts and two funnels. In 1932 she was turned over to the United States government and laid up as a reserved transport in the St. James River. During the second World War she was put back into service under the name of **Edmund B. Alexander**. Note: **Ex-Amerika.**

America (1908) Navigazione Generale Italiana.

Built by Cont. Nav. Riuniti, Muggiano, Italy. Tonnage: 8,996. Dimensions: 476' x 55'. Twin-screw, 16½ knots. Two masts and two funnels. Note: Formerly owned and operated by La Veloce Line. Scrapped in 1928.

***America (1940) United States Lines.**

Built by Newport News Shipbuilding & Dry Dock Co., Newport News, Virginia. Tonnage: 26,454. Dimensions: 660' x 93'. Twin-screw, 23 knots. Two masts and two funnels. Renamed: (a) **West Point**, (b) **America**. Note: Her keel was laid on August 22, 1938. Launched on August 31, 1939. In 1941 was converted into a troopship and renamed **West Point** and in this capacity carried about 400,000 troops during her war service. In 1946 she was re-

* Denotes ship still in service under same name.

conditioned for the Transatlantic trade. Commenced her first peacetime Atlantic voyage on November 14, 1946 and made the crossing from Ambrose Light to Daunt's Lightship in 4 days, 22 hours and 22 minutes, averaging 24.54 knots for the run. The **America** is the largest and finest ship built in the United States.

American Banker (1920) American Merchant Lines.

Built by American International Shipbuilding Corp., Hog Island, Penn. Tonnage: 7,430. Dimensions: 436' x 58'. Single-screw, 15 knots. Two masts and one funnel. **Ex-Cantigny**. Renamed: (a) **Ville d' Anvers**, (b) **City of Athens**. Sister ships: **American Farmer**, **American Importer**, **American Merchant**, **American Shipper**, **American Trader** and **American Traveler**. Note: There were 12 ships built, but some were taken over by the United States government and are not included in this group.

American Farmer (1920) American Merchant Lines.

Built by American International Shipbuilding Corp., Hog Island, Penn. Tonnage: 7,430. Dimensions: 436' x 58'. Single-screw, 15 knots. Two masts and one funnel. **Ex-Ourcq**. Renamed: **Ville de Liege**. Note: See **American Banker** for list of sister ships.

American Importer (1920) American Merchant Lines.

Built by American International Shipbuilding Corp., Hog Island, Penn. Tonnage: 7,590. Dimensions: 436' x 58'. Single-screw, 15 knots. Two masts and one funnel. **Ex-Somme**. Renamed: **Ville de Gand**. Torpedoed and sunk in August 1940. Note: See **American Banker** for list of sister ships.

American Merchant (1920) American Merchant Lines.

Built by American International Shipbuilding Corp., Hog Island, Penn. Tonnage: 7,430. Dimensions: 436' x 58'. Single-screw, 15 knots. Two masts and one funnel. **Ex-Aisne**. Renamed: **Ville de Namur**. Torpedoed and sunk in June 1940. Note: See **American Banker** for list of sister ships.

American Shipper (1920) American Merchant Lines.

Built by American International Shipbuilding Corp., Hog Island Penn. Tonnage: 7,430. Dimensions: 436' x 58'. Single-screw, 15 knots. Two masts and one funnel. **Ex-Tours**. Renamed: **Ville de Mons**. Torpedoed and sunk in September 1940. Note: See **American Banker** for list of sister ships.

* Denotes ship still in service under same name.

American Trader (1920) American Merchant Lines.

Built by American International Shipbuilding Corp., Hog Island, Penn. Tonnage: 7,430. Dimensions: 436' x 58'. Single-screw, 15 knots. Two masts and one funnel. Ex-**Marne**. Renamed: **Ville de Hasselt**. Torpedoed and sunk in August 1940. Note: See **American Banker** for list of sister ships.

American Traveler (1920) American Merchant Lines.

Built by American International Shipbuilding Corp., Hog Island, Penn. Tonnage: 7,555. Dimensions: 436' x 58'. Single-screw, 15 knots. Two masts and one funnel. Ex-**Cambrai**. Renamed: **Ville d' Arlon**. Note: See **American Banker** for list of sister ships. (This class of ship had accommodations for 100 passengers.)

Amerika (1872) Thingvalla Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 3,867. Dimensions: 437' x 40'. Single-screw, 15 knots. Four masts and one funnel. Ex-**Celtic**. Scrapped in 1898.

Amerika (1905) Hamburg-American Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 22,225. Dimensions: 668' x 74'. Twin-screw, 18 knots. Four masts and two funnels. Renamed: (a) **America**, (b) **Edmund B. Alexander**. Note: Interned at Boston during World War I and in 1917 converted into an American troopship. After the War she was sold to the United States Lines and used on the Atlantic Ferry again as a passenger liner, under the name **America**. Sold to the United States Government in 1932 and was laid up in the James River as a reserve transport. During World War II, she was put back into government service and assigned the name **Edmund B. Alexander**.

Amerique (1864) French Line.

Built at St. Nazaire, France under the supervision of Scott's Shipbuilding and Engineering Co., Ltd. Tonnage: 3,200. Dimensions: 343' x 43'. Single-screw, 13 knots. Three masts and two funnels. Ex-**Imperatrice Eugenie**. Note: In 1873 was lengthened and altered. These changes increased her length to 393 feet and tonnage to 4,584. Ran ashore at Seabright, New Jersey on January 7, 1877 and it was not until April 10, 1877 she was refloated and towed to port. She was finally abandoned to shipbreakers for scrap.

* Denotes ship still in service under same name.

Amsterdam (1879) Holland-American Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 3,664. Dimensions: 410' x 39'. Single-screw, 13½ knots. Four masts and one funnel. Ex-British Crown. Made final voyage to New York in 1905.

Anchoria (1874) Anchor Line.

Built by Vickers Sons & Maxim, Ltd., Barrow-in-Furnace, England. Tonnage: 4,168. Dimensions: 408' x 40'. Single-screw, 14 knots. Three masts and one funnel. Broken up in Germany in 1922.

Ancona (1908) Italia Line.

Built by Workman, Clark & Co., Ltd., Belfast, Ireland. Tonnage: 8,210. Dimensions: 482' x 58'. Twin-screw, 16 knots. Two masts and one funnel. Torpedoed in the Mediterranean on November 7, 1915 by an Austrian submarine causing a loss of 206 lives. Note: Very similar to the **Taormina** and **Verona**.

Andania (1913) Cunard Line.

Built by Scott's Shipbuilding and Engineering Co., Ltd., Greenock, Scotland. Tonnage: 13,404. Dimensions: 520' x 64'. Twin-screw, 16 knots. Two masts and two funnels. Torpedoed 2 miles N. N. E. from Rathlin Light on January 27, 1918 with the loss of 7 lives. Sister ship: **Alaunia**.

Andania (1922) Cunard Line.

Built by R. and W. Hawthorne, Leslie & Co., Ltd., Newcastle-on-Tyne, England. Tonnage: 13,950. Dimensions: 520' x 65'. Twin-screw, 15 knots. Two masts and one funnel. Torpedoed and sunk on June 16, 1940. Sister ships: **Ausonia** and **Antonia**.

Anglo-Saxon (1856) Allan Line.

Built by Wm. Denny & Bros., Ltd., Dumbarton, Scotland. Tonnage: 1,673. Dimensions: 283' x 35'. Single-screw. Wrecked on Cape Race April 27, 1863 with the loss of 237 lives.

***Antonia** (1921) Cunard Line.

Built by Vickers-Armstrong, Ltd., Barrow-in-Furnace, England. Tonnage: 13,867. Dimensions: 519' x 65'. Twin-screw, 15 knots. Two masts and one funnel. Sister ships: **Andania** and **Ausonia**. (Note: Very similar to the **Alaunia** class.)

* Denotes ship still in service under same name.

Antonio Lopez (1891) Compania Trasatlantica (Spanish Line).
Built by Wm. Denny & Bros., Ltd., Dumbarton, Scotland.
Tonnage: 5,975. Dimensions: 430' x 50'. Single-screw, 13½
knots. Two masts and one funnel. Ex-Ruahine.

***Aquitania** (1914) Cunard Line.
Built by John Brown & Co., Ltd., Clydebank, Glasgow.
Tonnage: 45,647. Dimensions: 868' x 97'. Quadruple-screw,
24 knots. Two masts and four funnels. Launched on April
21, 1913. Commenced maiden voyage on May 30, 1914.
Fourth funnel is a dummy. Considered one of the most
beautiful liners ever built. During World War I she was
employed as a troopship and later as a hospital ship. In
World War II was used as a troopship carrying thousands of
American soldiers overseas.

Arabia (1852) Cunard Line.
Built by Robert Steele & Co., Greenock, Scotland. Tonnage:
2,393. Dimensions: 285' x 40'. Paddle-wheels, 12 knots.
Three masts and one funnel. Note: She was the last wooden
vessel built for the Cunard Line. In 1864 was sold and con-
verted into a sailing ship.

Arabic (1881) White Star Line.
Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage:
4,386. Dimensions: 430' x 42'. Single-screw, 13½ knots.
Four masts and one funnel. Renamed: **Spaarndam**. Sister
ship: **Asiatic**.

Arabic (1903) White Star Line.
Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage:
15,801. Dimensions: 600' x 65'. Twin-screw, 16 knots.
Four masts and one funnel. Ex-**Minnewaska**. Note: Laid
down as the **Minnewaska**, but before completion was trans-
ferred to the White Star Line and renamed **Arabic**. Tor-
pedoed and sunk off the south coast of Ireland on August 19,
1915 with the loss of 44 lives.

Arabic (1908) White Star Line.
Built by Weser Shipbuilding Works, Bremen, Germany.
Tonnage: 16,821. Dimensions: 590' x 69'. Twin-screw, 17
knots. Two masts and two funnels. Ex-**Berlin**. Note: She
was turned over to the British after the first World War as
a war prize. Scrapped in 1932.

Archimede (1881) Navigazione Generale Italiana.
Built by Alexander Stephen & Sons, Ltd., Linthouse, Glas-
gow. Tonnage: 2,837. Dimensions: 340' x 40'. Single-

* Denotes ship still in service under same name.

screw, 12½ knots. Note: Made final voyage to New York in 1900. Sister ships: **Washington** and **Vincenzo Florio**.

Arctic (1849) Collins Line.

Built by W. H. Brown of New York. Tonnage: 2,856. Dimensions: 282' x 45'. Paddle-wheels, 12½ knots. Two masts and one funnel. Built of wood and cost approximately \$700,000. Note: In collision with small French iron steamship named **Vesta**, during a dense fog when 60 miles off Cape Race on September 27, 1854 while bound to New York with 233 passengers. She sunk four hours later with the loss of 322 lives. Captain Luce, true to naval tradition went down with his ship, but was later rescued and landed at Quebec. Sister ships: **Atlantic**, **Baltic** and **Pacific**.

Argentina (1905) La Veloce Line.

Built by Fratelli Orlando, Leghorn, Italy. Tonnage: 4,985. Dimensions: 394' x 47'. Twin-screw, 14½ knots. Two masts and two funnels. Renamed: (a) **Brasile**, (b) **Venezuela**.

Argentina (1907) Unione Austriaco (Austro-American Line).

Built by Russell & Co., Port Glasgow, Scotland. Tonnage: 5,526. Dimensions: 390' x 48'. Twin-screw, 15 knots. Two masts and one funnel. Note: After the first World War was taken over and operated by the Cosulich Line.

***Argentina** (1913) Compania Trasatlantica (Spanish Line).

Built by Swan, Hunter & Wigham Richardson, Ltd., Wall-send-on-Tyne, England. Tonnage: 10,137. Dimensions: 480' x 61'. Quadruple-screw, 17 knots. Two masts and one funnel. Note: Used on the European-South American route. Ex-**Reina Victoria Eugenia**. Sister ship: **Uruguay**.

Arizona (1879) Guion Line.

Built by John Elder & Co., Glasgow, Scotland. Tonnage: 5,147. Dimensions: 450' x 45'. Single-screw, 16 knots. Four masts and two funnels. First Atlantic steamship with compound 3-crank type engines. She succeeded in breaking the speed record in July, 1879 by making the fastest homeward passage and in May, 1880 the fastest outward voyage. She made the headlines in November, 1879 by running at full speed into a huge iceberg and miraculously made port, although her bow was crushed. No one was lost or injured by the mishap. In 1898 was sold to the United States Government and used as a troopship. After the Spanish-American War she carried troops between the mainland and the

* Denotes ship still in service under same name.

Philippines. Originally she had two funnels but later was re-boilered and altered by a single large funnel. Sent to the scrapper's yard near San Francisco in 1926.

Armenian (1895) Leland Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 8,825. Dimensions: 512' x 59'. Single-screw. Four masts and one funnel. 14 knots. Captured and torpedoed by a submarine on June 28, 1915 when 20 miles west from Trevoze Head.

Ascania (1911) Cunard Line.

Built by Swan, Hunter & Wigham Richardson, Ltd., Wallsend-on-Tyne, England. Tonnage: 9,111. Dimensions: 466' x 56'. Twin-screw, 13 knots. Two masts and two funnels. Wrecked off Cape Ray in 1918. Ex-**Gerona**.

***Ascania** (1925) Cunard Line.

Built by Sir W. G. Armstrong, Whitworth & Co., Ltd., Newcastle-on-Tyne, England. Tonnage: 14,013. Dimensions: 520' x 65'. Twin-screw, 15 knots. Two masts and one funnel. Sister ships: **Alaunia** and **Aurania**.

Asia (1850) Cunard Line.

Built by Robert Steele & Co., Greenock, Scotland. Tonnage: 2,227. Dimensions: 268' x 45'. Paddle-wheels, 12 knots. Three masts and one funnel. Note: Made last sailing for Cunard Line in 1867 and during the next year was sold and converted into a sailing ship. In 1878 was destroyed by fire at Bombay, India.

Asia (1907) Fabre Line.

Built by Russell & Co., Port Glasgow, Scotland. Tonnage: 6,122. Dimensions: 415' x 49'. Twin-screw, 16 knots. Two masts and one funnel. Ex-**Alice**. Destroyed by fire in 1930.

Assyria (1908) Anchor Line.

Built by Frd. Krupp, Kiel, Germany. Tonnage: 8,300. Dimensions: 449' x 54'. Twin-screw, 13 knots. Two masts and one funnel. Ex-**Ypiranga**. Renamed: **Colonial**.

Assyrian (1880) Allan Line.

Built by Earle's Shipbuilding & Engineering Co., Ltd., Hull, England. Tonnage: 2,608. Dimensions: 360' x 42'. Single-screw. Four masts and one funnel. Ex-**Assyrian Monarch**. Broken up by shipbreakers in 1902.

Assyrian Monarch (1880) Monarch Line.

Built by Earle's Shipbuilding & Engineering Co., Ltd., Hull, England. Tonnage: 2,608. Dimensions: 360' x 42'. Single-screw. Four masts and one funnel. Renamed: **Assyrian**.

* Denotes ship still in service under same name.

Astoria (1884) Anchor Line.

Built by Wm. Denny & Bros., Ltd., Dumbarton, Scotland. Tonnage: 5,086. Dimensions: 439' x 46'. Single-screw, 14 knots. Two masts and two funnels. Ex-Tainui, ex-Covadonga, ex-Tainui. Originally had four masts. Made final voyage to New York in 1908.

Athinai (1908) Greek Line.

Built by Sir Raylton Dixon & Co., Ltd., Middlesbro-on-Tees, England. Tonnage: 6,742. Dimensions: 420' x 52'. Twin-screw, 15 knots. Two masts and two funnels. She was destroyed by fire in North Atlantic in 1915.

Athenia (1904) Anchor-Donaldson Line.

Built by Vickers Sons & Maxim, Ltd., Barrow-in-Furnace, England. Tonnage: 9,080. Dimensions: 478' x 56'. Twin-screw, 13½ knots. Four masts and one funnel. Torpedoed and sunk 7 miles from Innistrahul on August 16, 1917 with the loss of 15 lives.

Athenia (1923) Donaldson Atlantic Line, Ltd.

Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 13,465. Dimensions: 526' x 66'. Twin-screw, 15½ knots. Two masts and one funnel. Note: She was the first ship to be sunk during World War II. It was on September 3, 1939 that she was torpedoed and sunk 200 miles west of the Hebrides with the loss of 93 lives from the 1,104 passengers on board. Sister ship: **Letitia**.

Atlanta (1908) Unione Austriaco (Austro-American Line).

Built by Russell & Co., Port Glasgow, Scotland. Tonnage: 5,387. Dimensions: 385' x 49'. Single-screw, 13 knots. Two masts and one funnel. Note: After the first World War she was owned and operated by the Cosulich Line.

Atlantian (1899) Leyland Line.

Built by Sir W. G. Armstrong, Whitworth & Co., Ltd., Newcastle-on-Tyne, England. Tonnage: 9,399. Dimensions: 482' x 57'. Twin-screw, 12 knots. Four masts and one funnel. Torpedoed and sunk 110 miles from Eagle Island on June 25, 1918.

Atlantic (1849) Collins Line.

Built by William H. Brown of New York. Tonnage: 2,856. Dimensions: 282' x 45'. Paddle-wheels, 13 knots. Three masts and one funnel. Note: Pioneer vessel of the Collins Line. Commenced her maiden voyage on April 27, 1849, from New York. Her coal consumption was at the average of 87 tons per day. After the collapse of the Collins Line

* Denotes ship still in service under same name.

she and her sister ship the **Baltic** were taken over by the United States Government for service in the Civil War. Both ships were afterwards converted into sailing ships. Sister ships: **Arctic**, **Baltic** and **Pacific**. (These steamships were the first to have straight stems.)

Atlantic (1870) White Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 3,707. Dimensions: 420' x 40'. Single-screw, 14 knots. Four masts and one funnel. Wrecked off Meagher's Head, 22 miles west of Halifax, on April 1, 1873 while bound to New York from Liverpool. This disaster cost the lives of 546 of the 862 persons on board. Sister ships: **Baltic**, **Oceanic** and **Republic**.

Auguste Victoria (1888) Hamburg-American Line.

Built by Vulcan Shipbuilding Co., Stettin, Germany. Tonnage: 7,661. Dimensions: 461' x 56'. Twin-screw, 18½ knots. Three masts and three funnels. Note: In 1896 she was lengthened to 522 feet and further altered by having her original three masts replaced by two new ones. Her gross tonnage thus increased to 8,479 tons. Sold to the Russians in 1904 and renamed **Kuban**. Used as an auxiliary cruiser during the Russian-Japanese War. Broken up by ship-breakers in May, 1907. Sister ship: **Columbia**. Note: These two liners were very similar in appearance to the **Furst Bismark** and **Normannia**.

Augustus (1927) (a) Navigazione Generale Italiana, (b) Italia Line.

Built by Societa Anonima Ansaldo, Sestri, Ponente, Italy. Tonnage: 32,650. Dimensions: 666' x 82'. Quadruple-screw, 19½ knots. Two masts and two funnels. Note: Largest motorship built. Sunk during the Second World War. Sister ship: **Roma**.

Aurania (1883) Cunard Line.

Built by J. & G. Thomson, Ltd., Clydebank, Glasgow. Tonnage: 7,269. Dimensions: 470' x 57'. Single-screw, 17½ knots. Three masts and two funnels. Scrapped in 1905.

Aurania (1915) Cunard Line.

Built by Swan, Hunter & Wigham Richardson, Ltd., Wallsend-on-Tyne, England. Tonnage: 13,400. Dimensions: 520' x 64'. Twin-screw, 16 knots. Two masts and two funnels. Note: Torpedoed and sunk 15 miles from Inishtra-hull on February 4, 1918 with the loss of 8 lives.

* Denotes ship still in service under same name.

Aurania (1924) Cunard Line.

Built by Swan, Hunter & Wigham Richardson, Ltd., Wallsend-on-Tyne, England. Tonnage: 13,984. Dimensions: 519' x 65'. Twin-screw, 15 knots. Two masts and one funnel. Note: Torpedoed and sunk in October, 1941. Sister ships: **Alaunia** and **Ascania**.

Ausonia (1909) Cunard Line.

Built by Swan, Hunter & Wigham Richardson, Ltd., Wallsend-on-Tyne, England. Tonnage: 8,153. Dimensions: 450' x 54'. Single-screw, 13 knots. Four masts and one funnel. Ex-**Tortona**. Torpedoed and sunk 620 miles from the Fastnet on May 30, 1918 with the loss of 44 lives.

***Ausonia** (1921) Cunard Line.

Built by Sir W. G. Armstrong, Whitworth & Co., Ltd., Newcastle, England. Tonnage: 13,912. Dimensions: 520' x 65'. Twin-screw, 15 knots. Two masts and one funnel. Sister ships: **Andania** and **Antonia**.

Australia (1870) Anchor Line.

British built. Tonnage: 2,243. Dimensions: 324' x 35'. Single-screw. Three masts and one funnel. Note: Used also on the Mediterranean route. The Anchor Line sold her in 1890. Scrapped in 1895.

Austria (1857) Hamburg-American Line.

Built at Greenock, Scotland. Tonnage: 2,383. Dimensions: 320' x 40'. Single-screw. Note: Destroyed by fire in the North Atlantic in September, 1858 with the loss of 492 lives.

Avoca (1891) Uranium Line.

Built by Wm. Denny & Bros., Ltd., Dumbarton, Scotland. Tonnage: 5,189. Dimensions: 420' x 48'. Single-screw, 14½ knots. Three masts and one funnel. Renamed: (a) **San Fernando**, (b) **Avoca**, (c) **Atlanta**, (d) **Avoca**, (e) **Uranium**. Sister ship: **Jelunga**.

Baltic (1850) Collins Line.

Built by Wm. H. Brown of New York. Tonnage: 2,856. Dimensions: 282' x 45'. Paddle-wheels, 12½ knots. Two masts and one funnel. Note: Made the final sailing for the Collins Line. Taken over by the United States Government during the Civil War. After the war was converted into a sailing ship. Scrapped at Apple Island in Boston Harbor during 1880. Sister ships: **Arctic**, **Atlantic** and **Pacific**.

* Denotes ship still in service under same name.

Baltic (1873) White Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 3,707. Dimensions: 420' x 40'. Single-screw, 14 knots. Four masts and one funnel. Note: She commenced her maiden voyage on September 4, 1871. Renamed: **Veendam**. Sunk in the North Atlantic after striking a derelict in February, 1898. Sister ships: **Atlantic**, **Oceanic** and **Republic**.

Baltic (1904) White Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 23,834. Dimensions: 709' x 75'. Twin-screw, 17 knots. Four masts and two funnels. Largest ship launched to date. Cost approximately \$4,000,000 to build. Broken up by Japanese shipbreakers in 1933. Sister ship: **Adriatic**. Note: The **Celtic** and **Cedric** were very similar ships.

Baltimore (1868) North German Lloyd.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 2,321. Dimensions: 297' x 39'. Single-screw. Sister ship: **Berlin**.

***Banfora** (1914) Fabre Line.

Built by Kon. Maats de Schelde, Flushing, Netherlands. Tonnage: 9,347. Dimensions: 478' x 57'. Twin-screw, 15½ knots. Two masts and one funnel. Ex-**Insulinde**.

Barbarossa (1896) North German Lloyd.

Built by Blohm & Voss, Hamburg. Tonnage: 10,984. Dimensions: 526' x 60'. Twin-screw, 15½ knots. Two masts and two funnels. Renamed: **Mercury**. Scrapped in 1924.

Batavia (1870) Cunard Line.

Built by Wm. Denny & Bros., Ltd., Dumbarton, Scotland. Tonnage: 2,553. Dimensions: 327' x 39'. Single-screw, 15 knots. Two masts and one funnel. Made last voyage to Boston in September, 1883. Later sold to owners on the Pacific coast and renamed **Tacoma**.

Batavia (1899) Hamburg-American Line.

Built by Blohm & Voss, Hamburg. Tonnage: 11,464. Dimensions: 501' x 62'. Twin-screw, 12 knots. Two masts and one funnel. Renamed: (a) **Canada**, (b) **Hercules**. Sister ship: **Bulgaria**.

***Batory** (1936) Gdynia-American Line.

Built by Cantieri Riuniti dell' Adriatico, Monfalcone, Italy. Tonnage: 14,287. Dimensions: 498' x 70'. Twin-screw, 20 knots. Two masts and two funnels. Motorship. Launched on July 8, 1935. Sister ship: **Pilsudski**.

* Denotes ship still in service under same name.

Bavarian (1900) Allan Line.

Built by Wm. Denny & Bros., Ltd., Dumbarton, Scotland. Tonnage: 10,376. Dimensions: 501' x 59'. Twin-screw, 16 knots. Two masts and one funnel. Grounded near Montreal in 1905 and dismantled in 1907. Sister ship: **Tunisian**.

Belgenland (1878) Red Star Line.

Built by Vickers, Sons & Maxim, Ltd., Barrow-in-Furnace, England. Tonnage: 3,692. Dimensions: 418' x 40'. Single-screw, 14 knots. Four masts and one funnel. Sister ship: **Rhymland**. Made final voyage to New York in 1904.

Belgenland (1917) Red Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 27,132. Dimensions: 670' x 78'. Triple-screw, 17½ knots. Two masts and three funnels. Ex-**Belgic**. Renamed: **Columbia**. Broken up by P. & W. Macilellan, Ltd., on the Firth of Forth in 1936.

Belgic (1917) White Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 24,547. Dimensions: 670' x 78'. Triple-screw, 17 knots. Two masts and two funnels. Note: Launched on December 31, 1914. The first Atlantic liner with a cruiser stern. Originally designed to carry 800 first-class and 2,000 third-class passengers and later changed to accommodate 660 first-class and 350 second-class passengers. Renamed **Belgenland** in March, 1914, but this name reverted back to **Belgic** in June, 1917. She was used as a troopship in World War I. In 1921 was altered and refitted for service on the Red Star Line. Her name was changed back to **Belgenland**. Finally became known as the **Columbia** on the Panama-Pacific Line.

Belvedere (1913) Lloyd Austriaca (Austro-American Line).

Built by Cant. Nav. Triestino, Monfalcone. Tonnage: 7,420. Dimensions: 419' x 51'. Single-screw, 13 knots. Two masts and one funnel. Renamed: **Audacious**.

Berengaria (1912) Cunard Line.

Built by Vulcan Shipbuilding Co., Stettin, Germany. Tonnage: 52,226. Dimensions: 883' x 98'. Quadruple-screw, 23½ knots. Two masts and three funnels. Ex-**Imperator**. Note: This great liner commenced her first voyage as a Cunarder on February 2, 1920. She was scrapped in 1939.

***Bergensfjord** (1913) Norwegian-American Line.

Built by Cammell, Laird & Co., Ltd., Birkenhead, England. Tonnage: 11,013. Dimensions: 512' x 61'. Twin-screw, 17

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knots. Two masts and two funnels. Note: During the second World War was used successfully as a troopship under the management of Furness, Withy & Company, Ltd., but manned by Norwegians. Note: Reported sold to Argentina ship owners in 1946. Sister ship: **Kristianafjord**.

Berlin (1868) North German Lloyd.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 2,333. Dimensions: 297' x 39'. Single-screw. Sister ship: **Baltimore**.

Berlin (1874) American Line.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 5,526. Dimensions: 488' x 44'. Single-screw, 16 knots. Three masts and one funnel. Ex-**City of Berlin**. Scrapped in 1921. Note: See **City of Berlin** for additional information.

Berlin (1908) North German Lloyd.

Built by Weser Shipbuilding Yard, Bremen, Germany. Tonnage: 17,324. Dimensions: 590' x 69'. Twin screw, 17 knots. Two masts and two funnels. Renamed: **Arabic**. Note: After the first World War was turned over to the British and used on the White Star Line who renamed her **Arabic**. Scrapped in 1932.

***Berlin** (1925) North German Lloyd.

Built by Bremer Vulcan Co., Vegesack, Germany. Tonnage: 15,286. Dimensions: 549' x 69'. Twin-screw, 16½ knots. Two masts and two funnels. Note: She rescued a number of the survivors from sinking Lamport & Holt liner **Vestris** which went down on November 12, 1928. The **Berlin** was reported in November, 1945 as laid up in Swinemunde Bay because of war damage.

Birma (1894) Russian East Asiatic Steamship Co., Ltd.

Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 4,595. Dimensions: 415' x 45'. Single-screw, 13½ knots. Four masts and one funnel. Ex-**Arundel Castle**. Renamed: (a) **Mitau**, (b) **Joszeif Pilsudski**, (c) **Wilbo**. Broken up by Italian shipbreakers in 1924.

Birmaniam (1882) Navigazione Generale Italiana.

Built by Fratelli Orlando, Leghorn, Italy. Tonnage: 2,384. Dimensions: 292' x 36'. Single-screw.

Bismarck (1921) Hamburg-American Line.

Built by Blohm & Voss, Hamburg. Tonnage: 56,551. Dimensions: 915' x 100'. Quadruple-screw, 23½ knots. Two

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masts and three funnels. Renamed: (a) **Majestic**, (b) **Caledonia**. Note: Never in service as a Hamburg-American liner, as she was handed over to the British upon completion.

Bluecher (1901) Hamburg-American Line.

Built by Blohm & Voss, Hamburg. Tonnage: 12,334. Dimensions: 525' x 62'. Twin-screw, 16½ knots. Two masts and two funnels. Renamed: (a) **Leopoldina**, (b) **Suffren**. Scrapped in 1929. Sister ship: **Moltke**.

Boadicea (1898) Atlantic Transport Line.

Built by Alexander Stephen & Sons, Ltd., Linthouse, Glasgow. Tonnage: 7,057. Dimensions: 486' x 52'. Single-screw, 14 knots. Four masts and one funnel. Renamed: **Marquette**.

Bohemian (1900) Leyland Line.

Built by Alexander Stephen & Son, Ltd., Linthouse, Glasgow. Tonnage: 8,555. Dimensions: 512' x 58'. Single-screw, 14 knots. Four masts and one funnel. Wrecked off Halifax in 1920.

Bolivia (1873) Anchor Line.

Built by Robert Duncan & Co., Port Glasgow, Scotland. Tonnage: 3,999. Dimensions: 400' x 40'. Single-screw, 12 knots. Made final voyage to New York in 1901.

Bologna (1905) La Veloce Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 4,680. Dimensions: 380' x 46'. Twin-screw, 14 knots. Two masts and one funnel.

Bonn (1895) North German Lloyd.

Built by Germania Werft, Kiel, Germany. Tonnage: 3,969. Dimensions: 355' x 43'. Single-screw, 12½ knots.

Borussia (1855) Hamburg-American Line.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 2,349. Dimensions: 278' x 38'. Single-screw, 12 knots. The first steamship to be operated by the Hamburg-American Line. She was sold to the Mississippi and Dominion Line in 1876. Lost in 1879. Sister ship: **Hammonia**.

Bothnia (1874) Cunard Line.

Built by J. & G. Thomson, Ltd., Clydebank, Glasgow. Tonnage: 4,556. Dimensions: 420' x 42'. Single-screw, 15 knots. Three masts and one funnel. Note: Used on the Liverpool-New York service until transferred to the Boston run in 1893. Sold to Italian owners in 1898, and was broken up by ship-breakers at Marseilles in 1899. Sister ship: **Scythia**.

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Braga (1907) Fabre Line.

Built by Russell & Co., Ltd., Port Glasgow, Scotland. Tonnage: 6,122. Dimensions: 415' x 49'. Twin-screw, 16½ knots. Two masts and one funnel. Ex-Europa, ex-Laura. Wrecked near Lipsa Island in 1926.

Brandenburg (1901) North German Lloyd.

Built by Bremer Vulcan Co., Vegesack, Germany. Tonnage: 7,532. Dimensions: 429' x 54'. Twin-screw, 13 knots. Two masts and one funnel. Sister ship: **Breslau**.

Brasile (1905) La Veloce Line.

Built by Fratelli Orlando, Leghorn, Italy. Tonnage: 4,985. Dimensions: 394' x 47'. Twin-screw, 14½ knots. Two masts and two funnels. Ex-Argentina. Renamed: **Venezuela**.

Braunschweig (1873) North German Lloyd.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 3,079. Dimensions: 351' x 39'. Single-screw, 14 knots. Note: Also used in the Australian trade. Made final voyage to New York in 1896.

Bremen (1858) North German Lloyd.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 2,551. Dimensions: 321' x 39'. Single-screw. Three masts and one funnel. This pioneer steamship of the North German Lloyd commenced her maiden voyage from Bremen on June 19, 1858. She had accommodations for 1,000 passengers. Note: The **Hudson, New York** and **Weser** were similar in appearance.

Bremen (1896) North German Lloyd.

Built by F. Schichau, Danzig, Germany. Tonnage: 11,570. Dimensions: 550' x 60'. Twin-screw, 15½ knots. Two masts and two funnels. Renamed: (a) **Constantinople**, (b) **King Alexander**.

Bremen (1900) North German Lloyd.

Built by Vulcan Shipbuilding Co., Stettin, Germany. Tonnage: 10,826. Dimensions: 523' x 60'. Twin-screw, 15½ knots. Two masts and two funnels. Ex-Pocahontas, ex-Prinzess Irene. Renamed: **Karlsruhe**.

Bremen (1929) North German Lloyd.

Built by Weser Shipbuilding Yard, Bremen. Tonnage: 51,656. Dimensions: 898' x 101'. Quadruple-screw, 28½ knots. Two masts and two funnels. Note: Launched on June 16, 1928. Commenced maiden voyage from Bremen on

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July 16, 1929, and broke the Atlantic speed record. Had accommodations for 600 first-class, 500 second-class and 1,100 third-class passengers. Cost approximately \$20,000,000 to build. Her funnels were later raised 15 feet on account of the smoke nuisance when traveling at high speed. She was badly gutted by fire when bombed by aircraft during the Second World War. Sister ship: **Europa**.

Breslau (1901) North German Lloyd.

Built by Bremer Vulcan Co., Vegesack, Germany. Tonnage: 7,524. Dimensions: 429' x 54'. Twin-screw, 12½ knots. Two masts and one funnel. Renamed: **Bridgeport**, a unit of the United States Navy transport service. Sister ship: **Brandenburg**.

Bretagne (1922) French Line.

Built by Barclay, Curle & Co., Ltd., Glasgow. Tonnage: 10,171. Dimensions: 450' x 59'. Twin-screw, 14½ knots. Two masts and two funnels. Ex-**Flandria**. Torpedoed while bound from the West Indies to England on October 14, 1939.

Britania (1902) Fabre Line.

Built by Ch. & Ateliers de Provence, Port de Bouc, France. Tonnage: 5,103. Dimensions: 407' x 46'. Single-screw, 15 knots. Two masts and two funnels. Ex-**Germania**. Made final voyage to New York in 1923.

Britannia (1840) Cunard Line.

Built by Robert Duncan & Co., Port Glasgow, Scotland. Tonnage: 1,139. Dimensions: 207' x 34'. Paddle-wheels, 9 knots. Three masts and one funnel. Built of wood. Note: Charles Dickens made a voyage to America on this vessel in 1842. In 1849 the **Britannia** was sold to the German Government and converted into a warship. She remained a hulk in Germany for many years. Sister ships: **Acadia**, **Caledonia** and **Columbia**.

Britannia (1863) Anchor Line.

Built at Glasgow, Scotland. Tonnage: 1,417. Dimensions: 255' x 33'. Single-screw, 10½ knots. Three masts and one funnel. Sister ship: **Caledonia**.

Britannia (1881) Fabre Line.

Built by T. Royden & Sons, Liverpool, England. Tonnage: 2,477. Dimensions: 328' x 40'. Single-screw. Made final voyage to New York in 1901.

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Britannic (1874) White Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 5,004. Dimensions: 455' x 45'. Single-screw, 16 knots. Four masts and two funnels. Note: First ship to exceed 5,000 tons, Great Eastern excepted. This famous steamship won the Atlantic speed record in November, 1876. Sister ship: **Germanic**.

Britannic (1914) White Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 48,158. Dimensions: 870' x 94'. Triple-screw, 22 knots. Two masts and four funnels. Launched in February, 1914, and completed after outbreak of the first World War. Her navigating bridge was 104 feet above the keel. During the War was used as a hospital ship. Sunk by mines laid by a submarine in the Aegean Sea on November 21, 1916.

***Britannic (1930) White Star Line.**

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 26,840. Dimensions: 683' x 82'. Twin-screw, 18 knots. Two masts and two funnels. Motorship. Commenced maiden voyage from Liverpool on June 30, 1930. Accommodations for 1,550 passengers. Made an Atlantic crossing in 1933 at the average speed of 19½ knots. Transferred to the London-New York route in April, 1935. Sister ship: **Georgic**.

British Empire (1886) British Shipowners Co.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 3,329. Dimensions: 390' x 38'. Single-screw, 13 knots. Four masts and one funnel. Renamed: **Rotterdam**.

British Empire (1902) British Shipowners Co.

Built by Palmer's Shipbuilding and Iron Co., Ltd., Jarrow-on-Tyne, England. Tonnage: 9,291. Dimensions: 470' x 56'. Twin-screw, 12½ knots. Four masts and one funnel. Renamed: (a) **Campania**, (b) **Campanello**, (c) **Flavia**. Sister ships: **British Prince** and **British Princess**.

British King (1881) British Shipowners Co.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 3,412. Dimensions: 410' x 39'. Single-screw, 12 knots. Four masts and one funnel. Sister ship: **British Queen**. Foundered in North Atlantic in 1906.

British Prince (1899) British Shipowners Co.

Built by Palmer's Shipbuilding and Iron Co., Ltd., Jarrow-on-Tyne, England. Tonnage: 9,203. Dimensions: 470' x

* Denotes ship still in service under same name.

56'. Twin-screw, 12½ knots. Four masts and one funnel. Renamed: (a) **Sannio**, (b) **Napoli**. Sister ships: **British Empire** and **British Princess**.

British Princess (1882) American Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 4,164. Dimensions: 420' x 42'. Single-screw, 12 knots. Four masts and one funnel. Renamed: **Les Alpes**.

British Queen (1881) British Shipowners Company.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 3,412. Dimensions: 410' x 39'. Single-screw, 12 knots. Four masts and one funnel. Renamed: **Obdam**. Sister ship: **British King**.

Brooklyn (1869) Fabre Line.

Built at Glasgow. Tonnage: 3,576. Dimensions: 354' x 42'. Single-screw. Three masts and one funnel. Ex-**City of Brooklyn**. Ran ashore on Anticosti in 1885 and became a total loss. No lives were lost as a result of the accident.

Buenos Aires (1887) Compania Trasatlantica (Spanish Line).

Built by Wm. Denny & Bros., Ltd., Dumbarton, Scotland. Tonnage: 5,311. Dimensions, 410' x 48'. Single-screw, 14 knots. Three masts and one funnel.

Buenos Ayrean (1879) Allan Line.

Built by Wm. Denny & Bros., Dumbarton, Scotland. Tonnage: 4,005. Dimensions: 385' x 42'. Single-screw, 12 knots. Two masts and one funnel. Note: The first Atlantic steamship built of steel. (The **Rotomohana** of the Union Steamship Company of New Zealand was the first ocean-going steamship built of steel.)

Buffalo (1885) Wilson Line.

Built by Palmer's Shipbuilding and Iron Co., Ltd., Jarrow-on-Tyne, England. Tonnage: 4,431. Dimensions: 385' x 45'. Single-screw, 14 knots. Four masts and two funnels. Made final voyage to New York in 1901.

Bulgaria (1898) Hamburg-American Line.

Built by Blohm & Voss, Hamburg. Tonnage: 11,077. Dimensions: 501' x 62'. Twin-screw, 12 knots. Two masts and one funnel. Renamed: (a) **Canada**, (b) **Hercules**.

Bulow (1906) North German Lloyd.

Built by Tecklenborg & Co., Geestemunde, Germany. Tonnage: 8,980. Dimensions: 478' x 56'. Twin-screw, 14 knots. Two masts and one funnel. Renamed: (a) **Tras-os-Montes**, (b) **Nyassa**. Note: Used mostly on the South American run.

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Burgundia (1882) Fabre Line.

Built by T. Royden & Sons, Liverpool, England. Tonnage: 2,908. Dimensions: 328' x 40'. Single-screw. Made final voyage to New York in 1901.

Byron (1914) Byron Line (Greek).

Built by Cammell, Laird & Co., Ltd., Birkenhead, England. Tonnage: 9,272. Dimensions: 470' x 58'. Twin-screw, 17 knots. Two masts and two funnels. Ex-Megali Hellas, ex-Vasilefs Constantinos. Scrapped in 1937.

C. F. Tietgen (1897) Scandinavian-American Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 8,173. Dimensions: 469' x 53'. Twin-screw, 12 knots. Two masts and one funnel. Ex-Rotterdam. Renamed: Dwinsk.

C. Lopez Y. Lopez (1891) Compania Trasatlantica (Spanish Line).

Built by Barclay, Curle & Co., Ltd., Glasgow. Tonnage: 4,170. Dimensions: 396' x 43'. Single-screw. Two masts and one funnel. Ex-Westmount, ex-Asia, ex-Susan, ex-Susan II, ex-Lismore Castle. Broken up by shipbreakers at Savona in 1930.

Calabria (1857) Cunard Line.

Built by J. & G. Thomson, Ltd., Clydebank, Glasgow. Tonnage: 3,321. Dimensions: 338' x 42'. Single-screw, 13 knots. Note: The Cunard Line purchased her in 1860 from the European and Australian Line. Due to excessive vibration she was given new engines and boilers, but was never a successful ship and soon was sold and used later as a cable laying ship during her last years. Dismantled by shipbreakers at Bolnes in 1898. Ex-Australasian.

Calabria (1901) Anchor Line.

Built by D. & W. Henderson & Co., Ltd., Glasgow. Tonnage: 4,376. Dimensions: 376' x 47'. Single-screw, 13 knots. Two masts and one funnel.

Caledonia (1840) Cunard Line.

Built by C. Wood on the Clyde. Tonnage: 1,139. Dimensions: 207' x 34'. Paddle-wheels, 8½ knots. Three masts and one funnel. Note: Sold to Spanish owners in 1850. Ran onto a shelf of rocks as she entered Havana harbor in 1851. The damage was so great that she was abandoned. Sister ships: **Britannia**, **Acadia** and **Columbia**.

* Denotes ship still in service under same name.

Caledonia (1904) Anchor Line.

Built by D. & W. Henderson & Co., Ltd., Glasgow. Tonnage: 9,223. Dimensions: 500' x 58'. Twin-screw, 16 knots. Two masts and two funnels. Torpedoed and sunk in the Mediterranean in December, 1916.

Caledonia (1925) Anchor Line.

Built by Alexander Stephen & Sons, Linthouse, Glasgow. Tonnage: 17,046. Dimensions: 553' x 70'. Twin-screw, 15½ knots. Two masts and three funnels. Note: Speed increased to 17 knots in 1939. Renamed: **Scotstoun** (British merchant cruiser). Torpedoed on January 13, 1940 while serving as an auxiliary cruiser. Sister ship: **Transylvania**.

Calgarian (1913) Allan Line.

Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 17,515. Dimensions: 571' x 72'. Quadruple-screw, 19½ knots. Two masts and two funnels. Torpedoed and sunk on March 1, 1918 while on convoy duty with a loss of 49 lives. Sister ship: **Alsatian**. These two ships were the finest and fastest of the pre-war liners to Canada.

Calgario (1918) White Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 16,063. Dimensions: 550' x 67'. Triple-screw, 14½ knots. Two masts and one funnel. Ex-**Orca**. Launched in January, 1918. In January, 1927, the **Orca** was transferred to the White Star Line and renamed **Calgario** for service on their Liverpool-St. Lawrence trade. Laid up at Milford Haven in 1933 and sold to shipbreakers in 1935.

California (1863) Anchor Line.

Built by Tod & McGregor, Glasgow, Scotland. Tonnage: 1,418. Dimensions: 255' x 33'. Single-screw.

California (1872) Anchor Line.

Built by Alexander Stephen & Sons, Ltd., Linthouse, Glasgow. Tonnage: 3,410. Dimensions: 361' x 40'. Single-screw, 13 knots. Three masts and one funnel. Broken up by Italian shipbreakers at Genoa in 1905. Originally used on the North Atlantic route, but later transferred to the Mediterranean service. Sister ship: **Victoria**.

California (1907) Anchor Line.

Built by D. & W. Henderson & Co., Ltd., Glasgow. Tonnage: 8,662. Dimensions: 470' x 58'. Twin-screw, 17 knots.

* Denotes ship still in service under same name.

Two masts and two funnels. Torpedoed off the south-west coast of Ireland by a German submarine on February 8, 1917 with the loss of 41 lives.

California (1923) Anchor Line.

Built by Alexander Stephen & Sons, Ltd., Linthouse, Glasgow. Tonnage: 16,792. Dimensions: 553' x 70'. Twin-screw, 15½ knots. Two masts and one funnel. Note: Launched on April 17, 1923. Sailed on maiden voyage August 25, 1923. Sister ship: **Tuscania**. A World War II casualty.

Californian (1902) Leyland Line.

Built by Caledon Shipbuilding and Engineering Co., Dundee. Tonnage: 6,223. Dimensions: 447' x 53'. Twin-screw, 13 knots. Four masts and one funnel. Torpedoed and sunk 61 miles from Cape Matapan on November 9, 1915 with the loss of one life.

Cambria (1845) Cunard Line.

Built by Robert Steele & Co., Greenock, Scotland. Tonnage: 1,422. Dimensions: 219' x 35'. Paddle-wheels, 9½ knots. Three masts and one funnel. Had accommodations for 110 cabin passengers. Sister ship: **Hibernia**.

Cambroman (1892) Dominion Line.

Built by Laird Bros., Birkenhead, England. Tonnage: 6,059. Dimensions: 429' x 46'. Single-screw, 13½ knots. Four masts and one funnel. Later owned by the Warren Line.

Cameronia (1910) Anchor Line.

Built by D. & W. Henderson & Co., Ltd., Glasgow. Tonnage: 10,963. Dimensions: 515' x 62'. Twin-screw, 17 knots. Two masts and two funnels. Torpedoed and sunk 150 miles from Malta on April 15, 1917 with the loss of 11 lives.

***Cameronia** (1920) Anchor Line.

Built by Wm. Beardmore & Co., Ltd., Glasgow. Tonnage: 16,297. Dimensions: 552' x 70'. Twin-screw, 15½ knots. Two masts and one funnel. Launched on December 23, 1919. Commenced maiden voyage from Liverpool to New York in May, 1921.

Campania (1893) Cunard Line.

Built by Fairfield Shipbuilding and Engineering Co., Ltd., Govan, Glasgow. Tonnage: 12,950. Dimensions: 598' x 65'. Twin-screw, 22 knots. Two masts and two funnels. Launched on September 8, 1892. Building cost amounted to approximately \$3,000,000. From her keel to the top of her funnels measured 130 feet high. The diameter of the

* Denotes ship still in service under same name.

funnels was 19 feet. The main dining saloon measured 85 feet by 63 feet and seated over 400 passengers at one time. Commenced her maiden voyage from Liverpool on April 22, 1893. In 1914 she was sold to T. W. Ward & Company, famous shipbreakers. Before scrapping operations could be started she was requisitioned by the British Government for war service, and converted into a seaplane carrier and used at the Battle of Jutland. On November 5, 1918 she was in collision with the battleship **Revenge** in the Firth of Forth and as a result sunk. Sister ship: **Lucania**.

Campania (1902) Royal Line (Canadian Northern Railways). Built by Palmer's Shipbuilding and Iron Co., Ltd., Jarrow-on-Tyne, England. Tonnage: 9,291. Dimensions: 470' x 56'. Twin-screw, 13 knots. Four masts and one funnel. Ex-**British Empire**. Renamed: (a) **Campanello**, (b) **Flavia**. Note: the **Campania** was at one time in the service of the Navigazione Generale Italiana Line.

Canada (1848) Cunard Line. Built by Robert Steele & Co., Greenock, Scotland. Tonnage: 1,831. Dimensions: 251' x 38'. Paddle-wheels, 10 knots. Three masts and one funnel. Note: Had accommodations for 140 cabin passengers. In 1867 was sold and converted into a sailing ship and renamed **Mississippi**. Scrapped in 1883. Sister ships: **America**, **Niagara** and **Europa**.

Canada (1863) National Line. Built by Palmer's Shipbuilding and Iron Co., Ltd., Jarrow-on-Tyne, England. Tonnage: 4,276. Dimensions: 371' x 41'. Single-screw, 12 knots. Three masts and one funnel. Rebuilt and lengthened in 1871. Made final voyage to New York in 1892. Scrapped in 1894.

Canada (1865) French Line. Built at St. Nazaire, France. Tonnage: 4,287. Dimensions: 354' x 43'. Single-screw, 13½ knots. Ex-**Panama**.

Canada (1896) Dominion Line. Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 9,415. Dimensions: 500' x 58'. Single-screw, 15 knots. Two masts and one funnel. Scrapped in 1926. Note: Taken over and operated by the White Star Line during her later years.

Canada (1898) Unione Austriaca Line. Built by Blohm & Voss, Hamburg. Tonnage: 11,440. Dimensions: 501' x 62'. Twin-screw, 12 knots. Two masts and one funnel. Ex-**Bulgaria**. Renamed: **Hercules**.

* Denotes ship still in service under same name.

***Canada (1911) Fabre Line.**

Built by Forges & Chantiers de la Mediterranee, France. Tonnage: 9,684. Dimensions: 476' x 56'. Two masts and two funnels. Twin-screw, 15½ knots.

Canadian (1854) Allan Line.

Built by Wm. Denny & Bros., Ltd., Dumbarton, Scotland. Tonnage: 1,873. Dimensions: 278' x 34'. Single-screw, 11 knots. Three masts and two funnels. Note: Pioneer Allan Line steamship. Commenced her maiden voyage from Liverpool to Quebec and Montreal on September 20, 1854. Wrecked in the St. Lawrence on June 1, 1857 with no loss of life. Sister ship: **Indian**. Note: These two steamships cost about \$250,000 each. Had accommodations for 80 first-class passengers besides space devoted to a large number of emigrants.

Canadian (1860) Allan Line.

Built at Greenock, Scotland. Tonnage: 1,926. On June 4, 1861 was crushed by a field of ice at the entrance of the Straits of Belle Isle, and sunk. The disaster cost the lives of 30 of those on board.

Canadian (1900) Leyland Line.

Built by R. and W. Hawthorne, Leslie & Co., Ltd., Newcastle-on-Tyne, England. Tonnage: 9,309. Dimensions: 530' x 59'. Single-screw, 13 knots. Four masts and one funnel. Torpedoed and sunk 47 miles from the Fastnet on April 5, 1917 with the loss of one life.

Canopic (1900) White Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 12,268. Dimensions: 578' x 59'. Twin-screw, 16 knots. Two masts and one funnel. Ex-**Commonwealth**. Scrapped in 1925.

***Caribia (1932) Hamburg-American Line.**

Built by Blohm & Voss, Hamburg. Tonnage: 12,049. Dimensions: 497' x 65'. Twin-screw, 17 knots. Two masts and one funnel. Motorship. Note: Used on the Hamburg-Central American route. Sister ship: **Cordillera**. The **Caribia** has been renamed **Iljitsch** (Russian).

Carinthia (1895) Cunard Line.

Built by London and Glasgow Shipbuilding Co., Glasgow, Scotland. Tonnage: 5,598. Dimensions: 445' x 49'. Twin-screw, 14 knots. Four masts and one funnel. Wrecked near Point Gravois, Haiti in 1900. Sister ship: **Sylvania**.

* Denotes ship still in service under same name.

Carinthia (1925) Cunard Line.

Built by Vickers, Armstrong, Ltd., Barrow-in-Furnace, England. Tonnage: 20,277. Dimensions: 600' x 73'. Twin-screw, 18 knots. Two masts and one funnel. Torpedoed and sunk by a German submarine on June 8, 1940. Sister ship: **Franconia**.

Carmania (1905) Cunard Line.

Built by John Brown & Co., Ltd., Clydebank, Glasgow. Tonnage: 19,566. Dimensions: 650' x 72'. Triple-screw, 18½ knots. Two masts and two funnels. Note: Navigating bridge was 60 feet above the water line. She was the first Cunarder to be fitted with steam turbines and always a faster ship than her sister. On September 14, 1914 she engaged the armed German liner **Cap Trafalgar** and after many shots had been fired the Hamburg-South American Line's vessel was sunk. The **Carmania** had received 79 shell holes, but the damage was not severe enough to prevent her making port for repairs. The **Carmania** was sold to shipbreakers in November, 1932 and during the following year dismantled. Sister ship: **Caronia**.

Carolina (1905) Unione Austriaca (Austro-American Line).

Built by Russell & Co., Ltd., Port Glasgow, Scotland. Tonnage: 4,713. Dimensions: 359' x 48'. Single-screw, 14 knots. Two masts and one funnel. Sister ship: **Francesca**.

Caronia (1905) Cunard Line.

Built by John Brown & Co., Ltd., Clydebank, Glasgow. Tonnage: 19,782. Dimensions: 650' x 72'. Triple-screw, 18½ knots. Two masts and two funnels. Sold to an English shipbreaking firm in January, 1932, but they resold her to Japanese shipbreakers for a larger sum of money and she sailed to Japan under the name **Taiseiyo Maru**. Scrapped in 1933. Sister ship: **Carmania**. (Note: These two sister ships proved to be very steady in bad weather.)

Carpathia (1903) Cunard Line.

Built by Swan, Hunter & Wigham Richardson, Ltd., Wallsend-on-Tyne, England. Tonnage: 13,603. Dimensions: 540' x 64'. Twin-screw, 14½ knots. Four masts and one funnel. Had accommodations for 200 second-class and about 1,600 third-class passengers. The **Carpathia** answered the **Titanic's** S. O. S. call and succeeded in rescuing a large number of the survivors. Sunk by three torpedoes on July 17, 1918 when 170 miles from Bishop Rock. The lives of five men in the stokeholds were lost.

* Denotes ship still in service under same name.

Carthaginian (1884) Allan Line.

Built by Govan Shipping Co., Glasgow, Scotland. Tonnage: 4,444. Dimensions: 386' x 45'. Single-screw, 14 knots. Three masts and one funnel. Sunk by a mine near Royal Sovereign Light Vessel on June 14, 1917.

Caserta (1904) (a) Lloyd Italiano, (b) Navigazione Generale Italiana.

Built by Sir W. G. Armstrong, Whitworth & Co., Ltd., Newcastle-on-Tyne, England. Tonnage: 7,028. Dimensions: 420' x 51'. Twin-screw, 14 knots. Two masts and one funnel. Ex-Mendoza.

Caspian (1870) Allan Line.

Built by London and Glasgow Shipbuilding Co., Glasgow, Scotland. Tonnage: 2,747. Dimensions: 349' x 38'. Single-screw. Three masts and one funnel. Scrapped in 1897.

Cassandra (1906) Anchor-Donaldson Line.

Built by Scott's Shipbuilding and Engineering Co., Ltd., Greenock, Scotland. Tonnage: 8,135. Dimensions: 455' x 53'. Twin-screw, 14 knots. Two masts and one funnel.

Cassel (1901) North German Lloyd.

Built by Tecklenborg & Co., Geestemunde, Germany. Tonnage: 7,543. Dimensions: 428' x 54'. Twin-screw, 13 knots. Two masts and one funnel. Renamed: **Marechal Gallieni**. Sister ship: **Chemnitz**.

Castilian (1898) Allan Line.

Built by Workman, Clark & Co., Ltd., Belfast, Ireland. Tonnage: 7,441. Dimensions: 470' x 53'. Single-screw, 14 knots. Wrecked in Bay of Fundy on March 11, 1899 while on her maiden voyage. No lives were lost.

Catalonia (1881) Cunard Line.

Built by J. & G. Thomson, Ltd., Glasgow. Tonnage: 4,841. Dimensions: 429' x 43'. Single-screw, 12½ knots. Three masts and one funnel. Scrapped in 1902.

Cataluna (1883) Compania Trasatlantica (Spanish Line).

Built by Wm. Denny & Bros., Ltd., Dumbarton, Scotland. Tonnage: 3,665. Dimensions: 384' x 42'. Single-screw, 14 knots. Two masts and one funnel.

Cedric (1903) White Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 21,227. Dimensions: 680' x 75'. Twin-screw, 17 knots. Four masts and two funnels. Launched on August 21, 1902. Sold to shipbreakers in February 1932. Sister ship: **Celtic**.

* Denotes ship still in service under same name.

Note: These two ships were very similar to the **Baltic** and **Adriatic** and they were all noted for their steadiness in bad weather.

Celtic (1872) White Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 3,888. Dimensions: 437' x 40'. Single-screw, 14½ knots. Four masts and one funnel. Renamed: **Amerika**. Sister ship: **Adriatic**.

Celtic (1901) White Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 20,904. Dimensions: 680' x 75'. Twin-screw, 17 knots. Four masts and two funnels. Note: First steamship to exceed 20,000 tons. Converted to a cabin class liner in 1928. Went aground in a dense fog at entrance to Queenstown harbor in 1928 and became a total wreck. She was dismantled by shipbreakers in 1933 owing to the dangerous position of the wreck. Sister ship: **Cedric**.

Cephalonia (1882) Cunard Line.

Built by Laird Bros., Birkenhead, England. Tonnage: 5,517. Dimensions: 430' x 46'. Single-screw, 14 knots. Three masts and one funnel. Launched in May, 1882. Commenced maiden voyage on August 24, 1882 from Liverpool. Had accommodations for 100 first-class passengers and 1,500 in steerage class. Renamed: **Hailar**. Scrapped in 1900. Sister ship: **Pavonia**.

Cesare Battisti (1920) Transatlantica Italiana Line.

Built by Societa Anonima Ansaldo, Genoa, Italy. Tonnage: 8,331. Dimensions: 434' x 60'. Twin-screw, 14½ knots. Two masts and two funnels. Blew up in Massaua Harbor, Eritrea on December 26, 1936.

Cestrian (1896) Leyland Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 8,776. Dimensions: 512' x 59'. Single-screw, 14 knots. Four masts and one funnel. Torpedoed by enemy submarine near Skyro on June 24, 1917 with the loss of 3 lives.

Cevic (1893) White Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 8,301. Dimensions: 500' x 60'. Twin-screw, 13 knots. Four masts and one funnel.

Champlain (1932) French Line.

Built by Chantier et Ateliers de Saint Nazaire, Penhoet. Tonnage: 28,124. Dimensions: 606' x 83'. Twin-screw, 20

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knots. Two masts and one funnel. This fine cabin class liner had a dining saloon that was two decks high and 65 feet long. She struck a mine and sunk on July 3, 1940.

Chateau Yquem (1883) Fabre Line.

Built by Chantier et Ateliers de la Gironde, Bordeaux, France. Tonnage: 4,211. Dimensions: 386' x 41'. Single-screw. Made final voyage to New York in 1900.

Chemnitz (1901) North German Lloyd.

Built by Tecklenborg & Co., Geestemunde, Germany. Tonnage: 7,543. Dimensions: 428' x 54'. Twin-screw, 13 knots. Two masts and one funnel. Sister ship: **Cassel**.

Chester (1873) American Line.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 4,770. Dimensions: 444' x 44'. Single-screw, 15 knots. Three masts and two funnels. Ex-City of **Chester**. Renamed: **Sedgwick**. Scrapped in 1907.

Chicago (1908) French Line.

Built by Chantier de L' Atlantique, St. Nazaire, France. Tonnage: 11,127. Dimensions: 508' x 57'. Twin-screw, 16 knots. Two masts and two funnels. Renamed: **Guadeloupe**.

China (1861) Cunard Line.

Built by Robert Napier & Sons, Glasgow. Tonnage: 2,539. Dimensions: 326' x 40'. Single-screw, 14 knots. Three masts and one funnel. Renamed: **Magellanes** (Spanish Line). Finally converted into a sailing ship and renamed **Theodor**. Foundered in 1908.

Chrobry (1939) Gdynia-American Line.

Built at Naskov, Denmark. Tonnage: 11,442. Dimensions: 477' x 66'. Twin-screw, 17 knots. Two masts and one funnel. Motorship. Torpedoed and sunk during the battle for Narvick, Norway in 1940. Sister ship: **Sobieski**.

Cimbria (1867) Hamburg-American Line.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 3,037. Dimensions: 326' x 40'. Single-screw, 14 knots. Two masts and one funnel. Sunk as a result of collision with the British steamship **Sultan** off Dutch coast on January 19, 1883, with the loss of 389 lives.

Cincinnati (1908) Hamburg-American Line.

Built by Blohm & Voss, Hamburg. Tonnage: 16,339. Dimensions: 582' x 65'. Twin-screw, 15½ knots. Four masts and two funnels. Renamed: **Covington**. Note: During the

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first World War she was seized at Boston and converted into a troopship. In June, 1918 was sunk by torpedoes. Sister ship: **Cleveland**.

Circassia (1878) Anchor Line.

Built by Vickers, Sons & Maxim, Ltd., Barrow-in-Furnace, England. Tonnage: 4,272. Dimensions: 399' x 42'. Single-screw, 14 knots. Three masts and one funnel.

Circassia (1903) Anchor Line.

Built by D. & W. Henderson & Co., Ltd., Glasgow. Tonnage: 6,861. Dimensions: 450' x 55'. Single-screw, 15 knots. Two masts and one funnel.

Circassian (1872) Allan Line.

Built by Robert Steele & Co., Greenock, Scotland. Tonnage: 3,724. Dimensions: 415' x 40'. Single-screw, 13½ knots. Three masts and one funnel.

Citta di Genova (1882) La Veloce Line.

Built by Wigham Richardson & Co., Newcastle, England. Tonnage: 3,919. Dimensions: 390' x 42'. Single-screw. Made final voyage to New York in 1906.

Citta di Milano (1897) La Veloce Line.

Built by N. Odero, Sestri, Ponente, Italy. Tonnage: 3,848. Dimensions: 364' x 43'. Single-screw, 12 knots. Sister ship: **Citta di Torino**. Made final voyage to New York in 1907.

Citta di Napoli (1871) La Veloce Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 4,125. Dimensions: 426' x 41'. Single-screw, 14 knots. Four masts and one funnel. Ex-**Vittoria**, ex-**Maasdam**, ex-**Republic**. Scrapped in 1910.

Citta di Torino (1898) La Veloce Line.

Built by N. Odero & Co., Foce, Genoa, Italy. Tonnage: 3,836. Dimensions: 363' x 43'. Single-screw, 12 knots. Sister ship: **Citta di Milano**. Made final voyage to New York in 1907.

City of Antwerp (1867) Inman Line.

Built at Glasgow, Scotland. Tonnage: 2,391. Dimensions: 332' x 39'. Single-screw. Sold in 1880 to the Johnson Line and renamed **Thanmore**. Listed as missing in 1890.

City of Baltimore (1854) Inman Line.

Built by Tod & McGregor, Glasgow, Scotland. Tonnage: 2,472. Dimensions: 321' x 33'. Single-screw. Sold to the Hall Line in 1874 and renamed **Fivaller**. Resold in 1882 to Spanish owners, who changed her name to **Benicarlo**, and continued to run in their service until 1892.

* Denotes ship still in service under same name.

City of Berlin (1875) Inman Line.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 5,491. Dimensions: 488' x 44'. Single-screw, 16 knots. Three masts and one funnel. Launched on October 27, 1874. Dining saloon was amidships and measured 44 feet by 43 feet wide. Taken over by the American Line in 1893 and renamed **Berlin**. Turned over to the United States Government in 1898 for service in the war against Spain, and was given the name **U. S. Meade**. After the war she was used on the transport service between the mainland and Philippines. Nearly destroyed by fire in 1906 prior to sailing to the Philippines with troops. She was rebuilt, and used as a training ship at Boston in 1918. Note: She gained fame by winning the Atlantic speed record in 1875. Scrapped in 1921.

City of Boston (1864) Inman Line.

Built at Glasgow, Scotland. Tonnage: 2,213. Dimensions: 313' x 39'. Single-screw. Two masts and one funnel. Left Halifax for voyage to Liverpool in January, 1870 with 177 persons on board. She was never heard of again.

City of Brooklyn (1869) Inman Line.

Built at Glasgow, Scotland. Tonnage: 2,911. Dimensions: 354' x 43'. Single-screw. Three masts and one funnel. Renamed: **Brooklyn**.

City of Brussels (1869) Inman Line.

Built by Tod & McGregor, Glasgow, Scotland. Tonnage: 3,081. Dimensions: 390' x 40'. Single-screw, 14½ knots. Three masts and one funnel. She was the first ship to reduce the North Atlantic passage to under eight days. Altered in 1872 by having another deck added, and other improvements were made to enable her to compete with newer rivals. Her career was suddenly ended when she collided with the steamship **Kirby Hall** and sunk off the mouth of the Mersey in the dense fog that prevailed on January 7, 1883.

City of Chester (1873) Inman Line.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 4,560. Dimensions: 444' x 42'. Single-screw, 15 knots. Three masts and two funnels. Taken over and operated by the American Line under the name **Chester** in 1893. During the Spanish-American War was acquisitioned by the American Government and renamed **Sedgwick**. After the war she was laid up until sold in 1905 to Italians, who renamed her **Arizona** and later to **Napoletano**. Scrapped in April, 1907. Sister ship: **City of Richmond**.

* Denotes ship still in service under same name.

City of Chicago (1883) Inman Line.

Built by Charles Connell & Co., Scotstoun, Scotland. Tonnage: 5,000. Dimensions: 430' x 45'. Single-screw, 14 knots. Four masts and two funnels. Launched in May, 1883. Ex-Vancouver. Wrecked by stranding on south coast of Ireland, near Kinsdale in July, 1892. No lives were lost.

City of Glasgow (1850) Inman Line.

Built by Tod & McGregor, Glasgow, Scotland. Tonnage: 1,609. Dimensions: 237' x 34'. Single-screw. Three masts and one funnel. Pioneer vessel of the Inman Line. Barque-rigged, and carried an enormous amount of canvas. She had 2 beam engines totalling 350 nominal horse-power geared to a single shaft with a propeller 12 feet in diameter. Accommodated 52 passengers in first-class, 85 in second-class and 400 in the steerage. Crew numbered about seventy. Left Liverpool for New York on March 1, 1854, with 480 persons on board, and was never heard of again.

City of London (1863) Inman Line.

Built by Tod & McGregor, Glasgow, Scotland. Tonnage: 2,765. Dimensions: 374' x 41'. Single-screw. Three masts and one funnel. Note: Had been lengthened in 1868 to 374 feet.

City of Manchester (1851) Inman Line.

Built by Tod & McGregor, Glasgow, Scotland. Tonnage: 2,215. Dimensions: 258' x 34'. Single-screw. Commenced maiden voyage in June, 1851. Sold in 1871 and converted into a sailing ship. Wrecked in 1876.

City of Montreal (1872) Inman Line.

Built by Tod & McGregor, Glasgow, Scotland. Tonnage: 4,489. Dimensions: 419' x 44'. Single-screw. Three masts and one funnel. Originally built with one funnel and was later given two stacks. Burnt at sea on August 12, 1887, with no loss of life.

City of New York (1861) Inman Line.

Built on the Clyde. Tonnage: 2,360. Dimensions: 326' x 40'. Single-screw, 12 knots. Three masts and one funnel. Wrecked on Daunt's Rock, near Queenstown, on March 29, 1864, with no loss of life.

City of New York (1865) Inman Line.

British built. Tonnage: 3,499. Dimensions: 375' x 39'. Single-screw. Three masts and two funnels. Lengthened to

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375 feet, increasing tonnage to 3,499 tons gross. **Ex-Delaware.** Broken up by shipbreakers in France during 1903.

City of New York (1888) Inman Line.

Built by J. & G. Thomson, Ltd., Glasgow. Tonnage: 10,499. Dimensions: 528' x 63'. Twin-screw, 20½ knots. Three masts and three funnels. Note: Launched in March, 1888. Made 20.2 knots on trials. Was one of the first steamships to be equipped with twin-screws. (The **Notting Hill** was a twin-screw steamship built in 1881. Several of the early French Line steamers had been converted from paddle-wheels to twin-screws.) In 1898 was commissioned as a merchant cruiser in the United States Navy, and given the name **Harvard**. After the Spanish-American War her name reverted back to **New York**. During 1903 she was altered by having her three original funnels cut down to two, and, also, had new boilers and engines installed. Renamed: (a) **New York**, (b) **Harvard**, (c) **New York**. Sister ship: **City of Paris**. (These sister ships were taken over and operated by the American Line in 1893.)

City of Paris (1866) Inman Line.

Built by Tod & McGregor, Glasgow, Scotland. Tonnage: 2,651. Dimensions: 346' x 40'. Single-screw, 13½ knots. Three masts and one funnel. Commenced maiden voyage in November, 1867. Sold and renamed **Tonquin** in 1883. Note: Sunk by collision in 1902.

City of Paris (1889) Inman Line.

Built by J. & G. Thomson, Ltd., Glasgow. Tonnage: 10,669. Dimensions: 527' x 63'. Twin-screw, 20 knots. Three masts and three funnels. Launched in October, 1888. On trials made 21.95 knots. Taken over by the United States Government for service in the war against Spain, and went under the name **Yale**. After the war she was reconditioned, and when put back in her normal service, appeared with two funnels instead of the original three. She was given the name **Philadelphia**, and as such, continued until put on government service in 1917, as the **Harrisburg**. After the World War she was given back her former name **Philadelphia**, but before going to the scrapper's yard at Genoa in 1923 was used as a third-class liner to the Baltic, and later tried on the Italian emigrant service for a short time. Renamed: (a) **Yale**, (b) **Philadelphia**, (c) **Harrisburg**, (d) **Philadelphia**. Sister ship: **City of New York**.

* Denotes ship still in service under same name.

City of Philadelphia (1853) Inman Line.

British built. Tonnage: 2,168. Dimensions: 294' x 39'. Single-screw. On September 9, 1854 was wrecked on Cape Race. No loss of life occurred.

City of Richmond (1873) Inman Line.

Built by Tod & McGregor, Glasgow, Scotland. Tonnage: 4,623. Dimensions: 441' x 43'. Single-screw, 15 knots. Three masts and two funnels. Made a fast run from Sandy Hook to Fastnet Rock in 1873 in 7 days, 23 hours. Sold in 1891. Sister ship: **City of Chester**.

City of Rome (1881) Inman Line.

Built by Vickers, Sons & Maxim, Ltd., Barrow-in-Furnace, England. Tonnage: 8,415. Dimensions: 560' x 52'. Single-screw, 16 knots. Four masts and three funnels. Launched in June, 1881. First liner built with three funnels. Dining saloon measured 72 feet by 52 feet wide, and was 9 feet high or 17 feet in the opening to the drawing room above. This beautiful ship was sold to the Anchor Line not long after completion. Broken up by shipbreakers in Germany during 1902.

City of Washington (1853) Inman Line.

British built. Tonnage: 2,870. Dimensions: 358' x 40'. Single-screw. Commenced maiden voyage to New York on December 31, 1856. She had previously been under charter to the French Government for service in the Crimean War. Lengthened in 1869. Wrecked near Nova Scotia on July 7, 1873, with no loss of life.

Cleveland (1908) Hamburg-American Line.

Built by Blohm & Voss, Hamburg. Tonnage: 16,971. Dimensions: 588' x 65'. Twin-screw, 16 knots. Four masts and two funnels. Note: Inaugurated a new service to Boston in May, 1913, along with the **Cincinnati**. She was seized by the United States Government during the World War, and converted into a troopship, and renamed **Mobile**. In 1922 she reverted back to the Hamburg-American Line and received her former name. Renamed: (a) **Mobile**, (b) **Cleveland**. Scrapped in 1933. Sister ship: **Cincinnati**.

Coblentz (1923) North German Lloyd.

Built by Weser Shipbuilding Co., Bremen, Germany. Tonnage: 9,449. Dimensions: 458' x 57'. Twin-screw, 11 knots. Two masts and one funnel. Renamed: **Sicilia**. Sister ship: **Saarbrücken**.

* Denotes ship still in service under same name.

Coburg (1908) North German Lloyd.
Built by Bremer Vulcan Co., Vegesack, Germany. Tonnage: 6,750. Dimensions: 419' x 54'. Single-screw, 12 knots. Two masts and one funnel. Renamed: **Pocone**. Sister ship: **Eisenach**.

***Colombie** (1931) French Line.
Built by At. et Chantiers de France. Tonnage: 13,391. Dimensions: 488' x 66'. Twin-screw, 17 knots. Two masts and two funnels. Note: Used on the West Indies and Central American service.

Colombo (1917) Navigazione Generale Italiana.
Built by Palmer's Shipbuilding and Iron Co., Ltd., Jarrow-on-Tyne, Newcastle, England. Tonnage: 12,003. Dimensions: 518' x 64'. Twin-screw, 17 knots. Two masts and two funnels. Note: Later transferred to the Lloyd Triestino Line. Ex-**San Gennaro**.

Colorado (1867) Guion Line.
Built at Jarrow-on-Tyne, England. Tonnage: 2,888. Note: She had accommodations for approximately 1,000 steerage passengers. Sunk by collision in the Mersey in December, 1873, with the loss of six lives.

Colorado (1887) Wilson Line.
Built by Earle's Shipbuilding and Engineering Co., Ltd., Hull, England. Tonnage: 4,220. Dimensions: 370' x 44'. Single-screw, 14 knots. Three masts and one funnel. Made final voyage to New York in 1905.

Columbia (1840) Cunard Line.
Built by Robert Steele & Sons, Greenock, Scotland. Tonnage: 1,155. Dimensions: 207' x 34'. Paddle-wheels, 8½ knots. Three masts and one funnel. Wrecked on Devil's Limit Rock, near Halifax, on July 2, 1843, while on voyage between Boston and Halifax. Sister ships: **Acadia**, **Britannia** and **Caledonia**.

Columbia (1866) Anchor Line.
Built by Alexander Stephen & Son, Ltd., Linthouse, Glasgow. Tonnage: 1,322. Dimensions: 283' x 33'. Single-screw. Note: In 1894 was sold to the Italians and renamed **Francesco Crispi**. She was wrecked on Shipwash in August, 1898.

Columbia (1889) Hamburg-American Line.
Built by Laird Bros., Ltd., Birkenhead, England. Tonnage: 7,383. Dimensions: 463' x 55'. Twin-screw, 18 knots.

* Denotes ship still in service under same name.

Three masts and three funnels. Note: Sold to Spain in 1898 and renamed **Rapido**. After the Spanish-American War the vessel was taken back by the Hamburg-American Line and used again on their Atlantic service. She was sold in 1904 to the Russian Volunteer Fleet, who changed her name to **Terek**. She was scrapped in 1907. Sister ship: **Auguste Victoria**. (These ships were very similar in appearance to their running mates the **Furst Bismark** and **Normannia**.)

Columbia (1901) Anchor Line.

Built by D. & W. Henderson & Co., Ltd., Glasgow. Tonnage: 8,292. Dimensions: 485' x 56'. Twin-screw, 15½ knots. Two masts and three funnels. Renamed: (a) **Columbella**, (b) **Moreas**. Note: She was used as a British merchant cruiser under the name **Columbella** during World War I. Broken up by shipbreakers in Italy during 1929.

Columbia (1908) Lloyd Austriaca (Austro-American Line).

Built by Russell & Co., Ltd., Port Glasgow, Scotland. Tonnage: 5,460. Dimensions: 400' x 52'. Single-screw, 13 knots. Two masts and one funnel. Note: Taken over by the Cosulich Line after World War I. Sister ship: **Georgia**.

Columbus (1900) Dominion Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 15,378. Dimensions: 593' x 59'. Twin-screw, 15 knots. Four masts and one funnel. Renamed: **Republic**.

Columbus (1914) North German Lloyd.

Built by F. Schichau, Danzig, Germany. Tonnage: 34,356. Dimensions: 751' x 83'. Twin-screw, 20 knots. Two masts and two funnels. Note: She was never in use under this name for when completed in 1920 was turned over to the British and sold to the White Star Line and renamed **Homeric**. The **Columbus** of 1922 was a very similar ship.

Columbus (1922) North German Lloyd.

Built by F. Schichau, Danzig, Germany. Tonnage: 32,354. Dimensions: 749' x 83'. Twin-screw, 22 knots. Two masts and two funnels. Note: Commenced her maiden voyage in 1924. She was the last big liner to be fitted with reciprocating engines. In 1929 was re-engined with geared turbines, which increased her speed to 23 knots. She was set on fire and scuttled by her crew on December 19, 1939, while being pursued by British warships. This vessel was very similar to the **Homeric**.

* Denotes ship still in service under same name.

Commonwealth (1900) Dominion Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 12,268. Dimensions: 578' x 59'. Twin-screw, 16 knots. Two masts and one funnel. Note: She was transferred to the White Star Line in 1903 and renamed **Canopic**.

Constantinople (1896) Greek Line.

Built by F. Schichau, Danzig, Germany. Tonnage: 11,570. Dimensions: 550' x 60'. Twin-screw, 15 knots. Two masts and two funnels. Ex-**Bremen**. Renamed: **King Alexander**.

Conte Biancamano (1925) Lloyd Sabauda Line.

Built by Wm. Beardmore & Co., Ltd., Glasgow. Tonnage: 24,416. Dimensions: 626' x 76'. Twin-screw, 20 knots. Two masts and two funnels. Note: Transferred to the Italia Line. She has been employed on the South American trade as well as being used on the North Atlantic route. In later years was put on the Far East service of Lloyd Triestino. Renamed: ***Hermitage**. Sister ship: **Conte Grande**.

Conte Grande (1927) Lloyd Sabauda Line.

Built by Stabilimento Tecnico, Trieste, Italy. Tonnage: 25,661. Dimensions: 624' x 78'. Twin-screw, 21 knots. Two masts and two funnels. Note: Transferred to the Italia Line. Later used on the South American route. Renamed: ***Monticello**. Sister ship: **Conte Biancamano**.

Conte Rosso (1922) Lloyd Sabauda Line.

Built by Wm. Beardmore & Co., Ltd., Glasgow. Tonnage: 17,048. Dimensions: 570' x 74'. Twin-screw, 18½ knots. Two masts and two funnels. Note: Transferred to Lloyd Triestino, and put on their Far East service. She struck a mine and sunk off Sicily in February, 1941. Sister ship: **Conte Verde**.

***Conte di Savoia** (1932) Lloyd Sabauda Line.

Built by Cantieri Riuniti Dell Adriatico, Trieste, Italy. Tonnage: 48,502. Dimensions: 785' x 96'. Quadruple-screw, 28 knots. Two masts and two funnels. Note: She was taken over and operated by the newly formed Italia Line before completion. Commenced her maiden voyage in December, 1932. Equipped with three gyro-stabilizers which operate to minimize her motion in a rough sea. Has made the crossing between Genoa and New York frequently in 6½ days. She was never quite as fast as her running mate the **Rex**. She was sunk by air action at Venice, in September, 1943, but was refloated two years later in October, 1945.

* Denotes ship still in service under same name.

- Conte Verde** (1923) Lloyd Sabaudo Line.
 Built by Wm. Beardmore & Co., Ltd., Glasgow. Tonnage: 18,765. Dimensions: 570' x 74'. Twin-screw, 18½ knots. Two masts and two funnels. Note: Transferred to the Lloyd Triestino service of the Far East. Beached at Nakata Bay in July, 1945. Sister ship: **Conte Rosso**.
- Coptic** (1881) White Star Line.
 Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 4,384. Dimensions: 430' x 42'. Single-screw, 15 knots. Four masts and one funnel. Renamed: (a) **Persia**, (b) **Persia Maru**. Laid up at Yokohama in 1924, and broken up by shipbreakers in 1926.
- Corcovado** (1907) Hamburg-American Line.
 Built by Frd. Krupp, Keil, Germany. Tonnage: 8,374. Dimensions: 448' x 55'. Twin-screw, 12½ knots. Two masts and one funnel. Renamed: (a) **Sueh**, (b) **Corcovado**, (c) **Guglielmo Pierce**, (d) **Maria Christina**, (e) ***Mouzinho**. Sister ship: **Ypiranga**. Note: The **Corcovado** and **Ypiranga** were used chiefly on the Central American route.
- Cordillera** (1932) Hamburg-American Line.
 Built by Blohm & Voss, Hamburg. Tonnage: 12,055. Dimensions: 497' x 65'. Twin-screw, 17 knots. Two masts and one funnel. Motorship. Sister ship: **Caribia**. These ships were usually on the Central American route.
- Corinthian** (1899) Allan Line.
 Built by Workman, Clark & Co., Ltd., Belfast, Ireland. Tonnage: 6,229. Dimensions: 430' x 54'. Single-screw, 12 knots. Two masts and one funnel. Wrecked near Brier Island on December 14, 1918. Sister ship: **Sicilian**.
- Corsican** (1907) Allan Line.
 Built by Barclay, Curle & Co., Ltd., Glasgow. Tonnage: 11,419. Dimensions: 499' x 61'. Twin-screw, 17 knots. Two masts and one funnel. Renamed: **Marvale**. Sister ships: **Hesperian** and **Grampian**.
- Covadonga** (1884) Compania Trasatlantica (Spanish Line).
 Built by Wm. Denny & Bros., Ltd., Dumbarton, Scotland. Tonnage: 5,161. Dimensions: 439' x 46'. Single-screw, 13½ knots. Four masts and two funnels. Ex-**Tainui**. Renamed: (a) **Tainui**, (b) **Astoria**.

* Denotes ship still in service under same name.

- Crefeld** (1895) North German Lloyd.
Built by Vulcan Shipbuilding Co., Stettin, Germany. Tonnage: 3,829. Dimensions: 355' x 43'. Single-screw, 12½ knots. Two masts and one funnel. Renamed: **Espana No. 4** (Spanish Government).
- Cretic** (1902) White Star Line.
Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 13,507. Dimensions: 582' x 60'. Twin-screw, 16 knots. Four masts and one funnel. Ex-**Mayflower**, ex-**Hanoverian**. Made final voyage to New York in 1920.
- Cristobal Colon** (1866) Compania Trasatlantica (Spanish Line).
British built. Tonnage: 2,869. Dimensions: 335' x 42'. Single-screw. Ex-**Minnesota**. Note: Had been purchased from the Guion Line in 1875.
- Cristobal Colon** (1923) Compania Trasatlantica (Spanish Line).
Built by Soc. Espanolo de Constr. Naval Yard, Ferrol, Spain. Tonnage: 10,833. Dimensions: 480' x 61'. Twin-screw, 17 knots. Two masts and one funnel. Sister ship: **Alfonso XIII**.
- Cuba** (1865) Cunard Line.
Built by Tod & McGregor, Glasgow, Scotland. Tonnage: 2,668. Dimensions: 338' x 42'. Single-screw, 12½ knots. Three masts and one funnel. Accommodations for 160 cabin passengers. She made 13.6 knots on trials.
- Cuba** (1923) French Line.
Built by Swan, Hunter & Wigham Richardson, Ltd., Wallsend-on-Tyne, England. Tonnage: 11,337. Dimensions: 476' x 62'. Twin-screw, 16 knots. Two masts and two funnels. Note: Used mostly on the Central American trade. A World War II casualty.
- Cufic** (1888) White Star Line.
Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 4,639. Dimensions: 430' x 45'. Single-screw, 13 knots. Four masts and one funnel. Sunk in 1919. Sister ship: **Runic**.
- Cymric** (1898) White Star Line.
Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 13,096. Dimensions: 585' x 64'. Twin-screw, 15 knots. Four masts and one funnel. Torpedoed and sunk by submarine 140 miles from Foreland on May 8, 1916 with the loss of five lives.

* Denotes ship still in service under same name.

Czar (1912) Russian-American Line.

Built by Barclay, Curle & Co., Ltd., Glasgow. Tonnage: 6,345. Dimensions: 425' x 53'. Twin-screw, 16 knots. Two masts and two funnels. Renamed: (a) **Estonia**, (b) **Pulaski**.

Czaritza (1915) Russian-American Line.

Built by Barclay, Curle & Co., Ltd., Glasgow. Tonnage: 6,598. Dimensions: 440' x 53'. Twin-screw, 15½ knots. Two masts and two funnels. Renamed: (a) **Lithuania**, (b) **Kosciuszko**.

Dakota (1872) Guion Line.

Built at Jarrow-on-Tyne, England. Tonnage: 4,332. Dimensions: 400' x 43'. Single-screw, 16 knots. Two masts and one funnel. Wrecked near Anglesea, Wales, on May 9, 1877, while on voyage from Liverpool to New York. All on board were saved. Sister ship: **Montana**.

Dania (1889) Hamburg-American Line.

Built by Reiherstieg Schiffs-Werfte, Hamburg, Germany. Tonnage: 3,898. Dimensions: 373' x 44'. Single-screw, 14 knots. Two masts and one funnel. Renamed: **Montserrat**. Sister ship: **Russia**.

Danmark (1867) Thingvalla Line.

Built by Henderson, Coulborn Co., Renfrew, Scotland. Tonnage: 826. Dimensions: 203' x 28'. Single-screw. Three masts and one funnel. Note: This little emigrant ship foundered in mid-Atlantic on April 6, 1889 and not one of the 735 persons aboard, of which 669 were passengers, was lost. The rescue was effected by the British steamship **Missouri**. Amid scenes of conspicuous gallantry and coolness on the part of the officers and men of the British steamer, the entire company of passengers and crew of the **Danmark** was transferred to the life boats and all reached port safely.

Dante Alighieri (1914) Transatlantica Italiana.

Built by Soc. Esercizio Bacini, Genoa, Italy. Tonnage: 9,757. Dimensions: 483' x 59'. Twin-screw, 16 knots. Two masts and two funnels. Renamed: **Asahi Maru**.

Darmstadt (1890) North German Lloyd.

Built by Fairfield Shipbuilding & Engineering Co., Ltd., Glasgow. Tonnage: 5,012. Dimensions: 413' x 48'. Single-screw, 13 knots. Two masts and one funnel. Note: Made final voyage to New York in 1910 and during 1911 was sold to the Turkish Government and renamed **Karadeniz**. Sister ships, **Gera**, **Karlsruhe**, **Oldenburg** and **Stuttgart**.

* Denotes ship still in service under same name.

***De Grasse** (1924) French Line.

Built by Cammell Laird & Co., Ltd., Birkenhead, England. Tonnage: 17,759. Dimensions: 552' x 71. Twin-screw, 16 knots. Two masts and two funnels. Note: A very fine example of an intermediate size liner. During World War II had been resting down by the stern in the estuary at Bordeaux, France, for four years, but early in 1946 was raised and recondition work started. She should be ready for service in 1947.

De La Salle (1924) French Line.

Built by Barclay, Curle & Co., Ltd., Glasgow. Tonnage: 8,400. Dimensions: 440' x 56'. Twin-screw, 14 knots. Two masts and two funnels. Note: Used on the West Indies and Central American trade. Identical in appearance to the **Sinaia** of Fabre Line.

Delphic (1897) White Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 8,273. Dimensions: 475' x 55'. Twin-screw, 12 knots. Four masts and one funnel. Torpedoed and sunk near Bishop Rock on August 16, 1917, with the loss of 5 lives.

Demerara (1872) Cunard Line.

Built by J. & G. Thomson, Ltd., Glasgow. Tonnage: 1,904. Dimensions: 307' x 34'. Single-screw, 12 knots. Two masts and one funnel. Note: Used on Boston service and later transferred to the Mediterranean trade. Sister ship: **Trinidad**.

Denmark (1865) National Line.

Built at Stockton-on-Tees, England. Tonnage: 3,725. Dimensions: 355' x 42'. Single-screw, 12 knots. Three masts and one funnel. Note: Later lengthened and altered similarly as were other steamships of this line of that period. Made final voyage to New York in 1891.

Derfflinger (1907) North German Lloyd.

Built by F. Schichau, Danzig, Germany. Tonnage: 9,144. Dimensions: 463' x 57'. Twin-screw, 14½ knots. Two masts and one funnel. Ex-**Huntsgreen**, ex-**Derfflinger**. Scrapped in 1933. Sister ships: **Luetzow** and **Yorek**.

Deutschland (1858) North German Lloyd.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 903 tons net. Dimensions: 180' x 32'. Single-screw. Wrecked on Goodwin Sands on December 6, 1876 with the loss of 52 lives.

* Denotes ship still in service under same name.

Deutschland (1866) North German Lloyd.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 2,873. Wrecked off Kentish Knock, North Sea on December 5, 1875, while bound for New York from Bremen. The lives of 157 were lost.

Deutschland (1899) Hamburg-American Line.

Built by Vulcan Co., Stettin, Germany. Tonnage: 16,502. Dimensions: 660' x 67'. Twin-screw, 23 knots. Two masts and four funnels. Note: She represented the Hamburg-American Line's first and only successful attempt at winning the Atlantic Blue Ribbon. In 1910 she was taken off the route and converted into a cruise ship. Her speed was reduced to 18 knots for this new service and name changed to **Victoria Luise**. After the first World War was used in the emigrant business under the name of **Hansa** with this new service lasting only a short time. Scrapped in 1925 after being laid up for a year.

***Deutschland** (1923) Hamburg-American Line.

Built by Blohm & Voss, Hamburg. Tonnage: 20,607. Dimensions: 602' x 72'. Twin-screw, 16 knots. Four masts and two funnels. In 1934 she was lengthened and altered. These changes increased her length to 645 feet, her tonnage to 21,046 tons gross and speed to 20 knots. Her sister ship also underwent similar changes. Sister ship: **Albert Ballin**. Note: The **New York** and **Hamburg** were exactly like these ships, except that they had only two masts. The **Deutschland** is not now in service on account of war damage.

Devonia (1877) Anchor Line.

Built by Barrow Shipbuilding Co., Ltd., Barrow-in-Furnace. Tonnage: 4,270. Dimensions: 400' x 42'. Single-screw, 14 knots. Three masts and one funnel. Broken up by ship-breakers at Hamburg in 1899.

Devonian (1900) Leyland Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 10,418. Dimensions: 552' x 59'. Twin-screw, 14 knots. Four masts and one funnel. Torpedoed and sunk 20 miles from Tory Island on August 21, 1917, with the loss of two lives. Sister ship: **Winifredian**.

Dominion (1874) Dominion Line.

Built at Dumbarton, Scotland. Tonnage: 3,175. Dimensions: 335' x 38'. Single-screw, 11 knots. Three masts and one funnel.

* Denotes ship still in service under same name.

Dominion (1894) Dominion Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 7,036. Dimensions: 445' x 50'. Twin-screw. Four masts and one funnel. Ex-Prussia. Scrapped in 1922.

Donau (1868) North German Lloyd.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 3,073. Dimensions: 347' x 40'. Single-screw, 14 knots.

Doric (1923) White Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 16,484. Dimensions: 575' x 67'. Twin-screw, 17 knots. Two masts and two funnels. Note: Used chiefly on Montreal-Liverpool route. On September 5, 1935 she collided with French steamer **Formigny** during a dense fog off the coast of Portugal. The **Doric** at once commenced to list, but was able to make the port of Vigo and undergo temporary repairs. On the 7th of October one month later she left Tilbury dock bound for the scrapper's yard where the work of reducing her to junk took almost a full year.

Dresden (1889) North German Lloyd.

Built by Fairfield Shipbuilding & Engineering Co., Ltd., Glasgow. Tonnage: 4,580. Dimensions: 390' x 46'. Single-screw, 13 knots. Two masts and one funnel. Note: Sunk by the Russians during the first year of World War I. Re-named: (a) **Helius**, (b) **Bezzm-y-Alem**. Sister ship: **Munchen**.

Dresden (1914) North German Lloyd.

Built by Bremer Vulcan Co., Vegesack, Germany. Tonnage: 14,690. Dimensions: 550' x 67'. Twin-screw, 15 knots. Two masts and two funnels. Note: Launched as the **Zep-pelin** in June, 1914, but completion was suspended till after the war. Finally completed in 1920 and turned over to the British. Sold to the Orient Line and used in that service under the name **Ormuz**. In 1927 she was resold to her former owners the North German Lloyd and given the name **Dresden**. On June 20, 1934 while on a cruise to the Norwegian Fjords with approximately 1,000 passengers aboard, she struck a submerged hulk in the thick fog which prevailed and became a total wreck. During the launching of life boats four lives were lost.

***Drottningholm** (1905) Swedish-American Line.

Built by Alexander Stephen & Sons, Ltd., Linthouse, Glasgow. Tonnage: 11,165. Dimensions: 517' x 60'. Triple-

* Denotes ship still in service under same name.

screw, 17 knots. Two masts and one funnel. **Ex-Virginian.**
Note: Used as a repatriation ship during World War II. Reported sold to the Cosulich Line and to be renamed **Brazil.**

Duca d' Aosta (1908) Navigazione Generale Italiana.
Built by Cant. Nav. Siciliani, Palermo, Italy. Tonnage: 7,804. Dimensions: 476' x 53'. Twin-screw, 16½ knots. Two masts and two funnels. Note: Made final voyage to New York in 1921. Transferred to the South American route. Scrapped in 1929. Sister ship: **Duca di Genova.**

Duca Degli Abruzzi (1907) Navigazione Generale Italiana.
Built by Cant. Nav. Riuniti, Spezia, Italy. Tonnage: 7,838. Dimensions: 475' x 53'. Twin-screw, 16½ knots. Two masts and two funnels. Note: Made final voyage to New York in 1922. Transferred to the South American route. Scrapped in 1929. Sister ship: **Principe Umberto.**

Duca di Galliera (1883) La Veloce Line.
Built by Robert Napier & Sons, Glasgow. Tonnage: 4,304. Dimensions: 400' x 44'. Single-screw, 14½ knots. **Ex-Oaxaca.** Sister ship: **Duchessa di Genova.**

Duca di Genova (1907) Navigazione Generale Italiana.
Built by Cant. Nav. Riuniti, Spezia, Italy. Tonnage: 7,811. Dimensions: 475' x 53'. Twin-screw, 16½ knots. Two masts and two funnels. Sister ship: **Duca d' Aosta.** Made final voyage to New York in 1916. Removed from register in 1918.

Duchess of Athol (1928) Canadian Pacific Line.
Built by Wm. Beardmore & Co., Ltd., Glasgow, Scotland. Tonnage: 20,119. Dimensions: 581' x 75'. Twin-screw, 18 knots. Two masts and two funnels. Torpedoed and sunk in 1942. Sister ships: **Duchess of Bedford, Duchess of Richmond and Duchess of York.** Note: A very fine class of cabin liners.

***Duchess of Bedford** (1928) Canadian Pacific Line.
Built by John Brown & Co., Ltd., Clydebank, Glasgow. Tonnage: 20,123. Dimensions: 581' x 75'. Twin-screw, 18 knots. Two masts and two funnels. Note: Renamed **Empress of India** in 1946. Sister ships: **Duchess of Athol, Duchess of Richmond and Duchess of York.**

***Duchess of Richmond** (1928) Canadian Pacific Line.
Built by John Brown & Co., Ltd., Clydebank, Glasgow. Tonnage: 20,022. Dimensions: 581' x 75'. Twin-screw, 18

* Denotes ship still in service under same name.

knots. Two masts and two funnels. Note: Renamed **Empress of Canada** in 1946. Sister ships: **Duchess of Athol**, **Duchess of Bedford** and **Duchess of York**.

Duchess of York (1929) Canadian Pacific Line.

Built by John Brown & Co., Ltd., Clydebank, Glasgow. Tonnage: 20,021. Dimensions: 581' x 75'. Twin-screw, 18 knots. Two masts and two funnels. Sunk by high flying Focke Wolfe bombers in the Atlantic, off the Spanish coast, during the second World War. Sister ships: **Duchess of Athol**, **Duchess of Bedford**, and **Duchess of Richmond**.

Duchessa di Genoa (1884) La Veloce Line.

Built by Robert Napier & Sons, Glasgow. Tonnage: 4,304. Dimensions: 400' x 44'. Single-screw, 14½ knots. Ex-Mexico. Sister ship: **Duca di Galliera**.

Duilio (1923) Navigazione Generale Italiana.

Built by G. Ansaldo & Co., Sestri, Ponente, Italy. Tonnage: 24,281. Dimensions: 602' x 76'. Quadruple-screw, 19 knots. Two masts and two funnels. Note: Put on the Italian-South African service in 1933. Sunk while attempting to escape from Allied forces in the closing days of the Italian invasion. Sister ship: **Giulio Cesare**.

Dwinsk (1897) Russian-American Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 8,500. Dimensions: 469' x 53'. Twin-screw, 15 knots. Two masts and two funnels. Ex-C. F. **Tietgen**, ex-**Rotterdam**. Torpedoed and sunk 400 miles from Bermuda on June 18, 1918, with the loss of 34 lives.

Edam (1878) Holland-American Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 3,329. Dimensions: 389' x 37'. Single-screw, 14 knots. Four masts and one funnel. Ex-**Rotterdam**, ex-**British Empire**. In collision off Isle of Wight in September, 1895, with no loss of life.

***Edam** (1921) Holland-American Line.

Built by De Schelde, Netherlands. Tonnage: 8,871. Dimensions: 450' x 58'. Single-screw, 13 knots. Two masts and one funnel. Sister ships: **Leerdam**, **Maasdam** and **Spaarndam**. Note: These four sister ships originally had two funnels, but one was removed at a later date.

Edison (1896) Byron Steamship Co. (Greek Line).

Built by Vulcan Co., Stettin, Germany. Tonnage: 11,103. Dimensions: 523' x 60'. Twin-screw, 15 knots. Two masts

* Denotes ship still in service under same name.

and two funnels. **Ex-Omar, ex-Koningin Luise.** Broken up by shipbreakers after being sold to Italy in 1935.

Egypt (1871) National Line.

Built by Liverpool Shipbuilding Co. Tonnage: 4,670. Dimensions: 440' x 43'. Single-screw, 12 knots. Four masts and two funnels. She frequently made voyage from Queens-town to Sandy Hook in nine days. Later listed as of 5,089 tons gross. Burnt at sea on July 19, 1890 with no loss of life. Note: Her running mate was the **Spain**.

Eider (1884) North German Lloyd.

Built by John Elder & Co., Glasgow. Tonnage: 4,719. Dimensions: 430' x 47'. Single-screw, 17 knots. Four masts and two funnels. Lost by stranding on the Isle of Wight on January 31, 1892 with no loss of life. Sister ship: **Ems**.

Eisenach (1908) North German Lloyd.

Built by Bremer Vulcan Co., Vegesack, Germany. Tonnage: 6,757. Dimensions: 419' x 54'. Single-screw, 12 knots. Two masts and one funnel. Renamed: **Santarem**. Sister ship: **Coburg**.

Elbe (1881) North German Lloyd.

Built by John Elder & Co., Glasgow. Tonnage: 4,897. Dimensions: 418' x 44'. Single screw, 17 knots. Four masts and two funnels. Note: She was the first ship built of a new class of express liners for the North German Lloyd. Sunk by collision with the British steamer **Crathie** in the North Sea on January 30, 1895, with the loss of 335 lives. The ship went down a few minutes after being struck.

***Empress of Australia** (1914) Canadian Pacific Line.

Built by Vulcan Co., Stettin, Germany. Tonnage: 21,833. Dimensions: 588' x 75'. Twin-screw, 19 knots. Two masts and three funnels. **Ex-Tirpitz**. Note: Construction work on this ship was held up during the first part of World War I, but in 1916 the Kaiser ordered her to be completed as a royal yacht in which to receive the Allied naval fleets in the event the Germans were victorious. However, such not being the case, she was ceded to Great Britain in 1919, and in 1922 sold to the Canadian Pacific Line and refitted by John Brown & Company at Clydebank. In 1925 her original quadruple expansion engines were replaced by steam turbines at the Fairfield Shipbuilding Company.

Empress of Britain (1906) Canadian Pacific Line.

Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 14,189. Dimensions: 548' x 65'. Twin-

* Denotes ship still in service under same name.

screw, 20 knots. Two masts and two funnels. Note: Has made the Liverpool-Halifax run in 5 days, 18 hours and 18 minutes. After being used for war service by the British Admiralty she was reconditioned in 1919 and converted to oil burning fuel. In 1923 was changed from a first-class liner into cabin-class. Renamed: **Montroyal**. Sister ship: **Empress of Ireland**.

Empress of Britain (1931) Canadian Pacific Line.

Built by John Brown & Co., Ltd., Clydebank, Glasgow. Tonnage: 42,348. Dimensions: 733' x 97'. Quadruple-screw, 24 knots. Two masts and three funnels. Note: Launched on June 11, 1930. Cost about \$15,000,000 to build. From her water line to top of masts measured 208 feet. Made her first World cruise in 1933. Has made the run between Southampton and Canada at the average speed of 25.08 knots. She had accommodations for 423 first-class, 260 tourist-class and 470 third-class passengers. Largest ship built for the Canadian service. Sunk off Ireland by German aircraft in October, 1940, and was the largest Allied liner lost in World War II.

Empress of Canada (1922) Canadian Pacific Line.

Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 21,517. Dimensions: 627' x 77'. Twin-screw, 20 knots. Two masts and three funnels. Note: Used for only a short time on the Atlantic, as she was built for the trans-pacific service, between Vancouver and Hong Kong. She was torpedoed and sunk in 1943.

***Empress of Canada** (1928) Canadian Pacific Line.

Built by John Brown & Co., Ltd., Clydebank, Glasgow. Tonnage: 20,022. Dimensions: 581' x 75'. Twin-screw, 18 knots. Two masts and two funnels. Ex-**Duchess of Richmond**.

Empress of France (1913) Canadian Pacific Line.

Built by Wm. Beardmore & Co., Ltd., Glasgow. Tonnage: 18,357. Dimensions: 571' x 72'. Quadruple-screw, 19½ knots. Two masts and two funnels. Ex-**Alsatian**. Scrapped in 1935.

Empress of India (1908) Canadian Pacific Line.

Built by Tecklenborg & Co., Geestemunde, Germany. Tonnage: 16,992. Dimensions: 590' x 68'. Twin-screw, 17 knots. Two masts and two funnels. Ex-**Prinz Friedrich Wilhelm**. Renamed: (a) **Montlaurier**, (b) **Montnairn**.

* Denotes ship still in service under same name.

***Empress of India** (1928) Canadian Pacific Line.
Built by John Brown & Co., Ltd., Clydebank, Glasgow.
Tonnage: 20,123. Dimensions: 581' x 75'. Twin-screw, 18
knots. Two masts and two funnels. Ex-Duchess of
Bedford.

Empress of Ireland (1906) Canadian Pacific Line.
Built by Fairfield Shipbuilding and Engineering Co., Ltd.,
Glasgow. Tonnage: 14,191. Dimensions: 548' x 65'. Twin-
screw, 19 knots. Two masts and two funnels. Had accom-
modations for 310 first-class, 470 second-class and 770 third-
class passengers. Sunk as a result of being in collision with
the Danish collier **Starstad** during the thick fog that pre-
vailed on the St. Lawrence River on May 29, 1914, and went
down within 15 minutes, with the loss of 1,024 lives. Sister
ship: **Empress of Britain**.

Empress of Scotland (1905) Canadian Pacific Line.
Built by Vulcan Co., Stettin, Germany. Tonnage: 25,160.
Dimensions: 677' x 77'. Twin-screw, 18 knots. Four masts
and two funnels. Ex-**Kaiserin Auguste Victoria**. Note:
Ceded to Great Britain by the Peace Treaty in 1919. Sold
to the Canadian Pacific Line in 1921 and reconditioned for
their services. Accommodated 459 first-class, 478 second-
class and 536 third-class passengers. Broken up by ship-
breakers in 1934.

Ems (1884) North German Lloyd.
Built by John Elder & Co., Glasgow. Tonnage: 4,933. Di-
mensions: 430' x 47'. Single-screw, 16 knots. Four masts
and two funnels. Note: Had two of her four original masts
removed at a later date. Renamed: **Lake Simcoe**. Sister
ship: **Eider**.

England (1865) National Line.
Built by Palmer's Shipbuilding and Iron Co., Ltd., Jarrow-
on-Tyne, England. Tonnage: 3,440. Dimensions: 355' x
42'. Single-screw, 12 knots. Three masts and one funnel.
Note: Later lengthened and tonnage increased to 4,900 tons
gross. Made final voyage to New York in 1892.

Erin (1864) National Line.
Built by Palmer's Shipbuilding and Iron Co., Ltd., Jarrow-
on-Tyne, England. Tonnage: 3,319. Dimensions: 418' x
41'. Single-screw, 12½ knots. Three masts and one funnel.
Note: She was later lengthened and tonnage increased to
4,577 tons gross. Commenced voyage from New York on
December 31, 1889, with 72 people on board and was never
heard of again.

* Denotes ship still in service under same name.

- Erzherzog Franz Ferdinand** (1899) Lloyd Austriaco.
Built by Lloyd Austriaco at Trieste. Tonnage: 6,044. Dimensions: 426' x 51'. Single-screw, 13 knots. Two masts and one funnel.
- Espagne** (1909) French Line.
Built by Chantier et Ateliers de Provence, Port de Bouc, France. Tonnage: 11,155. Dimensions: 539' x 60'. Twin-screw, 15½ knots. Two masts and two funnels. Scrapped in 1934.
- Estonia** (1889) Russian-American Line.
Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 4,250. Dimensions: 400' x 45'. Single-screw, 14 knots. Four masts and one funnel. Ex-Yorkshire (Former Bibby liner).
- Estonia** (1912) East Asiatic Co. (Danish).
Built by Barclay, Curle & Co., Ltd., Glasgow. Tonnage: 6,516. Dimensions: 425' x 53'. Twin-screw, 16 knots. Two masts and two funnels. Ex-Czar. Renamed: **Pulaski**. Note: Later taken over and operated by the Gydnia-American Line (Polish).
- Ethiopia** (1873) Anchor Line.
Built by Alexander Stephen & Sons, Ltd., Linthouse, Glasgow. Tonnage: 4,005. Dimensions: 402' x 40'. Single-screw, 13 knots. Three masts and one funnel. Made final voyage to New York in 1907.
- Etruria** (1884) Cunard Line.
Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 8,127. Dimensions: 501' x 57'. Single-screw, 19½ knots. Three masts and two funnels. Note: Taken off the Cunard service in 1909 and broken up by ship-breakers at Preston the same year. Sister ship: **Umbria**.
- Eugenia** (1906) Unione Austriaca (Austro-American Line).
Built by Russell & Co., Ltd., Port Glasgow, Scotland. Tonnage: 4,903. Dimensions: 385' x 49'. Single-screw, 13 knots. Torpedoed and sunk in 1916.
- Europa** (1847) Cunard Line.
Built by John Wood at Greenock, Scotland. Tonnage: 1,989. Dimensions: 251' x 38'. Paddle-wheels, 10¼ knots. Three masts and one funnel. Note: The Cunard Line sold her in 1867. She was lengthened by her new owners and used in their service for some time. Sister ships: **America**, **Canada** and **Niagara**.

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Europa (1907) Fabre Line.

Built by Russell & Co., Ltd., Port Glasgow, Scotland. Tonnage: 6,122. Dimensions: 415' x 49'. Twin-screw, 16 knots. Two masts and one funnel. Ex-**Laura**. Renamed: **Braga**.

Europa (1907) La Veloce Line.

Built by Cantieri Nav. Siciliani, Palermo, Italy. Tonnage: 7,870. Dimensions: 454' x 53'. Twin-screw, 15 knots. Two masts and two funnels. Scrapped in 1928.

Europa (1930) North German Lloyd.

Built by Blohm & Voss, Hamburg. Tonnage: 49,746. Dimensions: 890' x 102'. Quadruple-screw, 28 knots. Two masts and two funnels. From her keel to top of masts measured 236 feet. At one time carried an aeroplane that was launched from the ship by a special catapult. Remained tied up in German harbor throughout World War II. Afterwards was used first as a troopship to bring back soldiers to the United States and finally turned over to the French Line in 1946, and renamed **Liberte**. While being reconditioned at Havre for their Atlantic trade she was torn from her moorings during a severe gale in December, 1946, and sustained serious damage when she crashed into the sunken hulk of the former French liner **Paris**. This probably will delay her being used on the Atlantic Ferry for another year. Note: The **Europa** was the largest ship to pass through the Panama Canal. Sister ship: **Bremen**.

Europe (1864) French Line.

Built at Greenock, Scotland. Tonnage: 3,443. Dimensions: 350' x 42'. Paddle-wheels. Note: In 1873 was lengthened and altered to screw propulsion. Tonnage increased to 5,333 tons gross. She was abandoned at sea on April 4, 1874, while bound to New York from Havre. All on board were saved.

European (1866) Allan Line.

Built by Malcolmson Bros., Waterford, Ireland. Tonnage: 2,708. Dimensions: 326' x 36'. Single-screw. Note: She was launched as the **William Penn** but later was purchased by the Allan Line and renamed **European**. In this service she remained for a brief period as she was resold. In 1876 she broke in two, but was repaired and lengthened. She was finally lost through being stranded in 1877.

Evangeline (1900) Furness Withy Co.

British built. Tonnage: 3,944. Dimensions: 371' x 45'. Single-screw, 14 knots. Two masts and one funnel. Re-

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named: **Tennyson**. Sister ship: **Loyalist**. Note: These small steamers with their clipper stems were used as passenger carriers between Liverpool, Halifax and St. John, Newfoundland. They were engaged in this service but a short time and were then sold to the Lamport & Holt Line.

Excalibur (1930) American Export Line.

Built by New York Shipbuilding Corp., Camden, N. J. Tonnage: 9,359. Dimensions: 450' x 61'. Single-screw, 16 knots. Two masts and one funnel. Renamed: **Joseph Hewes**. Note: Torpedoed by enemy submarine off the coast of Morocco November 11, 1942, during the North African invasion. Sister ships: **Excambion**, **Exochorde** and **Exeter**.

Excambion (1931) American Export Line.

Built by New York Shipbuilding Corp., Camden, N. J. Tonnage: 9,360. Dimensions: 450' x 61'. Single-screw, 16 knots. Two masts and one funnel. Renamed: **John Penn**. Note: Sunk by the Japanese off Guadacanal on August 13, 1943. Sister ships: **Exeter**, **Excalibur** and **Exochorde**.

Exeter (1931) American Export Line.

Built by New York Shipbuilding Corp., Camden, N. J. Tonnage: 9,360. Dimensions: 450' x 61'. Single-screw, 16 knots. Two masts and one funnel. Renamed: **Edward Rutledge**. Note: Torpedoed by submarine off coast of Morocco November 12, 1942, during North African invasion. Sister ships: **Excambion**, **Exochorde** and **Excalibur**.

Exochorde (1931) American Export Line.

Built by New York Shipbuilding Corp., Camden, N. J. Tonnage: 9,359. Dimensions: 450' x 61'. Single-screw, 16 knots. Two masts and one funnel. Renamed ***Harry Lee** (U. S. Navy). Sister ships: **Excambion**, **Exeter** and **Excalibur**.

Ferdinand de Lesseps (1875) French Line.

Built by A. & J. Inglis Co., Glasgow, Scotland. Tonnage: 2,920. Dimensions: 350' x 38'. Single-screw, 12 knots. Ex-Stad Haarlem.

Finland (1902) Red Star Line.

Built by Wm. Cramp & Sons Shipbuilding & Engineering Co., Philadelphia, Pa. Tonnage: 12,188. Dimensions: 560' x 60'. Twin-screw, 16 knots. Note: Later owned and operated by the Panama-Pacific Line. Scrapped in 1927. Sister ships: **Kroonland**, **Vaterland** and **Zeeland**.

* Denotes ship still in service under same name.

Flandre (1914) French Line.

Built at Penhoet, St. Nazaire, France. Tonnage: 8,503. Dimensions: 464' x 57'. Quadruple-screw, 17 knots. Two masts and two funnels. Note: Generally used on the West Indies and Central American trade.

Flavia (1902) Cunard Line.

Built by Palmer's Shipbuilding and Iron Co., Ltd., Jarrow-on-Tyne, England. Tonnage: 9,291. Dimensions: 470' x 56'. Twin-screw, 12½ knots. Four masts and one funnel. Ex-Campanello, ex-Campania, ex-British Empire. Torpedoed and sunk on August 24, 1918.

Florida (1905) Lloyd Italiano.

Built by Societa Esercizio Bacini, Genoa, Italy. Tonnage: 5,018. Dimensions: 381' x 47'. Twin-screw, 14 knots. Two masts and two funnels. Note: This ship rammed the White Star liner **Republic** on January 23, 1909, just south of Martha's Vineyard while navigating in a dense fog. The **Republic** sank quite rapidly, but the Italian liner was able to rescue most of the survivors. However, four of the passengers on board the **Republic** were crushed to death in their cabins by the bow of the **Florida**. This tragedy marked the first occasion upon which the wireless was put to practical use in summoning aid for ships in distress. The S.O.S. was answered by no fewer than five liners which steamed immediately to the assistance of the stricken vessel. These were the **Baltic**, **Furnessia**, **Lucania**, **La Lorraine** and **New York**. The survivors of the **Republic** were transferred from the **Florida** to the **Baltic**. The severely damaged **Florida** had thirty feet of her bow doubled up into a space of five feet. The collision bulkhead withstood the blow and thus prevented the ship from sinking. She was able to steam into New York harbor and later had her crushed bow replaced by a new one. The Morse Drydock and Repair Company of Brooklyn doing the work within 24 days for the sum of \$39,500. Made final voyage to New York in 1910. Sister ships: **Indiana**, **Luisiana** and **Virginia**.

Folia (1907) Cunard Line.

Built by Sir James Laing and Sons, Ltd., Sunderland, England. Tonnage: 6,365. Dimensions: 430' x 52'. Twin-screw, 14 knots. Two masts and two funnels. Ex-**Principello**, ex-**Principe di Piemonte**. Note: Torpedoed and sunk four miles from Ram Head, Yougal, on March 11, 1917, with the loss of 7 lives.

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France (1867) National Line.

Built at Liverpool, England. Tonnage: 4,281. Dimensions: 385' x 42'. Single-screw, 12½ knots. Three masts and one funnel. Note: Her original tonnage was 3,572 tons gross but had been lengthened. Made final voyage to New York in 1893. Sister ships: **England** and **Denmark**.

France (1912) French Line.

Built by Chantiers et Ateliers de St. Nazaire, France. Tonnage: 23,769. Dimensions: 690' x 75'. Quadruple-screw, 23½ knots. Two masts and four funnels. Note: Laid down in February, 1909, and was launched on September 20, 1910. Commenced her maiden voyage from Havre to New York on August 20, 1912. Has made the run between those two ports in 5 days and 17 hours. She was used by the French Navy in World War I as the **France IV** and later employed as a hospital ship. Her final use during the war was that of a troopship. Returned to the passenger trade in August, 1919. Laid up in September, 1932, and sold to French ship-breakers in November, 1934.

Francesca (1905) Unione Austriaca (Austro-American Line).

Built by Russell & Co., Ltd., Port Glasgow, Scotland. Tonnage: 4,996. Dimensions: 359' x 48'. Single-screw, 14 knots. Two masts and one funnel. Sister ship: **Carolina**.

Franconia (1911) Cunard Line.

Built by Swan, Hunter & Wigham Richardson, Ltd., Wallsend-on-Tyne, England. Tonnage: 18,150. Dimensions: 600' x 71'. Twin-screw, 16½ knots. Two masts and two funnels. Note: Torpedoed and sunk 195 miles from Malta on October 4, 1916, with the loss of 12 lives. Sister ship: **Laconia**. These two ships were built as improvements for the Liverpool-Boston trade.

***Franconia** (1923) Cunard Line.

Built by John Brown & Co., Ltd., Clydebank, Glasgow. Tonnage: 20,175. Dimensions: 601' x 73'. Twin-screw, 17 knots. Two masts and one funnel. Note: Had been used frequently on cruises prior to the war. Sister ship: **Carinthia**.

Frankfurt (1869) North German Lloyd.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 2,582. Dimensions: 311' x 39'. Single-screw, 14 knots. Note: One of a large class of similar ships built for the North German Lloyd. In 1896 she was sold to Newcastle owners,

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who resold her that same year to Spezia ship owners and employed in their service as a coal carrier. Broken up in Italy by shipbreakers.

Frankfurt (1899) North German Lloyd.

Built by Tecklenborg & Co., Geestemunde, Germany. Tonnage: 7,431. Dimensions: 429' x 54'. Twin-screw, 13 knots. Two masts and one funnel. Sister ship: **Koln**.

Franklin (1848) New York and Havre Steam Navigation Co.

Built by Westervelt & McKay, New York. Tonnage: 2,400. Dimensions: 263' x 41'. Paddle-wheels. Commenced first voyage in 1850. Made the eastward passage in 12 days, and 10 hours. Wrecked on Long Island on July 17, 1854, with no loss of life.

Frederik VIII (1913) Scandinavian-American Line.

Built by Vulcan Co., Stettin, Germany. Tonnage: 11,850. Dimensions: 523' x 62'. Twin-screw, 17 knots. Two masts and two funnels. Scrapped in 1937.

Friedrich der Grosse (1896) North German Lloyd.

Built by Vulcan Co., Stettin, Germany. Tonnage: 10,771. Dimensions: 523' x 60'. Twin-screw, 15 knots. Two masts and two funnels. Renamed: **Huron**. Sister ship: **Konigin Luise**.

Friesland (1889) Red Star Line.

Built by J. & G. Thomson, Ltd., Glasgow. Tonnage: 6,409. Dimensions: 437' x 51'. Single-screw, 15 knots. Four masts and one funnel. Scrapped in 1912.

Frisia (1872) Hamburg-American Line.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 3,500. Dimensions: 364' x 42'. Single-screw, 14 knots. Two masts and one funnel. Accommodations for 102 first-class, 136 second-class and 620 steerage passengers.

Fulda (1882) North German Lloyd.

Built by John Elder & Co., Glasgow. Tonnage: 4,814. Dimensions: 438' x 46'. Single-screw, 17½ knots. Four masts and two funnels. Broken up by shipbreakers in 1899 after sustaining serious damage while in drydock. Sister ship: **Werra**.

Fulda (1924) North German Lloyd.

Built by Weser Shipbuilding Yard, Bremen, Germany. Motorship. Tonnage: 9,492. Dimensions: 458' x 57'. Twin-screw, 13 knots. Two masts and one funnel. Note: Later was converted into a freighter and tonnage reduced to 7,744 tons gross. Sister ships: **Werra** and **Weser**.

* Denotes ship still in service under same name.

Furnessia (1880) Anchor Line.

Built by Barrow Shipbuilding Co., Ltd., Barrow-in-Furnace, England. Tonnage: 5,495. Dimensions: 445' x 44'. Single-screw, 14 knots. Two masts and one funnel. Note: Later was altered by having two funnels installed and thus replacing her original single one. Made final voyage to New York in 1911.

Furst Bismark (1890) Hamburg-American Line.

Built by Vulcan Co., Stettin, Germany. Tonnage: 8,874. Dimensions: 504' x 57'. Twin-screw, 19½ knots. Two masts and three funnels. Renamed: (a) **Don**, (b) **Moskva**, (c) **Gaa**, (d) **San Giusto**. Scrapped in 1924. Sister ship: **Normannia**. Note: These sister ships were very similar to the **Columbia** and **Auguste Victoria**.

Furst Bismarck (1905) Hamburg-American Line.

Built by Fairfield Shipbuilding & Engineering Co., Ltd., Glasgow. Tonnage: 8,330. Dimensions: 469' x 55'. Twin-screw, 14½ knots. Two masts and one funnel. Renamed: (a) **Friedrichsruh**, (b) **Amboise**.

Gallia (1878) Cunard Line.

Built by J. & G. Thomson, Ltd., Glasgow. Tonnage: 4,809. Dimensions: 430' x 44'. Single-screw, 16 knots. Three masts and one funnel. Note: Cost about \$775,000 to build. In the fall of 1897 was sold for the Canadian service of D. and C. MacIver's Beaver Line. Wrecked in 1898.

Garibaldi (1906) Transatlantica Italiana.

Built by Soc. Esercizio Bacini, Riva Trigoso, Italy. Tonnage: 5,185. Dimensions: 381' x 48'. Twin-screw, 14½ knots. Two masts and two funnels. Ex-**Virginia**. Note: Later used in the service of the **Tirrenia** Line.

Geiser (1881) Thingvalla Line.

Built at Copenhagen, Denmark. Tonnage: 2,831. Dimensions: 324' x 39'. Single-screw, 13 knots. Sunk as a result of collision off Sable Island on August 14, 1888. There was a loss of 119 lives.

Gellert (1874) Eagle Line. (Hamburg, Germany.)

Built by Alexander Stephen & Sons, Ltd., Linthouse, Glasgow. Tonnage: 3,533. Dimensions: 374' x 40'. Single-screw, 14 knots. Two masts and two funnels. Note: Taken over and operated by the Hamburg-American Line. Made final voyage to New York in 1894. Sister ships: **Lessing**, **Wieland** and **Herder**.

* Denotes ship still in service under same name.

- General Artigas** (1923) Hamburg-American Line.
 Built by Howaldtswerke, Germany. Tonnage: 11,343. Dimensions: 473' x 59'. Single-screw, 12½ knots. Two masts and one funnel. Ex-**Westphalia**. Note: Transferred to the Hamburg-South American Line. Sister ship: **General San Martin**.
- ***General Osorio** (1929) Hamburg-American Line.
 Built by Bremer Vulcan Co., Vegesack, Germany. Tonnage: 11,590. Dimensions: 492' x 65'. Twin-screw, 15 knots. Two masts and two funnels. Motorship. Note: Transferred to the Hamburg-South American Line. Originally used on the Central American trade.
- General San Martin** (1922) Hamburg-American Line.
 Built by Howaldtswerke, Germany. Tonnage: 11,343. Dimensions: 473' x 60'. Single-screw, 13 knots. Two masts and one funnel. Ex-**Thuringia**. Note: Transferred to the Hamburg-South American Line. Sister ship: **General Artigas**.
- General Von Steuben** (1922) North German Lloyd.
 Built by Vulcan Co., Stettin, Germany. Tonnage: 14,690. Dimensions: 526' x 65'. Twin-screw, 17 knots. Two masts and two funnels. Ex-**Muenchen**. Renamed: **Steuben**. Note: The **Muenchen** was rebuilt at Bremen in 1931 after having been gutted by fire at her New York pier. She was renamed **General Von Steuben** and put back on the Atlantic service, no longer resembling her former appearance.
- ***George Washington** (1908) North German Lloyd.
 Built by Vulcan Co., Stettin, Germany. Tonnage: 25,570. Dimensions: 699' x 78'. Twin-screw, 19 knots. Four masts and two funnels. Note: The height of her highest masts measured 193½ feet above the keel. Used as an American troopship during the first World War. Later was sold to the United States Lines and reconditioned for their Atlantic service. Her gross tonnage was reduced to 23,788 tons gross. Laid up in 1931. Brought out of retirement early in 1941 and turned over to the British. She was renamed **Catlin**. After one trip to Newfoundland was returned to the United States Government and reconditioned at a cost of \$11,000-000. Her two funnels were replaced by one. Used as a troopship during World War II. She is now laid up at a New Jersey port.
- Georgia** (1908) Unione Austriaca (Austro-American Line).
 Built by Russell & Co., Ltd., Port Glasgow. Tonnage: 5,380. Dimensions: 400' x 52'. Single-screw, 13 knots.

* Denotes ship still in service under same name.

Two masts and one funnel. Note: Taken over by the Cosulich Line after World War I. Sister ship: **Columbia**.

***Georgic** (1895) White Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 10,077. Dimensions: 558' x 60'. Twin-screw, 13 knots. Four masts and one funnel. Captured and sunk by the German raider **Mowe** when 590 miles from Cape Race on December 10, 1916.

Georgic (1932) White Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 27,759. Dimensions: 683' x 82'. Twin-screw, 18 knots. Two masts and two funnels. Motorship. Keel laid on November 29, 1929. Launched on November 12, 1931. Commenced maiden voyage from Liverpool on June 25, 1932. In 1933 made a crossing at the average speed of 18.43 knots. Transferred to the London-New York route in April, 1935. Sister ship: **Britannic**. Note: These sister ships were transferred to the Cunard White Star Limited.

Gera (1890) North German Lloyd.

Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 5,005. Dimensions: 413' x 47'. Single-screw, 13 knots. Two masts and one funnel. Sister ships: **Darmstadt**, **Karlsruhe**, **Oldenburg** and **Stuttgart**. Made final voyage to New York in 1909.

Gerania (1909) Gerania Steamship Co. (Austrian).

Built by Northumberland Shipbuilding Co., Ltd., Newcastle, England. Tonnage: 4,940. Dimensions: 390' x 52'. Single-screw, 11 knots. Note: An emigrant carrier.

Germania (1903) Fabre Line.

Built by Ch. & Atel de Provence, Port de Bouc, France. Tonnage: 5,103. Dimensions: 407' x 46'. Single-screw, 14 knots. Two masts and two funnels. Renamed: **Britania**. Made final trip to New York in 1912, as the **Germania**.

Germanic (1874) White Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 5,000. Dimensions: 455' x 45'. Single-screw, 16 knots. Four masts and two funnels. Renamed: (a) **Ottawa**, (b) **Gulcemal**. Sister ship: **Britannic**.

Gerolstein (1904) Bernstein Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 7,772. Dimensions: 453' x 56'. Twin-screw, 13½ knots. Two masts and one funnel. Ex-**Mamari**.

* Denotes ship still in service under same name.

- Gerona** (1911) Thomson Line.
Built by Swan, Hunter & Wigham Richardson, Ltd., Wallsend-on-Tyne, England. Tonnage: 9,111. Dimensions: 466' x 56'. Twin-screw, 14 knots. Two masts and two funnels. Renamed: **Ascania**.
- Gerty** (1903) Unione Austriaca (Austro-American Line).
Built by J. Readhead & Sons, South Shields, England. Tonnage: 4,212. Dimensions: 346' x 45'. Single-screw. 12 knots. Two masts and one funnel. Sister ship: **Giulia**.
- Giulia** (1904) Unione Austriaca (Austro-American Line).
Built by Russell & Co., Ltd., Port Glasgow, Scotland. Tonnage: 4,337. Dimensions: 346' x 45'. Single-screw, 12 knots. Two masts and one funnel. Sister ship: **Gerty**.
- Giulio Cesare** (1920) Navigazione Generale Italiana.
Built by Swan, Hunter & Wigham Richardson, Ltd., Wallsend-on-Tyne, England. Tonnage: 21,657. Dimensions: 602' x 76'. Triple-screw, 19½ knots. Two masts and two funnels. Note: Transferred to the Italia Line. In November, 1933, was reconditioned and put on the Italy and South Africa service. Capsized at Trieste in May, 1945. Sister ship: **Duilio**.
- Giuseppe Verdi** (1915) Transatlantica Italiana.
Built by Soc. Esercizio Bacini, Riva Trigosa, Italy. Tonnage: 9,760. Dimensions: 505' x 59'. Twin-screw, 16½ knots. Two masts and two funnels. Renamed: **Yamato Maru**.
- Gneisenau** (1903) North German Lloyd.
Built by Vulcan Co., Stettin, Germany. Tonnage: 8,081. Dimensions: 442' x 55'. Twin-screw, 13½ knots. Two masts and one funnel. Renamed: **Citta di Genova**. Sister ships: **Roon** and **Scharnhorst**.
- Goeben** (1906) North German Lloyd.
Built by the Weser Shipbuilding Yard, Bremen. Tonnage: 8,792. Dimensions: 474' x 56'. Twin-screw, 14 knots. Two masts and one funnel. Renamed: **Roussillon**. Scrapped in 1931. Sister ship: **Kleist**.
- Gothic** (1893) White Star Line.
Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 7,755. Dimensions: 490' x 53'. Twin-screw, 14 knots. Four masts and one funnel. Renamed: **Gothland**.

* Denotes ship still in service under same name.

Gothland (1893) Red Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 7,669. Dimensions: 490' x 53'. Twin-screw, 14 knots. Four masts and one funnel. Ex-**Gothic**. Scrapped in 1927.

Graf Bismarck (1871) North German Lloyd.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 2,406. Dimensions: 315' x 40'. Single-screw, 14 knots. Made final voyage to New York in 1890.

Graf Waldersee (1898) Hamburg-American Line.

Built by Blohm & Voss, Hamburg. Tonnage: 13,102. Dimensions: 561' x 62'. Twin-screw, 13½ knots. Four masts and one funnel. Scrapped in 1921 while under British ownership. Sister ships: **Patricia**, **Pennsylvania** and **Pretoria**.

Grampian (1907) Allan Line.

Built by Alexander Stephen & Sons, Ltd., Linthouse, Glasgow. Tonnage: 10,920. Dimensions: 485' x 60'. Twin-screw, 15 knots. Two masts and one funnel. Note: Later was taken over by the Canadian Pacific Line and operated by them under her original name. Sister ships: **Corsican** and **Hesperian**. Scrapped in 1926.

Great Britain (1843) Great Western Steamship Co.

Built at Bristol, England. Tonnage: 3,270. Dimensions: 274' x 48'. Single-screw, 11 knots. Six masts and one funnel. Note: She was the first Atlantic screw steamer and also first Atlantic ship to be built of iron. As originally rigged she had six masts and one funnel, later this was altered into a four masted two funnelled ship. In 1890, was converted into a hulk at the Falkland Islands.

Great Eastern (1858) Great Eastern Steamship Co.

Built by Scott, Russell & Co., Millwall, London. Tonnage: 18,915. Dimensions: 680' x 82'. Paddle-wheels and a single screw. Speed 13 knots. Six masts and five funnels. Note: Launched in 1858. She was to have been called the **Leviathan**, but was christened the **Great Eastern**. The cost of launching the ship exhausted the owner's funds, and she lay unfinished for a year. A new company was formed and they had her completed in September, 1859. Her building cost amounted to about \$5,000,000. Commenced her maiden voyage for New York on June 17, 1860. Her employment as an Atlantic liner was of short duration. Later was used to lay the Atlantic cable. Broken up by shipbreakers in 1891.

* Denotes ship still in service under same name.

- Great Western** (1838) Great Western Steamship Co.
Built at Bristol, England. Tonnage: 1,340. Dimensions: 212' x 35'. Paddle-wheels, 8½ knots. Four masts and one funnel. Scrapped in 1856.
- Grecian Monarch** (1882) The Monarch Line.
Built by Earle's Shipbuilding and Engineering Co., Ltd., Hull, England. Tonnage: 4,364. Dimensions: 381' x 43'. Single-screw. Two masts and one funnel. Sold to the Allan Line in 1887 and renamed **Pomeranian**. Destroyed by enemy action on April 16, 1918.
- Greece** (1863) National Line.
Built at Jarrow-on-Tyne, England. Tonnage: 4,310. Dimensions: 390' x 41'. Single-screw, 12 knots. Three masts and one funnel. Ex-**Virginia**. Made final voyage to New York in 1892.
- *Gripsholm** (1925) Swedish-American Line.
Built by Sir W. G. Armstrong, Whitworth & Co., Ltd., Newcastle-on-Tyne, England. Tonnage, 17,716. Dimensions: 553' x 74'. Twin-screw, 17 knots. Two masts and two funnels. Note: Has the distinction of being the first Atlantic liner with Diesel engines. Became famous as a repatriation ship during World War II.
- Grosser Kurfurst** (1899) North German Lloyd.
Built by F. Schichau, Danzig, Germany. Tonnage: 13,245. Dimensions: 560' x 62'. Twin-screw, 15½ knots. Two masts and two funnels. Renamed: (a) **Aeolus**, (b) **City of Los Angeles**.
- Guadeloupe** (1906) French Line.
Built at Penhoet, St. Nazaire, France. Tonnage: 6,600. Dimensions: 432' x 52'. Twin-screw, 16 knots. Two masts and two funnels. Note: She was captured and sunk by the famed merchant cruiser **Kronprinz Wilhelm** on February 23, 1915. Sister ship: **Perou**.
- Guglielmo Pierce** (1907) Sicala Americana Line. (Italian)
Built in Germany. Tonnage: 8,512. Dimensions: 448' x 55'. Twin-screw, 12½ knots. Two masts and one funnel. Ex-**Corcovado**, ex-**Such**, ex-**Corcovado**. Renamed: (a) **Maria Christina**, (b) **Mouzinho**.
- Gulcemal** (1874) Turkish owners.
Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 5,122. Dimensions: 455' x 45'. Single-screw, 15 knots.

* Denotes ship still in service under same name.

Four masts and two funnels. Ex-**Ottawa**, ex-**Germanic**.
Note: This very famous ship was disposed of during World War II.

H. H. Meier (1892) North German Lloyd.

Built by Sir W. G. Armstrong, Whitworth & Co., Newcastle-on-Tyne, England. Tonnage: 5,140. Dimensions: 421' x 48'. Twin-screw, 13½ knots. Three masts and one funnel. Renamed: ***Manuel Calvo**.

Habana (1872) Compania Trasatlantica (Spanish Line).

Built by Oswald & Co., Sunderland, England. Tonnage: 2,678. Dimensions: 317' x 37'. Single-screw, 12 knots. Ex-**Ernst Moritz Arndt**.

***Habana** (1923) Compania Trasatlantica (Spanish Line).

Built by Soc. Espanola de Construction Naval, Bilbao, Spain. Tonnage: 10,551. Dimensions: 480' x 61'. Twin-screw, 17 knots. Two masts and one funnel. Ex-**Alfonso XIII**.

Habsburg (1875) North German Lloyd.

Built by Earle's Shipbuilding and Engineering Co., Ltd., Hull, England. Tonnage: 3,094. Dimensions: 351' x 39'. Single-screw, 14 knots. Two masts and one funnel. Note: Also used on the Australian trade. Made final voyage to New York in 1895. Sister ship: **Salier**.

Haiti (1913) French Line.

Built in France. Tonnage: 6,288. Dimensions: 410' x 51'. Twin-screw, 13 knots. Two masts and two funnels. Note: Chiefly used on the West Indies and Central American trade. Renamed: ***Marrakech**.

Hamburg (1899) Hamburg-American Line.

Built by Vulcan Co., Stettin, Germany. Tonnage: 10,532. Dimensions: 499' x 60'. Twin-screw, 16 knots. Two masts and two funnels. Renamed: (a) **Powhatan**, (b) **President Fillmore**, (c) **New Rochelle**, (d) **Hudson**. Sister ship: **Konig Albert**.

Hamburg (1926) Hamburg-American Line.

Built by Blohm & Voss, Hamburg. Tonnage: 21,133. Dimensions: 602' x 72'. Twin-screw, 16 knots. Two masts and two funnels. Note: In 1934 was altered by having a new type of bow installed. Her length was increased to 645 feet and tonnage to 22,117 tons gross. New engines gave her a speed of 20 knots. Sister ship: **New York**. (These two ships were very similar to the **Albert Ballin** and **Deutschland**.)

* Denotes ship still in service under same name.

- Hammonia** (1855) Hamburg-American Line.
 Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 2,026. Single-screw. Note: This ship together with her sister ship **Borussia** inaugurated regular steamship service for the Hamburg-American Line. She was laid up in 1864. In 1867 was sold to the Allan Line and renamed **Belgian**. Later was sold to Gulf service owners and name changed to **Missouri**. Wrecked in October, 1873. Sister ship: **Borussia**.
- Hammonia** (1867) Hamburg-American Line.
 Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 2,964. Dimensions: 330' x 40'. Single-screw, 13½ knots. Note: Sold to the Russian Volunteer Fleet in 1878 and renamed **Moskva**. Wrecked on July 19, 1882 while on voyage between Odessa and Hankow.
- Hammonia** (1882) Hamburg-American Line.
 Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 4,247. Dimensions: 372' x 44'. Single-screw, 16 knots. Three masts and two funnels. Renamed: **Versailles**. Broken up by shipbreakers at Genoa in 1914.
- Hannover** (1869) North German Lloyd.
 Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 2,571. Dimensions: 311' x 39'. Single-screw.
- Hannover** (1899) North German Lloyd.
 Built by Swan, Hunter & Wigham Richardson, Ltd., Newcastle, England. Tonnage: 7,305. Dimensions: 429' x 54'. Twin-screw, 12½ knots. Two masts and one funnel. Made final voyage to New York in 1923.
- Hansa** (1861) North German Lloyd.
 Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 3,325. Dimensions: 337' x 41'. Single screw. Note: Similar to the **America** of 1863.
- Hansa** (1899) Hamburg-American Line.
 Built by Vulcan Co., Stettin, Germany. Tonnage: 16,376. Dimensions: 660' x 67'. Twin-screw, 16 knots. Two funnels and two masts. Broken up by shipbreakers in 1925. Note: As originally built she had four funnels. Ex-**Victoria Luise**, ex-**Deutschland**.
- ***Hansa** (1923) Hamburg-American Line.
 Built by Blohm & Voss, Hamburg. Tonnage: 20,815. Dimensions: 602' x 72'. Twin-screw, 16 knots. Four masts and two funnels. Note: Later lengthened to 648 feet and

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tonnage increased to 21,131 tons gross. Her speed was increased to 20 knots by new engines. Ex-Albert Ballin. Sister ship: **Deutschland**.

Havel (1890) North German Lloyd.

Built by Vulcan Co., Stettin, Germany. Tonnage: 6,963. Dimensions: 463' x 51'. Single-screw, 19 knots. Three masts and two funnels. Note: She was sold to the Spanish Government in 1898. Renamed: (a) **Meteoro**, (b) **Alfonso XII**. Sister ship: **Spree**.

Haverford (1901) American Line.

Built by John Brown & Co., Ltd., Clydebank, Glasgow. Tonnage: 11,635. Dimensions: 531' x 59'. Twin-screw, 13 knots. Four masts and one funnel. Note: Made final Atlantic voyage in 1924. Sister ship: **Merion**.

Hekla (1884) Thingvalla Line.

Built by Scott's Shipbuilding and Engineering Co., Ltd., Greenock, Scotland. Tonnage: 3,225. Dimensions: 330' x 41'. Single-screw, 13½ knots. Three masts and one funnel. Note: Made final voyage to New York in 1904.

Hellig Olav (1902) Scandinavian-American Line.

Built by Alexander Stephen & Sons., Ltd., Linthouse, Glasgow. Tonnage: 9,939. Dimensions: 500' x 58'. Twin-screw, 16 knots. Two masts and one funnel. Scrapped in 1934. Sister ships: **Oscar II** and **United States**.

Helvetia (1864) National Line.

Built by Palmer's Shipbuilding and Iron Co., Ltd., Jarrow-on-Tyne, England. Tonnage: 3,982. Dimensions: 371' x 41'. Single-screw, 12 knots. Note: Her tonnage was later increased to 4,588 tons gross. In April, 1894, was abandoned off Cape Finisterre and her passengers and crew landed at Gibraltar.

Herder (1873) Eagle Line.

Built at Glasgow, Scotland. Tonnage: 3,600. Dimensions: 375' x 40'. Single-screw, 14 knots. Two masts and one funnel. Note: The ships of the Eagle Line were later taken over by the Hamburg-American Line. The **Herder** was wrecked near Cape Race on October 10, 1882.

Hermann (1847) Ocean Steam Navigation Company.

Built by Westervelt and MacKay of New York. Tonnage: 2,200. Dimensions: 241' x 40'. Paddle-wheels, 11 knots. Three masts and one funnel. Sister ship: **Washington**. Note: Used on the New York-Bremen route.

* Denotes ship still in service under same name.

Hermann (1865) North German Lloyd.
Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 2,873. Dimensions: 337' x 40'. Single-screw, 13½ knots. Made final voyage to New York in 1893.

Hermann (1881) North German Lloyd.
Built by Schlesinger, Davis & Co., Newcastle, England. Tonnage: 2,243. Dimensions: 290' x 37'. Single-screw. **Ex-Mount's Bay.**

Hesperian (1908) Allan Line.
Built by Alexander Stephen & Sons, Ltd., Linthouse, Glasgow. Tonnage: 9,599. Dimensions: 485' x 60'. Twin-screw, 15 knots. Two masts and one funnel. Note: Torpedoed and sunk 85 miles from Fastnet on September 4, 1915, with the loss of 32 lives. Sister ships: **Corsican** and **Grampian.**

Hibernia (1843) Cunard Line.
Built by Robert Steele & Co., Greenock, Scotland. Tonnage: 1,422. Dimensions: 219' x 35'. Paddle-wheels, 9 knots. Three masts and one funnel. Note: Sold to the Spanish Government in 1850. Sister ship: **Cambria.**

Hibernia (1865) Anchor Line.
Built at Glasgow, Scotland. Tonnage: 1,615. Dimensions: 278' x 33'. Foundered on November 25, 1868, with the loss of 66 lives.

Hibernian (1861) Allan Line.
Built by Wm. Denny & Bros., Ltd., Dumbarton, Scotland. Tonnage: 2,400. Dimensions: 280' x 37'. Single-screw, 12 knots. Two masts and one funnel. Note: She was modernized in 1884, and lengthened to 351 feet, increasing tonnage to 2,997 tons gross. Broken up by shipbreakers in Germany during 1901. Sister ship: **Norwegian.** (These two ships were the first Atlantic steamers built with "spar decks" fore and aft, without bulwarks, an arrangement which added to the safety of the ships and also to the comfort of the passengers in bad weather).

Hohenstaufen (1874) North German Lloyd.
Built by Earle's Shipbuilding and Engineering Co., Ltd., Hull, England. Tonnage: 3,098. Dimensions: 353' x 39'. Single-screw, 14 knots. Note: Used also on the Australian route.

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Hohenzollern (1889) North German Lloyd.

Built by Vulcan Co., Stettin, Germany. Tonnage: 6,668. Dimensions: 449' x 51'. Single-screw, 16 knots. Two masts and two funnels. Ex-Kaiser Wilhelm II. Wrecked on Sardinia in 1908.

Holland (1858) National Line.

Built at Newcastle, England. Tonnage: 3,847. Dimensions: 395' x 40'. Single-screw, 12 knots. Three masts and one funnel. Ex-Louisiana. Note: First Atlantic steamer with compound engines. Scrapped in 1894.

Holsatia (1868) Hamburg-American Line.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 3,134. Dimensions: 341' x 40'. Single-screw, 13½ knots.

Homeric (1914) White Star Line.

Built by F. Schichau, Danzig, Germany. Tonnage: 34,356. Dimensions: 751' x 83'. Twin-screw, 20 knots. Two masts and two funnels. Ex-Columbus. Note: Laid down as the Columbus for the North German Lloyd. Construction was held up during the first World War. In 1920 was completed and turned over to the White Star Line. She was the largest twin-screw ship built to date. Sold to W. Ward, Ltd., Sheffield for scrap on February 27, 1936. She was broken up during the year.

Hudson (1858) North German Lloyd.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 2,674. Dimensions: 318' x 40'. Single-screw. Two masts and two funnels. Sister ships: Bremen, New York and Weser.

Hudson (1899) United States Government.

Built by Vulcan Co., Stettin, Germany. Tonnage: 9,699. Dimensions: 499' x 60'. Twin-screw, 16 knots. Two masts and two funnels. Ex-New Rochelle, ex-President Fillmore, ex-Powhatan, ex-Hamburg. Scrapped in 1928.

Hudson (1904) French Line.

Built by Ch. & Atel de St. Nazaire. Tonnage: 5,558. Dimensions: 391' x 50'. Single screw. Two masts and one funnel. Made final voyage to New York in 1915.

Hungarian (1858) Allan Line.

Built by Wm. Denny & Bros., Ltd., Dumbarton, Scotland. Tonnage: 2,190. Dimensions: 298' x 38'. Single-screw. Three masts and one funnel. Note: She made a fast passage

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from Quebec to Rock Light in 9 days, 6 hours and 35 minutes. She was wrecked on Sable Island on February 20, 1860, with the loss of 237 lives.

Iberia (1928) Hamburg-American Line.

Built by F. Schichau, Danzig, Germany. Tonnage: 9,829. Dimensions: 460' x 60'. Quadruple-screw, 15½ knots. Two masts and one funnel. Motorship. Note: Used on the Hamburg-Central American route. Ex-Magdalená. Renamed: *Pobeda (Russian).

Iberian (1867) Leyland Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 2,890. Dimensions: 390' x 37'. Single-screw. Stranded on the south coast of Ireland on November 21, 1885, with no loss of life.

Iberian (1900) Leyland Line.

Built by Sir James Laing and Sons, Ltd., Sunderland, England. Tonnage: 5,223. Dimensions: 437' x 48'. Single-screw, 12 knots. Two masts and one funnel. Captured and sunk by an enemy submarine near Fastnet on July 30, 1915.

Ida (1906) Unione Austriaca (Austro-American Line).

Built by Russell & Co., Ltd., Port Glasgow, Scotland. Tonnage: 4,730. Dimensions: 370' x 49'. Single-screw, 12 knots. Two masts and one funnel. Renamed: Pulawski.

Idaho (1869) Guion Line.

Built at Jarrow-on-Tyne, England. Tonnage: 3,132. Dimensions: 360' x 43'. Single-screw, 14 knots. Two masts and one funnel. Wrecked on the coast of Wexford on June 1, 1878, with no loss of life.

***Ile de France** (1926) French Line.

Built at Penhoet, St. Nazaire, France. Tonnage: 43,153. Dimensions: 763' x 92'. Quadruple-screw, 24 knots. Two masts and three funnels. Note: Her Grand Foyer is four decks high. Has accommodations for approximately 1,500 passengers and carries a crew of about 700 members. Always a very popular ship. During the second World War she was operated by both the P. & O. Line and the Cunard White Star Line as a troop carrier. She was put back onto the French Line's Atlantic trade in 1946.

***Iljitsch** (1933) Sovtorafлот (Russian).

Built by Blohm & Voss, Hamburg. Tonnage: 12,049. Dimensions: 497' x 65'. Twin-screw, 17 knots. Two masts and one funnel. Motorship. Ex-Caribia.

* Denotes ship still in service under same name.

Illinois (1873) The American Line.

Built by Wm. Cramp & Sons Shipbuilding & Engineering Co., Philadelphia, Pa. Tonnage: 3,104. Dimensions: 360' x 42'. Single-screw, 13 knots. Two masts and one funnel. Note: Made a fast passage from Queenstown to Cape Henlopen in 8 days, 10 hours and 34 minutes in October, 1880. Renamed: **Supply** (U. S. Government). Sister ships: **Indiana**, **Ohio** and **Pennsylvania**. Scrapped in 1928.

Ilsenstein (1904) Bernstein Line.

Built by Workman, Clark & Co., Ltd., Belfast, Ireland. Tonnage: 8,216. Dimensions: 447' x 56'. Twin-screw, 13 knots. Two masts and one funnel. Ex-**Matatua**.

Imperator (1912) Hamburg-American Line.

Built by Vulkan Werkes, Hamburg, Germany. Tonnage: 52,226. Dimensions: 883' x 98'. Quadruple-screw, 23 knots. Two masts and three funnels. Note: Launched on May 23, 1912. Commenced maiden voyage in 1913. After the War she was ceded to Great Britain under treaty of Versailles. Renamed: **Berengaria**. Note: She was very similar to the **Vaterland** and **Bismarck**.

Imperatrice Eugenie (1864) French Line.

Built by Scott's Shipbuilding and Engineering Co., Ltd. Tonnage: 3,200. Dimensions: 343' x 43'. Paddle-wheels, 13 knots. Three masts and two funnels. Note: Later was lengthened and converted to screw propulsion. Renamed: **Americuc**.

Indian (1855) Allan Line.

Built by Wm. Denny & Bros., Ltd., Dumbarton, Scotland. Tonnage: 1,764. Dimensions: 270' x 40'. Single-screw, 11 knots. Wrecked near Cape Race on November 21, 1859, with the loss of 27 lives. Sister ship: **Canadian**.

Indiana (1873) The American Line.

Built by Wm. Cramp & Sons Shipbuilding & Engineering Co., Philadelphia, Pa. Tonnage: 3,104. Dimensions: 360' x 42'. Single-screw, 13 knots. Two masts and one funnel. Destroyed by fire at Chile in 1918. Sister ships: **Illinois**, **Ohio** and **Pennsylvania**.

Indiana (1905) Lloyd Italiano.

Built by Soc. Esercizio Bacini, Riva Trigoso, Italy. Tonnage: 5,012. Dimensions: 393' x 48'. Twin-screw, 14½ knots. Two masts and two funnels. Sister ships: **Virginia**, **Florida** and **Luisiana**. Note: The **Indiana** was later owned and operated by the Navigazione Generale Italiana Line.

* Denotes ship still in service under same name.

- Infanta Isabel de Borbon** (1913) Compania Trasatlantica (Spanish Line).
 Built by Wm. Denny & Bros., Ltd., Dumbarton, Scotland.
 Tonnage: 10,348. Dimensions: 481' x 61'. Triple-screw, 17 knots. Two masts and one funnel. Renamed: **Uruguay**.
 Sister ship: **Reina Victoria Eugenia**.
- Ioannina** (1897) National Steam Navigation Company of Greece.
 Built by Barclay, Curle & Co., Ltd., Glasgow, Scotland.
 Tonnage: 4,167. Dimensions: 366' x 47'. Single-screw, 12½ knots. Two masts and one funnel. Ex-**Hittfeld**, ex-**Arconia**, ex-**Juliette**, ex-**Dunolly Castle**. Torpedoed and sunk off the Azores on December 15, 1917, while bound from Piraeus to New York.
- Ionian** (1901) Allan Line.
 Built by Workman, Clark & Co., Ltd., Belfast, Ireland.
 Tonnage: 8,268. Dimensions: 470' x 57'. Twin-screw, 14 knots. Four masts and one funnel. Torpedoed and sunk 2 miles from St. Govans Head on October 20, 1917, with the loss of 7 lives.
- Irene** (1905) Unione Austriaca (Austro-American Line).
 Built by Craig, Taylor & Co., Stockton, England. Tonnage: 3,454. Dimensions: 326' x 42'. Single-screw, 12 knots. Renamed: **Toyen Maru**. Sister ship: **Virginia**.
- Irishman** (1899) Dominion Line.
 Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 9,510. Dimensions: 500' x 62'. Twin-screw, 12 knots. Four masts and one funnel. Ex-**Michigan**.
- Isla de Panay** (1882) Compania Trasatlantica (Spanish Line).
 Built by Scott's Shipbuilding and Engineering Co., Ltd., Greenock, Scotland. Tonnage: 3,545. Dimensions: 362' x 43'. Single-screw, 13½ knots.
- Island** (1882) Thingvalla Line.
 Built by Burmeister & Wain, Copenhagen, Denmark. Tonnage: 2,813. Dimensions: 313' x 39'. Single-screw, 13½ knots. Three masts and one funnel. Made final voyage to New York in 1904.
- Italia** (1903) Anchor Line.
 Built by D. & W. Henderson & Co., Ltd., Glasgow. Tonnage: 4,806. Dimensions: 400' x 49'. Single-screw, 14½ knots. Two masts and one funnel. Made final voyage to New York in 1919.

* Denotes ship still in service under same name.

Italia (1905) La Veloce Line.

Built by N. Odero & Co., Genoa, Italy. Tonnage: 5,203. Dimensions: 393' x 47'. Twin-screw, 15 knots. Two masts and two funnels. Note: Later transferred to Navigazione Generale Italiana and finally used on the Lloyd Triestino service.

Italy (1868) National Line.

Built by John Elder & Co., Glasgow. Tonnage: 4,341. Dimensions: 389' x 42'. Single-screw, 12½ knots. Three masts and one funnel. Note: First Atlantic steamship in which engines of the compound principle was used. Made final voyage to New York in 1892.

Ivernia (1900) Cunard Line.

Built by John Brown & Co., Ltd., Clydebank, Glasgow. Tonnage: 14,210. Dimensions: 580' x 64'. Twin-screw, 16 knots. Four masts and one funnel. Note: Her extremely tall funnel measured 106 feet high from the deck level. Had accommodations for 160 first-class, 200 second-class and 1,600 third-class passengers. Torpedoed and sunk 58 miles from Cape Matapan on January 1, 1917, with the loss of 36 lives. Sister ship: **Saxonia**.

Java (1865) Cunard Line.

Built by J. & G. Thomson, Ltd., Glasgow. Tonnage: 2,780. Dimensions: 337' x 42'. Single-screw, 12½ knots. Three masts and one funnel. Note: Had accommodations for 160 cabin passengers. She was quite similar in appearance to the **Cuba**. Later was lengthened. Renamed: **Zeeland**.

***John Ericsson** (1928) United States Government.

Built by Blohm & Voss, Hamburg, Germany. Tonnage: 20,223. Dimensions: 594' x 78'. Twin-screw, 19 knots. Two masts and two funnels. Motorship. Ex-**Kungsholm**.

***Juan Sebastian Elcano** (1928) Compania Trasatlantica (Spanish Line).

Built by Soc. Espanola de Const. Naval Yard, Bilbao, Spain. Tonnage: 9,965. Dimensions: 459' x 55'. Twin-screw, 17 knots. Two masts and two funnels. Note: Sold to Russia. Sister ships: **Magallanes** and **Marques de Comillas**.

Justicia (1917) British Government.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 32,234. Dimensions: 740' x 86'. Triple-screw. Two masts and three funnels. Ex-**Statendam**. Note: Launched as the **Statendam** in 1914 for the Holland-American Line, but was

* Denotes ship still in service under same name.

requisitioned by the British Government and put in service as a troop transport. She was torpedoed and sunk 20 miles from Skerryvore on July 19, 1918, with the loss of ten lives.

Kaiser Franz Josef I (1912) *Unione Austriaca* (Austro-American Line).

Built at Trieste. Tonnage: 12,588. Dimensions: 477' x 60'. Twin-screw, 18½ knots. Two masts and two funnels. Note: The finest Austrian ship built to date. Renamed: (a) **Presidente Wilson**, (b) **Gange**, (c) **Marco Polo**.

Kaiser Friedrich (1898) North German Lloyd.

Built by F. Schichau, Danzig, Germany. Tonnage: 12,481. Dimensions: 581' x 63'. Twin-screw, 21½ knots. Two masts and three funnels. Note: Withdrawn early in 1899 from the North German Lloyd Line because of her unsatisfactory speed, and returned to the builder. Later was used on the Hamburg-American Line, and finally sold to Compagnie de Navigation Sud-Atlantique for their South American trade. Renamed: **Burdigala**. A World War I casualty.

Kaiser Wilhelm der Grosse (1897) North German Lloyd.

Built by Vulcan Co., Stettin, Germany. Tonnage: 14,349. Dimensions: 627' x 66'. Twin-screw, 22½ knots. Two masts and four funnels. Note: To obtain 22½ knots she had to burn 22 tons of coal per hour. Her best days' run was 580 nautical miles. She was involved in the great dock fire at Hoboken on June 30, 1900, but managed to be towed away from the blazing piers, thus escaping damage. On August 27, 1914, was destroyed by the gun fire of the British cruiser **Highflyer** at the Spanish Colony of Rio de Oro on the west coast of Africa, while in the role of an armed merchant cruiser.

Kaiser Wilhelm II (1889) North German Lloyd.

Built by Vulcan Co., Stettin, Germany. Tonnage: 6,990. Dimensions: 449' x 51'. Single-screw, 16 knots. Four masts and two funnels. Note: She had accommodations for 120 first-class, 80 second-class and 1,000 third-class passengers. Later was altered by having two of her original four masts removed. Renamed: **Hohenzollern**.

Kaiser Wilhelm II (1903) North German Lloyd.

Built by Vulcan Co., Stettin, Germany. Tonnage: 19,361. Dimensions: 684' x 72'. Twin-screw, 23½ knots. Three masts and four funnels. Note: Her dining room measured

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108 feet by 69 feet wide. Height from keel to roof of smoking room was 72 feet high. She was one of the highest powered ships built with reciprocating engines up to that time. Re-named: (a) **Agamemnon**, (b) **Monticello**. Scrapped during World War II. Sister ship: **Kronprinzessin Cecilie**. These two fine liners together with their running mates the **Kaiser Friedrich der Grosse** and **Kronprinz Wilhelm** made up the North German Lloyd express fleet for that period.

Kaiserin Auguste Victoria (1905) Hamburg-American Line. Built by Vulcan Co., Stettin, Germany. Tonnage: 24,581. Dimensions: 677' x 77'. Twin-screw, 18 knots. Four masts and two funnels. Note: This impressive liner was ceded to Great Britain by the Peace Treaty in 1919. The Canadian Pacific Line obtained the ship and renamed her **Empress of Scotland**.

Kaiserin Maria Theresa (1890) North German Lloyd. Built by Vulcan Co., Stettin, Germany. Tonnage: 7,840. Dimensions: 528' x 51'. Twin screw, 20 knots. Two masts and three funnels. Ex-**Spree**. Note: As originally built, this ship presented an entirely different appearance from that which she ultimately assumed, for she had been lengthened and further altered by the installation of three funnels to take the place of the former two, and two well-spaced masts replaced the original three. In addition was given new engines and converted to twin-screw propulsion. She was sold to the Russians in 1904 and renamed **Ural**. In the Russo-Japanese war that followed she was sunk by the latter nation.

Karlsruhe (1889) North German Lloyd. Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 5,057. Dimensions: 411' x 47'. Single-screw, 13 knots. Two masts and one funnel. Note: Made final voyage to New York in 1907. Sister ships: **Gera**, **Oldenburg**, **Darmstadt** and **Stuttgart**.

Karlsruhe (1900) North German Lloyd. Built by Vulcan Co., Stettin, Germany. Tonnage: 10,826. Dimensions: 523' x 60'. Twin-screw, 15½ knots. Two masts and two funnels. Ex-**Bremen**, ex-**Pocahontas**, ex-**Prinzess Irene**. Scrapped in 1931.

Kensington (1894) American Line. Built by J. & G. Thomson, Ltd., Glasgow. Tonnage: 8,669. Dimensions: 480' x 57'. Twin-screw, 16 knots. Four masts

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and one funnel. Note: She was named after a Philadelphia suburb. Scrapped in 1910. Sister ship: **Southwark**.

Kiautschou (1900) Hamburg-American Line.

Built by Vulcan Co., Stettin, Germany. Tonnage: 10,911. Dimensions: 523' x 60'. Twin-screw, 15½ knots. Two masts and two funnels. Renamed: (a) **Prinzess Alice**, (b) **Princess Matoika**, (c) **President Arthur**, (d) **City of Honolulu**. Sister ship: **Prinzess Irene**.

King Alexander (1896) Greek Line.

Built by F. Schichau, Danzig, Germany. Tonnage: 11,455. Dimensions: 550' x 60'. Twin-screw, 15 knots. Two masts and two funnels. Ex-**Constantinople**, ex-**Bremen**. Made final voyage to New York in 1925.

Kleist (1906) North German Lloyd.

Built by F. Schichau, Danzig, Germany. Tonnage: 8,950. Dimensions: 474' x 56'. Twin-screw, 14½ knots. Two masts and one funnel. Renamed: **Yoshino Maru**. Sister ship: **Goeben**.

Klopstock (1874) French Line.

Built by J. & G. Thomson, Ltd., Glasgow. Tonnage: 3,641. Dimensions: 377' x 40'. Single-screw, 13½ knots. Two masts and two funnels. Renamed: **Saint Germain**.

Koln (1899) North German Lloyd.

Built by Tecklenborg Co., Geestemunde, Germany. Tonnage: 7,409. Dimensions: 428' x 54'. Twin-screw, 12½ knots. Two masts and one funnel. Renamed: **Amphion**. Sister ship: **Frankfurt**.

Konig Albert (1899) North German Lloyd.

Built by Vulcan Co., Stettin, Germany. Tonnage: 10,484. Dimensions: 499' x 60'. Twin-screw, 15½ knots. Two masts and two funnels. Renamed: **Ferdinando Palasciano** (Italian). Sister ship: **Hamburg**.

Konig Friedrich Auguste (1906) Hamburg-American Line.

Built by Blohm & Voss, Hamburg. Tonnage: 9,462. Dimensions: 475' x 55'. Twin-screw, 15½ knots. Two masts and one funnel. Renamed: (a) **Montreal**, (b) **Alesia**.

Konig Wilhelm I (1870) North German Lloyd.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 3,300. Dimensions: 312' x 39'. Single-screw, 14 knots. Wrecked near Holland in November, 1873, while bound to Bremen from New York. All on board were saved.

* Denotes ship still in service under same name.

- Konig Wilhelm II** (1907) Hamburg-American Line.
 Built by Vulcan Co., Stettin, Germany. Tonnage: 9,410.
 Dimensions: 490' x 55'. Twin-screw, 15½ knots. Two
 masts and one funnel. Renamed: (a) **Madawaska**, (b)
U. S. Grant.
- Konigin Luise** (1896) North German Lloyd.
 Built by Vulcan Co., Stettin, Germany. Tonnage: 10,711.
 Dimensions: 523' x 60'. Twin-screw, 15½ knots. Two
 masts and two funnels. Renamed: (a) **Omar**, (b) **Edison**.
 Sister ship: **Friedrich der Grosse**.
- Konigstein** (1907) Bernstein Line.
 Built by Swan, Hunter & Wigham Richardson, Ltd., Wall-
 send-on-Tyne, England. Tonnage: 9,626. Dimensions:
 459' x 59'. Twin-screw, 14 knots. Two masts and one
 funnel. Ex-**Arawa**. Renamed: **Gandia**.
- Kosciuszko** (1915) Gydnia-American Line.
 Built by Barclay, Curle & Co., Ltd., Glasgow. Tonnage:
 6,598. Dimensions: 440' x 53'. Twin-screw, 14 knots. Two
 masts and two funnels. Ex-**Lithuania**, ex-**Czaritza**. Re-
 named: **Empire Helford**.
- Kristianafjord** (1913) Norwegian-American Line.
 Built by Cammell, Laird & Co., Ltd., Birkenhead, England.
 Tonnage: 10,669. Dimensions: 512' x 61'. Twin-screw, 15½
 knots. Two masts and two funnels. Wrecked seven miles
 west of Cape Race in 1917. Sister ship: **Bergensfjord**.
- Kronprinz Wilhelm** (1901) North German Lloyd.
 Built by Vulcan Co., Stettin, Germany. Tonnage: 14,908.
 Dimensions: 637' x 66'. Twin-screw, 23 knots. Two masts
 and four funnels. Note: On her trials she averaged 23.34
 knots. She was quite similar in appearance to her running
 mates the **Kaiser Wilhelm der Grosse**, **Kaiser Wilhelm II**
 and **Kronprinzessin Cecilie**. Renamed: **Von Steuben**.
 Broken up by shipbreakers in 1923.
- Kronprinzessin Cecilie** (1906) North German Lloyd.
 Built by Vulcan Co., Stettin, Germany. Tonnage: 19,503.
 Dimensions: 685' x 74'. Twin-screw, 23½ knots. Three
 masts and four funnels. Note: From her keel to top of
 funnels measured 131 feet high. She was seized by the
 United States during the first World War and renamed
Mount Vernon. Broken up for scrap during the second
 World War. Sister ship: **Kaiser Wilhelm II**.

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Kroonland (1902) Red Star Line.

Built by Wm. Cramp & Sons Shipbuilding & Engineering Co., Philadelphia, Pa. Tonnage: 12,185. Dimensions: 560' x 60'. Twin-screw, 15 knots. Four masts and two funnels. Scrapped in 1927. Sister ships: **Finland**, **Vaterland** and **Zeeland**.

Kungsholm (1902) Swedish-American Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 12,500. Dimensions: 550' x 62'. Twin-screw, 15 knots. Two masts and one funnel. Ex-**Noordam**. Scrapped in 1928.

Kungsholm (1928) Swedish-American Line.

Built by Blohm & Voss, Hamburg. Tonnage: 20,223. Dimensions: 594' x 78'. Twin-screw, 19 knots. Two masts and two funnels. Motorship. Note: Commenced her maiden voyage from Gothenburg to New York on November 24, 1928. This excellent liner has a swimming pool that is 44 feet long by 21 feet wide. Renamed: ***John Ericsson**.

Kursk (1910) Russian-American Line.

Built by Barclay, Curle & Co., Ltd., Glasgow. Tonnage: 7,890. Dimensions: 450' x 56'. Twin-screw, 16 knots. Two masts and two funnels. Renamed: **Polonia**.

L' Aquitaine (1890) French Line.

Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 8,810. Dimensions: 500' x 57'. Twin-screw, 18 knots. Three masts and two funnels. Ex-**Nor-mannia**. Note: Later transferred to the Compagnie de Navigation Sud-Atlantique (French).

La Bourdonnais (1904) French Line.

Built by Tecklenborg & Co., Geestemunde, Germany. Tonnage: 8,287. Dimensions: 453' x 55'. Twin-screw, 13 knots. Two masts and one funnel. Ex-**Scharnhorst**. Scrapped in 1934.

La Bourgogne (1886) French Line.

Built at La Seyne, France. Tonnage: 7,303. Dimensions: 495' x 52'. Single-screw, 17½ knots. Four masts and two funnels. Note: Later altered by having two of her four masts removed. Sunk after being in collision with the British sailing ship **Cromartyshire** off Sable Island on July 4, 1898. The lives of 549 people were lost because of it. Sister ships: **La Gascogne**, **La Bretagne** and **La Champagne**.

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- La Bretagne** (1886) French Line.
 Built at Penhoet, St. Nazaire, France. Tonnage: 6,756.
 Dimensions: 495' x 51'. Single-screw, 17 knots. Four masts
 and two funnels. Note: Later was transferred to the Com-
 pagnie de Navigation Sud-Atlantique line and renamed
Alesia. Scrapped in 1923. Sister ships: **La Gascogne**, **La**
Bourgogne and **La Champagne**.
- La Champagne** (1885) French Line.
 Built at Penhoet, St. Nazaire, France. Tonnage: 6,724.
 Dimensions: 493' x 51'. Single-screw, 17 knots. Four masts
 and two funnels. Wrecked off St. Nazaire in 1915. Sister
 ships: **La Gascogne**, **La Bourgogne** and **La Bretagne**.
 Note: These ships later had two of their four masts removed.
- La France** (1865) French Line.
 Built at St. Nazaire, France. Tonnage: 4,648. Dimensions:
 394' x 44'. Paddle-wheels, 13 knots. Three masts and two
 funnels. Note: In 1872 she was converted from paddle-
 wheels to screw propulsion. In 1895 after having her original
 engines replaced with new ones of the triple expansion type
 she was put on the West Indies and Central American
 service. Broken up by shipbreakers in 1910.
- La Gascogne** (1887) French Line.
 Built by Forges & Chantiers de la Mediterranee, La Seyne,
 France. Tonnage: 7,090. Dimensions: 495' x 52'. Single-
 screw, 17 knots. Four masts and two funnels. Made final
 voyage to New York in 1911. Sister ships: **La Bourgogne**,
La Bretagne and **La Champagne**.
- La Lorraine** (1899) French Line.
 Built at Penhoet, St. Nazaire, France. Tonnage: 11,146.
 Dimensions: 563' x 60'. Twin-screw, 21 knots. Two masts
 and two funnels. Note: Sold to shipbreakers after the sum-
 mer season of 1923 and dismantled during 1924. Sister ship:
La Savoie.
- La Navarre** (1892) French Line.
 Built at Penhoet, St. Nazaire, France. Tonnage: 6,343.
 Dimensions: 471' x 50'. Twin-screw, 16½ knots. Two
 masts and two funnels. Scrapped in 1924.
- La Normandie** (1882) French Line.
 Built by Vickers, Sons & Maxim, Ltd., Barrow-in-Furnace,
 England. Tonnage: 6,283. Dimensions: 459' x 49'. Single-
 screw, 17 knots. Four masts and two funnels. Scrapped in
 1912.

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La Provence (1905) French Line.

Built by Chantiers & Ateliers de la St. Nazaire, Penhoet. Tonnage: 13,753. Dimensions: 602' x 64'. Twin-screw, 22 knots. Two masts and two funnels. Note: Made a voyage from Havre to New York in 6 days, and 4 hours, averaging 21.63 knots for the crossing. Taken over by the French Government during World War I and used as an armed merchant cruiser under the name **Provence II**. Torpedoed and sunk on February 22, 1916, while on voyage from Toulon to Salonica.

La Savoie (1900) French Line.

Built at Penhoet, St. Nazaire, France. Tonnage: 11,168. Dimensions: 563' x 60'. Twin-screw, 21 knots. Two masts and two funnels. Scrapped in 1927. Sister ship: **La Lorraine**.

La Touraine (1891) French Line.

Built at Penhoet, St. Nazaire, France. Tonnage: 8,429. Dimensions: 520' x 56'. Twin-screw, 19 knots. Three masts and two funnels. Note: She made a crossing from Havre to New York in 6 days and 18 hours. As built she had three masts but at a later date one was removed. Made final voyage to New York in 1922. Scrapped in 1924.

Labrador (1865) French Line.

Built at St. Nazaire, France. Tonnage: 4,612. Dimensions: 394' x 44'. Single-screw, 13 knots. Three masts and two funnels. Ex-**Nouveau Monde**.

Labrador (1891) Dominion Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 4,737. Dimensions: 401' x 47'. Single-screw, 15 knots. Four masts and one funnel. Wrecked on Skerryvore, Scotland on March 1, 1899, with no loss of life.

Laconia (1912) Cunard Line.

Built by Swan, Hunter & Wigham Richardson, Ltd., Newcastle, England. Tonnage: 18,098. Dimensions: 600' x 71'. Twin-screw, 16½ knots. Two masts and two funnels. Note: Her mast tops were 200 feet above the keel. She was torpedoed and sunk 160 miles from Fastnet on February 25, 1917, with the loss of 12 lives. Sister ship: **Franconia**.

Laconia (1922) Cunard Line.

Built by Swan Hunter & Wigham Richardson, Ltd., Newcastle, England. Tonnage: 19,695. Dimensions: 601' x 73'. Twin-screw, 16½ knots. Two masts and one funnel. Tor-

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pedoed and sunk during World War II. Note: She was the first British liner to be fitted with anti-rolling tanks. Sister ships: **Samaria** and **Scythia**.

Lafayette (1864) French Line.

Built by Scott's Shipbuilding and Engineering Co., Ltd., Greenock, Scotland. Tonnage: 3,394. Dimensions: 343' x 43'. Paddle-wheels, 13½ knots. Two masts and two funnels. Note: Rebuilt and converted into a single screw vessel. During 1887 she was again altered by having installed twin-screws. At a later date she was given three masts.

Lafayette (1915) French Line.

Built by Chantiers & Ateliers de Provence, France. Tonnage: 11,953. Dimensions: 546' x 64'. Quadruple-screw, 16 knots. Two masts and two funnels. Renamed: **Mexique**.

Lafayette (1930) French Line.

Built at Penhoet, St. Nazaire, France. Tonnage: 25,178. Dimensions: 577' x 77'. Quadruple-screw, 18 knots. One mast and one funnel. Motorship. Note: Destroyed by fire while in drydock at Havre on May 5, 1938.

Lahn (1887) North German Lloyd.

Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 5,681. Dimensions: 448' x 49'. Single-screw, 19 knots. Four masts and two funnels. Note: She appeared later with two masts. Had accommodations for 224 first-class, 106 second and 700 third-class passengers. As a new ship she was the third fastest steamer on the Atlantic. Renamed: (a) **Russ**, (b) **Dniester**. The **Lahn** was sold to the Russians in 1904.

Lake Champlain (1874) Beaver Line.

Built at Glasgow, Scotland. Tonnage: 2,207. Dimensions: 321' x 35'. Single-screw, 12 knots. Note: Stranded on Antrim June 30, 1886, with no loss of life. She was later refloated and sold.

Lake Champlain (1900) Canadian Pacific Line.

Built by Barclay, Curle & Co., Ltd., Glasgow. Tonnage: 7,392. Dimensions: 446' x 52'. Twin-screw, 13 knots. Four masts and one funnel. Note: Originally owned by the Beaver Line. Renamed: **Regina**. Sister ship: **Lake Erie**.

Lake Erie (1900) Canadian Pacific Line.

Built by Barclay, Curle & Co., Ltd., Glasgow. Tonnage: 7,550. Dimensions: 446' x 52'. Twin-screw, 13 knots. Four

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masts and one funnel. Note: Originally owned by Beaver Line. Sister ship: **Lake Champlain**.

Lake Huron (1881) Beaver Line.

Built by London and Glasgow Shipbuilding Co., Glasgow, Scotland. Tonnage: 4,040. Dimensions: 385' x 42'. Single-screw, 13 knots. Three masts and one funnel. Stranded near Quebec and was subsequently broken up by shipbreakers in 1901.

Lake Manitoba (1880) Beaver Line.

Built by J. & G. Thomson, Ltd., Glasgow. Tonnage: 3,300. Dimensions: 355' x 40'. Single-screw, 13 knots. Three masts and one funnel. Note: Stranded on Miquelan Island on June 14, 1885, with no loss of life. Sister ship: **Lake Winnipeg**.

Lake Manitoba (1901) Canadian Pacific Line.

Built by Swan, Hunter & Wigham Richardson, Ltd., Newcastle, England. Tonnage: 9,674. Dimensions: 469' x 56'. Twin-screw, 13 knots. Four masts and one funnel. Note: Originally owned by the Beaver Line. Renamed: **Iver Heath**. Scrapped in 1924. Sister ship: **Lake Michigan**.

Lake Megantic (1875) Beaver Line.

Built at Glasgow, Scotland. Tonnage: 2,219. Dimensions: 321' x 35'. Single-screw, 12½ knots. Wrecked on Anticosta in 1878, with no loss of life.

Lake Michigan (1901) Canadian Pacific Line.

Built by Swan, Hunter & Wigham Richardson, Ltd., Newcastle, England. Tonnage: 8,340. Dimensions: 469' x 56'. Twin-screw, 13 knots. Four masts and one funnel. Note: Originally owned by the Beaver Line. Torpedoed and sunk 93 miles from Eagle Island on April 16, 1918, with the loss of one life. Sister ship: **Lake Manitoba**.

Lake Nepigon (1875) Beaver Line.

Built at Glasgow, Scotland. Tonnage: 2,209. Dimensions: 321' x 35'. Single-screw, 12½ knots. Renamed: **Golden Fleece**. Wrecked in the West Indies in 1896.

Lake Ontario (1887) Beaver Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 4,502. Dimensions: 374' x 43'. Single-screw, 13½ knots. Three masts and two funnels. Note: The only Beaver Line steamship with a clipper bow. Broken up by Italian shipbreakers in 1905.

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Lake Simcoe (1884) Beaver Line.

Built by John Elder & Co., Glasgow. Tonnage: 4,933. Dimensions: 430' x 57'. Single-screw, 16 knots. Two masts and two funnels. Ex-Ems. Scrapped in 1904.

Lake Superior (1884) Beaver Line.

Built by J. & G. Thomson, Ltd., Clydebank, Glasgow. Tonnage: 4,562. Dimensions: 400' x 44'. Single-screw, 13½ knots. Three masts and one funnel. Wrecked near St. John, New Brunswick, in March, 1902 and was dismantled as she lay.

Lake Winnipeg (1879) Beaver Line.

Built by J. & G. Thomson, Ltd., Clydebank, Glasgow. Tonnage: 3,329. Dimensions: 355' x 40'. Single-screw, 13 knots. Three masts and one funnel. Renamed: **Garbi**. Note: Torpedoed and sunk during the Turko-Italian War of 1912. Sister ship: **Lake Manitoba**.

Lancashire (1889) Dominion Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 4,244. Dimensions: 400' x 45'. Single-screw, 14 knots. Four masts and one funnel. Note: This former Bibby liner was chartered for a short time. Later was sold to the Danish East Asiatic Company and operated by their Russian-American Line. The ship was renamed **Kina** and later this was changed to **Lituania**. Sister ship: **Yorkshire**.

Lancastria (1922) Cunard Line.

Built by Wm. Beardmore & Co., Ltd., Glasgow. Tonnage: 16,243. Dimensions: 552' x 70'. Twin-screw, 16½ knots. Two masts and one funnel. Ex-Tyrrhenia. Note: Similar in appearance to the Anchor liner **Cameronia**. The **Lancastria** was destroyed by enemy action on June 17, 1940.

Lapland (1908) Red Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 18,565. Dimensions: 605' x 70'. Twin-screw, 18 knots. Four masts and two funnels. Note: Broken up by Japanese shipbreakers in 1934.

Latvia (1908) Gydnia-American Line.

Built by Barclay, Curle & Co., Ltd., Glasgow. Tonnage: 8,332. Dimensions: 475' x 57'. Twin-screw, 14 knots. Four masts and two funnels. Ex-Russ, ex-Rossija, ex-Russia. Renamed: (a) **Fuso Maru**, (b) **Huso Maru**.

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Laura (1907) Unione Austriaca (Austro-American Line).
Built by Russell & Co., Ltd., Port Glasgow, Scotland. Tonnage: 6,122. Dimensions: 415' x 49'. Twin-screw, 16½ knots. Two masts and one funnel. Renamed: (a) **Europa**, (b) **Braga**. Sister ship: **Alice**.

Laurentian (1872) Allan Line.
Built by Robert Steele & Co., Greenock, Scotland. Tonnage: 4,522. Dimensions: 400' x 42'. Single-screw, 14 knots. Two masts and one funnel. Ex-**Polynesian**. Wrecked near Cape Race in 1909 and became a total loss.

Laurentic (1909) White Star Line.
Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 14,892. Dimensions: 550' x 67'. Triple-screw, 17 knots. Two masts and one funnel. Note: Laid down as the **Alberta** for the Dominion Line, but was transferred to the White Star Line before completion. Struck a mine off the north coast of Ireland on January 25, 1917, while on voyage from New York to Great Britain. There was a loss of 350 people. Sister ship: **Megantic**.

Laurentic (1927) White Star Line.
Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 18,724. Dimensions: 578' x 75'. Twin-screw, 17 knots. Two masts and two funnels. Torpedoed and sunk in November, 1940.

Lazio (1899) Navigazione Generale Italiana.
Built by Palmer's Shipbuilding and Iron Co., Ltd., Newcastle, England. Tonnage: 9,203. Dimensions: 470' x 56'. Twin-screw, 13 knots. Four masts and one funnel. Ex-**British Princess**. Renamed: **Palermo**.

***Leerdam** (1921) Holland-American Line.
Built by New Waterway Shipbuilding Co., Schiedam, Netherlands. Tonnage: 8,815. Dimensions: 450' x 58'. Single-screw, 13 knots. Two masts and one funnel. Sister ships: **Edam**, **Maasdam** and **Spaarndam**. (These ships originally had two funnels each.)

Leipzig (1869) North German Lloyd.
Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 2,287. Dimensions: 312' x 39'. Single-screw, 14 knots. Made final voyage to New York in 1890.

* Denotes ship still in service under same name.

Leon XIII (1888) *Compania Trasatlantica* (Spanish Line).
British built. Tonnage: 5,087. Dimensions: 410' x 46'.
Single-screw, 14 knots. Two masts and one funnel. Ex-*Isla de Cuba*, ex-*Taroba*.

Leon XIII (1890) *Compania Trasatlantica* (Spanish Line).
British built. Tonnage: 5,206. Dimensions: 410' x 48'.
Single-screw. Ex-*Jelunga*. Renamed: (a) **Santiago**,
(b) *Jelunga*, (c) *Jehangir*.

Leonardo da Vinci (1925) *Transatlantica Italiana*.
Built by Soc. Esercizio Bacini, Riva Trigosa, Italy. Tonnage: 7,515. Dimensions: 427' x 52'. Twin-screw, 14 knots.
Two masts and two funnels.

Leopoldina (1901) French Line.
Built by Blohm & Voss, Hamburg. Tonnage: 12,334. Dimensions: 525' x 62'. Twin-screw, 16 knots. Two masts and two funnels. Ex-*Bluecher*. Note: The **Leopoldina** was obtained from the Brazilian Government, and the French Line renamed her **Suffren**.

Lessing (1874) Hamburg-American Line.
Built by Alexander Stephen & Sons, Ltd., Linthouse, Glasgow. Tonnage: 3,527. Dimensions: 374' x 39'. Single-screw, 14 knots. Two masts and one funnel. The *Eagle* Line of Hamburg was the original owner of this ship. Note: The French Line later purchased the steamship from the Hamburg-American Line.

Letitia (1912) Anchor-Donaldson Line.
Built by Scott's Shipbuilding and Engineering Co., Ltd., Greenock, Scotland. Tonnage: 8,991. Dimensions: 470' x 56'. Twin-screw, 14½ knots. Two masts and one funnel. Note: She was quite similar in appearance to the *Saturnia* built in 1910. The **Letitia** was lost by stranding near Halifax in August, 1917, while being used as a hospital ship.

***Letitia** (1925) Donaldson Atlantic Line.
Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 13,475. Dimensions: 525' x 66'. Twin-screw, 15½ knots. Two masts and one funnel. Sister ship: *Athenia*. Note: Their original owner was the Anchor-Donaldson Line. The **Letitia** has been renamed: **Empire Brent**.

Leviathan (1914) United States Line.
Built by Blohm & Voss, Hamburg. Tonnage: 59,957. Dimensions: 907' x 100'. Quadruple-screw, 24 knots. Two

* Denotes ship still in service under same name.

masts and three funnels. Note: From her keel to top of funnels measured 184 feet. The mast tops were 210 feet high from water level. Ex-Vaterland. Broken up by ship-breakers in Scotland during 1938.

***Liberte** (1930) French Line.

Built by Blohm & Voss, Hamburg, Germany. Tonnage: 49,746. Dimensions: 890' x 102'. Quadruple-screw, 28 knots. Two masts and two funnels. Ex-Europa. Note: The French Line obtained this former German superliner in 1946. In December, 1946, while being reconditioned for their Atlantic trade she was driven by a severe gale against the sunken hulk of the former luxury liner Paris. A section of the Liberte's hull was ripped open and she sank in the shallow water of the harbor. The necessary repairs will delay for about a year her re-entry into the Atlantic service.

Liguria (1901) Navigazione Generale Italiana.

Built by G. Ansaldo & Co., Sestri, Ponente, Italy. Tonnage: 4,865. Dimensions: 403' x 46'. Single-screw. Two masts and one funnel.

Lithuania (1915) Danish East Asiatic Co.

Built by Barclay, Curle & Co., Ltd., Glasgow. Tonnage: 6,598. Dimensions: 440' x 53'. Twin-screw, 14 knots. Two masts and two funnels. Ex-Czaritza. Renamed: Kosciuszko.

Lituania (1889) Russian-American Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 4,244. Dimensions: 400' x 45'. Single-screw, 14 knots. Four masts and one funnel. Ex-Lancashire.

Lombardia (1901) Navigazione Generale Italiana.

Built by G. Ansaldo & Co., Sestri, Ponente, Italy. Tonnage: 4,815. Dimensions: 403' x 46'. Single-screw. Two masts and one funnel. Renamed: Jerousalim.

Louisiana (1858) National Line.

Built by Palmer's Shipbuilding and Iron Co., Ltd., Jarrow-on-Tyne, England. Tonnage: 3,847. Dimensions: 307' x 39'. Single-screw, 12 knots. Three masts and one funnel. Renamed: Holland. Note: She was the first Atlantic steamer with compound engines. This vessel was later lengthened. Scrapped in 1894.

* Denotes ship still in service under same name.

Louisiana (1862) French Line.

Built at Glasgow, Scotland. Tonnage: 1,780. Note: Sunk by collision on December 20, 1875, while bound for France from the West Indies with the loss of 16 lives.

Loyalist (1901) Furness Withy Co.

British built. Tonnage: 3,909. Dimensions: 371' x 45'. Single-screw, 14 knots. Two masts and one funnel. Note: See **Evangeline** for additional data. Renamed: (a) **Byron**, (b) **Santiago**. Sister ship: **Evangeline**.

Lucania (1893) Cunard Line.

Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 12,950. Dimensions: 600' x 65'. Twin-screw, 22 knots. Two masts and two funnels. Note: Badly gutted by fire while at her Liverpool pier in 1909 and was broken up by shipbreakers at Swansea during 1910. Sister ship: **Campania**.

Ludgate Hill (1881) Allan Line.

British built. Tonnage: 4,063. Dimensions: 420' x 47'. Twin-screw, 13 knots. Note: The first Atlantic steamer built with twin-screws. Formerly owned and operated by the Hill Line. Renamed: **Livonian**. During World War I was filled with cement and sunk, so as to obstruct a channel.

Luetzow (1908) North German Lloyd.

Built by Weser Shipbuilding Yard, Bremen, Germany. Tonnage: 8,716. Dimensions: 462' x 57'. Twin-screw, 14 knots. Two masts and one funnel. Scrapped in 1932. Sister ships: **Derfflinger** and **Yorck**.

Luisiana (1906) Lloyd Italiano.

Built by Soc. Esercizio Bacini, Riva Trigoso, Italy. Tonnage: 4,983. Dimensions: 393' x 48'. Twin-screw, 14½ knots. Two masts and two funnels. Sister ships: **Florida**, **Indiana** and **Virginia**. Made final voyage to New York in 1913.

Lusitania (1907) Cunard Line.

Built by John Brown & Co., Ltd., Clydebank, Glasgow. Tonnage: 31,550. Dimensions: 762' x 87'. Quadruple-screw, 26 knots. Two masts and four funnels. Torpedoed and sunk by a German submarine 10 miles off the Old Head Kinsale, southeast tip of Ireland on May 7, 1915. She went down within 18 minutes and the loss of life amounted to 1,198 people. Sister ship: **Mauretania**.

* Denotes ship still in service under same name.

- Lydian Monarch** (1881) Wilson Line.
Built at Dumbarton, Scotland. Tonnage: 3,987. Dimensions: 360' x 43'. Single-screw, 12½ knots. Four masts and one funnel. Sister ship: **Persian Monarch**.
- Maasdam** (1871) Holland-American Line.
Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 3,707. Dimensions: 420' x 40'. Single-screw, 15 knots. Four masts and one funnel. Ex-**Republic**. Renamed: **Vittoria**. Note: Her last voyage to New York as the **Maasdam** was in 1901.
- ***Maasdam** (1921) Holland-American Line.
Built by Maats Fyenoord, Rotterdam. Tonnage: 8,812. Dimensions: 450' x 58'. Single-screw, 13 knots. Two masts and one funnel. Torpedoed and sunk in the North Atlantic on July 26, 1941. Sister ships: **Edam**, **Leerdam** and **Spaarndam**. Note: Originally they had two funnels.
- Macedonia** (1912) Greek Line. (Embiricos Bros.)
Built by Sir James Laing and Sons, Ltd., Sunderland, England. Tonnage: 6,333. Dimensions: 422' x 51'. Twin-screw. 17 knots. Two masts and two funnels. Note: After several voyages to New York she was taken over by the Greek government and used as an armed cruiser for the war against Turkey. She was shortly afterwards set on fire and sunk by a Turkish warship in the harbor of Syra.
- Madonna** (1905) Fabre Line.
Built by Swan, Hunter & Wigham Richardson, Ltd., Newcastle, England. Tonnage: 5,633. Dimensions: 430' x 48'. Twin-screw, 15 knots. Two masts and two funnels. Made final voyage to New York in 1924.
- ***Madrid** (1922) North German Lloyd.
Built by Vulcan Co., Stettin, Germany. Tonnage: 8,753. Dimensions: 439' x 56'. Twin-screw, 13½ knots. Two masts and two funnels. Ex-**Sierra Nevada**.
- Megali Hallas** (1914) Greek Line.
Built by Cammell, Laird & Co., Ltd., Birkenhead, England. Tonnage: 9,272. Dimensions: 470' x 58'. Twin-screw, 17 knots. Two masts and two funnels. Ex-**Vasilefs Constantininos**. Renamed: **Byron**.
- ***Magallanes** (1928) Compania Trasatlantica (Spanish Line).
Built by Soc. Espanola de Const. Naval Yard, Cadiz, Spain. Tonnage: 9,689. Dimensions: 459' x 56'. Twin-screw, 17

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knots. Two masts and two funnels. Sister ships: **Juan Sebastian Elcano** and **Marques de Comillas**.

Magdalena (1928) Hamburg-American Line.

Built by F. Schichau Co., Danzig, Germany. Tonnage: 9,779. Dimensions: 460' x 60'. Twin-screw, 15½ knots. Two masts and two funnels. Motorship. Renamed: **Iberia**. Sister ship: **Orinoco**. Note: After being badly gutted by fire she was rebuilt in 1934 and had her name changed to **Iberia**. She was altered by having a new single funnel replace her original two.

Main (1868) North German Lloyd.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 2,893. Dimensions: 365' x 40'. Single-screw, 14½ knots. Made final voyage to New York in 1890.

Main (1900) North German Lloyd.

Built by Blohm & Voss, Hamburg. Tonnage: 10,067. Dimensions: 501' x 58'. Twin-screw, 13½ knots. Four masts and one funnel. Sister ships: **Rhein** and **Neckar**.

Majestic (1890) White Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 9,861. Dimensions: 566' x 57'. Twin-screw, 20 knots. Three masts and two funnels. Broken up by shipbreakers in 1914. Sister ship: **Teutonic**. Note: These two liners had twin-screws that were of the overlapping type.

Majestic (1921) White Star Line.

Built by Blohm & Voss, Hamburg. Tonnage: 56,551. Dimensions: 915' x 100'. Quadruple-screw, 24 knots. Two masts and three funnels. Note: She was launched in 1914 as the **Bismarck** for the Hamburg-American Line, but was not completed until after the first World War. After being finished she was taken over by the White Star Line and renamed **Majestic** and was used on the Atlantic for a number of years as a luxury passenger liner, but in May, 1936, was withdrawn and sold to the British Admiralty who had her converted into a training ship and changed her name to **H. M. S. Caledonia**. Destroyed by fire in 1939.

Manhattan (1866) Guion Line.

Built by Palmer's Shipbuilding and Iron Co., Ltd., Jarrow-on-Tyne, England. Tonnage: 2,869. Dimensions: 335' x 42'. Single-screw. Two masts and one funnel. Note: Had accommodations for 72 first-class passengers and 800 emi-

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grants. Ran as a Guion liner until 1875 when she was sold to the Warren Line for use on their Liverpool and Boston service. In 1880 again sold and renamed **City of Lincoln**. Wrecked near Cape Town, Africa, on August 15, 1902.

Manhattan (1932) United States Line.

Built by New York Shipbuilding Corp., Camden, N. J. Tonnage: 24,289. Dimensions: 668' x 86'. Twin-screw, 21 knots. Two masts and two funnels. Note: Keel was laid on December 8, 1930 and launched on December 5, 1931. Commenced maiden voyage on August 10, 1932. Cost approximately \$10,500,000 to build. Renamed: ***Wakefield**. Nearly destroyed by fire off Halifax in 1942 while being used as a troopship. She was salvaged and towed to Boston where she was rebuilt. Sister ship: **Washington**.

Manitoba (1892) Atlantic Transport Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 5,590. Dimensions: 445' x 49'. Single-screw, 14 knots. Four masts and one funnel. Renamed: **Logan**. Sister ships: **Massachusetts**, **Mobile** and **Mohawk**.

Manitoban (1865) Allan Line.

Built by Laird's at Birkenhead, England. Tonnage: 2,395. Dimensions: 338' x 35'. Single-screw.

Manitou (1898) Atlantic Transport Line.

Built by Furness, Withy & Co., Ltd., W. Hartlepool, England. Tonnage: 6,849. Dimensions: 475' x 52'. Single-screw, 14½ knots. Four masts and one funnel. Ex-**Victoria**.

Manuel Arnus (1923) Compania Trasatlantica (Spanish Line).

Built by Soc. Espanola de Const. Nav., Cadiz, Spain. Tonnage: 7,578. Dimensions: 435' x 56'. Twin screw, 13½ knots. Two masts and one funnel.

***Manuel Calvo** (1892) Compania Trasatlantica (Spanish Line).

Built by Armstrong, Mitchell & Co., Ltd., Newcastle, England. Tonnage: 5,617. Dimensions: 421' x 48'. Twin-screw, 13½ knots. Three masts and one funnel. Ex-**H. H. Meier**.

Marburn (1900) Canadian Pacific Line.

Built by Alexander Stephen & Sons, Ltd., Linthouse, Glasgow. Tonnage: 10,743. Dimensions: 500' x 59'. Twin-screw, 16 knots. Two masts and one funnel. Ex-**Tunisian**. Scrapped in 1928.

* Denotes ship still in service under same name.

- Marco Minghetti** (1876) Navigazione Generale Italiana.
Built by J. & G. Thomson, Ltd., Clydebank, Glasgow.
Tonnage: 2,489. Dimensions: 350' x 36'. Single-screw, 13 knots. Ex-**Loudoun Castle**. Made final voyage to New York in 1906.
- Marglen** (1898) Canadian Pacific Line.
Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 10,417. Dimensions: 515' x 59'. Twin-screw, 15 knots. Two masts and one funnel. Ex-**Scotian**, ex-**Statendam**. Scrapped in 1927.
- Marloch** (1904) Canadian Pacific Line.
Built by Workman, Clark & Co., Ltd., Belfast, Ireland. Tonnage: 10,687. Dimensions: 517' x 60'. Triple-screw, 15 knots. Two masts and one funnel. Ex-**Victorian**. Scrapped in 1930.
- Marques de Comillas** (1928) Compania Trasatlantica (Spanish Line).
Built by Soc. Espanola de Const. Naval Yard, Ferrol, Spain. Tonnage: 9,922. Dimensions: 459' x 55'. Twin-screw, 17 knots. Two masts and two funnels. Sister ships: **Juan Sebastian Elcano** and **Magallanes**.
- Marquette** (1898) Atlantic Transport Line.
Built by Alexander Stephen & Sons, Ltd., Linthouse, Glasgow. Tonnage: 7,057. Dimensions: 486' x 52'. Single-screw, 14½ knots. Four masts and one funnel. Ex-**Boadicea**. Torpedoed and sunk 36 miles from Salonica Bay on October 23, 1915, with the loss of 29 lives.
- ***Marrakech** (1913) French Line.
Built by Atel. & Ch. de Provence, Port de Bouc, France. Tonnage: 6,179. Dimensions: 414' x 51'. Twin-screw. Two masts and two funnels. Ex-**Haiti**. Note: Used on the West Indies and Central American trade.
- Martello** (1884) Wilson Line.
Built by Earle's Shipbuilding and Engineering Co., Ltd., Hull, England. Tonnage: 3,709. Dimensions: 370' x 43'. Single-screw. 12 knots. Note: First Atlantic steamer with triple expansion engines. Made final voyage to New York in 1899.
- Martha Washington** (1908) Unione Austriaca (Austro-American Line).
Built by Russell & Co., Ltd., Port Glasgow, Scotland. Tonnage: 8,347. Dimensions: 459' x 58'. Twin-screw, 17

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knots. Two masts and two funnels. Note: After the first World War she was transferred to the Cosulich Line, and later became a unit of the newly formed "Italia Line," who used her for a time on the South American service.

Martinique (1883) French Line.

Built by John Elder & Co., Glasgow. Tonnage: 4,392. Dimensions: 380' x 48'. Single-screw, 15 knots. Two masts and one funnel. Ex-Norham Castle. Broken up by Italian shipbreakers in 1932. Note: The French Line used her on the West Indies and Central American trade.

Marvale (1907) Canadian Pacific Line.

Built by Barclay, Curle & Co., Ltd., Glasgow. Tonnage: 11,438. Dimensions: 499' x 61'. Twin-screw, 17 knots. Two masts and one funnel. (Operated at a speed of 14½ knots. Ex-Corsican. Wrecked 20 miles west of Cape Race in 1923.

Massachusetts (1892) Atlantic Transport Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 5,590. Dimensions: 445' x 49'. Twin-screw, 14 knots. Four masts and one funnel. Renamed: **Sheridan**. Wrecked by stranding off Barnegat Light in 1910. Sister ships: **Manitoba**, **Mohawk** and **Mobile**.

Massilia (1891) Fabre Line.

Built by Gourlay Bros. & Co., Dundee. Tonnage: 3,097. Dimensions: 340' x 41'. Single-screw. Made final voyage to New York in 1910.

Massilia (1902) Anchor Line.

Built by Alexander Stephen & Sons, Ltd., Linthouse, Glasgow. Tonnage: 5,156. Dimensions: 400' x 49'. Single-screw, 12 knots.

Mauretania (1907) Cunard Line.

Built by Swan, Hunter and Wigham Richardson, Ltd., Wallsend-on-Tyne, England. Tonnage: 30,696. Dimensions: 762' x 88'. Quadruple-screw, 26 knots. Two masts and four funnels. Note: She was withdrawn from service in October, 1934, and during 1935 was broken up by shipbreakers at Rosyth. Sister ship: **Lusitania**.

***Mauretania** (1939) Cunard White Star Line.

Built by Cammell, Laird & Co., Ltd., Birkenhead, England. Tonnage: 35,738. Dimensions: 739' x 89'. Twin-screw, 22 knots. Two masts and two funnels.

* Denotes ship still in service under same name.

Mayflower (1902) Dominion Line.

Built by Hawthorne, Leslie & Co., Ltd., Newcastle, England. Tonnage: 13,518. Dimensions: 582' x 60'. Twin-screw, 16 knots. Four masts and one funnel. Ex-Hanoverian. Re-named: **Cretic**.

Media (1947) Cunard Line.

Built by John Brown & Co., Ltd., Clydebank, Glasgow. Tonnage: 14,000. Dimensions: 540' x 70'. Twin-screw, 17 knots. Single mast and one funnel. Note: Launched on December 12, 1946. To have accommodations for 250 passengers in one class. Expected to be ready for service during the summer of 1947. A sister ship is being built by Harland & Wolff, Ltd.

Megantic (1909) White Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 14,878. Dimensions: 550' x 67'. Twin-screw, 17 knots. Two masts and one funnel. Note: She was laid down as the **Albany** for the Dominion Line, but like her sister ship was taken over by the White Star Line and renamed. Broken up by shipbreakers in Japan during 1933. Sister ship: **Laurentic**.

Meknes (1913) French Line.

Built by Ch. & Atl. de St. Nazaire, France. Tonnage: 6,127. Dimensions: 413' x 51'. Twin-screw, 13 knots. Two masts and two funnels. Ex-Puerto Rico. Torpedoed and sunk on July 24, 1940.

Melita (1918) Canadian Pacific Line.

Built by Barclay, Curle & Co., Ltd., Glasgow. Tonnage: 15,183. Dimensions: 520' x 67'. Triple-screw, 16½ knots. Two masts and two funnels. Renamed: **Liguria**. Sister ship: **Minnedosa**. Note: The **Melita**, together with her sister ship was sold to the Italians in April, 1935. She was towed to Genoa in June, 1935, by the Dutch tug **Zwarte Zee**, and was renamed **Liguria**.

Memphis (1871) Dominion Line.

Built at Dumbarton, Scotland. Tonnage: 2,487. Dimensions: 327' x 38'. Single-screw, 12 knots. Three masts and one funnel.

Memphis (1890) Atlantic Transport Line.

Built by Gourlay Bros. & Co., Dundee, Scotland. Tonnage: 5,158. Dimensions: 435' x 46'. Single-screw. Ex-America. Note: Carried freight and cattle.

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Mendoza (1904) Lloyd Italiano.

Built by Sir W. G. Armstrong, Whitworth & Co., Ltd., Newcastle-on-Tyne, England. Tonnage: 6,847. Dimensions: 420' x 51'. Twin-screw, 14 knots. Two masts and one funnel. Renamed: **Caserta**.

Menominee (1897) Atlantic Transport Line.

Built by Alexander Stephen & Sons, Ltd., Linthouse, Glasgow. Tonnage: 6,919. Dimensions: 475' x 52'. Single-screw, 14½ knots. Four masts and one funnel. Ex-Alexander. Made final voyage to Boston in 1914.

Merion (1902) American Line.

Built by John Brown & Co., Ltd., Clydebank, Glasgow. Tonnage: 11,612. Dimensions: 531' x 59'. Twin-screw, 11½ knots. Four masts and one funnel. Sunk during the first World War. Sister ship: **Haverford**.

Metagama (1915) Canadian Pacific Line.

Built by Barclay, Curle & Co., Ltd., Glasgow. Tonnage: 12,420. Dimensions: 500' x 64'. Twin-screw, 16 knots. Two masts and two funnels. Scrapped in 1934. Sister ship: **Missanabie**.

Meteoro (1890) Compania Trasatlantica (Spanish Line).

Built by Vulcan Co., Stettin, Germany. Tonnage: 6,966. Dimensions: 463' x 51'. Single-screw, 19 knots. Three masts and two funnels. Ex-Havel. Renamed: **Alfonso XII**.

Mexico (1876) Compania Trasatlantica (Spanish Line).

Built by London and Glasgow Shipbuilding Co., Glasgow. Tonnage: 2,113. Dimensions: 331' x 34'. Single-screw, 12 knots. Ex-Trentham Hall.

Mexique (1915) French Line.

Built by Chantier et Ateliers de Provence, Port de Bouc, France. Tonnage: 12,220. Dimensions: 546' x 64'. Quadruple-screw, 16 knots. Two masts and two funnels. Ex-Lafayette.

Michigan (1887) Warren Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 4,909. Dimensions: 400' x 47'. Single-screw, 13 knots.

Michigan (1890) Atlantic Transport Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 3,722. Dimensions: 370' x 44'. Single-screw, 13½ knots. Four masts and one funnel. Renamed: (a) **Kilpatrick**,

* Denotes ship still in service under same name.

(b) **Acropolis**, (c) **Washington**, (d) **Great Canton**. Broken up by shipbreakers in Italy during 1924. Note: See **Acropolis** for additional information.

Milwaukee (1897) Canadian Pacific Line.

Built by Swan, Hunter & Wigham Richardson, Ltd., Newcastle, England. Tonnage: 7,317. Dimensions: 470' x 56'. Single-screw, 12 knots. Two masts and one funnel. Note: Formerly owned by Elder, Dempster & Co. She was torpedoed and sunk 260 miles southwest from Fastnet on August 31, 1918, with only the loss of one life. Sister ship: **Mount Royal**.

Milwaukee (1929) Hamburg-American Line.

Built by Blohm & Voss, Hamburg. Tonnage: 16,699. Dimensions: 546' x 72'. Twin-screw, 16 knots. Two masts and two funnels. Motorship. Renamed* **Empire Waveney**. (Owned by British government.) Sister ship: **St. Louis**.

Minneapolis (1901) Atlantic Transport Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 13,448. Dimensions: 600' x 65'. Twin-screw, 16 knots. Four masts and one funnel. Torpedoed and sunk 195 miles from Malta on March 23, 1916, with the loss of 12 lives. Sister ships: **Minnehaha**, **Minnetonka** and **Minnewaska**.

Minnedosa (1918) Canadian Pacific Line.

Built by Barclay, Curle & Co., Ltd., Glasgow. Tonnage: 15,186. Dimensions: 520' x 67'. Triple-screw, 16½ knots. Two masts and two funnels. Note: Her original tonnage was 13,972 tons gross, but in 1925 she was reconditioned by Cammell, Laird & Co., at Birkenhead and the changes made increased her tonnage. In April, 1935, she was sold to Italians who were to break her up for scrap, however, the Italian Government took her over for transport work. Sister ship: **Melita**. The **Minnedosa** was renamed ***Piemonte**.

Minnehaha (1900) Atlantic Transport Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 13,443. Dimensions: 600' x 65'. Twin-screw, 16 knots. Four masts and one funnel. Torpedoed and sunk 12 miles from Fastnet on September 7, 1917 with the loss of 43 lives. Sister ships: **Minneapolis**, **Minnetonka** and **Minnewaska**.

Minnekahda (1917) Atlantic Transport Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 17,281. Dimensions: 620' x 66'. Triple-screw, 16 knots.

* Denotes ship still in service under same name.

One mast and one funnel. Note: She was built as an emigrant carrier for 2,000 passengers, but later was converted to carry 750 third-class passengers. Refitted in 1920 at Quincy, Massachusetts. Broken up by shipbreakers at Dalmuir on the Clyde in 1936.

Minnesota (1866) Warren Line.

British built. Tonnage: 2,869. Dimensions: 335' x 42'. Single-screw. Two masts and one funnel. Renamed: **Cristobal Colon**. Note: She was originally owned by the Guion Line.

Minnesota (1901) Atlantic Transport Line.

Built by John Brown & Co., Ltd., Clydebank, Glasgow. Tonnage: 11,667. Dimensions: 561' x 60'. Twin-screw, 15 knots. Four masts and two funnels. Ex-Northland, ex-Zeeland. Scrapped in 1930.

Minnetonka (1902) Atlantic Transport Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 13,440. Dimensions: 600' x 65'. Twin-screw, 16 knots. Four masts and one funnel. Torpedoed and sunk 40 miles from Malta on January 30, 1918, with the loss of four lives. Sister ships: **Minneapolis**, **Minnehaha** and **Minnewaska**.

Minnetonka (1924) Atlantic Transport Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 21,716. Dimensions: 600' x 80'. Twin-screw, 16½ knots. Two masts and one funnel. Note: She commenced her maiden voyage in May, 1924. In 1932 she was transferred to the Red Star Line. Broken up by shipbreakers in 1935. Sister ship: **Minnewaska**.

Minnewaska (1894) Atlantic Transport Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 5,713. Dimensions: 445' x 50'. Twin-screw, 14 knots. Two masts and one funnel. Ex-Persia. Sister ship: **Dominion**.

Minnewaska (1903) Atlantic Transport Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 15,801. Dimensions: 600' x 65'. Twin-screw, 16 knots. Four masts and one funnel. Renamed: **Arabic**

Minnewaska (1909) Atlantic Transport Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 14,317. Dimensions: 600' x 65'. Twin-screw, 16 knots. Four masts and one funnel. Note: Had accommodations for 330 first-class passengers. She was taken over by the

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British government as a troopship in 1916. On November 29, 1916, she was sunk by a floating mine in Suda Bay while transporting 1,800 troops. (She was beached, but her bottom had been torn away by the mines and no further use was made of the vessel.) Sister ships: **Minnehaha**, **Minnetonka** and **Minneapolis**.

Minnewaska (1923) Atlantic Transport Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 21,716. Dimensions: 600' x 80'. Twin-screw, 16½ knots. Two masts and one funnel. Note: Commenced maiden voyage from London to New York on September 1, 1923. Broken up by shipbreakers in 1935. Sister ship: **Minnetonka**.

Missanabie (1914) Canadian Pacific Line.

Built by Swan, Hunter & Wigham Richardson, Ltd., Wallsend-on-Tyne, England. Tonnage: 12,469. Dimensions: 500' x 64'. Twin-screw, 15½ knots. Two masts and two funnels. Torpedoed and sunk 52 miles from Daunts Rock on September 9, 1918 with the loss of 45 lives. Sister ship: **Metagama**.

Mississippi (1871) Dominion Line.

Built at Dumbarton, Scotland. Tonnage: 2,129. Dimensions: 320' x 35'. Single-screw. Three masts and one funnel. Renamed: **Sicilia**.

Mississippi (1903) Atlantic Transport Line.

Built by New York Shipbuilding Corp. Camden, N. J. Tonnage: 9,748. Dimensions: 490' x 58'. Twin-screw, 13 knots. Four masts and one funnel. Renamed: **Samland**.

Mitau (1894) Russian-American Line.

Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 4,588. Dimensions: 415' x 45'. Single-screw, 14 knots. Four masts and one funnel. Ex-**Birma**, ex-**Arundel Castle**. Renamed: (a) **Jozsef Pilsudski**, (b) **Wilbo**. Note: The Russian-American Line was a subsidiary company of the Danish East Asiatic Co.

Mobile (1891) Atlantic Transport Line.

Built by Palmer's Shipbuilding and Iron Co., Ltd., Jarrow-on-Tyne, England. Tonnage: 5,302. Dimensions: 435' x 46'. Single-screw, 15½ knots. Ex-**Europe**. Renamed: **Sherman**.

* Denotes ship still in service under same name.

Mobile (1908) United States Shipping Board.

Built by Blohm & Voss, Hamburg. Tonnage: 16,971. Dimensions: 588' x 65'. Twin-screw, 16 knots. Four masts and two funnels. Ex-Cleveland. Renamed: **Cleveland**.

Mohawk (1892) Atlantic Transport Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 5,678. Dimensions: 445' x 49'. Twin-screw, 14 knots. Four masts and one funnel. Renamed: **Grant**. Sister ships: **Mobile**, **Massachusetts** and **Manitoba**.

Moltke (1901) Hamburg-American Line.

Built by Blohm & Voss, Hamburg. Tonnage: 12,335. Dimensions: 525' x 62'. Twin-screw, 16½ knots. Two masts and two funnels. Renamed: **Pesaro**. Scrapped in 1926. Sister ship: **Bluecher**.

Mongolian (1891) Allan Line.

Built by D. & W. Henderson & Co., Glasgow. Tonnage: 4,837. Dimensions: 400' x 45'. Single-screw, 13½ knots. Two masts and one funnel. Torpedoed 5 miles from Filey Brig on July 21, 1918, with the loss of 36 lives.

Montana (1872) Guion Line.

British built. Tonnage: 4,300. Dimensions: 400' x 43'. Single-screw, 15½ knots. Two masts and one funnel. Wrecked on the Welsh coast on March 14, 1880, with no loss of life.

Montcalm (1897) Canadian Pacific Line.

Built by Palmer's Shipbuilding and Iron Co., Jarrow-on-Tyne, England. Tonnage: 5,505. Dimensions: 445' x 52'. Single-screw, 13 knots. Four masts and one funnel. Sister ship: **Monterey**. Note: The **Montcalm** was sold to Norwegian whalers in 1923 and renamed **Rey Alfonso**.

***Montcalm** (1921) Canadian Pacific Line.

Built by John Brown & Co., Ltd., Clydebank, Glasgow. Tonnage: 16,418. Dimensions: 549' x 70'. Twin-screw, 17 knots. Two masts and two funnels. Note: Commenced maiden voyage from Liverpool to Canada in January, 1922. Sister ships: **Montclare** and **Montrose**.

***Montclare** (1922) Canadian Pacific Line.

Built by John Brown & Co., Ltd., Clydebank, Glasgow. Tonnage: 16,314. Dimensions: 549' x 70'. Twin-screw, 17 knots. Two masts and two funnels. Sister ships: **Montcalm** and **Montrose**.

* Denotes ship still in service under same name.

Monteagle (1899) Canadian Pacific Line.

Built by Palmer's Shipbuilding and Iron Co., Ltd., Jarrow-on-Tyne, England. Tonnage: 5,948. Dimensions: 445' x 52'. Single-screw, 13 knots. Four masts and one funnel. Scrapped in 1926. Sister ship: **Montfort**. Note: They were originally owned by Elder, Dempster Co.

Monterey (1897) Canadian Pacific Line.

Built by Palmer's Shipbuilding and Iron Co., Ltd., Jarrow-on-Tyne, England. Tonnage: 5,478. Dimensions: 445' x 52'. Single-screw, 13 knots. Four masts and one funnel. Sister ship: **Montcalm**. Note: Formerly owned by Elder, Dempster Co.

Montevideo (1889) Compania Trasatlantica (Spanish Line).

Built by Wm. Denny & Bros., Ltd., Dumbarton, Scotland. Tonnage: 5,205. Dimensions: 410' x 48'. Single-screw, 14 knots. Three masts and one funnel.

Montezeuma (1899) Canadian Pacific Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 7,345. Dimensions: 485' x 59'. Single-screw, 12½ knots. Four masts and one funnel. Sister ship: **Mount Temple**. Note: They were formerly owned by Elder, Dempster Co.

Montfort (1899) Canadian Pacific Line.

Built by Palmer's Shipbuilding and Iron Co., Ltd., Jarrow-on-Tyne, England. Tonnage: 5,519. Dimensions: 445' x 52'. Single-screw, 12½ knots. Four masts and one funnel. Torpedoed and sunk 170 miles from Bishop Rock on October 1, 1918, with the loss of 5 lives. Sister ship: **Monteagle**. Note: These ships were formerly owned by Elder, Dempster Co.

Montlaurier (1908) Canadian Pacific Line.

Built by J. C. Tecklenborg & Co., Geestemunde, Germany. Tonnage: 16,992. Dimensions: 590' x 68'. Twin-screw, 17 knots. Two masts and two funnels. Ex-**Empress of India**, ex-**Prinz Friedrich Wilhelm**. Renamed: **Montnairn**.

Montnairn (1908) Canadian Pacific Line.

Built by J. C. Tecklenborg & Co., Geestemunde, Germany. Tonnage: 17,282. Dimensions: 590' x 68'. Twin-screw, 17 knots. Two masts and two funnels. Ex-**Montlaurier**, ex-**Empress of India**, ex-**Prinz Friedrich Wilhelm**. Note: She was turned over to Great Britain after the first World

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War, and then sold to the Canadian Pacific Line who re-conditioned and renamed her. She was sold to shipbreakers in 1929 and during 1931 dismantled.

Montreal (1900) Canadian Pacific Line.

Built by Swan, Hunter & Wigham Richardson, Ltd., Newcastle, England. Tonnage: 8,644. Dimensions: 469' x 56'. Single-screw, 12 knots. Four masts and one funnel. Sunk after being in collision near Morecambe Bay in January, 1918.

Montreal (1906) Canadian Pacific Line.

Built by Blohm & Voss, Hamburg. Tonnage: 9,720. Dimensions: 475' x 55'. Twin-screw, 15 knots. Two masts and one funnel. Ex-Konig Friedrich Auguste. Renamed: **Alesia**.

Montrose (1897) Canadian Pacific Line.

Built by Sir Raylton Dixon & Co., Ltd., Middlesbrough-Tees, England. Tonnage: 6,094. Dimensions: 444' x 52'. Twin-screw, 13 knots. Four masts and one funnel. Note: Formerly owned by Elder, Dempster Co. Wrecked on Goodwin Sands late in 1914.

Montrose (1922) Canadian Pacific Line.

Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 16,402. Dimensions: 548' x 70'. Twin-screw, 17 knots. Two masts and two funnels. Renamed: **Forfar**. Torpedoed and sunk in December, 1940. Sister ships: **Montcalm** and **Montclare**.

Montroyal (1906) Canadian Pacific Line.

Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 15,646. Dimensions: 548' x 65'. Twin-screw, 18 knots. Two masts and two funnels. Note: She was converted from a first-class to a cabin class liner in 1923. Sold to scrappers in August, 1930, and dismantled soon afterwards.

Montserrat (1889) Compania Trasatlantica (Spanish Line).

Built by Vulcan Co., Stettin, Germany. Tonnage: 4,147. Dimensions: 373' x 44'. Single-screw, 14 knots. Two masts and one funnel. Ex-Dania

Moraitis (1907) Greek Line (Owned by D. G. Moraitis).

Built by Priestman & Co., Sunderland, England. Tonnage: 6,045. Dimensions: 400' x 50'. Twin-screw. Two masts and two funnels. Renamed: **Themistocles** late in 1908.

* Denotes ship still in service under same name.

Moravia (1883) Hamburg-American Line.

Built by A. & J. Inglis, Glasgow, Scotland. Tonnage: 3,690. Dimensions: 360' x 40'. Single-screw, 10 knots. Two masts and one funnel. Note: While under charter she was wrecked on Sable Island on February 12, 1899, with no loss of life.

Moreas (1901) Greek Line.

Built by D. & W. Henderson & Co., Ltd., Glasgow. Tonnage: 8,292. Dimensions: 485' x 56'. Twin-screw, 15 knots. Two masts and three funnels. Ex-Columbia. Broken up by shipbreakers in Italy during 1929.

Mosel (1872) North German Lloyd.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 3,200. Dimensions: 365' x 40'. Single-screw, 14½ knots. Two masts and one funnel. She went ashore near the Lizard in a thick fog on August 9, 1882, and became a total wreck.

Mount Carroll (1921) United American Line.

Built by Merchant Shipbuilding Corp., Chester, Penn. Tonnage: 7,469. Dimensions: 440' x 57'. Single-screw, 13½ knots. Two masts and two funnels. Renamed: **Maunalei**. Sister ship: **Mount Clinton**.

Mount Clay (1904) Harriman Line.

Built by Vulcan Co., Stettin, Germany. Tonnage: 8,170. Dimensions: 488' x 55'. Twin-screw, 15 knots. Two masts and two funnels. Ex-De Kalb, ex-Prinz Eitel Friedrich.

Mount Clinton (1921) United American Line.

Built by Merchant Shipbuilding Corp., Chester, Penn. Tonnage: 7,159. Dimensions: 440' x 57'. Single-screw, 13½ knots. Two masts and two funnels. Sister ship: **Mount Carroll**.

Mount Royal (1898) Canadian Pacific Line.

Built by Swan, Hunter & Wigham Richardson, Ltd., Wallsend-on-Tyne, England. Tonnage: 7,064. Dimensions: 470' x 56'. Single-screw, 12 knots. Two masts and one funnel. Sister ship: **Milwaukee**. Note: They were formerly owned by Elder, Dempster Co.

Mount Temple (1901) Canadian Pacific Line.

Built by Sir W. G. Armstrong, Whitworth & Co., Ltd., Newcastle-on-Tyne, England. Tonnage: 7,656. Dimensions: 485' x 59'. Single-screw, 12½ knots. Four masts and one

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funnel. Note: On December 6, 1916, was captured and sunk by the German raider **Mowe**, 620 miles west of Fastnet. Sister ship: **Montezeuma**.

Muenchen (1922) North German Lloyd.

Built by Vulcan Co., Stettin, Germany. Tonnage: 13,483. Dimensions: 526' x 65'. Twin-screw, 16 knots. Two masts and two funnels. Renamed: (a) **General Von Steuben**, (b) **Steuben**. Sister ship: **Stuttgart**. Note: After being badly gutted by fire at her New York pier she was rebuilt in Germany and renamed **General Von Steuben**. Her outward appearance was greatly changed by the work. Rebuilt and renamed in 1931 after having been badly gutted by fire at her New York pier.

Munchen (1889) North German Lloyd.

Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 4,801. Dimensions: 390' x 46'. Single-screw, 13 knots. Two masts and one funnel. Renamed: **Gregory Morch** (Turkish). Sister ship: **Dresden**.

Munchen (1923) North German Lloyd.

Built by Vulcan Co., Stettin, Germany. Tonnage: 18,940. Dimensions: 590' x 72'. Twin-screw, 16 knots. Two masts and two funnels. Renamed: (a) **Ohio**, (b) **Albertic**. Note: She was never actually in the passenger trade under the name **Munchen** for she was one of the many ships turned over to the Allies after the great war.

Napoleon III (1866) French Line.

Built by Thames Ironworks, London, England. Tonnage: 3,950. Dimensions: 363' x 43'. Paddle-wheels, 13 knots. Two masts and two funnels. Note: In 1872 she was lengthened and altered by having her paddle-wheels replaced by single-screw propulsion. She was renamed **Ville du Havre**. Sister ship: **Periere**.

Napoli (1899) Navigazione Generale Italiana.

Built by Palmer's Shipbuilding and Iron Co., Ltd., Jarrow-on-Tyne, England. Tonnage: 9,203. Dimensions: 470' x 56'. Twin-screw, 12½ knots. Four masts and one funnel. Ex-**Sannio**, ex-**British Prince**. Sunk by collision in the North Atlantic during 1918.

Napoli (1907) Navigazione Generale Italiana.

Built by Sir James Laing & Sons, Ltd., Sunderland, England. Tonnage: 6,094. Dimensions: 406' x 51'. Twin-screw, 14 knots. Two masts and three funnels. Ex-**San Giorgio**.

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Nazario Sauro (1921) Transatlantica Italiana.

Built by Societa Anonima Ansaldo, Genoa, Italy. Tonnage: 8,150. Dimensions: 447' x 52'. Twin-screw, 14 knots. Two masts and two funnels. Sister ship: **Ammiraglio Bettolo**.

***Nea Hellas** (1922) Anchor Line.

Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 16,991. Dimensions: 552' x 70'. Twin-screw, 15½ knots. Two masts and one funnel. Ex-**Tuscania**. Note: In 1939 the **Tuscania** was sold to the General Steam Navigation Company of Greece and renamed **Nea Hellas**, but shortly afterwards she reverted back to the Anchor Line.

Nebraska (1867) Guion Line.

Built at Palmer's Shipbuilding and Iron Co., Ltd., Jarrow-on-Tyne, England. Tonnage: 3,662. Dimensions: 400' x 44'. Single-screw.

Neckar (1873) North German Lloyd.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 2,331. Dimensions: 351' x 40'. Single-screw, 14½ knots. Made final voyage to New York in 1895.

Neckar (1901) North German Lloyd.

Built by Tecklenborg & Co., Geestemunde, Germany. Tonnage: 9,832. Dimensions: 499' x 58'. Twin-screw, 14 knots. Four masts and one funnel. Renamed: (a) **Potomac**, (b) **Antigone**. Sister ships: **Main** and **Rhein**.

Nederland (1873) Red Star Line.

Built by Palmer's Shipbuilding and Iron Co., Ltd., Jarrow-on-Tyne, England. Tonnage: 2,950. Dimensions: 329' x 38'. Single-screw, 13 knots. Three masts and one funnel. Made final voyage to New York in 1893.

Neustria (1883) Fabre Line.

Built by Claparede & Co., Rouen, France. Tonnage: 2,687. Dimensions: 328' x 40'. Single-screw, 12 knots. Made final voyage to New York in 1908.

Nevada (1868) Guion Line.

Built by Palmer's Shipbuilding and Iron Co., Ltd., Jarrow-on-Tyne, England. Tonnage: 3,125. Dimensions: 345' x 43'. Single-screw. Two masts and one funnel. Note: Sold to the Dominion Line and renamed **Hamilton**. Scrapped in 1893.

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New England (1898) Dominion Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 12,099. Dimensions: 550' x 59'. Twin-screw, 16 knots. Two masts and one funnel. Renamed: (a) **Romanic**, (b) **Scandinavian**. Scrapped in 1923.

New York (1858) North German Lloyd.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 2,528. Dimensions: 310' x 40'. Single-screw. Three masts and one funnel. Sister ship: **Bremen**.

New York (1888) American Line.

Built by J. & G. Thomson, Ltd., Clydebank, Glasgow. Tonnage: 10,499. Dimensions: 528' x 63'. Twin-screw, 20½ knots. Three masts and two funnels. Ex-**City of New York**. Renamed: **Pittsburg**. Note: As originally built this ship had three funnels and three masts. Sister ship: **Philadelphia**.

New York (1927) Hamburg-American Line.

Built by Blohm & Voss, Hamburg. Tonnage: 21,455. Dimensions: 602' x 72'. Twin-screw, 16 knots. Two masts and two funnels. Note: She was later lengthened to 645 feet and tonnage increased to 23,337 tons gross. At the time of her reconstruction her speed was advanced to 20 knots. Sister ship: **Hamburg**.

Newfoundland (1925) Furness Withy Co.

Built by Vickers, Armstrong, Ltd., Barrow-in-Furnace, England. Tonnage: 6,791. Dimensions: 406' x 55'. Twin-screw, 15 knots. Two masts and one funnel. Sunk by bombs of enemy aircraft off Salerno, Italy on September 13, 1943, while being used as a hospital ship. Sister ship: **Nova Scotia**.

Niagara (1848) Cunard Line.

Built by Robert Steele & Co., Greenock, Scotland. Tonnage: 1,825. Dimensions: 251' x 38'. Paddle-wheels 10 knots. Three masts and one funnel. Note: The Cunard Line sold her to Glasgow shipbuilders in 1866, who converted her into a sailing ship. She was later wrecked near the South Stack on June 6, 1875, with no loss of life. Sister ships: **America**, **Canada** and **Europa**.

Niagara (1908) French Line.

Built by Atel & Ch. de La Loire, St. Nazaire, France. Tonnage: 9,614. Dimensions: 485' x 56'. Twin-screw, 14½ knots. Two masts and one funnel. Ex-**Corse**. Scrapped in 1931.

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Nieuw Amsterdam (1906) Holland-American Line.
Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 17,149. Dimensions: 600' x 68'. Twin-screw, 16 knots. Four masts and one funnel. Scrapped in 1931.

***Nieuw Amsterdam** (1938) Holland-American Line.
Built by Rotterdam Dry Dock Co., Rotterdam, Netherlands. Tonnage: 36,287. Dimensions: 713' x 88'. Twin-screw, 21 knots. Two masts and two funnels. Note: Survived all her services as a troopship throughout more than four years of this war work.

Nomadic (1891) White Star Line.
Built by Cammell, Laird & Co., Ltd., Birkenhead, England. Tonnage: 5,749. Dimensions: 460' x 49'. Twin-screw, 13 knots. Sister ship: **Tauric**.

Noordam (1902) Holland-American Line.
Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 12,531. Dimensions: 550' x 62'. Twin-screw, 15 knots. Two masts and one funnel. Renamed: **Kungsholm**. Scrapped in 1928. Sister ships: **Potsdam** and **Rijndam**.

***Noordam** (1939) Holland-American Line.
Built by Van P. Smit, Jr., Rotterdam, Netherlands. Tonnage: 10,726. Dimensions: 480' x 64'. Twin-screw, 19 knots. Two masts and one funnel. Sister ship: **Zaandam**.

Noordland (1884) Red Star Line.
Built by Laird Bros., Ltd., Birkenhead, England. Tonnage: 5,129. Dimensions: 400' x 47'. Single-screw, 13½ knots. Four masts and one funnel. Broken up by shipbreakers in 1908.

Nord America (1882) La Veloce Line.
Built by John Elder & Co., Glasgow. Tonnage: 4,920. Dimensions: 418' x 50'. Single-screw, 16 knots. Three masts and two funnels. Ex-**Stirling Castle**, ex-**Nord America**, ex-**Stirling Castle**. Note: Wrecked near Arzilla in 1910.

Norge (1881) Scandinavian-American Line.
Built by Alexander Stephen & Sons., Ltd., Linthouse, Glasgow. Tonnage: 3,318. Dimensions: 340' x 40'. Single-screw, 13 knots. Three masts and one funnel. Ex-**Pieter de Coninck**. Wrecked near Rockall in 1904.

Normandie (1933) French Line.
Built by Soc. Ch. & Atliers de St. Nazaire, Penhoet. Tonnage: 79,280. Dimensions: 981' x 117'. Quadruple-screw,

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30 knots. Two masts and three funnels. Note: Her superstructure was enlarged after completion, thus increasing the tonnage to 82,799 tons gross. Taken over by the United States Government during World War II and renamed **Lafayette**. On February 9, 1942, was badly gutted by fire at her New York pier and subsequently keeled over and sunk. After much salvage work she was later refloated but was not rebuilt and in September, 1946, was sold to the highest bidder for scrap. In December, 1946, was towed to Port Newark, New Jersey to be dismantled.

Normannia (1890) Hamburg-American Line.

Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 8,250. Dimensions: 500' x 57'. Twin-screw, 18½ knots. Two masts and three funnels. Note: Sold to the Spanish Government in 1898 along with the **Columbia**. The Spaniards renamed her **Patriota**. In 1899 she was sold to the French Line for their New York service and renamed **L' Aquitaine**. Scrapped in 1906. Sister ship: **Columbia**.

Norseman (1882) Dominion Line.

Built by Laird Bros., Ltd., Birkenhead, England. Tonnage: 4,000. Dimensions: 392' x 44'. Single-screw.

Norseman (1897) Dominion Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 9,545. Dimensions: 500' x 62'. Twin-screw, 12 knots. Two masts and one funnel. Ex-**Brasilia**.

North Briton (1858) Allan Line.

Built by Wm. Denny & Bros., Ltd., Dumbarton, Scotland. Tonnage: 2,190. Dimensions: 298' x 38'. Single-screw. Three masts and one funnel. Wrecked on Paraquet Island on November 5, 1861 with no loss of life.

Norwegian (1861) Allan Line.

Built by Wm. Denny & Bros., Ltd., Dumbarton, Scotland. Tonnage: 2,449. Single-screw. Note: Wrecked on St. Paul Island on June 14, 1863, with no loss of life. Sister ship: **Hibernian**.

Norwegian (1865) Allan Line.

Built by Tod & McGregor, Glasgow, Scotland. Tonnage: 3,523. Dimensions: 375' x 39'. Single-screw. Ex-**City of New York**. Made final voyage to New York in 1900.

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- Notting Hill** (1881) Twin Screw Line.
Built at Glasgow, Scotland. Tonnage: 3,920. Dimensions: 420' x 45'. Twin-screw, 12 knots. She struck an iceberg on February 5, 1883 and sank with no loss of life.
- Nouveau Monde** (1865) French Line.
Built at St. Nazaire, France. Tonnage: 4,503. Dimensions: 393' x 45'. Single-screw, 13 knots. Three masts and two funnels. Ex-Labrador.
- Nova Scotia** (1926) Furness Withy Co.
Built by Vickers, Armstrong, Ltd., Barrow-in-Furnace, England. Tonnage: 6,796. Dimensions: 406' x 55'. Twin-screw, 15 knots. Two masts and one funnel. Torpedoed and sunk in 1942. Sister ship: **Newfoundland**. Note: These ships were used on the Liverpool-St. John-Boston route.
- Nova Scotian** (1858) Allan Line.
Built by Wm. Denny & Bros., Ltd., Dumbarton, Scotland. Tonnage: 2,190. Dimensions: 280' x 38'. Single-screw. Three masts and one funnel. She was later lengthened.
- Numidian** (1891) Allan Line.
Built by D. & W. Henderson & Co., Ltd., Glasgow. Tonnage: 4,836. Dimensions: 400' x 45'. Single-screw, 13½ knots. Two masts and one funnel. Made final voyage to Boston in 1914. Note: During the first World War she was filled with cement and sunk in order to block a channel against submarines.
- Obdam** (1880) Holland American Line.
Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 3,699. Dimensions: 410' x 39'. Single-screw, 14 knots. Four masts and one funnel. Ex-British Queen. Torpedoed and sunk in 1918.
- Oceana** (1891) Hamburg-American Line.
Built by Wm. Denny & Bros., Ltd., Dumbarton, Scotland. Tonnage: 7,815. Dimensions: 531' x 54'. Twin-screw, 16 knots. Two masts and two funnels. Ex-Scot. Note: Used mostly on special cruise trips. Renamed: (a) **Alfonso XIII**, (b) **De Balboa**, (c) **Vasco Nunez de Balboa**.
- Oceania** (1907) Unione Austriaca (Austro-American Line).
Built by Alexander Stephen & Son, Ltd., Linthouse, Glasgow. Tonnage: 5,497. Dimensions: 391' x 50'. Twin-screw, 15 knots. Two masts and one funnel.

* Denotes ship still in service under same name.

Oceania (1909) La Veloce Line.

Built by Alexander Stephen & Sons, Ltd., Linthouse, Glasgow. Tonnage: 9,000. Dimensions: 476' x 55'. Twin-screw, 16 knots. Two masts and two funnels. Renamed: **Stampalia**.

Oceanic (1870) White Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 3,808. Dimensions: 420' x 42'. Single-screw, 14½ knots. Four masts and one funnel. Note: Pioneer vessel of the White Star Line. She was laid down in 1869 and launched on August 27, 1870. Commenced maiden voyage from Liverpool to New York in February, 1871. She terminated her career in February, 1896, by being sold to the scrappers, and was broken up on the Thames during the same year. Sister ships: **Atlantic**, **Baltic** and **Republic**.

Oceanic (1899) White Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 17,274. Dimensions: 685' x 68'. Twin-screw, 21 knots. Three masts and two funnels. Note: Cost approximately \$3,600,000 to build. She was the first ship to exceed the **Great Eastern** in length. Her promenade deck extended for 400 feet. Commenced her maiden voyage in September, 1899. Later she made a westward passage in 5 days, 16 hours and 34 minutes. She stranded on Foula Island in 1914 and became a total wreck.

Oder (1873) North German Lloyd.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 3,265. Dimensions: 351' x 39'. Single-screw, 14½ knots. Two masts and one funnel. Had accommodations for 90 first-class, 126 second-class and 680 steerage passengers. Note: The **Neckar**, **Mosel**, **Rhein**, **Main**, **Donau**, **Freser** and **America** were similar ships.

Ohio (1869) North German Lloyd.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 2,394. Dimensions: 301' x 39'. Single-screw.

Ohio (1873) American Line.

Built by Wm. Cramp & Sons, Shipbuilding & Engineering Co., Philadelphia, Penn. Tonnage: 3,104. Dimensions: 360' x 42'. Single-screw, 13 knots. Two masts and one funnel. Foundered in August, 1909, after hitting a rock off the Alaskan coast, sustaining a loss of 5 lives. Sister ships: **Indiana**, **Illinois** and **Pennsylvania**. Note: Their speed was increased later to 14 knots.

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Ohio (1923) Royal Mail Line.

Built by Vulcan Co., Stettin, Germany. Tonnage: 18,900. Dimensions: 590' x 72'. Twin-screw, 17 knots. Two masts and two funnels. Ex-**Munchen**. Renamed: **Albertic**. Note: The **Ohio** was used for awhile on the Royal Mail Line's service to New York during the early twenties.

Oldenburg (1890) North German Lloyd.

Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 5,006. Dimensions: 415' x 48'. Single-screw, 13 knots. Two masts and one funnel. Sister ships: **Gera**, **Darmstadt**, **Karlsruhe** and **Stuttgart**. Made final voyage to New York in 1907.

Olinde-Rodrigues (1873) French Line.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 3,188. Dimensions: 350' x 39'. Single-screw. Ex-**Franconia**.

Olympia (1871) Anchor Line.

British built. Tonnage: 2,210. Dimensions: 307' x 34'. Single-screw. Note: She was later transferred to the Mediterranean service. Made final voyage to New York in 1897.

Olympic (1911) White Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 46,439. Dimensions: 852' x 92'. Triple-screw, 23 knots. Two masts and four funnels. Note: Her building cost amounted to about \$7,500,000. From keel to navigating bridge measured 104 feet. The tops of her funnels were 175 feet above the keel. While on her maiden voyage in 1912 she was rammed and holed by the British cruiser **Hawke**, but however, was in no danger of sinking. She acted as a troopship during the first World War. In 1921 was reconditioned and converted to oil burning equipment at a cost of about \$2,500,000. She rammed and sank the well-known lightship **Nantucket** off the New England coast on May 16, 1934 during a thick fog. The seven members of the lightship crew were lost. Broken up by shipbreakers in 1935. Sister ship: **Titanic**.

Orbita (1915) Royal Mail Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 15,495. Dimensions: 550' x 67'. Triple-screw, 15 knots. Two masts and one funnel. Note: She was employed on the Royal Mail Line's service between Hamburg, Southampton, Cherbourg and New York. This service lasted from 1921 to

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1927 and the **Orduna**, **Oropessa**, **Orca** and **Ohio** were the other ships of the line used on this route. Afterwards the **Orbita** was transferred back to her former owner, which was the Pacific Steam Navigation Co. Sister ships: **Orca** and **Orduna**.

Orca (1918) Royal Mail Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 16,063. Dimensions: 550' x 67'. Triple-screw, 15 knots. Two masts and one funnel. Renamed: **Calgaric**. Sister ships: **Orbita** and **Orduna**. Note: See **Orbita** for further details.

Orduna (1914) Royal Mail Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 15,507. Dimensions: 550' x 67'. Triple-screw, 15 knots. Two masts and one funnel. Note: This ship was launched in September, 1913, for the Pacific Steam Navigation Company. Between 1914 to 1918 she was under charter to the Cunard Line. After the first World War she was put on the Royal Mail Line service between Europe and New York, but as this trade was discontinued in 1927 she reverted back to her original owner. Sister ships: **Orbita** and **Orca**.

Oregon (1883) Guion Line.

Built by John Elder & Co., Glasgow. Tonnage: 7,375. Dimensions: 501' x 54'. Single-screw, 18½ knots. Four masts and two funnels. Note: She had 3-cylinder compound engines that developed 13,575 indicated horse-power at 64 revolutions per minute. She commenced her maiden voyage from Queenstown to New York on October 7, 1883, and made the crossing in a record time of 6 days, 10 hours and 10 minutes. In June, 1884, she was sold to the Cunard Line and retained her name. It was on March 14, 1886 that she was in collision with an unknown schooner 18 miles east of Long Island. She subsequently sunk, but all on board were rescued by the North German Lloyd steamship **Fulda**.

Oregon (1883) Dominion Line.

Built at Dumbarton, Scotland. Tonnage: 3,672. Dimensions: 360' x 40'. Single-screw, 12½ knots. Two masts and one funnel. Sister ship: **Sarnia**.

Orel (1890) Russian Volunteer Fleet.

Built by Hawthorne, Leslie & Co., Ltd., Newcastle, England. Tonnage: 4,880. Dimensions: 432' x 48'. Twin-screw, 19 knots. Three masts and two funnels.

* Denotes ship still in service under same name.

- Orione** (1883) Navigazione Generale Italiana.
Built by Robert Napier & Sons, Glasgow. Tonnage:, 4,161.
Dimensions: 380' x 42'. Single-screw, 16 knots. Sister ships:
Perseo and **Sirio**.
- Oscar II** (1901) Scandinavian-American Line.
Built by Sir James Laing and Sons, Ltd., Sunderland,
England. Tonnage: 10,012. Dimensions: 500' x 58'. Twin-
screw, 16 knots. Two masts and one funnel. Sister ships:
Hellig Olav and **United States**. Scrapped in 1934.
- Oslofjord** (1938) Norwegian-American Line.
Built by Deutsche Schiff-und Maschinenbau, Wesermunde,
Germany. Tonnage: 18,372. Dimensions: 563' x 73'.
Twin-screw, 20 knots. Two masts and two funnels. She
was sunk by a mine off the British Isles on December 13,
1940.
- Ottawa** (1874) Dominion Line.
Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage:
5,000. Dimensions: 455' x 45'. Single-screw, 16 knots.
Four masts and two funnels. Ex-**Germanic**. Renamed:
Gulcemal.
- P. Caland** (1874) Holland-American Line.
Built at Glasgow, Scotland. Tonnage: 2,584. Dimensions:
350' x 38'. Single-screw, 10 knots. Three masts and one
funnel. Renamed: **Caramanie**.
- P. de Satrustegui** (1890) Compania Trasatlantica (Spanish
Line).
Built by A. & J. Inglis, Glasgow. Tonnage: 4,671. Di-
mensions: 410' x 46'. Single-screw, 15 knots. Two masts
and one funnel. Ex-**Tara**.
- Pacific** (1849) Collins Line.
Built by W. H. Brown of New York. Tonnage: 2,856. Di-
mensions: 282' x 45'. Paddle-wheels, 12½ knots. Two
masts and one funnel. Note: Cost about \$700,000 to build.
She sailed from Liverpool on January 23, 1856, and was
never heard of again. There was a loss of 240 lives. Sister
ships: **Arctic**, **Baltic** and **Atlantic**.
- Palatia** (1893) Hamburg-American Line.
Built by Vulcan Co., Stettin, Germany. Tonnage: 7,118.
Dimensions: 460' x 52'. Twin-screw, 13 knots. Sister ship:
Patria.

* Denotes ship still in service under same name.

Palermo (1899) Navigazione Generale Italiana.

Built by Palmer's Shipbuilding and Iron Co., Ltd., Jarrow-on-Tyne, England. Tonnage: 9,203. Dimensions: 470' x 56'. Twin-screw, 12 knots. Four masts and one funnel. Ex-Lazio, ex-British Princess.

Palermo (1907) Navigazione Generale Italiana.

Built by Sir James Laing and Sons, Ltd., Sunderland, England. Tonnage: 6,094. Dimensions: 430' x 52'. Twin-screw, 14 knots. Two masts and two funnels. Ex-San Giovanni. Scrapped in 1928.

Panama (1865) French Line.

Built at St. Nazaire, France. Tonnage: 4,287. Dimensions: 354' x 43'. Single-screw, 13½ knots. Renamed: **Canada**.

Panama (1875) Compania Trasatlantica (Spanish Line).

Built by London and Glasgow Shipbuilding Co., Glasgow, Scotland. Tonnage: 2,085. Dimensions: 331' x 34'. Single-screw. Ex-Branksome Hall.

Pannonia (1904) Cunard Line.

Built by John Brown & Co., Ltd., Clydebank, Glasgow. Tonnage: 9,851. Dimensions: 486' x 59'. Twin-screw, 14 knots. Four masts and one funnel. Scrapped in 1922.

Paris (1889) American Line.

Built by J. & G. Thomson, Ltd., Clydebank, Glasgow. Tonnage: 10,669. Dimensions: 527' x 63'. Twin-screw, 20 knots. Three masts and two funnels. Ex-City of Paris. Renamed: **Philadelphia**. Note: On May 20, 1899, she stranded on the Manacles Rock, Cornwall, and remained there until refloated in July of that year. Sister ship: **New York**.

Paris (1921) French Line.

Built by Chantiers et Ateliers de Saint Nazaire, Penhoet, St. Nazaire, France. Tonnage: 34,569. Dimensions: 735' x 83'. Quadruple-screw, 22 knots. Two masts and three funnels. Note: She was laid down in 1913, but it was not until 1921 that she was completed. She capsized and sunk after being gutted by fire at her Havre pier on April 18, 1939. Her hulk still remains in the shallow water of the port.

Parisian (1881) Allan Line.

Built by Robert Napier & Sons, Glasgow. Tonnage: 5,395. Dimensions: 446' x 46'. Single-screw, 15 knots. Four masts and two funnels. Note: This steel built steamship had her

* Denotes ship still in service under same name.

original two funnels later replaced by a single large one. Sold to Italian shipbreakers in January, 1914, and immediately afterwards was dismantled at Genoa.

Parthia (1870) Cunard Line.

Built by Wm. Denny & Bros., Ltd., Dumbarton, Scotland. Tonnage: 3,502. Dimensions: 360' x 40'. Single-screw, 13 knots. Three masts and two funnels. Renamed: **Victoria** (Alaskan Steamship Co.). Note: She was operated by the United States Government during World War II. Now in operation between Seattle and Alaska as a freighter.

Patria (1882) Fabre Line.

Built by Vulcan Co., Stettin, Germany. Tonnage: 4,053. Dimensions: 358' x 42'. Single-screw, 11 knots. Three masts and one funnel. Ex-**Rugia**.

Patria (1893) Hamburg-American Line.

Built by Vulcan Co., Stettin, Germany. Tonnage: 7,118. Dimensions: 460' x 52'. Twin-screw, 13½ knots. Note: She was destroyed by fire in the English Channel on November 17, 1899, with no loss of life. Sister ship: **Palatia**.

Patria (1913) Fabre Line.

Built by Forges et Chantiers de la Mediterranee, La Seyne, France. Tonnage: 11,885. Dimensions: 487' x 59'. Twin-screw, 16 knots. Two masts and three funnels. Note: Sunk by an explosion in Haifa Harbor on November 26, 1940. Sister ship: **Providence**.

Patria (1938) Hamburg-American Line.

Built by Deutschewerft, Hamburg, Germany. Tonnage: 16,595. Dimensions: 589' x 73'. Twin-screw, 17 knots. Two masts and one funnel. Motorship. Note: Used on the Central American route. Renamed: (a) **Empire Welland**, (b) ***Russia**.

Patricia (1899) Hamburg-American Line.

Built by Vulcan Co., Stettin, Germany. Tonnage: 13,424. Dimensions: 560' x 62'. Twin-screw, 13½ knots. Four masts and one funnel. Sister ships: **Graf Waldersee**, **Pennsylvania** and **Pretoria**.

Patris (1909) Greek Line. (Embiricos Bros.)

Built by Northumberland Shipbuilding Co., Ltd., Newcastle, England. Tonnage: 4,390. Dimensions: 370' x 47'. Twin-screw, 14½ knots. Two masts and two funnels. Made final voyage to New York in 1920.

* Denotes ship still in service under same name.

Pavonia (1882) Cunard Line.

Built by J. & G. Thomson, Ltd., Glasgow. Tonnage: 5,588. Dimensions: 430' x 46'. Single-screw, 14 knots. Three masts and one funnel. Note: Commenced her maiden voyage from Liverpool to Boston on October 30, 1882. She had accommodations for 200 cabin passengers and 1,000 in steerage. Scrapped in 1901. Sister ship: **Cephalonia**.

Pennland (1870) Red Star Line.

Built by J. & G. Thomson, Ltd., Clydebank, Glasgow. Tonnage: 3,760. Dimensions: 361' x 41'. Single-screw, 13 knots. Three masts and one funnel. Ex-**Algeria**. Made final voyage to New York in 1893.

Pennland (1922) Red Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 16,322. Dimensions: 575' x 67'. Triple-screw, 16 knots. Two masts and two funnels. Ex-**Pittsburg**. Note: She was built for the Dominion Line's Canadian service, but was transferred to the White Star Line and later to the Red Star Line. Finally became a unit of the Holland-American Line. Bombed and sunk by German planes in the Gulf of Athens on April 25, 1941. The survivors were picked up by a British warship.

Pennsylvania (1863) National Line.

Built by Palmer's Shipbuilding and Iron Co., Ltd., Jarrow-on-Tyne, England. Tonnage: 2,890. Single-screw, 12 knots. Three masts and one funnel. Note: In 1872 was lengthened by Laird Bros., Birkenhead, England. Her tonnage was increased to 4,276 tons gross. Renamed: **Canada**. Scrapped in 1894.

Pennsylvania (1873) American Line.

Built by Wm. Cramp & Sons Shipbuilding & Engineering Co., Philadelphia, Penn. Tonnage: 3,126. Dimensions: 360' x 42'. Single-screw, 13 knots. Two masts and one funnel. Note: She ran aground on a ledge off Alaska in 1909 with a loss of 5 lives. This ship was the pioneer vessel of the American Line and was launched in August, 1872. Commenced maiden voyage in May, 1873. Sister ships: **Illinois**, **Indiana** and **Ohio**.

Pennsylvania (1896) Hamburg-American Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 13,333. Dimensions: 559' x 62'. Twin-screw, 13½ knots.

* Denotes ship still in service under same name.

Four masts and one funnel. Renamed: **Nansamond**. Scrapped in 1924. Sister ships: **Graf Waldersee**, **Patricia** and **Pretoria**.

Pereire (1865) French Line.

British built. Tonnage: 3,950. Dimensions, 363' x 46'. Paddle-wheels, 13 knots. Three masts and one funnel. Note: During the seventies she was converted into a single-screw type of propulsion. In 1888 was sold and converted into a sailing ship and given the name **Lancing**. She was sold to Italian shipbreakers in December, 1924, and scrapped immediately. Sister ship: **Napoleon III**.

Perou (1907) French Line.

Built by Chantiers de L' Atlantique, St. Nazaire, France. Tonnage: 6,599. Dimensions: 432' x 52'. Twin-screw, 16 knots. Two masts and two funnels. Sister ship: **Guadeloupe**.

Perseo (1883) Navigazione Generale Italiana.

Built by Robert Napier & Sons, Ltd., Glasgow. Tonnage: 4,158. Dimensions: 380' x 42'. Single-screw, 16 knots.

Persia (1856) Cunard Line.

Built by Robert Napier & Sons, Glasgow. Tonnage: 3,414. Dimensions: 360' x 45'. Paddle-wheels, 12½ knots. Two masts and two funnels. Note: She was sold out of the Cunard service in 1868. This famous steamship was broken up by shipbreakers on the Thames in the early seventies. Sister ship: **Scotia**.

Persia (1894) Hamburg-American Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 5,713. Dimensions: 445' x 50'. Twin-screw, 13 knots. Two masts and one funnel. Sister ship: **Minnewaska**.

Persian Monarch (1880) Wilson Line.

Built at Dumbarton, Scotland. Tonnage: 3,923. Dimensions: 360' x 48'. Single-screw, 12½ knots. Four masts and one funnel. Wrecked on Long Island in 1894 with no loss of life. Sister ship: **Lydian Monarch**.

Perugia (1901) Anchor Line.

Built by D. & W. Henderson & Co., Ltd., Glasgow. Tonnage: 4,348. Dimensions: 375' x 47'. Single-screw, 13 knots. Two masts and one funnel. Sunk in the Mediterranean in December, 1916. Note: She was usually on the Mediterranean trade.

* Denotes ship still in service under same name.

Peruvian (1863) Allan Line.

Built by Robert Steele & Co., Greenock, Scotland. Tonnage: 2,549. Dimensions: 320' x 39'. Single-screw. Three masts and one funnel. Note: She was lengthened in 1874 to 373 feet and tonnage increased to 3,038 tons gross. Sister ship: **Moravian**. Note: They were very handsome ships with fine lines.

Pesaro (1901) Lloyd Sabaudo Line.

Built by Blohm & Voss, Hamburg. Tonnage: 12,335. Dimensions: 525' x 62. Twin-screw, 15½ knots. Two masts and two funnels. Ex-**Moltke**. Note: The **Moltke** was taken over by the Italian Government during the first World War and they renamed her **Pesaro**. In the early twenties the Lloyd Sabaudo Line operated her for several Atlantic voyages. Scrapped in 1926.

Philadelphia (1889) American Line.

Built by J. & G. Thomson, Ltd., Clydebank, Glasgow. Tonnage: 10,786. Dimensions: 527' x 63'. Twin-screw, 19½ knots. Three masts and two funnels. Ex-**City of Paris**. Note: She was broken up by shipbreakers in Italy during 1925 along with sister ship and also the **St. Louis**. Sister ship: **New York**.

Phoenicia (1894) Hamburg-American Line.

Built by Blohm & Voss, Hamburg, Germany. Tonnage: Dimensions: 460' x 52'. Single-screw, 13 knots. Sister ships: **Palatia** and **Patria**.

***Piemonte** (1918) Italia Line.

Built by Barclay, Curle & Co., Ltd., Glasgow. Tonnage: 15,209. Dimensions: 520' x 67'. Triple-screw, 16 knots. Two masts and two funnels. Ex-**Minnedosa**. Sister ship: **Liguria**.

Pilsudski (1935) Gdynia-American Line.

Built by Cantieri Riuniti dell' Adriatico, Italy. Tonnage: 14,294. Dimensions: 498' x 70'. Twin-screw, 20 knots. Two masts and two funnels. Note: She was launched on December 19, 1934, and entered her regular service in July, 1936. She was torpedoed and sunk on November 26, 1939. Sister ship: **Batory**.

Pisa (1896) Hamburg-American Line.

Built by Alexander Stephen & Sons, Ltd., Linthouse, Glasgow. Tonnage: 4,959. Dimensions: 390' x 46'. Single-screw, 12 knots. Made final voyage to New York in 1914.

* Denotes ship still in service under same name.

Pittsburg (1922) White Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 16,322. Dimensions: 575' x 67'. Twin-screw, 16 knots. Two masts and two funnels. Renamed: **Pennland**. Sister ship: **Regina**. Note: These two ships were originally laid down for the Dominion Line. For further details see **Pennland**.

Pocahontas (1900) United States Mail Steamship Co.

Built by Vulcan Co., Stettin, Germany. Tonnage: 10,881. Dimensions: 523' x 60'. Twin-screw, 15 knots. Two masts and two funnels. Ex-**Prinzess Irene**. Renamed: (a) **Bremen**, (b) **Karlsruhe**.

Polonia (1910) Gdynia-American Line.

Built by Barclay, Curle & Co., Ltd., Glasgow. Tonnage: 7,890. Dimensions: 450' x 56'. Twin-screw, 16 knots. Two masts and two funnels. Ex-**Kursk**.

Polynesian (1872) Allan Line.

Built by Robert Steele & Co., Greenock, Scotland. Tonnage: 3,983. Dimensions: 400' x 42'. Single-screw, 13½ knots. Two masts and one funnel. Note: She commenced her maiden voyage in October, 1872. Made the crossing between Quebec and Londonderry in 7 days, 18 hours and 55 minutes. Renamed: **Laurentian**.

Pomeranian (1882) Allan Line.

Built by Earle's Shipbuilding and Engineering Co., Ltd., Hull, England. Tonnage: 4,365. Dimensions: 381' x 43'. Single-screw, 12 knots. Two masts and one funnel. Ex-**Grecian Monarch**. Note: The **Pomeranian** was torpedoed and sunk 9 miles from Portland Bill on April 15, 1918, with the loss of 55 lives.

Pommerania (1873) Hamburg-American Line.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 3,382. Single-screw, 13½ knots. Note: She was sunk by collision off Folkestone on November 25, 1878, with the loss of over 50 lives.

Potsdam (1900) Holland-American Line.

Built by Blohm & Voss, Hamburg. Tonnage: 12,522. Dimensions: 547' x 62'. Twin-screw, 15 knots. Two masts and one funnel. Renamed: (a) **Stockholm**, (b) **Solglimt**. Note: The **Stockholm** was sold and converted into a floating whaling factory ship, and renamed **Solglimt**. Sister ships: **Noordam** and **Rijndam**.

* Denotes ship still in service under same name.

President (1840) London Line.

Built by Curling and Young at Limehouse on the Thames. Tonnage: 2,366. Paddle-wheels. Two funnels and 3 masts. Note: She was launched on December 7, 1839, and commenced her maiden voyage on August 1, 1840, making the trip in 17 days. On March 11, 1841, she sailed from New York with a small number of passengers and was never heard of again.

President Arthur (1900) United States Lines.

Built by Vulcan Co., Stettin, Germany. Tonnage: 10,680. Dimensions: 523' x 60'. Twin-screw, 16 knots. Two masts and two funnels. Ex-**Princess Matoika**, ex-**Prinzess Alice**, ex-**Kiautschou**. Renamed: **City of Honolulu**.

President Fillmore (1899) United States Lines.

Built by Vulcan Co., Stettin, Germany. Tonnage: 10,532. Dimensions: 499' x 60'. Twin-screw, 16 knots. Two masts and two funnels. Ex-**Powhatan**, ex-**Hamburg**. Renamed: (a) **New Rochelle**, (b) **Hudson**.

President Grant (1907) Hamburg-American Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 18,072. Dimensions: 599' x 68'. Twin-screw, 14½ knots. Six masts and one funnel. Renamed: **Republic**. Sister ship: **President Lincoln**. Note: These two fine ships were noted for being the only six-masted liners on the Atlantic.

President Harding (1921) United States Lines.

Built by New York Shipbuilding Corp., Camden, N. J. Tonnage: 13,869. Dimensions: 516' x 72'. Twin-screw, 19 knots. Two masts and one funnel. Ex-**President Taft**, ex-**Lone Star State**. Renamed: **Ville de Bruges**. Torpedoed and sunk in May, 1940. Note: There were a number of ships of this class that were taken over by the Dollar Line. Sister ship: **President Roosevelt**.

President Lincoln (1907) Hamburg-American Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 18,162. Dimensions: 599' x 68'. Twin-screw, 14½ knots. Six masts and one funnel. Note: She was laid down for Furness Withy & Co., Ltd., as the **Scotian**, but before completion was sold to the Hamburg-American Line who renamed her **President Lincoln**. She was torpedoed and sunk on May 31, 1918, with the loss of 26 lives. Sister ship: **President Grant**.

*Denotes ship still in service under same name.

President Roosevelt (1922) United States Lines.

Built by New York Shipbuilding Corp., Camden, N. J. Tonnage: 13,869. Dimensions: 516' x 72'. Twin-screw, 20 knots. Two masts and one funnel. Ex-Peninsular State. Renamed: **Joseph T. Dickman**. Sister ship: **President Harding**. Note: These ships were of a class of similar ships built during the 1920-1922 period. Most of them were taken over by the Dollar Line.

Presidente Wilson (1912) Cosulich Line.

Built by Unione Austriaca. Tonnage: 12,588. Dimensions: 477' x 60'. Twin-screw, 18½ knots. Two masts and two funnels. Ex-Kaiser **Franz Josef I**. Renamed: (a) **Gange**, (b) **Marco Polo**.

Pretoria (1897) Hamburg-American Line.

Built by Blohm & Voss, Hamburg. Tonnage: 13,234. Dimensions: 561' x 62'. Twin-screw, 13½ knots. Four masts and one funnel. Sister ships: **Graf Waldersee**, **Patricia** and **Pennsylvania**.

Pretorian (1900) Allan Line.

Built by Furness, Withy & Co., Ltd., W. Hartlepool, England. Tonnage: 6,436. Dimensions: 436' x 53'. Single-screw, 14 knots. Two masts and one funnel. Scrapped in 1925. Note: Had been taken over by the Canadian Pacific Line.

Preussen (1886) North German Lloyd.

Built by J. C. Tecklenborg & Co., Geestemunde, Germany. Tonnage: 5,295. Dimensions: 454' x 45'. Single-screw, 14½ knots. Two masts and two funnels. Scrapped in 1910.

Princess Matoika (1900) United States Lines.

Built by Vulcan Co., Stettin, Germany. Tonnage: 10,680. Dimensions: 523' x 60'. Twin-screw, 16 knots. Two masts and two funnels. Ex-Prinzess **Alice**, ex-Kiautschou. Renamed: (a) **President Arthur**, (b) **City of Honolulu**. Note: She had been obtained from the United States Shipping Board.

Principe di Piemonte (1907) Lloyd Sabaudo Line.

Built by Sir James Laing & Sons., Ltd., Sunderland, England. Tonnage: 6,365. Dimensions: 430' x 52'. Twin-screw, 14 knots. Two masts and two funnels. Renamed: (a) **Principello**, (b) **Folia**. Sister ships: **Re d' Italia** and **Regina d' Italia**.

* Denotes ship still in service under same name.

Principe di Udine (1908) Lloyd Sabaudo Line.

Built by Barclay, Curle & Co., Ltd., Glasgow. Tonnage: 7,794. Dimensions: 450' x 55'. Twin-screw, 16½ knots. Two masts and two funnels. Sister ship: **Tomaso di Savoia**. Made final voyage to New York in 1916. Transferred to the South American route. Scrapped in 1929.

Principe Umberto (1909) Navigazione Generale Italiana.

Built by Cantieri Navali Riuniti, Palermo, Italy. Tonnage: 7,838. Dimensions: 476' x 53'. Twin-screw, 16 knots. Two masts and two funnels. Sister ship: **Duca Degli Abruzzi**. Used on the South American route. Removed from register in 1917.

Principello (1907) Canadian Northern Line.

Built by Sir James Laing and Sons, Ltd., Sunderland, England. Tonnage: 6,365. Dimensions: 430' x 52'. Twin-screw, 14 knots. Two masts and two funnels. Ex-**Principe di Piemonte**. Renamed: **Folia**.

Principessa Jolanda (1908) Italian owners.

Built in Italy. Tonnage: 9,200. Dimensions: 486' x 49'. Twin-screw. Two masts and two funnels. Note: Never put on the Atlantic service because she capsized while being launched on September 22, 1907. She laid on her side in the harbor with only a fraction of her completed hull showing above water and was subsequently broken up by ship-breakers. Sister ship: **Principessa Mafalda**.

Principessa Mafalda (1908) Navigazione Generale Italiana.

Built by Societa Esercizio Bacini, Riva Trigosa, Italy. Tonnage: 9,210. Dimensions: 485' x 58'. Twin-screw, 18½ knots. Two masts and two funnels. Foundered off the coast of Bahia, Brazil on October 25, 1927, with the loss of 314 lives. Sister ship: **Principessa Jolanda**.

Prinz Adalbert (1902) Hamburg-American Line.

Built by Bremer Vulcan Co., Vegesack, Germany. Tonnage: 6,030. Dimensions: 403' x 49'. Twin-screw, 13 knots. Two masts and two funnels. Sister ship: **Prinz Oskar**. Made final voyage to New York in 1914.

Prinz Eitel Friedrich (1902) Hamburg-American Line.

Built by Flensburger Schiffsbau Ges., Flensburg, Germany. Tonnage: 4,650. Dimensions: 371' x 45'. Single-screw, 12½ knots. Two masts and one funnel. Renamed: **Otsego**.

* Denotes ship still in service under same name.

- Prinz Eitel Friedrich** (1904) North German Lloyd.
 Built by Vulcan Co., Stettin, Germany. Tonnage: 8,170.
 Dimensions: 488' x 55'. Twin-screw, 15 knots. Two masts
 and two funnels. Renamed: (a) **De Kalb**, (b) **Mount Clay**.
 Sister ship: **Prinz Ludwig**.
- Prinz Friedrich Wilhelm** (1908) North German Lloyd.
 Built by J. C. Tecklenborg & Co., Geestemunde, Germany.
 Tonnage: 17,082. Dimensions: 590' x 68'. Twin-screw, 17
 knots. Two masts and two funnels. Renamed: (a) **Empress
 of India**, (b) **Montnairn**, (c) **Montlaurier**.
- Prinz Ludwig** (1906) North German Lloyd.
 German built. Tonnage: 9,687. Dimensions: 492' x 57'.
 Twin-screws, 15½ knots. Two masts and two funnels. Re-
 named: **Orcades**. Sister ship: **Prinz Eitel Friedrich**.
- Prinz Oskar** (1902) Hamburg-American Line.
 Built by Bremer Vulcan Co., Vegesack, Germany. Ton-
 nage: 6,026. Dimensions: 403' x 49'. Twin-screw, 13 knots.
 Two masts and two funnels. Renamed: **Orien**. Sister ship:
Prinz Adalbert. Made final voyage to New York in 1914.
- Prinz Sigismund** (1902) Hamburg-American Line.
 Built by Akt. Ges. "Neptun," Rostock, Germany. Ton-
 nage: 4,689. Dimensions: 370' x 45'. Single-screw, 12½
 knots. Two masts and one funnel. Renamed: **General
 W. C. Gorgas**.
- Prinz Sigismund** (1903) North German Lloyd.
 Built at the Weser Yard at Bremen. Tonnage: 3,302. Di-
 mensions: 327' x 42'. Twin-screw, 12 knots. Two masts and
 two funnels. Renamed: **Bambra**. Note: Used mostly on
 the Eastern trade.
- Prinzess Alice** (1900) North German Lloyd.
 Built by Vulcan Co., Stettin, Germany. Tonnage: 10,911.
 Dimensions: 523' x 60'. Twin-screw, 15½ knots. Two
 masts and two funnels. Ex-**Kiautschou**. Renamed: (a)
Princess Matoika, (b) **President Arthur**, (c) **City of
 Honolulu**. Sister ship: **Prinzess Irene**.
- Prinzess Irene** (1900) North German Lloyd.
 Built by Vulcan Co., Stettin, Germany. Tonnage: 10,881.
 Dimensions: 523' x 60'. Twin-screw, 15½ knots. Two
 masts and two funnels. Renamed: (a) **Pocahontas**, (b)
Bremen, (c) **Karlsruhe**. Sister ship: **Prinzess Alice**.

* Denotes ship still in service under same name.

Prinzessin Victoria Luise (1901) Hamburg-American Line.
Built by Blohm & Voss, Hamburg. Tonnage: 4,409. Dimensions: 407' x 47'. Twin-screw, 15 knots. Two masts and two funnels. Note: She was usually employed as a cruise ship. Wrecked near Plum Point, Jamaica in 1906.

***Providence** (1915) Fabre Line.
Built by Forges et Chantiers de la Mediterranee, France. Tonnage: 11,996. Dimensions: 511' x 59'. Twin-screw, 16 knots. Two masts and three funnels. Note: She was later taken over and operated by Messageries Maritimes. Sister ship: **Patria**.

Prussia (1894) Hamburg-American Line.
Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 7,008. Dimensions: 445' x 50'. Twin-screw. Two masts and one funnel. Renamed: **Dominion**. Sister ship: **Persia**.

Puerto Rico (1913) French Line.
Built by Chantiers et Ateliers de Saint Nazaire, France. Tonnage: 6,127. Dimensions: 413' x 51'. Twin-screw, 13 knots. Two masts and two funnels. Renamed: **Meknes**. Sister ship: **Haiti**.

***Pulaski** (1912) Gdynia-American Line.
Built by Barclay, Curle & Co., Ltd., Glasgow. Tonnage: 6,516. Dimensions: 425' x 53'. Twin-screw, 15½ knots. Two masts and two funnels. Ex-**Estonia**, ex-**Czar**. Note: She is to be renamed **Empire Penryn** and operated by the Lamport & Holt Line. (1946 news item)

Queen (The Queen) (1864) National Line.
Built at Birkenhead, England. Tonnage: 3,500. Dimensions: 371' x 41'. Single-screw, 12½ knots. Three masts and one funnel. Note: She was later lengthened and tonnage increased to 4,471 tons gross. Made final voyage to New York in 1892. Sister ship: **England**.

***Queen Elizabeth** (1940) Cunard White Star Line.
Built by John Brown & Co., Ltd., Clydebank, Glasgow. Tonnage: 83,673. Dimensions: 1,031 feet overall and beam of 118 feet. Quadruple-screw, 31 knots. Two masts and two funnels. Note: The largest ship built. Launched on September 27, 1938. Used extensively during World War II as a troopship. On October 21, 1946, she completed her first peacetime voyage and made the Atlantic crossing in four days, 16 hours, 18 minutes.

* Denotes ship still in service under same name.

***Queen Mary** (1935) Cunard White Star Line.

Built by John Brown & Co., Ltd., Clydebank, Glasgow. Tonnage: 80,774. Dimensions: 975' x 118'. Quadruple-screw, 30 knots. Two masts and three funnels. Note: Launched on September 26, 1934. Commenced her maiden voyage on May 27, 1936. Won the Blue Ribbon on August 25, 1936. She has an overall length of 1,018½ feet. From her keel to rim of foremost funnel 180 feet high.

Re di Italia (1907) Lloyd Sabaudo Line.

Built by Sir James Laing & Sons, Ltd., Sunderland, England. Tonnage: 6,237. Dimensions: 430' x 52'. Twin-screw, 14 knots. Two masts and two funnels. Sister ships: **Regina di Italia** and **Principe di Piemonte**. Made final voyage to New York in 1922. Transferred to the South American trade. Scrapped in 1930.

Re Vittorio (1907) Navigazione Generale Italiana.

Built by Cantieri Navali Odero, Genoa, Italy. Tonnage: 7,847. Dimensions: 476' x 53'. Twin-screw, 16½ knots. Two masts and two funnels. Sister ship: **Regina Elena**. She was used on the South American route. Scrapped in 1929.

Regina (1918) White Star Line.

Built by Harland & Wolff, Ltd., Glasgow, Scotland. Tonnage: 16,289. Dimensions: 575' x 67'. Triple-screw, 16 knots. Two masts and two funnels. Renamed: **Westernland**. Note: She was launched as the **Regina** for the Dominion Line, but shortly afterwards transferred to the White Star Line. Sister ship: **Pittsburg**.

Regina di Italia (1907) Lloyd Sabaudo Line.

Built by Sir James Laing & Sons, Ltd., Sunderland, England. Tonnage: 6,240. Dimensions: 430' x 52'. Twin-screw, 14 knots. Two masts and two funnels. Sister ships: **Re d' Italia** and **Principe di Piemonte**. Made final voyage to New York in 1924. Transferred to the South American route. Scrapped in 1929.

Regina Elena (1907) Navigazione Generale Italiana.

Built by Cantieri Ligur. Ancon, Ancona, Italy. Tonnage: 7,865. Dimensions: 476' x 53'. Twin-screw, 16 knots. Two masts and two funnels. Sister ship: **Re Vittorio**. Used on the South American route. Name removed from register in 1918.

* Denotes ship still in service under same name.

Regina Margherita (1884) Navigazione Generale Italiana.
Built by A. McMillan & Son, Dumbarton, Scotland. Tonnage: 3,577. Dimensions: 396' x 42'. Single-screw, 16 knots.

Reina Maria Cristina (1888) Compania Trasatlantica (Spanish).
Built by Wm. Denny & Bros., Ltd., Dumbarton, Scotland. Tonnage: 4,818. Dimensions: 408' x 48'. Single-screw, 16 knots. Four masts and one funnel. Sister ship: **Alfonso XIII**.

Reina Victoria Eugenia (1913) Compania Trasatlantica (Spanish Line).
Built by Swan, Hunter & Wigham Richardson, Ltd., Wallsend-on-Tyne, Newcastle, England. Tonnage: 10,137. Dimensions: 480' x 61'. Triple-screw, 17 knots. Two masts and one funnel. Renamed: **Argentina**. Sister ship: **Infanta Isabel de Borbon**.

Reliance (1920) Hamburg-American Line.
Built by Deutsche Schiff, Bremen, Germany. Tonnage: 19,802. Dimensions: 590' x 72'. Triple-screw, 17 knots. Two masts and three funnels. Note: She was laid down in 1914 for the Hamburg-American Line, but work was held up during the War. In 1920 she was completed and turned over to the Dutch, though soon afterwards transferred to United States. The Hamburg-American later purchased the liner for their Atlantic trade. Ex-**Johann Heinrich Burchardt**, ex-**Limburgia**. Sister ship: **Resolute**.

Republic (1871) White Star Line.
Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 3,707. Dimensions: 426' x 41'. Single-screw, 14 knots. Four masts and one funnel. Note: Commenced her maiden voyage on February 1, 1872. Renamed: (a) **Maasdam**, (b) **Vittoria**, (c) **Citta di Napoli**. Scrapped in 1910. Sister ships: **Atlantic**, **Baltic** and **Oceanic**.

Republic (1900) White Star Line.
Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 15,378. Dimensions: 593' x 59'. Twin-screw, 15 knots. Four masts and one funnel. Ex-**Columbus**. Note: She had been built as the **Columbus** for the Dominion Line, but in 1903 was transferred to the White Star Line. It was on January 23, 1909, that she collided with the Italian emigrant liner **Florida** during a dense fog near Nantucket. The disaster caused the **Republic** to sink and cost the lives of 6

* Denotes ship still in service under same name.

passengers who were in their cabins at time of the crash. The use of wireless was the effective means of bringing rescue ships to the scene. See **Florida** for additional information.

***Republic** (1907) United States Lines.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 17,910. Dimensions: 599' x 68'. Twin-screw, 14 knots. Four masts and one funnel. Ex-**President Grant**. Note: Launched as the **Servia** for Furness Withy & Co., Ltd., but was sold to the Hamburg-American Line before completion and renamed **President Grant**. In 1934 the United States Lines sold the **Republic** to the United States Army and she was converted into a troop transport.

Resolute (1920) Hamburg-American Line.

Built by J. C. Tecklenborg & Co., Geestemunde, Germany. Tonnage: 19,692. Dimensions: 590' x 72'. Triple-screw, 17 knots. Two masts and three funnels. Ex-**William O'Swald**, ex-**Brabantia**. Renamed: **Lombardia**. Sister ship: **Reliance**. Note: These two ships were laid down in 1914 for the Hamburg-American Line but were not completed until after the War. They were first turned over to the Dutch but afterwards transferred to the United States. The Hamburg-American Line during the early twenties bought both ships for their Atlantic trade. The **Resolute** was sold to the Italian Government in August, 1935, and renamed **Lombardia**.

Rex (1932) Italia Line.

Built by Societa Anonima Ansaldo, Sestri, Ponente, Italy. Tonnage: 51,062. Dimensions: 833' x 97'. Quadruple-screw, 28 knots. Two masts and two funnels. Note: This great liner was sunk by British torpedo planes on September 9, 1944, while being towed by the Germans to a new hiding place. She now lies on her side in shallow water near Trieste with only a fraction of her hull above water. Indeed a pitiful sight when one remembers how majestic she appeared before the War.

Rhaetia (1883) Hamburg-American Line.

Built at the Reiherstieg Yard at Hamburg. Tonnage: 3,458. Dimensions: 351' x 43'. Single-screw, 11 knots. Three masts and one funnel. Sister ship: **Rugia**.

Rhaetia (1904) Hamburg-American Line.

Built by Bremer Vulcan Co., Vegesack, Germany. Tonnage: 6,600. Dimensions: 409' x 52'. Single-screw, 13 knots.

* Denotes ship still in service under same name

Rhein (1868) North German Lloyd.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 3,075. Dimensions: 345' x 40'. Single-screw, 14½ knots.

Rhein (1899) North German Lloyd.

Built by Blohm & Voss, Hamburg. Tonnage: 10,058. Dimensions: 501' x 58'. Twin-screw, 13 knots. Four masts and one funnel. Renamed: **Susquehanna**. Sister ships: **Main** and **Neckar**.

Rhyndland (1879) Red Star Line.

Built by Vickers, Sons & Maxim, Ltd., Barrow-in-Furnace, England. Tonnage: 3,689. Dimensions: 402' x 40'. Single-screw, 12½ knots. Four masts and one funnel. Renamed: **Rhyna** (Italian.) Scrapped in 1906.

Rijndam (1901) Holland-American Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 12,529. Dimensions: 550' x 62'. Twin-screw, 15 knots. Two masts and one funnel. Scrapped in 1930. Sister ships: **Noordam** and **Potsdam**.

Rochambeau (1911) French Line.

Built by Chantiers et Ateliers de Saint Nazaire, Penhoet, France. Tonnage: 12,678. Dimensions: 559' x 63'. Quadruple-screw, 15 knots. Two masts and two funnels. Scrapped in 1934.

Roma (1902) Fabre Line.

Built by Forges & Chantiers de la Mediterranee, La Seyne, France. Tonnage: 5,291. Dimensions: 411' x 46'. Single-screw, 14½ knots. Two masts and two funnels. Made final voyage to New York in 1927.

Roma (1926) Navigazione Generale Italiana.

Built by Ansaldo Societa Anonima, Sestri, Ponente, Italy. Tonnage: 32,583. Dimensions: 666' x 82'. Quadruple-screw, 21 knots. Two masts and two funnels. Note: From her keel to navigating bridge measured 98 feet. She was converted into an Italian aircraft carrier during World War II and renamed **Aquila**. She was sent to the bottom of the sea during the War. Sister ship: **Augustus**.

Roman (1884) Dominion Line.

Built by Laird Bros., Ltd., Birkenhead, England. Tonnage: 4,572. Dimensions: 405' x 43'. Single-screw. Four masts and one funnel.

* Denotes ship still in service under same name.

Romanic (1898) White Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 11,394. Dimensions: 550' x 59'. Twin-screw, 16 knots. Two masts and one funnel. Ex-New England. Renamed: **Scandinavian**.

Roon (1903) North German Lloyd.

Built by J. C. Tecklenborg & Co., Geestemunde, Germany. Tonnage: 8,022. Dimensions: 453' x 55'. Twin-screw, 14½ knots. Two masts and one funnel. Sister ships: **Gneisenau** and **Scharnhorst**.

Rossija (1908) Russian-American Line.

Built by Barclay, Curle & Co., Ltd., Glasgow, Scotland. Tonnage: 8,596. Dimensions: 475' x 57'. Twin-screw, 16 knots. Four masts and two funnels. Ex-Russia. Renamed: (a) **Russ**, (b) **Latvia**, (c) **Fuso Maru**, (d) **Huso Maru**.

Rotterdam (1886) Holland-American Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 3,329. Dimensions: 390' x 38'. Single-screw, 13½ knots. Four masts and one funnel. Ex-British Empire.

Rotterdam (1897) Holland-American Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 8,287. Dimensions: 469' x 53'. Twin-screw, 15 knots. Two masts and one funnel. Renamed: (a) **C. F. Tietgen**, (b) **Dwinsk**. Torpedoed in 1918, while under the name **Dwinsk**.

Rotterdam (1908) Holland-American Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 24,149. Dimensions: 560' x 77'. Twin-screw, 18 knots. Two masts and two funnels. Broken up by shipbreakers in 1931. Note: She had always been a very comfortable and popular liner.

Roumanian (1882) Allan Line.

Built by Murray & Co., Dumbarton, Scotland. Tonnage: 4,126. Dimensions: 420' x 47'. Single-screw. Four masts and one funnel. Ex-Richmond Hill.

Roussillon (1906) French Line.

Built by the Weser Shipbuilding Yard at Bremen. Tonnage: 8,800. Dimensions: 462' x 57'. Twin-screw, 14 knots. Two masts and one funnel. Scrapped in 1931. Ex-Goeben.

Royal Edward (1908) Royal Line.

Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 11,117. Dimensions: 525' x 60'. Triple-

* Denotes ship still in service under same name.

screw, 20 knots. Two masts and two funnels. Ex-Cairo. Note: She was torpedoed and sunk 6 miles from Kamadeliusa, Aegean Sea on August 13, 1915 with the loss of 132 lives. Sister ship: **Royal George**.

Royal George (1907) Royal Line.

Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 11,146. Dimensions: 525' x 60'. Triple-screw, 20 knots. Two masts and two funnels. Ex-Heliopolis. Scrapped in 1923. Sister ship: **Royal Edward**. Note: The **Royal George** was operated by the Cunard Line after the first World War for a short time.

Royal William (1838) City of Dublin Co.

Built at Liverpool, England. Tonnage: 720. Dimensions: 145' x 27'. Paddle-wheels, 7½ knots. Two masts and one funnel. Note: She had side lever type of engine of 400 i.h.p. Scrapped in 1888.

Rugia (1882) Hamburg-American Line.

Built by Vulcan Co., Stettin, Germany. Tonnage: 4,053. Dimensions: 358' x 42'. Single-screw, 11 knots. Three masts and one funnel. Renamed: **Patria**. Sister ship: **Rhaetia**.

Rugia (1905) Hamburg-American Line.

Built by Vulcan Co., Stettin, Germany. Tonnage: 6,598. Dimensions: 409' x 52'. Single-screw, 13 knots. Two masts and one funnel.

Runic (1889) White Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 4,833. Dimensions: 430' x 45'. Single-screw, 13 knots. Four masts and one funnel. Renamed: **Tampican**. Sister ship: **Cufic**.

Russia (1867) Cunard Line.

Built by J. & G. Thomson, Ltd., Glasgow. Tonnage: 2,959. Dimensions: 358' x 42'. Single-screw, 14 knots. Three masts and one funnel. Note: Later she was lengthened to 435 feet and tonnage increased to 4,752 tons. She was sold to the Red Star Line in 1881 and renamed **Waesland**.

Russia (1889) Hamburg-American Line.

Built at Liverpool, England. Tonnage: 3,908. Dimensions: 374' x 44'. Single-screw, 13 knots. Two masts and one funnel. Ex-Santa Barbara, ex-Russia.

* Denotes ship still in service under same name.

Russia (1908) Russian-American Line.
Built by Barclay, Curle & Co., Ltd., Glasgow. Tonnage: 8,596. Dimensions: 475' x 57'. Twin-screw, 16 knots. Four masts and two funnels. Renamed: (a) **Rossija**, (b) **Russ**, (c) **Latvia**, (d) **Fuso Maru**, (e) **Huso Maru**.

Saale (1886) North German Lloyd.
Built by Fairfield Shipbuilding & Engineering Co., Ltd., Glasgow. Tonnage: 4,806. Dimensions: 428' x 47'. Single-screw, 18 knots. Four masts and two funnels. Sister ships: **Aller** and **Trave**. Note: The **Saale** was built by John Elder & Co., Glasgow. This shipbuilding firm's name was shortly afterwards changed to Fairfield Shipbuilding & Engineering Co., Ltd. In later years the **Saale** was sold to the Luckenback Line and converted into a freighter and named **J. L. Luckenback**. Finally her name was changed to **Madison**. She was broken up by Italian shipbreakers in 1924.

Sachsen (1886) North German Lloyd.
Built by Vulcan Co., Stettin, Germany. Tonnage: 5,026. Dimensions: 440' x 45'. Single-screw, 14½ knots. Two masts and one funnel. Sister ship: **Bayern**.

St. Germain (1874) French Line.
Built by J. & G. Thomson, Ltd., Clydebank, Glasgow. Tonnage: 3,641. Dimensions: 377' x 40'. Single-screw, 14 knots. Two masts and two funnels. **Ex-Klopstock**. Made final voyage to New York in 1900.

Saint Laurent (1866) French Line.
Built by Scott's Shipbuilding and Engineering Co., Ltd., at St. Nazaire, France. Tonnage: 3,989. Dimensions: 355' x 43'. Single-screw. Three masts and two funnels.

St. Laurent (1905) French Line.
Built by Ch. & Atel. de St. Nazaire, Rouen. Tonnage: 5,614. Dimensions: 392' x 50'. Single-screw. Made final voyage to New York in 1914.

St. Louis (1895) American Line.
Built by Wm. Cramp & Sons Shipbuilding & Engineering Co., Philadelphia, Penn. Tonnage: 11,629. Dimensions: 535' x 63'. Twin-screw, 21 knots. Two masts and two funnels. Note: Launched on the Delaware on November 12, 1894. Commenced her maiden voyage from New York to Southampton on June 5, 1895. In 1917 was renamed **Louisville** and employed as a transport during the War. In 1925

* Denotes ship still in service under same name.

she was towed by two Dutch tugs from New York to Italy where ship was dismantled by shipbreakers. Sister ship: **St. Paul**.

***St. Louis** (1929) Hamburg-American Line.

Built by Bremer Vulcan Co., Vegesack, Germany. Tonnage: 16,732. Dimensions: 543' x 72'. Twin-screw, 16 knots. Two masts and two funnels. Motorship. Sister ship: **Milwaukee**.

St. Paul (1895) American Line.

Built by Wm. Cramp & Sons Shipbuilding & Engineering Co., Philadelphia, Penn. Tonnage: 11,629. Dimensions: 535' x 63'. Twin-screw, 21 knots. Two masts and two funnels. She was launched in March, 1895. Taken over by the United States Government during the War and renamed **Knoxville**. She was towed across the Atlantic to Germany in 1923 and broken up by shipbreakers. Sister ship: **St. Louis**. Note: These two fine liners were noteworthy additions to American shipping.

Salier (1875) North German Lloyd.

Built at Hull, England. Tonnage: 3,098. Dimensions: 353' x 39'. Single-screw, 13½ knots. Two masts and one funnel. Made final voyage to New York in 1895. Note: She was the pioneer North German Lloyd mail steamer to Australia, and was usually employed on the Germany-Australia route. In December, 1896, she sunk in Bay of Biscay with great loss of life. Sister ship: **Habsburg**.

Samaria (1868) Cunard Line.

Built by J. & G. Thomson, Ltd., Clydebank, Glasgow. Tonnage: 2,605. Dimensions: 320' x 39'. Single-screw. Two masts and one funnel. Made last voyage to Boston in July, 1892. Broken up by shipbreakers in 1902. Sister ship: **Siberia**.

***Samaria** (1921) Cunard Line.

Built by Cammell, Laird & Co., Ltd., Birkenhead, England. Tonnage: 19,597. Dimensions: 601' x 73'. Twin-screw, 16½ knots. Two masts and one funnel. Sister ships: **Laconia** and **Scythia**.

Samland (1903) Red Star Line.

Built by New York Shipbuilding Corp., Camden, N. J. Tonnage: 9,748. Dimensions: 490' x 58'. Twin-screw, 13 knots. Four masts and one funnel. Ex-**Belgic**, ex-**Samland**, ex-**Mississippi**. Scrapped in 1931.

* Denotes ship still in service under same name.

San Gennaro (1917) Pierce Bros. Company.

Built by Palmer's Shipbuilding and Iron Co., Ltd., Jarrow-on-Tyne, England. Tonnage: 10,917. Dimensions: 518' x 64'. Twin-screw, 17 knots. Two masts and two funnels. Renamed: **Colombo**.

San Giorgio (1886) Sicula Americana Line.

Built by Oswald & Co., Southampton, England. Tonnage: 2,817. Dimensions: 307' x 41'. Single-screw. Ex-**Shakespeare**. Note: Later was owned by Marittima Italiana.

San Giorgio (1907) Sicula Americana Line.

Built by Sir James Laing and Sons, Ltd., Sunderland, England. Tonnage: 6,222. Dimensions: 406' x 51'. Twin-screw, 13½ knots. Two masts and three funnels. Renamed: **Napoli**.

San Giovanni (1907) Sicula Americana Line.

Built by Sir James Laing and Sons, Ltd., Sunderland, England. Tonnage: 6,592. Dimensions: 430' x 52'. Twin-screw, 13½ knots. Two masts and two funnels. Renamed: **Palermo**.

San Guglielmo (1911) Sicula Americana Line.

Built by D. & W. Henderson & Co., Ltd., Glasgow, Scotland. Tonnage: 8,341. Dimensions: 470' x 56'. Twin-screw, 15½ knots. Two masts and two funnels. Scrapped in 1919. Made final voyage to New York in 1916.

San Guisto (1890) Cosulich Line.

Built by Vulcan Co., Stettin, Germany. Tonnage: 8,874. Dimensions: 504' x 57'. Twin-screw, 17 knots. Two masts and three funnels. Ex-**Gaa**, ex-**Moskva**, ex-**Don**, ex-**Furst Bismark**. Note: The **San Guisto** was used as an emigrant carrier for a short time. She was broken up by shipbreakers in 1924.

Sannio (1899) Navigazione Generale Italiana.

Built by Palmer's Shipbuilding and Iron Co., Ltd., Jarrow-on-Tyne, England. Tonnage: 9,210. Dimensions: 470' x 56'. Twin-screw, 12½ knots. Four masts and one funnel. Ex-**British Prince**. Renamed: **Napoli**.

Sant' Anna (1910) Fabre Line.

Built by Forges & Chantiers de la Mediterranee, La Seyne, France. Tonnage: 9,350. Dimensions: 470' x 56'. Twin-

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screw, 16 knots. Two masts and two funnels. Made final voyage to New York in 1915. Note: Sunk during the first World War.

Santiago (1890) Compania Trasatlantica (Spanish Line).
British built. Tonnage: 5,206. Dimensions: 410' x 48'.
Single-screw. Ex-**Leon XIII**, ex-**Jelunga**. Renamed: (a)
Jelunga, (b) **Jehangir**.

Santo Domingo (1877) Compania Trasatlantica (Spanish Line).
Built by Robert Napier & Sons, Ltd., Glasgow. Tonnage:
2,805. Dimensions: 344' x 39'. Single-screw, 13½ knots.
Two masts and one funnel. Ex-**Dublin Castle**. Note:
Wrecked off the Isle of Pines in July, 1898.

Saragossa (1874) Cunard Line.
Built by J. & G. Thomson, Ltd., Clydebank, Glasgow. Ton-
nage: 2,166. Dimensions: 316' x 35'. Single-screw. Carried
few passengers, and employed on the Boston service.

Sardegna (1923) Italia Line.
Built by Bremer Vulcan Co., Vegesack, Germany. Tonnage:
11,452. Dimensions: 490' x 61'. Twin-screw, 14 knots.
Two masts and two funnels. Ex-**Sierra Ventana**. Note:
The Italians obtained her from the North German Lloyd in
1935.

Sardnian (1875) Allan Line.
Built by Robert Steele & Co., Greenock, Scotland. Ton-
nage: 4,376. Dimensions: 400' x 42'. Single-screw, 13½
knots. Three masts and one funnel. Note: She caught fire
from an explosion on board ship while bound to Quebec from
Liverpool on May 10, 1878. Many lives were lost.

Sarmatian (1871) Allan Line.
Built by Robert Steele & Co., Greenock, Scotland. Tonnage:
3,920. Dimensions: 370' x 42'. Single-screw, 13½ knots.
Three masts and one funnel. Broken up at Rotterdam by
shipbreakers in 1908.

Sarnia (1882) Dominion Line.
Built by C. Connell Company, Glasgow, Scotland. Tonnage:
3,726. Dimensions: 360' x 40'. Single-screw, 13 knots.
Four masts and one funnel. Had accommodations for 80
first-class, 60 second-class and 1,200 steerage. Sister ship:
Oregon.

* Denotes ship still in service under same name.

Saturnia (1910) Anchor-Donaldson Line.

Built by C. Connell & Co., Ltd., Glasgow. Tonnage: 8,611. Dimensions: 456' x 55'. Twin-screw, 14 knots. Two masts and one funnel. Note: She was quite similar in appearance to the *Letitia* of 1912. The *Saturnia* was broken up by shipbreakers in 1929.

***Saturnia** (1927) Cosulich Line.

Built by Cantieri Riuniti Dell' Adriatico, Monfalcone, Italy. Tonnage: 23,940. Dimensions: 601' x 79'. Twin-screw, 21 knots. Motorship. Two masts and one funnel. Note: She was later transferred to the newly formed Italia Line. In 1935 was fitted with new Diesel engines which increased her speed to 21 knots. During the second World War was taken over by the United States Government and converted into a hospital ship and name changed to **Francis Y. Slanger**. Sister ship: **Vulcania**. These two ships are to be returned to the Italians in 1947.

Savoia (1897) La Veloce Line.

Built by Navali Odero & Co., Foce, Genoa, Italy. Tonnage: 4,429. Dimensions: 462' x 45'. Twin-screw, 15½ knots. Two masts and one funnel. Note: At one time her tonnage was listed as 5,082 tons gross.

Saxonia (1857) Hamburg-American Line.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 2,404. Dimensions: 317' x 40'. Single-screw. Note: One of the very few failures built by Caird & Co. The builders replaced her original engines with ones of the compound type. In 1877 was sold to the Russian Volunteer Fleet and renamed **Nijni Novgorod**.

Saxonia (1900) Cunard Line.

Built by John Brown & Co., Ltd., Clydebank, Glasgow. Tonnage: 14,197. Dimensions: 580' x 64'. Twin-screw, 16 knots. Four masts and one funnel. Note: Built for the Liverpool-Boston service. She had accommodations for 160 first-class, 200 second-class and 1,600 third-class passengers. Reported to have cost about \$1,600,000 to build. Broken up by shipbreakers in 1926. Sister ship: **Ivernia**. Their huge single funnels measured 106 feet high from deck level and gave them the distinction of having the tallest funnel ever fitted to a steamship.

Scandia (1889) Hamburg-American Line.

Built by Vulcan Co., Stettin, Germany. Tonnage: 4,243. Dimensions: 370' x 44'. Single-screw, 13½ knots. Two

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masts and one funnel. Had accommodations for 30 first-class and 1,400 steerage passengers.

Scandinavian (1898) Allan Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 12,116. Dimensions: 550' x 59'. Twin-screw, 14½ knots. Two masts and one funnel. Ex-Romanic, ex-New England. Scrapped in 1923.

Scharnhorst (1904) North German Lloyd.

Built by J. C. Tecklenborg & Co., Geestemunde, Germany. Tonnage: 8,131. Dimensions: 453' x 55'. Twin-screw, 13½ knots. Two masts and one funnel. Renamed: **La Bourdonnais**. Sister ships: **Roon** and **Gneisenau**.

Schiller (1872) Eagle Line. (Hamburg, Germany).

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 3,408. Dimensions: 375' x 40'. Single-screw, 14 knots. Two masts and two funnels. Wrecked on Sicily Islands on the evening of May 7, 1875, while bound on voyage from New York to Hamburg. There was a loss of 200 lives.

Schleswig (1903) North German Lloyd.

Built by Vulcan Co., Stettin, Germany. Tonnage: 6,955. Dimensions: 450' x 52'. Twin-screw, 13½ knots. Two masts and one funnel. Renamed: **General Duchesne**.

Scotia (1862) Cunard Line.

Built by Robert Napier & Sons, Glasgow, Scotland. Tonnage: 3,871. Dimensions: 379' x 47'. Paddle-wheels, 13 knots. Two masts and two funnels. Note: The last Cunard iron paddle steamer. She had the greatest power indicated by paddle-wheel engines of transatlantic steamers. Her 4,000 indicated horse-power engines were capable of driving the ship at 14 knots. Sailed on last voyage for Cunard Line in September, 1875. She was afterwards sold to the Telegraph Construction and Maintenance Company for telegraph cable purposes. They converted her into a twin-screw steamer.

Scotia (1889) Anchor Line.

British built. Tonnage: 2,846. Dimensions: 310' x 40'. Single-screw.

Scotian (1898) Allan Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 10,417. Dimensions: 505' x 59'. Twin-screw, 14 knots. Two masts and one funnel. Ex-Statendam. Renamed: **Margen**.

* Denotes ship still in service under same name.

Scotland (1865) National Line.

Built by Palmer's Shipbuilding and Iron Co., Ltd., Jarrow-on-Tyne, England. Tonnage: 3,803. Dimensions: 371' x 41'. Single-screw, 12 knots. Note: She was in collision with ship named **Kate Dyer** off Fire Island, New York, on December 1, 1866, and driven ashore where she subsequently broke up.

Scotstoun (1925) British Admiralty.

Built by Alexander Stephen & Sons, Ltd., Linthouse, Glasgow. Tonnage: 17,046. Dimensions: 553' x 70.' Twin-screw, 15½ knots. Two masts and three funnels. Ex-**Caledonia** (former Anchor liner). Torpedoed and sunk on January 13, 1940 while serving as a British auxiliary cruiser.

Scythia (1875) Cunard Line.

Built by J. & G. Thomson, Ltd., Clydebank, Glasgow. Tonnage: 4,556. Dimensions: 420' x 42'. Single-screw, 15 knots. Three masts and one funnel. Scrapped in 1900. Sister ship: **Bothnia**.

***Scythia** (1920) Cunard Line.

Built by Vickers, Armstrong, Ltd., Barrow-in-Furnace, England. Tonnage: 19,761. Dimensions: 600' x 73'. Twin-screw, 16½ knots. Two masts and one funnel. Sister ships: **Laconia** and **Samaria**.

Semiramis (1895) Lloyd Austriaco.

Built by Wm. Denny & Brothers, Ltd., Dumbarton, Scotland. Tonnage: 4,165. Dimensions: 377' x 44'. Single-screw, 16 knots. Two masts and one funnel.

Sepione (1877) Navigazione Generale Italiana.

Built by Wm. Denny & Brothers, Ltd., Dumbarton, Scotland. Tonnage: 3,149. Dimensions: 350' x 39'. Single-screw. Two masts and one funnel. Ex-**German**. Note: She was converted into a hulk in October, 1902.

Servia (1881) Cunard Line.

Built by J. & G. Thomson, Ltd., Clydebank, Glasgow. Tonnage: 7,391. Dimensions: 515' x 52'. Single-screw, 17 knots. Three masts and two funnels. Note: Attained a speed of 18 knots on her trials. She was the first Cunarder to be built of steel. Her main dining saloon measured 74 feet by 49 feet wide, with a height of 8½ feet, and could seat 350 passengers. She was broken up by shipbreakers in 1901.

* Denotes ship still in service under same name.

Seydlitz (1903) North German Lloyd.

Built by F. Schichau, Danzig, Germany. Tonnage: 7,942. Dimensions: 442' x 55'. Twin-screw, 14½ knots. Two masts and one funnel. Scrapped in 1933. Sister ship: **Zieten**.

Siberia (1867) Cunard Line.

Built by John Elder & Co., Govan, Glasgow. Tonnage: 2,498. Dimensions: 320' x 39'. Single-screw. Three masts and one funnel. Note: She was regularly employed on the Liverpool-Boston route. She made her last voyage to Boston as a Cunarder in September, 1878. Later sold and renamed **Manila**. Sister ship: **Samaria**.

Siberian (1884) Allan Line.

British built. Tonnage: 3,846. Dimensions: 372' x 45'. Single-screw, 12 knots. Made final voyage to the United States in 1906.

Sicilian (1899) Allan Line.

Built by Workman, Clark & Co., Ltd., Belfast, Ireland. Tonnage: 6,224. Dimensions: 430' x 54'. Single-screw, 12½ knots. Two masts and one funnel. Renamed: **Bruton**. Scrapped in 1925. Sister ship: **Corinthian**.

Sicilian Prince (1889) Prince Line.

Built by Scott's Shipbuilding and Engineering Co., Ltd., Greenock, Scotland. Tonnage: 2,784. Dimensions: 363' x 42'. Single-screw. Ex-**Alvares Cabral**, ex-**Mocambique**. Renamed: **Abbassick**.

Sierra Nevada (1922) North German Lloyd.

Built by Vulcan Co., Stettin, Germany. Tonnage: 8,753. Dimensions: 439' x 56'. Twin-screw, 14 knots. Two masts and two funnels. Renamed: ***Madrid**.

Sierra Ventana (1923) North German Lloyd.

Built by Bremer Vulcan Co., Vegesack, Germany. Tonnage: 11,392. Dimensions: 490' x 61'. Twin-screw, 14 knots. Two masts and two funnels. Renamed: **Sardegna**. Note: She was used mostly on the Bremen-South American route, as also were her sister ships the **Sierra Morena** and **Sierra Cordoba**.

Silesia (1869) Hamburg-American Line.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 3,156. Dimensions: 340' x 40'. Single-screw.

* Denotes ship still in service under same name.

***Sinaia** (1924) Fabre Line.

Built by Barclay, Curle & Co., Ltd., Glasgow. Tonnage: 8,567. Dimensions: 439' x 56'. Twin-screw, 14 knots. Two masts and two funnels. Sister ship: **De La Salle**.

Sirio (1883) Navigazione Generale Italiana.

Built by Robert Napier & Sons, Glasgow, Scotland. Tonnage: 4,141. Dimensions: 380' x 42'. Single-screw, 16 knots. Note: This Italian emigrant carrier was wrecked off Cape Palos on August 4, 1906, with the loss of 350 lives.

Sirius (1838) British and American Steam Navigation Co.

Built at Leith, England. Tonnage: 703. Dimensions: 178' x 25'. Paddle-wheels, 8 knots. Two masts and one funnel. She had a side lever type of engine. The first British steamship to cross the Atlantic. She was wrecked in 1847.

Slavonia (1903) Cunard Line.

Built by Sir James Laing & Sons, Ltd., Sunderland, England. Tonnage: 10,606. Dimensions: 510' x 59'. Twin-screw, 15½ knots. Two masts and one funnel. Ex-**Yamuna**. Note: She was wrecked in June, 1909, off Flores Island.

Smolensk (1898) Russian Volunteer Fleet.

Built by J. & G. Thomson, Ltd., Clydebank, Glasgow. Tonnage: 7,270. Dimensions: 487' x 58'. Twin-screw, 20 knots. Three masts and three funnels. Ex-**Rion** (Russian Navy), ex-**Smolensk**.

***Sobieski** (1939) Gydnia-American Line.

Built at Nakskov, Denmark. Tonnage: 11,030. Dimensions: 493' x 67'. Twin-screw, 17 knots. Two masts and one funnel. Motorship. Sister ship: **Chrobry**.

Sofia (1905) Cosulich Line.

Built by Lloyd Austriaco, Trieste. Tonnage: 5,527. Dimensions: 360' x 48'. Single-screw, 14 knots. Ex-**Sofia Hohenberg**. Made final voyage to New York in 1921.

Sofia Hohenberg (1905) Unione Austriaca (Austro-American Line).

Built by Lloyd Austriaco, Trieste. Tonnage: 5,491. Dimensions: 360' x 48'. Single-screw, 14 knots. Renamed: **Sofia**.

Southwark (1893) American Line.

Built by Wm. Denny & Bros., Ltd., Dumbarton, Scotland. Tonnage: 8,607. Dimensions: 480' x 57'. Twin-screw, 16 knots. Four masts and one funnel. Note: She was named after a Philadelphia suburb. Sister ship: **Kensington**.

* Denotes ship still in service under same name.

Spaarndam (1881) Holland-American Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 4,539. Dimensions: 427' x 41'. Single-screw, 14 knots. Four masts and one funnel. Ex-Arabic. Made final voyage to New York in 1900.

Spaarndam (1922) Holland-American Line.

Built by New Waterway Shipbuilding Co., Schiedam, Netherlands. Tonnage: 8,857. Dimensions: 450' x 58'. Single-screw, 13 knots. Two masts and one funnel. Sunk by a magnetic mine off England on November 27, 1939, while bound for Antwerp and Rotterdam from New Orleans. Sister ships: **Edam**, **Leerdam** and **Maasdam**.

Spain (1871) National Line.

Built by Laird Bros., Ltd., Birkenhead, England. Tonnage: 4,512. Dimensions: 440' x 43'. Single-screw, 14 knots. Four masts and two funnels. Note: Tonnage increased later to 5,089 tons gross. Broken up by French shipbreakers in 1896. Note: Her running mate was the **Egypt**.

Spree (1890) North German Lloyd.

Built by Vulcan Co., Stettin, Germany. Tonnage: 6,963. Dimensions: 463' x 51'. Single-screw, 19 knots. Three masts and two funnels. In 1898 this ship was rebuilt and her name changed to **Kaiserin Maria Theresa**. The alterations extended her length to 528 feet and tonnage increased to 7,840 tons gross. She was speeded up to 20 knots and her outward appearance greatly changed for she reappeared with three funnels and two masts. She was given new engines and converted to twin-screw propulsion. Renamed: (a) **Kaiserin Maria Theresa**, (b) **Ural**, (c) **Russ**. Sister ship: **Havel**.

Stampalia (1909) La Veloce Line.

Built by Cantiere Navali Riuniti, Spezia, Italy. Tonnage: 9,000. Dimensions: 476' x 55'. Twin-screw, 16 knots. Two masts and two funnels. Ex-Oceania. Torpedoed and sunk in 1916.

State of Alabama (1873) State Line.

Built by Wingate & Co., Glasgow, Scotland. Tonnage: 2,313. Dimensions: 321' x 36'. Single-screw. Ex-Alabama. Made final voyage to New York in 1890.

State of California (1891) State Line.

Built at Glasgow, Scotland. Tonnage: 4,275. Dimensions: 385' x 46'. Single-screw, 14 knots. Two masts and one

* Denotes ship still in service under same name.

funnel. Renamed: (a) **Californian**, (b) **Coamo**. Note: The **State of California** was taken over and operated by the Allan Line until she was sold.

State of Florida (1881) State Line.

British built. Tonnage: 4,000. Dimensions: 400' x 42'. Single-screw, 13½ knots. Three masts and one funnel. Sunk by collision at sea on April 18, 1884, with a loss of 108 lives.

State of Georgia (1873) State Line.

Built by London and Glasgow Shipbuilding Co., Glasgow. Tonnage: 2,490. Dimensions: 330' x 36'. Single-screw, 13 knots. Three masts and one funnel. Ex-**Georgia**. Note: She disappeared on December 23, 1896, with 32 on board and was never heard of again.

State of Indiana (1874) State Line.

Built by Wingate Co., Glasgow, Scotland. Tonnage: 2,528. Dimensions: 329' x 36'. Single-screw, 13 knots. Three masts and one funnel. Note: She was sold to the Turkish Navy in 1893 and renamed **Isnir**.

State of Louisiana (1872) State Line.

Built at Glasgow, Scotland. Tonnage: 1,869. Dimensions: 300' x 35'. Single-screw, 13 knots. Three masts and one funnel. Note: She was wrecked at Lough Larne, Ireland, on December 24, 1878, while on voyage from Glasgow to New York. All on board were saved.

State of Nebraska (1880) State Line.

Built by London and Glasgow Shipbuilding Co., Glasgow. Tonnage: 3,986. Dimensions: 385' x 43'. Single-screw, 13½ knots. Three masts and one funnel. Note: In 1891 she was sold to the Allan Line, who later resold her in 1902.

State of Nevada (1874) State Line.

Built by London and Glasgow Shipbuilding Co., Glasgow. Tonnage: 2,488. Dimensions: 332' x 36'. Single-screw, 13 knots. Three masts and one funnel. Note: She was taken over by the Allan Line in 1891. Renamed: **Mecca**. Sister ship: **State of Pennsylvania**.

State of Pennsylvania (1873) State Line.

Built by London and Glasgow Shipbuilding Co., Glasgow, Scotland. Tonnage: 2,488. Dimensions: 332' x 36'. Single-screw, 13 knots. Three masts and one funnel. Ex-**Pennsylv-**

* Denotes ship still in service under same name.

vania. Note: She was sold to the Allan Line and then resold to Turkish owners in 1895, who renamed her **Medina**. Sister ship: **State of Nevada**.

State of Virginia (1873) State Line.

Built by London and Glasgow Shipbuilding Co., Glasgow, Scotland. Tonnage: 2,472. Dimensions: 331' x 34'. Single-screw, 13 knots. Three masts and one funnel. Note: She was wrecked on Sable Island on July 15, 1879, with the loss of 9 lives.

Statendam (1898) Holland-American Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 10,491. Dimensions: 515' x 59'. Twin-screw, 15 knots. Two masts and one funnel. Renamed: (a) **Scotian**, (b) **Marglen**.

Statendam (1917) Holland-American Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 32,234. Dimensions: 740' x 86'. Triple-screw. Two masts and three funnels. Renamed: **Justicia**. Note: This large liner was never used as a passenger ship for she was taken over by the British government during the first World War and converted into a troopship. She was torpedoed and sunk on July 19, 1918, with the loss of ten lives.

Statendam (1929) Holland-American Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 28,291. Dimensions: 670' x 81'. Twin-screw, 19 knots. Two masts and three funnels. Note: The terrible bombing of Rotterdam by German planes occurred on May 14, 1940. The **Statendam** was among the several vessels that were in the port at the time. Some of the bitterest fighting took place in the vicinity of the piers where the ships were tied. The **Statendam** was repeatedly hit by the crossfire from both sides of the river and caught fire. She continued to blaze for five days and became a total loss.

***Stavangerfjord** (1918) Norwegian-American Line.

Built by Cammell, Laird & Co., Ltd., Birkenhead, England. Tonnage: 13,156. Dimensions: 532' x 64'. Twin-screw, 15½ knots. Two masts and two funnels.

Steuben (1922) North German Lloyd.

Built by Vulcan Co., Stettin, Germany. Tonnage: 14,690. Dimensions: 526' x 65'. Twin-screw, 16 knots. Two masts and two funnels. Ex-**General Von Steuben**, ex-**Muenchen**.

* Denotes ship still in service under same name.

Stockholm (1900) Swedish-American Line.

Built by Blohm & Voss, Hamburg, Germany. Tonnage: 12,835. Dimensions: 547' x 62'. Twin-screw, 15 knots. Two masts and one funnel. Ex-**Potsdam**. Note: The Swedish-American Line sold her to new owners, who had the ship converted into a whaling factory vessel and renamed her **Solglimt**.

Stockholm (1941) Swedish-American Line.

Built at Monfalcone, Italy. Tonnage: 28,000. Dimensions: 642' x 83'. Triple-screw, 19 knots. Two masts and two funnels. Motorship. Note: Never used as a passenger ship for she was taken over by the Italian government before completion. The Italians renamed her **Sabaudia** and converted her into a troopship. This very beautiful ship capsized at Trieste in May, 1945.

***Stockholm** (1947) Swedish-American Line.

Built at Gothenburg, Sweden. Tonnage: 11,000. Single mast and one funnel. Motorship. Note: Launched on September 9, 1946, and is the largest ship built in Sweden to date. She will have excellent accommodations for 360 passengers. Should be ready for transatlantic service by December, 1947.

Strassburg (1872) North German Lloyd.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 3,025. Dimensions: 351' x 39'. Single-screw, 14 knots. Made final voyage to New York in 1893.

Stuttgart (1889) North German Lloyd.

Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 5,048. Dimensions: 415' x 48'. Single-screw, 13 knots. Two masts and one funnel. Made final voyage to New York in 1909. Sister ships: **Darmstadt**, **Gera**, **Karlsruhe** and **Oldenburg**.

Stuttgart (1923) North German Lloyd.

Built by Vulcan Co., Stettin, Germany. Tonnage: 13,387. Dimensions: 526' x 65'. Twin-screw, 16 knots. Two masts and two funnels. Sister ship: **Muenchen**.

Sud America (1868) La Veloce Line.

Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 3,185. Dimensions: 339' x 40'. Single-screw, 13 knots. Ex-**Mentana**, ex-**Provincia di San Paolo**, ex-**Atlantica**, ex-**Westphalia**.

* Denotes ship still in service under same name.

- Suevia** (1874) Hamburg-American Line.
 Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 3,624. Dimensions: 360' x 41'. Single-screw, 14 knots. Two masts and one funnel. Made final voyage to New York in 1894.
- Suffren** (1901) French Line.
 Built by Blohm & Voss, Hamburg, Germany. Tonnage: 10,622. Dimensions: 525' x 62'. Twin-screw, 16 knots. Two masts and two funnels. Ex-**Leopoldina**, ex-**Bluecher**. Scrapped in 1929.
- Susquehanna** (1899) United States Lines.
 Built by Blohm & Voss, Hamburg, Germany. Tonnage: 9,959. Dimensions: 501' x 58'. Twin-screw, 13½ knots. Four masts and one funnel. Ex-**Rhein**.
- Swakopmund** (1903) Hamburg-American Line.
 Built by Bremer Vulcan Co., Vegesack, Germany. Tonnage: 5,631. Dimensions: 403' x 49'. Single-screw, 12½ knots. Two masts and one funnel. Ex-**Professor Woermann**, ex-**Florida**. Renamed: **Arafura**. Note: She was formerly employed on the South African trade of the Woermann Line.
- Switzerland** (1874) Red Star Line.
 Built by Palmer's Shipbuilding and Iron Co., Ltd., Jarrow-on-Tyne, England. Tonnage: 2,957. Dimensions: 345' x 39'. Single-screw, 13½ knots. Two masts and one funnel. Made final voyage to New York in 1904.
- Sylvania** (1895) Cunard Line.
 Built by London and Glasgow Shipbuilding Co., Glasgow. Tonnage: 5,598. Dimensions: 445' x 49'. Twin-screw, 14 knots. Four masts and one funnel. Broken up by shipbreakers in 1910. Sister ship: **Carinthia**.
- Taormina** (1908) Lloyd Italiano.
 Built by D. & W. Henderson & Co., Ltd., Glasgow. Tonnage: 8,921. Dimensions: 482' x 58'. Twin-screw, 16½ knots. Two masts and one funnel. Note: She was later operated by the Navigazione Generale Italiana Line. Broken up by shipbreakers in 1929. Sister ships: **Ancona** and **Verona**.
- Tauric** (1891) White Star Line.
 Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 5,730. Dimensions: 461' x 49'. Twin-screw, 13 knots. Four masts and one funnel. Renamed: **Welshman**. Sister ship: **Nomadic**.

* Denotes ship still in service under same name.

- Teresa** (1900) *Unione Austriaca (Austro-American Line)*.
Built by Russell & Co., Ltd., Port Glasgow, Scotland. Tonnage: 3,769. Dimensions: 344' x 49'. Single-screw.
- Teutonia** (1856) *Hamburg-American Line*.
Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 2,034. Dimensions: 287' x 37'. Single-screw.
- Teutonic** (1889) *White Star Line*.
Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 9,686. Dimensions: 565' x 57'. Twin-screw, 20 knots. Three masts and two funnels. Broken up by shipbreakers at Hamburg in 1921. Sister ship: **Majestic**.
- Themistocles** (1907) *Greek Line*.
Built by J. Priestman & Co., Sunderland, England. Tonnage: 6,045. Dimensions: 400' x 50'. Twin-screw, 13 knots. Two masts and two funnels. Ex-**Moraitis**. Made final voyage to New York in 1924.
- Thessaloniki** (1890) *Greek Line*.
Built by Workman, Clark & Co., Ltd., Belfast, Ireland. Tonnage: 4,682. Dimensions: 412' x 46'. Single-screw. Three masts and one funnel. Ex-**City of Vienna**. Note: She sunk after being abandoned in the North Atlantic in 1916.
- Thingvalla** (1874) *Scandinavian-American Line*.
Built at Copenhagen, Denmark. Tonnage: 2,524. Dimensions: 301' x 37'. Single-screw, 13 knots. Made final voyage to New York in 1900.
- Thuringia** (1870) *Hamburg-American Line*.
Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 1,964. Dimensions: 287' x 34'. Single-screw, 13½ knots.
- Thuringia** (1922) *Hamburg-American Line*.
Built by Howaldtswerke (German). Tonnage: 11,343. Dimensions: 473' x 60'. Single-screw, 13½ knots. Two masts and one funnel. Renamed: **General San Martin**. Sister ship: **Westphalia**.
- Timgád** (1911) *French Line*.
Built by Chantier et Ateliers de Provence, Port de Bouc, France. Tonnage: 5,232. Dimensions: 402' x 51'. Twin-screw, 18½ knots. Two masts and two funnels. Sister ship: **Carthage**. Note: Used on the West Indies and Central American service.

* Denotes ship still in service under same name.

Tirpitz (1914) Hamburg-American Line.

Built by Vulcan Co., Stettin, Germany. Tonnage: 21,833. Dimensions: 588' x 75'. Twin-screw, 19 knots. Two masts and three funnels. Renamed: **Empress of Australia**. Note: She was never operated as a passenger ship under the name of **Tirpitz** as she was turned over to the British upon completion and sold to the Canadian Pacific Line who named her **Empress of Australia**.

Titanic (1911) White Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 46,329. Dimensions: 852' x 92'. Triple-screw, 21 knots. Two masts and four funnels. From keel to top of funnels measured 175 feet. Note: Reported to have cost about \$7,500,000 to build. Commenced maiden voyage with 1,308 passengers from Southampton to New York on April 12, 1912, and on the night of April 14th struck an iceberg and sank with the loss of 815 of her passengers and 688 of the crew. Sister ship: **Olympic**.

Tomaso di Savoia (1907) Lloyd Sabauda Line.

Built by Barclay, Curle & Co., Ltd., Glasgow. Tonnage: 7,761. Dimensions: 450' x 55'. Twin-screw, 16½ knots. Two masts and two funnels. Made final voyage to New York in 1915. Transferred to the South American route. Scrapped in 1928. Sister ship: **Principe di Udine**.

Toronto (1880) Dominion Line.

Built by Whiteinch at Dumbarton, Scotland. Tonnage: 3,315. Dimensions: 329' x 39'. Single-screw, 13 knots. Two masts and one funnel.

Tortona (1909) Thomson Line.

Built by Swan, Hunter & Wigham Richardson, Ltd., Wallsend-on-Tyne, England. Tonnage: 8,153. Dimensions: 450' x 54'. Single-screw, 13 knots. Four masts and one funnel. Renamed: **Ausonia**.

Transylvania (1914) Cunard Line.

Built by Scott's Shipbuilding and Engineering Co., Ltd., Greenock, Scotland. Tonnage: 14,315. Dimensions: 548' x 66'. Twin-screw, 16 knots. Two masts and two funnels. Torpedoed and sunk 2 miles south from Cape Vado, Gulf of Genoa on May 4, 1917. Note: She had been the first liner fitted with double reduction geared turbine machinery. The **Tuscania** of 1915 was identical in appearance.

* Denotes ship still in service under same name.

Transylvania (1925) Anchor Line.

Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 16,923. Dimensions: 552' x 70'. Twin-screw, 15½ knots. Two masts and three funnels. Note: Her speed was increased to 17 knots in 1938. The first and third funnels were dummies. Torpedoed and sunk in the Atlantic on August, 1940, while serving as an armed merchant cruiser. Sister ship: **Caledonia**.

Trave (1886) North German Lloyd.

Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. (Formerly the shipbuilding firm of John Elder & Co.) Tonnage: 5,262. Dimensions: 437' x 48'. Single-screw, 18 knots. Four masts and two funnels. Scrapped in 1909. Sister ships: **Aller** and **Saale**.

Tunisian (1900) Allan Line.

Built by Alexander Stephen & Sons, Ltd., Linthouse, Glasgow. Tonnage: 10,576. Dimensions: 500' x 59'. Twin-screw, 16 knots. Two masts and one funnel. Renamed: **Marburn**. Sister ship: **Bavarian**.

Tuscania (1915) Anchor Line.

Built by Alexander Stephen & Sons, Ltd., Linthouse, Glasgow. Tonnage: 14,348. Dimensions: 548' x 66'. Twin-screw, 17 knots. Two masts and two funnels. Note: She was launched in September, 1914, and shortly after going into service she was commissioned as a British troopship. Torpedoed and sunk 7 miles from Rathlin Light House, Ireland on February 5, 1918, with the loss of 213 lives. Note: Identical in appearance to the **Transylvania** of 1914.

Tuscania (1922) Anchor Line.

Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 16,991. Dimensions: 552' x 70'. Twin-screw, 15½ knots. Two masts and one funnel. Note: This fine ship was launched on October 4, 1921, and commenced her maiden voyage from Glasgow to New York on September 16, 1922. Renamed: ***Nea Hellas**. Sister ship: **California**.

Tyrrhenia (1922) Cunard Line.

Built by Wm. Beardmore & Co., Ltd., Glasgow. Tonnage: 16,243. Dimensions: 552' x 70'. Twin-screw, 17 knots. Two masts and one funnel. Note: This was not a popular name and soon after entering service it was changed to **Lancastria**.

* Denotes ship still in service under same name.

Ultonia (1898) Cunard Line.

Built by Swan, Hunter & Wigham Richardson, Ltd., Wallsend-on-Tyne, England. Tonnage: 10,402. Dimensions: 500' x 57'. Twin-screw, 13½ knots. Four masts and one funnel. Torpedoed and sunk 190 miles from Fastnet on June 27, 1917, with loss of one life.

Umbria (1884) Cunard Line.

Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 8,127. Dimensions: 501' x 57'. Single-screw, 19½ knots. Three masts and two funnels. Scrapped in 1910. Sister ship: **Etruria**.

United Kingdom (1857) Anchor Line.

Built at Greenock, Scotland. Tonnage: 1,264. Dimensions: 245' x 32'. Single-screw. Note: She disappeared with 80 people on board on April 17, 1868, and was never heard of again.

United States (1903) Scandinavian-American Line.

Built by Alexander Stephen & Sons, Ltd., Linthouse, Glasgow. Tonnage: 9,993. Dimensions: 500' x 58'. Twin-screw, 16 knots. Two masts and one funnel. Scrapped in 1935. Sister ships: **Hellig Olav** and **Oscar II**.

Uranium (1891) Uranium Line.

Built by Wm. Denny & Bros., Ltd., Dumbarton, Scotland. Tonnage: 5,189. Dimensions: 420' x 48'. Single-screw, 14½ knots. Three masts and one funnel. Ex-**Avoca**, ex-**Atlanta**, ex-**Avoca**, ex-**San Fernando**. Made final voyage to New York in 1914.

Utopia (1874) Anchor Line.

Built by Robert Duncan & Co., Port Glasgow, Scotland. Tonnage: 2,731. Dimensions: 350' x 35'. Single-screw. Note: She was sunk by collision in Gibraltar Bay on March 17, 1891, with the loss of 563 lives.

Vancouver (1883) Dominion Line.

Built by C. Connell & Co., Glasgow. Tonnage: 5,232. Dimensions: 430' x 45'. Single-screw, 14 knots. Four masts and two funnels. Renamed: **City of Chicago**.

Vasco Nunez de Balboa (1891) Spanish Line.

Built by Wm. Denny & Bros., Dumbarton, Scotland. Tonnage: 7,815. Dimensions: 531' x 54'. Twin-screw, 16 knots.

* Denotes ship still in service under same name.

Two masts and two funnels. Ex-Alfonso XIII, ex-Oceana, ex-Scot. Broken up by Italian shipbreakers in 1927.

Vasilefs Constantinos (1914) Greek Line.

Built by Cammell, Laird & Co., Ltd., Birkenhead, England. Tonnage: 9,272. Dimensions: 470' x 58'. Twin-screw, 17 knots. Two masts and two funnels. Renamed: (a) **Megali Hellas**, (b) **Byron**. Note: She was taken over by the British government during the first World War, but was handed over to the Greek Line when hostilities had ceased. Sister ship: **Vasilissa Sophia**.

Vasilissa Sophia (1917) Greek Line.

Built by Cammell, Laird & Co., Ltd., Birkenhead, England. Tonnage: 9,100. Dimensions: 488' x 58'. Twin-screw, 17 knots. Two masts and two funnels. Renamed: **Leasowe Castle** (under management of Union-Castle Line). Note: She was torpedoed and sunk while being used as a British troopship on May 26, 1918, with the loss of 101 lives. (Never actually used as a transatlantic passenger ship.)

Vaterland (1873) Red Star Line.

Built by Palmer's Shipbuilding and Iron Co., Ltd., Jarrow-on-Tyne, England. Tonnage: 2,748. Dimensions: 320' x 38'. Single-screw, 13½ knots. Three masts and one funnel. Note: She was the pioneer vessel of the Red Star Line. Commenced her maiden voyage from Antwerp to Philadelphia on January 19, 1873. Sister ships: **Nederland** and **Switzerland**.

Vaterland (1900) Red Star Line.

Built by John Brown & Co., Ltd., Clydebank, Glasgow. Tonnage: 11,899. Dimensions: 560' x 60'. Twin-screw, 15 knots. Four masts and two funnels. Renamed: **Southland**. Sister ships: **Finland**, **Kroonland** and **Zeeland**. Note: As the **Southland** she was torpedoed and sunk 140 miles from Tory Island on June 4, 1917, with the loss of 4 lives.

Vaterland (1914) Hamburg-American Line.

Built by Blohm & Voss, Hamburg. Tonnage: 54,282. Dimensions: 907' x 100'. Quadruple-screw, 24 knots. Two masts and three funnels. Note: In August, 1914, after having made her second voyage she was interned in New York. Later she was seized by the United States government and converted into a troopship. After the war she was turned over to the United States Lines and used on their service as the **Leviathan**.

* Denotes ship still in service under same name.

Vedic (1918) White Star Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 9,060. Dimensions: 460' x 58'. Twin-screw, 13 knots. Two masts and one funnel.

Veendam (1873) Holland-American Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 3,707. Dimensions: 420' x 40'. Single-screw, 14 knots. Four masts and one funnel. Ex-Baltic. Note: She foundered at sea on February 6, 1898, after the breaking of the propeller shaft. There was no loss of life.

***Veendam** (1923) Holland-American Line.

Built by Harland & Wolff, Ltd., Govan, Glasgow, Scotland. Tonnage: 15,450. Dimensions: 550' x 67'. Twin-screw, 15 knots. Two masts and two funnels. Note: After the second World War she was found laid up in a German port in a damaged condition. She left Hamburg for Rotterdam on January 14, 1946, for reconditioning. Sister ship: **Volendam**.

Venezia (1907) Fabre Line.

Built by Swan, Hunter & Wigham Richardson, Ltd., Wallsend-on-Tyne, England. Tonnage: 6,707. Dimensions: 457' x 51'. Twin-screw, 15½ knots. Two masts and two funnels. Note: She was destroyed by fire in the North Atlantic in 1919.

Verona (1908) Navigazione Generale Italiana.

Built by Workman, Clark & Co., Ltd., Belfast, Ireland. Tonnage: 8,886. Dimensions: 482' x 58'. Twin-screw, 16 knots. Two masts and one funnel. Note: Her tonnage at one time was listed as 8,240 tons gross. Sister ships: **Ancona** and **Taormina**. Made final voyage to New York in 1915.

Victoria (1872) Anchor Line.

British built. Tonnage: 3,358. Dimensions: 360' x 40'. Single-screw, 13 knots. Three masts and one funnel. Note: She was later transferred to the Mediterranean service. Made final voyage to New York in 1904. Sister ship: **California**.

Victoria (1898) Wilson-Furness Line.

Built by Furness, Withy & Co., Ltd., W. Hartlepool, England. Tonnage: 6,849. Dimensions: 475' x 52'. Single-screw, 14 knots. Four masts and one funnel. Renamed: **Manitou**. Sister ship: **Alexander**.

* Denotes ship still in service under same name.

Victoria Luise (1899) Hamburg-American Line.

Built by Vulcan Co., Stettin, Germany. Tonnage: 16,502. Dimensions: 660' x 67'. Twin-screw, 18 knots. Two masts and four funnels. Ex-**Deutschland**. Note: She became the **Victoria Luise** in 1911 and was used mostly as a special cruise ship. After the first World War she was altered into an emigrant carrier and renamed **Hansa**.

Victorian (1904) Allan Line.

Built by Workman, Clark & Co., Ltd., Belfast, Ireland. Tonnage: 10,629. Dimensions: 517' x 60'. Triple-screw, 19 knots. Two masts and one funnel. Note: She was the first Atlantic liner to be fitted with steam turbines. Renamed: **Marloch**. Sister ship: **Virginian**.

Ville du Havre (1866) French Line.

Built by Thames Ironworks Co., Blackwall, England. Tonnage: 5,086. Dimensions: 363' x 43'. Single-screw, 12 knots. Ex-**Napoleon III**. Note: As originally built she had paddle-wheels, but in 1872 was converted to screw propulsion, and lengthened 50 feet. Sunk after being in collision with the ship **Loch Earn** on November 23, 1873, while bound from New York to Havre. There was a loss of 222 lives.

Vincenzo Florio (1880) Navigazione Generale Italiana.

Built by Alexander Stephen & Sons, Ltd., Linthouse, Glasgow. Tonnage: 2,840. Dimensions: 352' x 38'. Single-screw, 12½ knots. Note: Made final voyage to New York in 1906. Sister ships: **Archimede** and **Washington**.

Virginia (1906) Unione Austriaca (Austro-American Line).

Built by Craig, Taylor & Co., Ltd., Stockton, England. Tonnage: 3,563. Dimensions: 326' x 42'. Single-screw, 12½ knots. Renamed: **Kerlew**. Sister ship: **Irene**.

Virginia (1906) Lloyd Italiano.

Built by Soc. Esercizio Bacini, Riva Trigoso, Italy. Tonnage: 5,181. Dimensions: 381' x 48'. Twin-screw, 14½ knots. Two masts and two funnels. Renamed: **Garibaldi**. Sister ships: **Florida**, **Indiana** and **Luisiana**.

Virginian (1905) Allan Line.

Built by Alexander Stephen & Sons, Ltd., Linthouse, Glasgow. Tonnage: 10,754. Dimensions: 517' x 60'. Triple-screw, 19 knots. Two masts and one funnel. Renamed: **Drottningholm**. Sister ship: **Victorian**.

* Denotes ship still in service under same name.

Vittoria (1883) La Veloce Line.

Built by Robert Napier & Sons, Glasgow, Scotland. Tonnage: 3,707. Dimensions: 420' x 40'. Single-screw, 14½ knots. Four masts and one funnel. Ex-Maasdam, ex-Republic. Renamed: **Citta di Napoli**.

Vladimir (1895) Russian Volunteer Fleet.

Built by Wm. Denny & Bros., Ltd., Dumbarton, Scotland. Tonnage: 5,621. Dimensions: 432' x 49'. Twin-screw, 12½ knots. Two masts and one funnel. Made final voyage to New York in 1919.

***Volendam** (1922) Holland-American Line.

Built by Harland & Wolff, Ltd., Govan, Glasgow. Tonnage: 15,434. Dimensions: 550' x 67'. Twin-screw, 15 knots. Two masts and two funnels. Note: She has been returned to the line. Sister ship: **Veendam**.

Voltorno (1906) Royal Line. (Canadian Northern Steamship Co.)

Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 3,602. Dimensions: 340' x 43'. Twin-screw, 14 knots. Two masts and one funnel. Note: This emigrant carrier was destroyed by fire and explosion in the Atlantic on October 9, 1913, with a loss of 136 lives.

***Vulcania** (1928) Cosulich Line.

Built by Cantieri Riuniti Dell' Adriatico, Monfalcone, Italy. Tonnage: 24,469. Dimensions: 601' x 79'. Twin-screw, 21 knots. Two masts and one funnel. Motorship. Note: She later became a unit of the newly formed Italia Line in the early thirties. Sister ship: **Saturnia**. It is reported both ships are to be returned to Italy after the United States has no further use for them as troopships.

Waesland (1867) Red Star Line.

Built by J. & G. Thomson, Ltd., Clydebank, Glasgow. Tonnage: 4,752. Dimensions: 435' x 42'. Single-screw, 14 knots. Four masts and one funnel. Ex-Russia. Note: She was later rebuilt, re-engined and lengthened. As the **Waesland** she appeared with four masts instead of her former three. Lost in collision with Houston liner in 1902.

Washington (1847) Ocean Steam Navigation Co.

Built by Westervelt and MacKay, New York, N. Y. Tonnage: 2,000. Dimensions: 236' x 39'. Paddle-wheels, 11 knots. Commenced maiden voyage in June, 1847. Sister ship: **Hermann**.

* Denotes ship still in service under same name.

Washington (1863) French Line.

Built by Scott's Shipbuilding and Engineering Co., Ltd., Greenock, Scotland. Tonnage: 3,401. Dimensions: 345' x 43'. Twin-screw, 12½ knots. Three masts and two funnels. Note: This ship originally had paddle-wheels, but in 1867 she was converted to screw propulsion, and partially rebuilt. She was sold in 1899 and subsequently broken up by ship-breakers at Marseilles. Sister ships: **Lafayette** and **Imperatrice Eugenie**.

Washington (1880) Navigazione Generale Italiana.

Built by Alexander Stephen & Sons, Ltd., Linthouse, Glasgow. Tonnage: 2,814. Dimensions: 340' x 38'. Single-screw. Sister ships: **Archimede** and **Vincenzo Florio**. Note: Later transferred to the La Veloce Line. Made final voyage to New York in 1907.

***Washington** (1933) United States Lines.

Built by New York Shipbuilding Corp., Camden, N. J. Tonnage: 24,289. Dimensions: 668' x 86'. Twin-screw, 21 knots. Two masts and two funnels. Renamed (a) **Mount Vernon**, (b) **Washington**. Note: As the **Mount Vernon** she was employed during the second World War as a troopship and in this capacity successfully transported thousands of American soldiers overseas. Sister ship: **Manhattan**.

Weimar (1891) North German Lloyd.

Built by Fairfield Shipbuilding and Engineering Co., Ltd., Glasgow. Tonnage: 4,996. Dimensions: 415' x 48'. Single-screw, 13 knots. Two masts and one funnel. Made final voyage to New York in 1907.

Werkendam (1881) Holland-American Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 3,639. Dimensions: 410' x 39'. Single-screw, 13 knots. Four masts and one funnel. Ex-**British King**. Note: Foundered in North Atlantic in 1906.

Werra (1882) North German Lloyd.

Built by John Elder & Co., Glasgow. Tonnage: 5,109. Dimensions: 438' x 46'. Single-screw, 17½ knots. Four masts and two funnels. Note: Made final voyage to New York in 1901. Sister ship: **Fulda**.

* Denotes ship still in service under same name.

- Werra** (1922) North German Lloyd.
Built by Weser Shipbuilding Yard, Bremen, Germany.
Tonnage: 9,476. Dimensions: 458' x 57'. Two masts and one funnel. Twin-screw, 12½ knots. Sister ships: **Weser** and **Fulda**.
- Weser** (1858) North German Lloyd.
Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 2,700. Dimensions: 318' x 40'. Single-screw. Note: Her running mates were the **Bremen**, **Hudson** and **New York**.
- Weser** (1867) North German Lloyd.
Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 2,871. Dimensions: 357' x 41'. Single-screw, 13½ knots. Note: Made final voyage to New York in 1894.
- Weser** (1922) North German Lloyd.
German built. Tonnage: 9,444. Dimensions: 458' x 57'. Twin-screw, 12½ knots. Two masts and one funnel. Sister ships: **Werra** and **Fulda**.
- ***Westerdam** (1946) Holland-American Line.
Built in the Netherlands. Tonnage: 10,000. Overall length is 518 feet. Two masts and one funnel. Note: She had been scheduled to make her maiden voyage in 1940, but the war prevented the sailing to be made. During hostilities she was sunk in the Dutch harbor three times by different methods, so as to keep the ship from being used. On each occasion she was eventually raised. It was not until July 8, 1946 that she finally made her first entry into New York Harbor.
- Westernland** (1884) Red Star Line.
Built by Laird Brothers, Ltd., Birkenhead, England. Tonnage: 5,665. Dimensions: 440' x 47'. Single-screw, 14½ knots. Four masts and two funnels. Note: She was one of the early steamships to be built of steel. Scrapped in 1912.
- Westernland** (1918) Red Star Line.
Built by Harland & Wolff, Ltd., Govan, Glasgow, Scotland. Tonnage: 16,289. Dimensions: 575' x 67'. Triple-screw, 16 knots. Two masts and two funnels. Ex-**Regina**. Note: The Bernstein Line later obtained ownership of her, but continued to run her under the Red Star flag. The Holland-American Line took over this liner, together with sister ship, just prior to the World War. Laid up in River Blackwater in 1946. Sister ship: **Pennland**.

* Denotes ship still in service under same name.

- Westphalia** (1868) Hamburg-American Line.
 Built by Caird & Co., Ltd., Greenock, Scotland. Tonnage: 3,185. Dimensions: 339' x 40'. Single-screw, 13½ knots. Renamed: (a) **Atlantica**, (b) **Provincia di San Paolo**, (c) **Mentana**, (d) **Sud America**.
- Westphalia** (1923) Hamburg-America Line
 Built by Howaldtswerke (Germany). Tonnage: 11,343. Dimensions: 473' x 60'. Single-screw, 12½ knots. Two masts and one funnel. Renamed: **General Artigas**. Note: Later transferred to the South American trade. Sister ship: **Thuringia**.
- Wieland** (1874) Eagle Line. (Hamburg, Germany).
 Built at Glasgow, Scotland. Tonnage: 3,504. Dimensions: 371' x 40'. Single-screw, 14 knots. Two masts and two funnels. Note: Shortly after completion she was taken over and operated by the Hamburg-American Line. Made final voyage to New York in 1894.
- Willehad** (1894) North German Lloyd.
 Built by Blohm & Voss, Hamburg. Tonnage: 4,761. Dimensions: 383' x 46'. Twin-screw, 13 knots. Two masts and one funnel. Note: She was originally owned by the Roland Line. Renamed: **Wyandotte**. Scrapped in 1924. Sister ship: **Wittekind**.
- Winifredian** (1899) Leyland Line.
 Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 10,428. Dimensions: 552' x 59'. Twin-screw, 14½ knots. Four masts and one funnel. Scrapped in 1929. Sister ship: **Devonian**.
- Wisconsin** (1870) Guion Line.
 Built by Palmer's Shipbuilding and Iron Co., Ltd., Jarrow-on-Tyne, England. Tonnage: 3,238. Dimensions: 366' x 43'. Single-screw. Two masts and one funnel. Scrapped in 1893. Sister ship: **Wyoming**.
- Wittekind** (1894) North German Lloyd.
 Built by Blohm & Voss, Hamburg. Tonnage: 4,755. Dimensions: 383' x 46'. Twin-screw, 13 knots. Two masts and one funnel. Note: She was later lengthened to 444 feet and tonnage increased to 5,640 tons gross. Renamed: (a) **Iroquois**, (b) **Freedom**. Scrapped in 1924. Sister ship: **Willehad**. Note: These two ships were originally operated by the Roland Line.

* Denotes ship still in service under same name.

Wyoming (1870) Guion Line.

Built by Palmer's Shipbuilding and Iron Co., Ltd., Jarrow-on-Tyne, England. Tonnage: 3,238. Dimensions: 366' x 43'. Single-screw. Two masts and one funnel. Broken up by shipbreakers in 1893. Sister ship: **Wisconsin**.

Yorck (1906) North German Lloyd.

Built by F. Schichau, Danzig, Germany. Tonnage: 8,976. Dimensions: 463' x 57'. Twin-screw, 14½ knots. Two masts and one funnel. Sister ships: **Derfflinger** and **Luetzow**. Made final voyage to New York in 1929.

Yorkshire (1889) Dominion Line.

Built by Harland & Wolff, Ltd., Belfast, Ireland. Tonnage: 4,269. Dimensions: 400' x 45'. Single-screw, 14 knots. Four masts and one funnel. Note: This former Bibby liner was operated by the Dominion Line for only a short time and sold to the Russian-American Line who renamed her **Estonia**. Sister ship: **Lancashire** (Bibby Line).

Ypiranga (1908) Hamburg-American Line.

Built by Frd. Krupp, Kiel, Germany. Tonnage: 8,309. Dimensions: 449' x 54'. Twin-screw, 12½ knots. Two masts and one funnel. Renamed: (a) **Assyria**, (b) **Colonial**. Sister ship: **Corcovado**.

Zaandam (1939) Holland-American Line.

Built by Wilton's at Fijenoord, Netherlands. Tonnage: 10,909. Dimensions: 480' x 64'. Twin-screw, 19 knots. Two masts and one funnel. Motorship. Note: This fine looking ship was torpedoed without any warning several hundred miles off Recife, Brazil, on November 2, 1942, while bound from Cape Town to the United States and sank in less than ten minutes. On board the small liner had been a total of 299, of which 169 were passengers. The 169 successful survivors had great difficulty in reaching safety. The most outstanding experience to occur among them was a story about five men who climbed onto a raft just after the doomed **Zaandam** went to the bottom of the ocean. For 83 days, three of the five occupants of the raft survived the terrible ordeal of drifting in the open sea, in all kinds of weather, for a distance of over 2,000 miles. Their meager supply of food and water was exhausted on the 16th day. During the remaining days on the raft they obtained only rain water and a few small fish and birds on which to subsist. It was the longest period of time that any human beings were known to

* Denotes ship still in service under same name.

survive the open sea. On the raft at the outset were, George Beasley, an American sailor who had been a passenger on the ill fated vessel and he died 66 days later; also, Ensign James Maddox of the United States Navy who remained alive for 77 days. The remaining three were Basil Izzi of South Barre, Massachusetts, member of the American gun crew, on the **Zaandam**, an oiler named Cornelis van der Slot, of Rotterdam, and Nicko Hoogendam, a young lad from Vlaardingen. The three were living skeletons when picked up by a United States Navy patrol ship on January 24, 1943. It is needless to say that rescue came none too soon for the nearly gone victims of a typical Nazi merchant ship sinking. For a more graphic description of this disaster see the Holland-American Line's booklet "In the War at Sea" by William C. Seabrook.

This lengthy recital in what is supposed to be a mere reference book is meant as a tribute to all who have either died or survived the terrific hardships of having been exposed to the fury of the elements for extended periods on the open sea.

Zeeland (1865) Red Star Line.

Built by J. & G. Thomson, Ltd., Clydebank, Glasgow. Tonnage: 2,697. Dimensions: 337' x 42'. Single-screw, 12½ knots. Ex-Java. Note: The Red Star Line purchased this ship from the Cunard Line in 1877 and had her lengthened to 370 feet which increased the tonnage to 3,500 tons gross.

Zeeland (1901) Red Star Line.

Built by John Brown & Co., Clydebank, Glasgow. Tonnage: 11,905. Dimensions: 561' x 60'. Twin-screw, 15 knots. Four masts and two funnels. Renamed: (a) **Northland**, (b) **Minnesota**. Sister ships: **Finland**, **Kroonland** and **Vaterland**.

Zeppelin (1914) North German Lloyd.

Built by Bremer Vulcan Co., Vegesack, Germany. Tonnage: 14,588. Dimensions: 550' x 67'. Twin-screw, 18 knots. Two masts and two funnels. Renamed: (a) **Ormuz**, (b) **Dresden**. Note: This liner was never in service under the name of **Zeppelin**, as she was turned over to the British on completion.

Zieten (1902) North German Lloyd.

Built by F. Schichau, Danzig, Germany. Tonnage: 8,043. Dimensions: 442' x 55'. Twin-screw, 13½ knots. Two masts and one funnel. Sister ship: **Seydlitz**.

* Denotes ship still in service under same name.

PART III

FLEET LIST

Past and Present

The Leading North Atlantic Passenger Ship Lines and Their Principal Ships

NOTE: This fleet list includes a few ships which have not been employed on the North Atlantic route.

An asterisk (*) before name of ship denotes that it is still in the service of the designated line.

DISTANCES IN NAUTICAL MILES BETWEEN EUROPEAN AND NORTH AMERICAN PORTS

(The short route)

	<i>Nautical Miles</i>
New York to Southampton.....	3,120
New York to Liverpool.....	3,058
New York to London.....	3,282
New York to Queenstown.....	2,840
New York to Havre.....	3,170
New York to Antwerp.....	3,350
New York to Rotterdam.....	3,362
New York to Bremen.....	3,590
New York to Hamburg.....	3,536
New York to Gibraltar.....	3,192
New York to Genoa.....	4,045
Boston to Liverpool.....	2,898
Boston to Gibraltar.....	3,065
Montreal to Liverpool.....	2,755

ALLAN LINE

This line established steamship service between Great Britain and Canada in 1854, and in later years absorbed the State Line of Glasgow, Royal Exchange Steamship Company, and the Hill Line. The Canadian Pacific Line acquired the Allan fleet in 1916.

Principal ports: Glasgow, Montreal, Quebec, New York, Boston.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1854	Canadian	1,873
1855	Indian	1,764
1856	Anglo-Saxon	1,673
1858	Bohemian	2,100
1858	Nova Scotian	2,190
1858	Hungarian	2,190
1858	North Briton	2,190
1860	Canadian	1,926
1861	Hibernian	2,997
1861	Norwegian	2,449
1863	Peruvian	2,549
1865	Manitoban	2,395
1865	Norwegian	3,523
1866	European	2,708
1870	Caspian	2,747
1871	Sarmatian	3,920
1872	Polynesian	3,983
1872	Laurentian	4,522
1872	Circassian	3,724
1872	Canadian	2,401
1875	Sardinian	4,376
1879	Buenos Ayrean	4,005
1880	Assyrian	2,608
1880	State of Nebraska	3,986
1881	Ludgate Hill	4,063
1881	Parisian	5,395
1882	Pomeranian	4,365
1882	Roumanian	4,126
1884	Carthaginian	4,444
1884	Siberian	3,846
1891	State of California	4,275
1891	Numidian	4,836
1891	Mongolian	4,837
1898	Castilian	7,441

* Denotes ship still in service under same name.

ALLAN LINE (*Continued*)

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1898	Scotian	10,417
1898	Scandinavian	12,116
1899	Corinthian	6,229
1899	Sicilian	6,224
1900	Pretorian	6,436
1900	Bavarian	10,376
1900	Tunisian	10,576
1901	Ionian	8,268
1904	Victorian	10,629
1905	Virginian	10,754
1907	Corsican	11,419
1907	Grampian	10,920
1908	Hesperian	9,599
1913	Alsatian	18,481
1913	Calgarian	17,515

AMERICAN LINE

This line commenced service in 1873, and was reorganized in 1893, and at that time acquired the fleet of the Inman Line.

Principal ports: Liverpool, Southampton, New York.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1873	Illinois	3,341
1873	Indiana	3,335
1873	Ohio	3,488
1873	Pennsylvania	3,343
1873	Chester	4,770
1874	Berlin	5,526
1888	New York	10,674
1889	Paris	10,669
1889	Philadelphia	10,786
1893	Southwark	8,607
1894	Kensington	8,669
1895	St. Louis	11,629
1895	St. Paul	11,629
1901	Haverford	11,635
1902	Merion	11,612

* Denotes ship still in service under same name.

ANCHOR LINE

Established in 1856

Principal ports: Glasgow, New York

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1855	Tempest	798
1857	United Kingdom	1,264
1863	Britannia	2,093
1863	California	1,418
1864	Iowa	2,130
1865	Hibernia	1,615
1866	Columbia	1,322
1867	Trojan	744 (net)
1870	Australia	2,243
1871	Olympia	2,210
1872	California	3,410
1872	Victoria	3,358
1873	Bolivia	3,999
1873	Elysia	2,716
1873	Ethiopia	4,005
1874	Utopia	2,731
1874	Anchoria	4,168
1876	Alsatia	2,766
1877	Devonia	4,270
1878	Circassia	4,272
1880	Furnessia	5,495
1881	Roumania	3,500
1881	City of Rome	8,415
1882	Hesperia	3,037
1882	Belgravia	4,977
1884	Astoria	5,086
1889	Scotia	2,846
1891	Algeria	4,510
1892	Dalmatia	3 317
1901	Columbia	8,292
1901	Calabria	4,376
1901	Perugia	4,348
1902	Massilia	5,156
1903	Circassia	6,861
1903	Italia	4,806
1904	Caledonia	9,223
1906	*Castalia	6,601

* Denotes ship still in service under same name.

ANCHOR LINE (*Continued*)

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1908	Elysia	6,757
1907	California	8,662
1908	Assyria	8,300
1910	Cameronia	10,963
1914	Algeria	8,156
1915	Tuscania	14,348
1920	*Cameronia	16,297
1922	Tuscania	16,991
1922	*Nea Hellas	16,991
1923	California	16,792
1925	Caledonia	17,046
1925	Transylvania	16,923
1926	Britannia	8,802
1937	*Cilicia	11,250
1937	*Carcassia	11,250
1947	*Caledonia (Building)	11,200

ATLANTIC TRANSPORT LINE

Commenced their London and New York service in 1886.
Passenger service ceased in 1934.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1890	Memphis	5,158
1890	Michigan	4,909
1891	Mobile	5,302
1892	Mohawk	5,678
1892	Massachusetts	5,590
1892	Manitoba	5,590
1894	Minnewaska	5,713
1897	Menominee	6,919
1898	Michigan	8,162
1898	Boadicea	7,057
1898	Marquette	7,057
1898	Manitou	6,849
1898	Poland	8,282
1900	Minnehaha	13,443
1901	Minneapolis	13,448

* Denotes ship still in service under same name.

ATLANTIC TRANSPORT LINE (*Continued*)

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1901	Minnesota	11,667
1902	Minnetonka	13,440
1903	Minnewaska	15,801
1903	Mississippi	9,748
1909	Minnewaska	14,317
1917	Minnekahda	17,281
1923	Minnewaska	21,716
1924	Minnetonka	21,716

AUSTRO-AMERICAN LINE (Unione Austriaca)

Established at Trieste in 1903 by the Fratelli Cosulich shipping firm. After the first World War the organization became known as the Cosulich Line.

Terminal ports: Trieste, New York.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1900	Teresa	3,769
1903	Gerty	4,212
1904	Dora	2,531
1904	Erny	2,531
1904	Giulia	4,337
1905	Carolina	4,713
1905	Francesca	4,996
1905	Sofia Hohenberg	5,491
1905	Irene	3,454
1906	Virginia	3,563
1906	Ida	4,730
1906	Eugenia	4,903
1907	Argentina	5,526
1907	Oceania	5,497
1907	Alice	6,122
1907	Laura	6,122
1908	Atlanta	5,387
1908	Georgia	5,380
1908	Columbia	5,460
1908	Martha Washington	8,347
1912	Kaiser Franz Josef I.	12,588
1913	Belvedere	7,420

* Denotes ship still in service under same name.

AUSTRO-AMERICAN LINE (*Continued*)

(Unione Austriaca)

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1913	Erny	6,515
1913	Dora	7,037

BEAVER LINE

This line was formed in 1867 by a group of Montreal merchants. The official name of the line was Canada Shipping Company. In 1899 the company changed hands and became the property of Elder, Dempster Company, who finally sold the line to the Canadian Pacific Steamships, Ltd. in 1903.

Service: Liverpool, Quebec, Montreal.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1874	Lake Champlain	2,207
1875	Lake Megantic	2,219
1875	Lake Nepigon	2,209
1879	Lake Winnipeg	3,329
1879	Gallia	4,809
1880	Lake Manitoba	3,300
1881	Lake Huron	4,040
1884	Lake Superior	4,562
1884	Lake Simcoe	4,933
1887	Lake Ontario	4,502

NOTE: The following ships were added to the Beaver Line service by Elder, Dempster & Co.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1897	Montcalm	5,505
1897	Monterey	5,478
1897	Montrose	6,094
1897	Milwaukee	7,317
1898	Monmouth	8,001

* Denotes ship still in service under same name.

BEAVER LINE (*Continued*)

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1898	Mount Royal	7,064
1899	Montfort	5,519
1899	Monteagle	5,948
1899	Montezeuma	7,345
1900	Montreal	8,644
1900	Lake Champlain	7,392
1900	Lake Erie	7,550
1901	Lake Michigan	8,340
1901	Lake Manitoba	9,674
1901	Mount Temple	7,656

BERNSTEIN LINE

This German firm acquired the Red Star liners *Pennland* and *Westernland* in 1935 which were later taken over by the Holland-American Line.

Principal ports: Hamburg, Antwerp, Rotterdam, New York.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1904	Gerolstein	7,772
1904	Ilstein	8,216
1907	Konigstein	9,626
1918	Westernland	16,231
1922	Pennland	16,082

CANADIAN PACIFIC LINE

(Canadian Pacific Steamships, Ltd.)

Established their Trans-Atlantic service in 1903.

They acquired the Beaver Line fleet of Elder, Dempster Company in 1903. In 1916 they absorbed the Allan Line fleet.

Ports: Southampton, Liverpool, Glasgow, Montreal, Quebec, Halifax, St. John

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1889	Empress of India	5,920
1890	Empress of China	5,900
1890	Empress of Japan	5,905

* Denotes ship still in service under same name.

CANADIAN PACIFIC LINE (*Continued*)

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1897	Montcalm	5,505
1897	Monterey	5,478
1897	Montrose	6,094
1897	Milwaukee	7,317
1898	Mount Royal	7,064
1898	Marglen	10,417
1899	Montfort	5,519
1899	Monteagle	5,948
1899	Montezeuma	7,345
1900	Marburn	10,743
1900	Montreal	8,644
1900	Lake Champlain	7,392
1900	Lake Erie	7,550
1901	Lake Michigan	8,340
1901	Lake Manitoba	9,674
1901	Mount Temple	7,656
1904	Marloch	10,687
1905	Empress of Scotland	25,160
1906	Montreal	9,720
1906	Empress of Ireland	14,191
1906	Empress of Britain	14,189
1906	Montroyal	15,646
1907	Marvale	11,438
1908	Empress of India	16,992
1908	Montnairn	17,282
1908	Montlaurier	16,992
1913	Empress of Asia	16,909
1913	Empress of Russia	16,810
1913	Empress of France	18,357
1914	*Empress of Australia	21,833
1914	Missanabie	12,469
1915	Metagama	12,420
1918	Melita	15,183
1918	Minnedosa	15,186
1921	*Montcalm	16,418
1922	*Montclare	16,314

* Denotes ship still in service under same name.

CANADIAN PACIFIC LINE (*Continued*)

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1922	Montrose	16,402
1922	Empress of Canda	21,517
1928	Duchess of Athol	20,119
1928	Duchess of Bedford	20,123
1928	*Empress of India	20,123
1928	Duchess of Richmond	20,022
1928	*Empress of Canada	20,022
1929	Duchess of York	20,021
1930	Empress of Japan	26,032
1930	*Empress of Scotland	26,032
1931	Empress of Britain	42,348

COLLINS LINE

Commenced service in April 1849 with the *Atlantic*, and ceased to operate line in January 1858.

Terminal ports: Liverpool, New York.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1849	Atlantic	2,856
1849	Arctic	2,856
1849	Baltic	2,856
1849	Pacific	2,856
1857	Adriatic	3,670

COSULICH LINE

Formerly known as the Unione Austriaca (Austro-American Line) which was established in 1903 by the shipping firm of Fratelli Cosulich. In 1931 the Cosulich Line merged with the newly-formed "Italia" Line.

Terminal ports: Trieste, New York; also, on the South American trade.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1890	San Guisto	8,874
1903	Gerty	4,212
1904	Giulia	4,337

* Denotes ship still in service under same name.

COSULICH LINE (*Continued*)

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1905	Carolina	4,713
1905	Francesca	4,996
1905	Sofia	5,491
1907	Argentina	5,526
1908	Atlanta	5,387
1908	Georgia	5,380
1908	Martha Washington	8,347
1908	Columbia	5,460
1912	Presidente Wilson	12,588
1913	Belvedere	7,420
1927	*Saturnia	23,940
1928	*Vulcania	24,469
1932	Neptunia	19,475
1933	Oceania	19,507

CUNARD LINE

Established service in 1840.

The Cunard and White Star Lines merged in 1934.

Principal ports: Southampton, Liverpool, London, Glasgow, Cherbourg, Belfast, Galway, Cobb, New York, Boston, Montreal, Quebec, Halifax.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1840	Britannia	1,139
1840	Acadia	1,139
1840	Caledonia	1,139
1840	Columbia	1,155
1843	Hibernia	1,422
1845	Cambria	1,422
1847	Europa	1,989
1848	America	1,825
1848	Canada	1,831
1848	Niagara	1,825
1850	Africa	2,227
1850	Asia	2,227
1852	Arabia	2,393
1856	Persia	3,414

* Denotes ship still in service under same name.

CUNARD LINE (*Continued*)

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1857	Calabria	3,321
1860	Atlas	2,393
1860	Kedar	1,875
1860	Olympus	2,415
1860	Hecla	2,421
1860	Marathon	2,403
1861	China	2,539
1862	Scotia	3,871
1865	Aleppo	2,057
1865	Tarifa	2,058
1865	Cuba	2,668
1865	Java	2,780
1866	Palmyra	2,403
1867	Siberia	2,498
1867	Russia	2,959
1868	Samaria	2,605
1870	Abyssinia	3,253
1870	Algeria	3,253
1870	Batavia	2,553
1870	Parthia	3,502
1872	Trinidad	1,899
1872	Demerara	1,904
1874	Saragossa	2,262
1874	Bothnia	4,556
1875	Scythia	4,556
1878	Gallia	4,809
1881	Catalonia	4,841
1881	Servia	7,391
1882	Cephalonia	5,517
1882	Pavonia	5,588
1883	Aurania	7,269
1884	Etruria	8,127
1884	Umbria	8,127
1893	Campania	12,950
1893	Lucania	12,950
1895	Carinthia	5,598
1895	Sylvania	5,598
1898	Ultonia	10,402
1900	Albania	7,682
1900	Ivernia	14,210

* Denotes ship still in service under same name.

CUNARD LINE (*Continued*)

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1900	Saxonia	14,197
1902	Flavia	9,291
1903	Carpathia	13,603
1903	Slavonia	10,606
1904	Pannonia	9,851
1905	Carmania	19,566
1905	Caronia	19,782
1907	Folia	6,365
1907	Mauretania	30,696
1907	Lusitania	31,550
1909	Ausonia	8,153
1911	Ascania	9,111
1911	Franconia	18,150
1912	Laconia	18,098
1912	Berengaria	52,226
1913	Alaunia	13,405
1913	Andania	13,404
1914	Transylvania	14,315
1914	Aquitania	45,647
1915	Aurania	13,400
1920	Albania	12,768
1920	Scythia	19,761
1921	Samaria	19,597
1921	Antonia	13,867
1921	Ausonia	13,912
1922	Andania	13,950
1922	Tyrrhenia	16,243
1922	Lancastria	16,243
1922	Laconia	19,695
1923	Franconia	20,175
1924	Aurania	13,984
1925	Alaunia	14,030
1925	Ascania	14,013
1925	Carinthia	20,277
1935	Queen Mary	80,774

NOTE: See Cunard White Star Line

* Denotes ship still in service under same name.

CUNARD WHITE STAR LINE

The merger of the Cunard and White Star Lines occurred in 1934.

Ports: Southampton, Liverpool, London, Glasgow, Cherbourg, Belfast, Galway, Cobb, New York, Boston, Canadian ports.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1911	Olympic	46,439
1912	Berengaria	52,226
1914	*Aquitania	45,647
1914	Homeric	34,356
1920	*Scythia	19,761
1921	Majestic	56,551
1921	*Samaria	19,597
1921	*Antonia	13,867
1921	*Ausonia	13,912
1922	Andania	13,950
1922	Lancastria	16,243
1922	Laconia	19,695
1923	Doric	16,484
1923	*Franconia	20,175
1924	Aurania	13,984
1925	*Alaunia	14,030
1925	*Ascania	14,013
1925	Carinthia	20,277
1927	Laurentic	18,724
1930	*Britannic	26,840
1932	*Georgic	27,759
1935	*Queen Mary	80,774
1939	*Mauretania	35,673
1940	*Queen Elizabeth	83,673
1947	*Media (Building)	14,000

* Denotes ship still in service under same name.

DOMINION LINE

NOTE: In 1870 the Mississippi Steamship Company established a Canadian service from Liverpool under the name of Mississippi and Dominion Steamship Company. This name was changed to Dominion Line. In later years the line was absorbed by the White Star Line.

Principal ports: Liverpool, Quebec, Montreal, Boston.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1871	Mississippi	2,129
1874	Dominion	3,175
1874	Ottawa	5,000
1880	Toronto	3,315
1882	Norseman	4,000
1882	Roman	4,572
1882	Sarnia	3,726
1883	Oregon	3,672
1883	Vancouver	5,149
	(Sold before completion)	
1884	Vancouver	5,154
1891	Labrador	4,737
1892	Cambroman	6,059
1894	Dominion	7,036
1896	Canada	9,415
1897	Norseman	9,545
1898	New England	12,099
1899	Irishman	9,510
1900	Columbus	15,378
1900	Commonwealth	12,268
1902	Mayflower	13,518

* Denotes ship still in service under same name.

DONALDSON ATLANTIC LINE Ltd.

The passenger service dates back to 1905 when it was known as the Donaldson Line. However, this name was changed in 1916 to Anchor-Donaldson Line and remained so until reorganized again in 1935 when given its present name.

Principal ports: Glasgow, Halifax, Quebec, Montreal.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1904	Athenia	9,080
1906	Cassandra	8,135
1910	Saturnia	8,611
1912	Letitia	8,991
1923	Athenia	13,465
1925	*Letitia	13,475

FABRE LINE (French)

(Cyprien Fabre)

This line acquired their first steamship in 1874.

Principal ports: Marseilles, Naples, Palermo, New York.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1869	Brooklyn	3,576
1881	America	2,403
1881	Britannia	2,477
1882	Alesia	2,740
1882	Burgundia	2,908
1882	Patria	4,053
1883	Pictavia	2,030
1883	Neustria	2,687
1883	Gallia	4,134
1883	Chateau Yquem	4,211
1885	Equita	3,369
1891	Massilia	3,097
1902	Britania	5,103
1902	Roma	5,291
1903	Germania	5,103

* Denotes ship still in service under same name.

FABRE LINE (*Continued*)

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1905	Madonna	5,633
1906	Alesia	9,720
1907	Europa	6,122
1907	Asia	6,122
1907	Braga	6,122
1907	Venezia	6,707
1910	Sant' Anna	9,350
1911	*Canada	9,684
1913	Patria	11,885
1914	*Banfora	9,347
1915	Providence	11,996
1924	*Sinaia	8,567

FRENCH LINE

This line was established in 1862 but did not commence their Havre-New York service until 1864.

Principal ports: Havre, Bordeaux, Plymouth, New York, West Indies and Central American ports.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1862	Louisiane	1,780
1863	Washington	3,401
1864	Lafayette	3,003
1864	Amerique	3,200
1864	Imperatrice Eugenie	3,200
1864	Europe	3,443
1865	Nouveau Monde	4,503
1865	Labrador	4,612
1865	Ville du Havre	4,000
1865	La France	4,648
1865	Canada	4,287
1865	Panama	4,287
1865	Pereire	3,950
1866	Napoleon III	3,950
1866	Ville de Paris	2,838
1866	Saint Laurent	3,989
1868	Caldera	2,064
1870	Ville de Boudeaux	2,670

* Denotes ship still in service under same name.

FRENCH LINE (*Continued*)

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1870	Ville de Brest	2,676
1873	Olinde-Rodrigues	3,188
1874	Ville de Marseille	2,836
1874	St. Germain	3,641
1874	Klopstock	3,641
1875	Ferdinand de Lesseps	2,920
1882	La Normandie	6,283
1883	Martinique	4,392
1883	Ville de St. Nazaire	1,556
1884	Ville de Tunis	1,903
1885	La Champagne	6,724
1886	La Bourgogne	7,303
1886	La Bretagne	6,756
1887	La Gascogne	7,090
1889	Duc de Bragance	2,033
1890	Ville d' Alger	2,097
1890	L' Aquitaine	8,810
1891	General Chanzy	2,299
1891	La Touraine	8,429
1892	La Navarre	6,343
1899	La Lorraine	11,146
1900	La Savoie	11,168
1901	Leopoldina	12,334
1901	Suffren	10,622
1903	Figuig	3,655
1904	Hudson	5,558
1904	La Bourdonnais	8,287
1905	Saint Laurent	5,607
1905	Louisiane	5,109
1905	Californie	5,152
1905	La Provence	13,753
1906	Roussillon	8,800
1906	Guadeloupe	6,600
1907	Perou	6,599
1907	Floride	7,029
1907	Virginie	5,579
1908	Caroline	6,698
1908	Charles Roux	4,104
1908	Chicago	11,127
1908	Niagara	9,614
1909	Espagne	11,155
1910	Carthage	5,601

* Denotes ship still in service under same name.

FRENCH LINE (*Continued*)

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1911	Timgad	5,232
1911	Rochambeau	12,678
1912	France	23,769
1912	Duc d' Aumale	4,452
1913	Puerto Rico	6,127
1913	Meknes	6,127
1913	Haiti	6,288
1913	*Marrakech	6,179
1913	Pellerin de Latoche	8,848
1914	Flandre	8,503
1915	Lafayette	11,953
1915	Mexique	12,220
1918	Winnipeg	8,379
1921	Paris	34,569
1921	Lamoriciere	4,713
1922	Bretagne	10,171
1923	Cuba	11,337
1924	De La Salle	8,400
1924	*De Grasse	17,759
1926	*Ile de France	43,153
1929	President Dal Piaz	4,929
1930	Lafayette	25,178
1930	*Liberte	49,746
1931	*Colombie	13,391
1932	Champlain	28,124
1933	Normandie	82,799
1935	*Ville d' Alger	10,172
1936	*Ville d' Oran	10,200

FURNESS WITHY & Co., Ltd.

(Warren Line)

Terminal ports: Liverpool, Boston.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1925	Newfoundland	6,791
1926	Nova Scotia	6,796
1947	*Newfoundland (Building)	7,500
1947	*Nova Scotia (Building)	7,500

* Denotes ship still in service under same name.

GREEK PASSENGER SHIPS

Service: Greek ports, New York.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1890	Thessaloniki	4,682
1896	Edison	11,103
1896	Constantinople	11,570
1896	King Alexander	11,455
1897	Ioannina	4,167
1901	Moreas	8,292
1907	Moraitis	6,045
1907	Themistocles	6,045
1908	Athinai	6,742
1909	Patris	4,390
1912	Macedonia	6,333
1914	Vasilefs Constantinos	9,272
1914	Megali Hallas	9,272
1914	Byron	9,272

GUION LINE

Established in 1866. Service ceased in 1892.

Principal ports: Liverpool, New York.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1866	Manhattan	2,869
1866	Chicago	1,948
1867	Nebraska	3,662
1867	Colorado	2,888
1868	Nevada	3,125
1869	Idaho	3,132
1870	Wisconsin	3,238
1870	Wyoming	3,238
1872	Montana	4,300
1872	Dakota	4,332
1879	Arizona	5,147
1881	Alaska	6,392
1883	Oregon	7,375

* Denotes ship still in service under same name.

GYDNIA-AMERICAN LINE

(Polish Transatlantic Shipping Co., Ltd.)

Principal ports: Gdynia, Copenhagen, Halifax, New York.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1910	Polonia	7,890
1912	Pulaski	6,516
1915	Kosciuszko	6,598
1935	Pilsudski	14,294
1936	*Batory	14,287
1939	Chrobry	11,442
1939	*Sobieski	11,030

HAMBURG-AMERICAN LINE

Established in 1847 with sailing ships. Steamship service commenced in 1857.

The Hamburg-American Line acquired the Eagle Line in 1875.

Service has been temporarily discontinued.

Principal ports: Hamburg, Boulogne, Cherbourg, Southampton New York. NOTE: Service has been provided to numerous other ports.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1855	Borussia	2,349
1855	Hammonia	2,026
1856	Teutonia	2,034
1856	Bavaria	2,273
1857	Austria	2,383
1857	Saxonia	2,404
1865	Allemania	2,619
1867	Hammonia	2,964
1867	Cimbria	3,037
1868	Holsatia	3,134
1868	Westphalia	3,185
1869	Silesia	3,156
1870	Thuringia	2,134
1872	Frisia	3,500

* Denotes ship still in service under same name.

HAMBURG-AMERICAN LINE (*Continued*)

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1873	Herder	2,873
1873	Pommerania	3,382
1873	Schiller	3,408
1874	Lessing	3,527
1874	Gellert	3,533
1874	Suevia	3,624
1874	Wieland	3,504
1881	Bohemia	3,441
1882	Hammonia	4,247
1882	Rugia	4,053
1883	Rhaetia	3,458
1883	Moravia	3,690
1886	Albano	3,736
1888	Auguste Victoria	7,661
1889	Columbia	7,383
1889	Italia	3,564
1889	Dania	3,898
1889	Russia	3,908
1889	Scandia	4,243
1890	Christiania	2,816
1890	Baumwall	2,816
1890	Furst Bismark	8,874
1890	Normannia	8,250
1891	Oceana	7,815
1891	Pallanza	4,606
1893	Palatia	7,118
1893	Patria	7,118
1894	Phoenicia	7,118
1894	Prussia	7,008
1894	Persia	5,713
1896	Pisa	4,959
1896	Armenia	5,471
1896	Pennsylvania	13,333
1897	Pretoria	13,234
1898	Bulgaria	11,077
1898	Graf Waldersee	13,102
1899	Batavia	11,464
1899	Patricia	13,424
1899	Hamburg	10,532
1899	Bosnia	9,683

* Denotes ship still in service under same name.

HAMBURG-AMERICAN LINE (*Continued*)

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1899	Deutschland	16,502
1899	Victoria Luise	16,502
1899	Hansa	16,376
1900	Kiautschou	10,911
1901	Prinzessin Victoria Luise	4,409
1901	Bluecher	12,334
1901	Moltke	12,335
1902	Prinz Eitel Friedrich	4,650
1902	Prinz Adalbert	6,030
1902	Prinz Oskar	6,026
1902	Prinz Sigismund	4,689
1903	Swakopmund	5,631
1904	Rhaetia	6,600
1905	Rugia	6,598
1905	Furst Bismarck :	8,330
1905	Kronprinzessin Cecilie	8,689
1905	Amerika	22,225
1905	Kaiserin Auguste Victoria	24,581
1906	Konig Friedrich Auguste	9,462
1907	Corcovado	8,374
1907	Konig Wilhelm II	9,410
1907	President Grant	18,078
1907	President Lincoln	18,162
1908	Ypiranga	8,309
1908	Cincinnati	16,339
1908	Cleveland	16,971
1909	Holsatia	7,442
1912	Imperator	52,226
1914	Vaterland	54,282
1914	Tirpitz	21,833
1920	Reliance	19,802
1920	Resolute	19,692
1921	General Mitre	9,891
1921	Bismarck	56,551
1922	Thuringia	11,343
1922	General San Martin	11,343
1923	Westphalia	11,343
1923	General Artigas	11,343
1923	Albert Ballin	20,815
1923	Deutschland	20,607

* Denotes ship still in service under same name.

HAMBURG-AMERICAN LINE (*Continued*)

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1923	Hansa	21,131
1926	Hamburg	21,133
1927	New York	21,455
1928	Orinoco	9,660
1928	Magdalena	9,779
1928	Iberia	9,829
1929	General Osorio	11,590
1929	Milwaukee	16,699
1929	St. Louis	16,732
1932	Caribia	12,049
1932	Cordillera	12,055
1938	Patria	16,595

HOLLAND-AMERICAN LINE

Service was established in 1872

Principal ports: Rotterdam, Boulogne, Plymouth, Southampton, New York, Havana, Vera Cruz, New Orleans.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1871	Maasdam	3,707
1873	Veendam	3,707
1874	P. Caland	2,584
1878	Edam	3,329
1879	Amsterdam	3,664
1880	Obdam	3,699
1881	Spaarndam	4,539
1881	Werkendam	3,639
1886	Rotterdam	3,329
1897	Rotterdam	8,287
1898	Statendam	10,491
1900	Potsdam	12,522
1901	Rijndam	12,529
1902	Noordam	12,531
1906	Nieuw Amsterdam	17,149
1908	Rotterdam	24,149

* Denotes ship still in service under same name.

HOLLAND-AMERICAN LINE (*Continued*)

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1917	Statendam	32,234
1921	*Edam	8,871
1921	*Leerdam	8,815
1921	*Maasdam	8,812
1922	Spaarndam	8,857
1922	*Volendam	15,434
1923	*Veendam	15,450
1929	Statendam	29,510
1938	*Nieuw Amsterdam	36,287
1939	*Noordam	10,726
1939	Zaandam	10,909
1946	*Westerdam	10,000

INMAN LINE

Commenced service in December, 1850

The American Line acquired this company in 1893.

Terminal ports: Liverpool, New York.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1850	City of Glasgow	1,609
1851	City of Pittsburg	
1851	City of Manchester	2,215
1853	City of Philadelphia	2,168
1853	City of Washington	2,870
1854	City of Baltimore	2,472
1860	City of Bristol	2,655
1861	City of New York	2,360
1863	City of Limerick	2,536
1863	City of London	2,765
1864	City of Boston	2,213
1865	City of Durham	697

* Denotes ship still in service under same name.

INMAN LINE (*Continued*)

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1865	City of New York	3,499
1866	City of Lincoln	3,182
1866	City of Paris	2,651
1867	City of Antwerp	2,391
1869	City of Brooklyn	2,911
1869	City of Brussels	3,081
1872	City of Montreal	4,489
1873	City of Chester	4,560
1873	City of Richmond	4,623
1875	City of Berlin	5,491
1881	City of Rome	8,415
1883	City of Chicago	5,000
1888	City of New York	10,499
1889	City of Paris	10,669

“ITALIA” LINE

Formed in 1931 by the consolidation of Cosulich, Lloyd Sabaudo, and Navigazione Generale Italiana Lines.

Service has been discontinued.

Ports: Genoa, Naples, Gibraltar, Trieste, New York, Central American and South American Ports.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1913	Belvedere	6,889
1917	Colombo	12,003
1920	Lombardia	20,007
1921	Sannio	9,834
1921	Giulio Cesare	21,657
1923	Principessa Giovanna	8,556
1923	Principessa Maria	8,539
1923	Duilio	24,281
1925	Viminale	8,657
1925	Conte Biancamano	24,416
1926	Roma	32,583
1926	Romolo	9,780

* Denotes ship still in service under same name.

“ITALIA” LINE (*Continued*)

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1927	Remo	9,780
1927	Virgilio	11,718
1927	Orazio	11,669
1927	Augustus	32,650
1927	*Saturnia	23,940
1928	*Vulcania	24,469
1928	Conte Grande	25,661
1932	Rex	51,062
1932	Conte di Savoia	48,502
1932	Neptunia	19,475
1933	Oceania	19,507

LA VELOCE LINE

This Italian line was later absorbed by the Navigazione Generale Italiana.

Service: Italian ports, New York, Central and South American ports.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Tonnage</i>
1868	Sud America	3,185
1871	Citta di Napoli	4,125
1882	Citta di Genova	3,919
1882	Matteo Bruzzo	3,919
1882	Nord America	4,920
1883	Duca di Galliera	4,304
1884	Duchessa di Genova	4,304
1894	Citta di Messina	2,478
1897	Citta di Milano	3,848
1897	Savoia	4,429
1898	Citta di Torino	3,836
1905	Argentina	4,985
1905	Brasile	4,985
1905	Bologna	4,680
1905	Italia	5,203
1907	Europa	7,870
1909	Oceania	9,000
1909	Stampalia	9,000

* Denotes ship still in service under same name.

LLOYD ITALIANO LINE

This line was later absorbed by Navigazione Generale Italiana.

Service: Italian Ports, New York.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1904	Mendoza	6,847
1905	Florida	5,018
1905	Indiana	5,012
1906	Luisiana	4,983
1906	Virginia	5,181
1908	Taormina	8,921

LLOYD SABAUDO LINE

Established in 1906

Became part of the newly formed "Italia" Line in 1931.

Principal ports: Genoa, New York, South American ports.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1901	Pesaro	12,335
1907	Principe di Piemonte	6,365
1907	Regina di Italia	6,240
1907	Re d' Italia	6,237
1907	Tomaso di Savoia	7,761
1908	Principe di Udine	7,794
1922	Conte Rosso	17,048
1923	Conte Verde	18,765
1923	Principessa Giovanna	8,556
1923	Principessa Maria	8,539
1925	Conte Biancamano	24,416
1927	Conte Grande	25,661
1932	Conte di Savoia	48,502

* Denotes ship still in service under same name.

NATIONAL LINE

Established in 1863. Service ceased in 1893.

Principal ports: Liverpool, London, New York

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1858	Louisiana	3,847
1858	Holland	3,847
1863	Pennsylvania	4,276
1863	Virginia	4,310
1863	Canada	4,276
1863	Greece	4,310
1864	The Queen	4,471
1864	Erin	4,577
1864	Helvetia	4,588
1865	Denmark	3,725
1865	Scotland	3,803
1865	England	3,440
1867	France	4,281
1868	Italy	4,341
1871	Spain	4,512
1871	Egypt	4,670
1884	America	5,528

NAVIGAZIONE GENERALE ITALIANA

This old Italian steamship line adopted the above name in 1881. Since then it absorbed the La Veloce, Lloyd Italiana, and Transoecania lines. In 1931 became part of the newly formed "Italia" Line.

Terminal ports: Genoa, New York. NOTE: Service was provided to many other important ports.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1876	Marco Minghetti	2,489
1877	Sempione	3,149
1880	Vincenzo Florio	2,840
1880	Washington	2,814
1881	Archimede	2,837

* Denotes ship still in service under same name.

NAVIGAZIONE GENERALE ITALIANA (*Cont.*)

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1881	Iniziativa	2,040
1882	Birmania	2,384
1883	Letimbro	2,202
1883	Entella	2,258
1883	Stura	2,180
1883	Orione	4,161
1883	Sirio	4,141
1883	Perseo	4,158
1884	Regina Margherita	3,577
1899	Napoli	9,203
1899	Palermo	9,203
1899	Sannio	9,210
1899	Lazio	9,203
1901	Liguria	4,865
1901	Ravenna	4,101
1901	Lombardia	4,815
1903	Citta di Genova	7,728
1904	Caserta	7,028
1907	Napoli	6,094
1907	Palermo	6,094
1907	Re Vittorio	7,847
1907	Regina Elena	7,865
1907	Duca di Genova	7,811
1907	Duca Degli Abruzzi	7,838
1908	Duca d' Aosta	7,804
1908	Taormina	8,921
1908	Ancona	8,885
1908	Verona	8,886
1908	Principessa Jolanda	9,200
1908	Principessa Mafalda	8,210
1908	America	8,996
1909	Principe Umberto	7,838
1917	Colombo	12,003
1920	Giulio Cesare	21,657
1923	Duilio	24,281
1926	Roma	32,583
1927	Augustus	32,650
1927	Orazio	11,669
1927	Virgilio	11,718
1932	Rex	51,062

* Denotes ship still in service under same name.

NORTH GERMAN LLOYD

Established in 1856.

Service has been temporarily discontinued.

Terminal ports: Bremen, New York.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1858	Bremen	2,551
1858	Hudson	2,674
1858	New York	2,528
1858	Weser	2,700
1861	Hansa	3,325
1863	America	2,713
1865	Hermann	2,873
1866	Union	2,873
1866	Deutschland	2,873
1867	Weser	2,871
1868	Baltimore	2,321
1868	Berlin	2,333
1868	Main	2,893
1868	Donau	3,073
1868	Rhein	3,075
1869	Ohio	2,394
1869	Frankfurt	2,582
1869	Leipzig	2,287
1869	Hannover	2,571
1870	Konig Wilhelm I	3,300
1871	Graf Bismarck	2,406
1871	Kronprinz Freidrich Wilhelm	2,387
1872	Mosel	3,200
1872	Strassburg	3,025
1873	Braunschweig	3,079
1873	Nurnberg	3,116
1873	Oder	3,265
1873	Neckar	2,331
1874	General Werder	3,020
1874	Hohenstaufen	3,098
1875	Habsburg	3,094
1875	Salier	3,214
1881	Hermann	2,243
1881	Elbe	4,897

* Denotes ship still in service under same name.

NORTH GERMAN LLOYD (*Continued*)

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1882	Fulda	4,814
1882	Werra	5,109
1884	Eider	4,719
1884	Ems	4,933
1886	Bayern	5,034
1886	Sachsen	5,026
1886	Aller	5,217
1886	Saale	5,381
1886	Trave	5,262
1886	Preussen	5,295
1887	Lahn	5,681
1889	Munchen	4,801
1889	Dresden	4,580
1889	Karlsruhe	5,057
1889	Stuttgart	5,048
1889	Kaiser Wilhelm II	6,990
1889	Hohenzollern	6,668
1890	Darmstadt	5,012
1890	Gera	5,005
1890	Oldenburg	5,006
1890	Havel	6,963
1890	Spree	6,963
1890	Kaiserin Maria Theresa	7,840
1891	Weimar	4,996
1892	H. H. Meier	5,140
1893	Roland	3,603
1893	Pfalz	4,604
1894	Willehad	4,761
1894	Wittekind	4,755
	(Tonnage increased to 5,640)	
1895	Aachen	3,833
1895	Crefeld	3,829
1895	Bonn	3,969
1895	Halle	3,960
1895	Thekla	3,689
1895	Wittenberg	3,689
1896	Barbarossa	10,984
1896	Friedrich der Grosse	10,771
1896	Konigin Luise	10,711
1896	Bremen	11,570

* Denotes ship still in service under same name.

NORTH GERMAN LLOYD (*Continued*)

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1897	Kaiser Wilhelm der Grosse	14,349
1898	Trier	3,168
1898	Kaiser Friedrich	12,481
1899	Koln	7,409
1899	Frankfurt	7,431
1899	Hannover	7,305
1899	Konig Albert	10,484
1899	Grosser Kurfurst	13,245
1899	Rhein	10,058
1900	Main	10,067
1900	Prinzess Alice	10,911
1900	Prinzess Irene	10,881
1900	Bremen	10,826
1900	Karlsruhe	10,826
1901	Brandenburg	7,532
1901	Breslau	7,524
1901	Chemnitz	7,543
1901	Cassel	7,543
1901	Neckar	9,835
1901	Kronprinz Wilhelm	14,908
1902	Zieten	8,043
1903	Prinz Waldemar	3,227
1903	Prinz Sigismund	3,302
1903	Seydlitz	7,942
1903	Schleswig	6,955
1903	Gneisenau	8,081
1903	Roon	8,022
1903	Kaiser Wilhelm II	19,361
1904	Prinz Eitel Friedrich	8,170
1904	Scharnhorst	8,131
1906	Goeben	8,792
1906	Kleist	8,950
1906	Yorck	8,976
1906	Bulow	8,980
1906	Prinz Ludwig	9,687
1906	Kronprinzessin Cecilie	19,503
1907	Derfflinger	9,144
1908	Luetzow	8,716
1908	Coburg	6,750
1908	Eisenach	6,757

* Denotes ship still in service under same name.

NORTH GERMAN LLOYD (*Continued*)

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1908	Prinz Friedrich Wilhelm	17,082
1908	Berlin	17,324
1908	George Washington	25,570
1912	Sierra Nevada	8,235
1912	Sierra Salvada	8,300
1912	Sierra Ventana	8,396
1913	Sierra Cordoba	8,135
1914	Zeppelín	14,588
1914	Dresden	14,690
1914	Columbus	34,356
1921	Koln	9,264
1922	Sierra Nevada	8,753
1922	Madrid	8,753
1922	Werra	9,476
1922	Weser	9,444
1922	Crefeld	9,620
1922	Muenchen	13,483
1922	General Von Steuben	14,690
1922	Steuben	14,690
1922	Columbus	32,354
1923	Coblenz	9,449
1923	Munchen	18,940
1923	Stuttgart	13,387
1923	Sierra Cordoba	11,469
1923	Sierra Ventana	11,392
1924	Sierra Morena	11,430
1924	Der Deutsche	11,453
1924	Fulda	9,492
1925	Berlin	15,286
1929	Bremen	51,656
1930	Europa	49,746
1935	Gneisenau	18,160
1935	Scharnhorst	18,184
1935	Potsdam	17,528

* Denotes ship still in service under same name.

NORWEGIAN-AMERICAN LINE

Established in 1910 with service commencing in 1913.

Established in 1910 but did not commence until 1913.

Principal ports: Stavanger, Bergen, New York.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1913	Kristianafjord	10,669
1913	Bergensfjord	11,013
1918	*Stavangerfjord	13,156
1938	Oslofjord	18,372

RED STAR LINE

Established in 1873

The Bernstein Line of Hamburg acquired the Red Star Line in 1935.

Principal ports: Antwerp, Southampton, New York.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1865	Zeeland	2,697
1867	Waesland	4,752
1870	Pennland	3,760
1873	Nederland	2,950
1873	Vaterland	2,748
1874	Switzerland	2,957
1878	Belgenland	3,692
1879	Rhynland	3,689
1884	Noordland	5,129
1884	Westernland	5,665
1889	Friesland	6,409
1893	Gothland	7,669
1900	Vaterland	11,899
1901	Zeeland	11,905
1902	Finland	12,188
1902	Kroonland	12,185
1903	Samland	9,748
1908	Lapland	18,565
1917	Belgenland	27,132
1918	Westernland	16,289
1922	Pennland	16,322

* Denotes ship still in service under same name.

SCANDINAVIAN-AMERICAN LINE

(United Steamship Company)

This Danish shipping firm was established in 1866. The company acquired the ships of the Thingvalla Line in 1898.

Passenger service on this transatlantic line has been discontinued.

Terminal ports: Copenhagen, New York.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1872	Amerika	3,867
1874	Thingvalla	2,503
1881	Norge	3,318
1882	Island	2,813
1884	Hekla	3,225
1897	C. F. Tietgen	8,173
1901	Oscar II	10,012
1902	Hellig Olav	9,939
1903	United States	9,993
1913	Frederik VIII	11,850

SPANISH LINE

(Compania Trasatlantica)

This line was established at Barcelona in 1881 by A. Lopez & Company, steamship owners since 1865.

Service: Spain, Central and South America, New York.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1866	Cristobal Colon	2,869
1867	San Ignacio Loyola	3,228
1872	Habana	2,678
1872	Ciudad Condal	3,174
1875	Panama	2,085
1876	Mexico	2,113
1877	Santo Domingo	2,805
1878	Ciudad de Cadiz	3,202

* Denotes ship still in service under same name.

SPANISH LINE (*Continued*)

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1878	Don Alvaro de Bason	4,809
1881	Isla de Mindanao	4,125
1882	San Augustin	2,332
1882	Isla de Panay	3,545
1883	Cataluna	3,665
1884	Colon	5,044
1884	Covadonga	5,161
1887	Buenos Aires	5,311
1888	Reina Maria Cristina	4,818
1888	Alfonso XIII	5,000
1888	Leon XIII	5,087
1889	Montserrat	4,147
1889	Montevideo	5,205
1890	Leon XIII	5,206
1890	Santiago	5,206
1890	Meteoro	6,966
1890	Alfonso XII	6,966
1890	P. de Satrustegui	4,710
1891	C. Lopez Y. Lopez	4,170
1891	Antonio Lopez	5,975
1891	Alfonso XIII	7,815
1891	Vasco Nunez de Balboa	7,815
1892	*Manuel Calvo	5,617
1913	Reina Victoria Eugenia	10,137
1913	Infanta Isabel de Borbon	10,348
1913	*Argentina	10,137
1913	Uruguay	10,348
1923	Manuel Arnus	7,578
1923	Alfonso XIII	10,551
1923	Cristobal Colon	10,833
1923	*Habana	10,551
1928	Magallanes	9,689
1928	*Juan Sebastian Elcano	9,965
1928	Marques de Comillas	9,922

* Denotes ship still in service under same name.

STATE LINE

Established in 1873. This company was taken over by the Allan Line in 1891.

Principal ports: Glasgow, New York.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1872	State of Louisiana	1,869
1873	State of Alabama	2,313
1873	State of Georgia	2,490
1873	State of Pennsylvania	2,488
1873	State of Virginia	2,472
1874	State of Nevada	2,488
1874	State of Indiana	2,528
1880	State of Nebraska	3,986
1881	State of Florida	4,000

SWEDISH-AMERICAN LINE

Established service in 1915.

Principal ports: Gothenburg, Halifax, New York

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1900	Stockholm	12,835
1902	Kungsholm	12,500
1905	*Drottningholm	11,165
1925	*Gripsholm	17,716
1928	Kungsholm	20,223
1941	Stockholm	28,000
1947	*Stockholm (Building)	11,000

* Denotes ship still in service under same name.

UNITED STATES LINES

This line was established in 1922 after the collapse of the United States Mail line. In 1930 was sold to a financial combine organized by P. W. Chapman & Co. In 1935 this important line was acquired by the well known International Mercantile Marine Company.

Principal ports: New York, Cherbourg, Southampton, London, Havre, Hamburg.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1905	America	21,145
1907	Republic	17,910
1908	George Washington	23,788
1914	Leviathan	59,957
1921	President Harding	13,869
1922	President Roosevelt	13,869
1932	Manhattan	24,289
1933	*Washington	24,289
1940	*America	26,454

WHITE STAR LINE

Commenced steamship service in 1871.

Merged with Cunard Line in 1934.

Services: British Ports, New York, Boston, Canadian Ports.

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1870	Oceanic	3,808
1870	Atlantic	3,707
1871	Republic	3,707
1872	Adriatic	3,888
1872	Celtic	3,888
1873	Baltic	3,707
1874	Britannic	5,004
1874	Germanic	5,000
1881	Arabic	4,386
1881	Coptic	4,384

* Denotes ship still in service under same name.

WHITE STAR LINE (*Continued*)

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1888	Cufic	4,639
1889	Runic	4,833
1889	Teutonic	9,686
1890	Majestic	9,861
1891	Nomadic	5,749
1891	Tauric	5,728
1892	Bovic	6,583
1893	Cevic	8,301
1893	Gothic	7,755
1895	Georgic	10,077
1896	Canada	9,415
1897	Delphic	8,273
1898	Cymric	13,096
1898	Romanic	11,394
1899	Afric	11,948
1899	Medic	11,948
1899	Persic	11,974
1899	Oceanic	17,274
1900	Canopic	12,268
1900	Runic	12,663
1900	Republic	15,378
1901	Suevic	12,531
1901	Celtic	20,904
1902	Ionic	12,352
1902	Corinthic	12,367
1902	Cretic	13,507
1903	Belgic	9,767
1903	Arabic	15,801
1903	Cedric	21,227
1904	Baltic	23,884
1906	Adriatic	24,563
1908	Arabic	16,821
1909	Laurentic	14,892
1909	Megantic	14,878
1911	Titanic	46,329
1911	Olympic	46,439
1913	Ceramic	18,495
1914	Homeric	34,356
1914	Britannic	48,158
1917	Belgic	24,547
1917	Justicia	32,234

* Denotes ship still in service under same name.

WHITE STAR LINE (*Concluded*)

<i>Year Built</i>	<i>Name of Ship</i>	<i>Gross Tonnage</i>
1918	Vedic	9,060
1918	Calgaric	16,063
1918	Regina	16,313
1921	Majestic	56,551
1922	Pittsburg	16,322
1923	Albertic	18,940
1923	Doric	16,484
1927	Laurentic	18,724
1930	Britannic	26,840
1932	Georgic	27,759

NOTE: See Cunard White Star Line.

* Denotes ship still in service under same name.

PART IV

LONGEST PASSENGER SHIPS IN THE WORLD

Past and Present

NOTE: An asterisk before name of ship denotes it is still in service.

<i>Length Between Perpen- diculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
987'4	118'6	83,673	1940	*Queen Elizabeth.....	Cunard White Star Line
981'4	117'9	82,799	1933	Normandie.....	French Line
975'2	118'6	80,774	1935	*Queen Mary.....	Cunard White Star Line
915'5	100'1	56,551	1921	Majestic.....	White Star Line
				ex-Bismarck.....	Hamburg-American Line
907'6	100'3	59,957	1914	Leviathan.....	United States Lines
		54,282		ex-Vaterland.....	Hamburg-American Line
898'7	101'9	51,656	1929	Bremen.....	North German Lloyd
890'2	102'1	49,746	1930	*Liberte.....	French Line
				ex-Europa.....	North German Lloyd
883'6	98'	52,226	1912	Berengaria.....	Cunard Line
				ex-Imperator.....	Hamburg-American Line
870'	94'	48,158	1914	Britannic.....	White Star Line
868'7	97'	45,647	1914	*Aquitania.....	Cunard White Star Line
852'5	92'5	46,329	1911	Titanic.....	White Star Line
852'5	92'5	46,439	1911	Olympic.....	White Star Line
833'9	97'	51,062	1932	Rex.....	Italia Line
785'9	96'1	48,502	1932	Conte di Savoia.....	Italia Line
				(To be reconditioned)	
763'7	92'	43,153	1926	*Ile de France.....	French Line

LONGEST PASSENGER SHIPS IN THE WORLD (Cont.)

<i>Length Between Perpen- diculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
762'2	87'8	31,550	1907	Lusitania.....	Cunard Line
762'2	88'	30,696	1907	Mauretania.....	Cunard Line
751'	83'3	34,356	1914	Homeric.....	White Star Line
				ex-Columbus.....	North German Lloyd
749'6	83'1	32,354	1922	Columbus.....	North German Lloyd
740'5	86'4	32,234	1917	Justicia.....	White Star Line (Manager)
				ex-Statendam.....	Holland-American Line
739'4	89'4	35,738	1939	*Mauretania.....	Cunard White Star Line
735'4	83'3	34,569	1921	Paris.....	French Line
733'3	97'8	42,348	1931	Empress of Britain.....	Canadian Pacific Line
713'7	88'3	36,287	1938	*Nieuw Amsterdam.....	Holland-American Line
713'6	91'8	42,512	1931	L'Atlantique.....	Compagnie Sud-Atlantique
709'2	75'5	24,563	1906	Adriatic.....	White Star Line
709'2	75'6	23,884	1904	Baltic.....	White Star Line
702'8	82'4	26,850	1938	*Capetown Castle.....	Union-Castle Line
699'1	78'2	25,570	1908	George Washington.....	North German Lloyd
		23,788		George Washington.....	United States Lines
696'	82'	25,550	1936	*Athlone Castle.....	Union-Castle Line
696'	82'	25,550	1935	*Stirling Castle.....	Union-Castle Line
690'1	75'6	23,769	1912	France.....	French Line
685'7	68'3	17,274	1899	Oceanic.....	White Star Line
685'4	74'3	19,503	1906	Kronprinzessin Cecilie.....	North German Lloyd
684'3	72'3	19,361	1903	Kaiser Wilhelm II.....	North German Lloyd
683'6	82'4	27,759	1932	*Georgic.....	Cunard White Star Line
683'6	82'4	26,840	1930	*Britannic.....	Cunard White Star Line
680'9	75'3	20,904	1901	Celtic.....	White Star Line

<i>Length Between Perpen- diculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
680'9	75'3	21,227	1903	Cedric.....	White Star Line
680'	83'	18,914	1858	Great Eastern.....	Great Eastern Steamship Co.
677'5	77'3	24,581	1905	Kaiserin Auguste Victoria.....	Hamburg-American Line
				Renamed:	
670'4	78'4	25,160		Empress of Scotland.....	Canadian Pacific Line
670'	81'	27,132	1917	Belgenland.....	Red Star Line
668'8	74'3	29,510	1929	Statendam.....	Holland-American Line
		21,145	1905	America.....	United States Lines
		22,225		ex-Amerika.....	Hamburg-American Line
668'4	86'3	24,289	1933	*Washington.....	United States Lines
668'4	86'2	24,289	1932	Manhattan.....	United States Lines
				Renamed:	
666'3	82'8	32,583	1926	*Wakefield.....	United States Troopship
666'3	82'8	32,650	1927	Roma.....	Italia Line
661'3	75'2	19,023	1921	*Augustus.....	Italia Line
				*Arundel Castle.....	Union-Castle Line
				(Originally 630'5 in length)	
661'3	75'2	19,141	1920	Windsor Castle.....	Union-Castle Line
				(Originally 632'4 in length)	
661'	73'5	20,122	1926	*Carnarvon Castle.....	Union-Castle Line
				(As altered)	
660'9	67'3	16,502	1899	Deutschland.....	Hamburg-American Line
660'6	93'3	26,454	1940	*America.....	United States Lines
657'6	84'6	27,155	1939	*Dominion Monarch.....	Shaw, Savill & Albion Co.
656'2	87'9	30,447	1939	*Pasteur.....	Compagnie Sud-Atlantique
655'1	69'4	18,495	1913	Ceramic.....	White Star Line

*Still in service.

LONGEST PASSENGER SHIPS IN THE WORLD (Cont.)

<i>Length Between Perpen- diculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
650'5	77'4	24,149	1908	Rotterdam.....	Holland-American Line
650'4	77'4	25,484	1938	Wilhelm Gustloff.....	Deutsche Arbeitsfront (German)
650'4	72'2	19,566	1905	Carmania.....	Cunard Line
650'	72'2	19,782	1905	Caronia.....	Cunard Line
650'	75'	20,445	1931	Warwick Castle.....	Union-Castle Line
645'8	72'2	21,131	1923	Hansa.....	Hamburg-American Line (After alterations)
645'8	72'2	21,046	1923	ex-Albert Ballin.....	Hamburg-American Line
645'6	72'4	22,117	1926	*Deutschland.....	Hamburg-American Line (After alterations)
645'6	72'4	23,337	1927	*New York.....	Hamburg-American Line (After alterations)
644'	83'8	26,032	1930	*Empress of Scotland.....	Canadian Pacific Line
643'6	84'6	27,561	1927	ex-Empress of Japan.....	Canadian Pacific Line
643'3	83'5	25,689	1939	*Cap Arcona.....	Hamburg-South American Line
642'8	83'2	28,000	1941	*Andes.....	Royal Mail Line
				Stockholm.....	Swedish-American Line (Never in service)
640'3	82'2	23,371	1935	*Orion.....	Orient Line
640'3	82'2	23,428	1935	*Strathmore.....	P. & O. Line
639'5	82'3	23,722	1938	Strathallan.....	P. & O. Line
639'5	82'2	23,722	1938	*Stratheden.....	P. & O. Line
639'3	82'2	23,456	1937	Orcades.....	Orient Line
638'7	80'2	22,281	1931	*Strathaird.....	P. & O. Line

<i>Length Between Perpen- diculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
638'7	80'2	22,283	1932	*Strathnaver.....	P. & O. Line
638'2	75'	19,970	1929	*Orontes.....	Orient Line
637'8	72'4	20,517	1914	Cap Polonia.....	Hamburg-South American Line
637'	72'	18,710	1913	Cap Trafalgar.....	Hamburg-South American Line
637'	66'	14,908	1901	Kronprinz Wilhelm.....	North German Lloyd
633'6	75'2	20,001	1925	Oronsay.....	Orient Line
632'2	75'4	19,941	1928	Orford.....	Orient Line
632'	75'2	20,032	1925	*Otranto.....	Orient Line
632'	75'2	19,777	1924	Orama.....	Orient Line
630'7	73'5	20,063	1926	*Carnarvon Castle.....	Union-Castle Line
				(As built)	
630'5	78'5	22,181	1926	*Alcantara.....	Royal Mail Line
630'5	78'5	22,071	1925	*Asturias.....	Royal Mail Line
630'	75'	20,109	1930	*Winchester Castle.....	Union-Castle Line
				(As built)	
627'4	66'	14,349	1897	Kaiser Wilhelm der Grosse.....	North German Lloyd
627'	77'9	21,517	1922	Empress of Canada.....	Canadian Pacific Line
626'4	76'1	24,416	1925	Conte Biancamano.....	Italia Line
625'6	74'1	18,160	1935	Gneisenau.....	North German Lloyd
625'6	74'1	18,184	1935	*Scharnhorst.....	North German Lloyd
625'	79'1	22,000	1939	Robert Ley.....	German Government
624'6	78'3	25,661	1927	Conte Grande.....	Italia Line
622'	73'5	21,000	1904	Dakota.....	Great Northern Steamship Co.
622'	73'5	20,718	1904	Minnesota.....	Great Northern Steamship Co.
620'5	66'4	17,281	1917	Minnekahda.....	Atlantic Transport Line
615'	81'	21,936	1931	President Coolidge.....	Dollar Line

*Still in service.

LONGEST PASSENGER SHIPS IN THE WORLD (Cont.)

<i>Length Between Perpen- diculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
615'	81'	21,936	1931	President Hoover	Dollar Line
613'9"	83'5"	20,017	1939	*Oranje	Nederland Royal Mail Line
606'5"	83'	28,124	1932	Champlain	French Line
605'8"	70'4"	18,565	1908	Lapland	Red Star Line
605'	79'	18,021	1932	*Lurline	Matson Line
605'	79'	18,017	1932	*Mariposa	Matson Line
605'	79'	18,017	1932	*Monterey	Matson Line
604'7"	74'2"	17,518	1936	Potsdam	North German Lloyd
602'4"	76'3"	24,281	1923	Duilio	Navigazione Generale Italiana
602'4"	76'5"	21,657	1920	Giulio Cesare	Navigazione Generale Italiana
602'3"	64'6"	13,753	1905	La Provence	French Line
601'5"	73'7"	19,597	1921	*Samaria	Cunard White Star Line
601'3"	73'7"	20,175	1923	*Franconia	Cunard White Star Line
601'3"	73'7"	19,695	1922	Laconia	Cunard White Star Line
601'2"	79'8"	23,940	1927	*Saturnia	Cosulich Line
601'2"	79'8"	24,469	1928	*Vulcania	Cosulich Line
600'8"	80'4"	21,716	1924	Minnetonka	Atlantic Transport Line
600'8"	80'4"	21,716	1923	Minnewaska	Atlantic Transport Line
600'8"	73'4"	20,847	1923	*Mooltan	P. & O. Line
600'8"	73'4"	20,837	1923	*Maloja	P. & O. Line
600'7"	73'8"	20,277	1925	Carinthia	Cunard White Star Line
600'7"	73'8"	19,761	1920	*Scythia	Cunard White Star Line
600'7"	65'5"	13,448	1901	Minneapolis	Atlantic Transport Line
600'7"	65'5"	13,443	1900	Minnehaha	Atlantic Transport Line
600'7"	65'5"	13,440	1902	Minnetonka	Atlantic Transport Line
600'3"	65'4"	14,317	1909	Minnewaska	Atlantic Transport Line

<i>Length Between Perpen- diculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
600'	71'	18,150	1911	Franconia	Cunard Line
600'	71'	18,098	1912	Laconia	Cunard Line
600'	65'3	13,639	1904	Mongolia	Panama-Pacific Line
600'	65'3	13,639	1904	Manchuria	Panama-Pacific Line
600'	65'	15,801	1903	Arabic	White Star Line
600'	65'3	12,950	1893	Lucania	Cunard Line
599'5	68'3	17,910	1907	*Republic	United States Lines (Converted into a troopship)
		18,078		ex-President Grant	Hamburg-American Line
599'	68'3	18,162	1907	President Lincoln	Hamburg-American Line
598'	65'2	12,950	1893	Campania	Cunard Line
594'9	78'2	20,223	1928	Kungsholm	Swedish-American Line
				*Renamed: John Ericsson	United States Government
593'9	59'3	15,378	1900	Republic	White Star Line
590'8	72'	18,940	1923	Albetic	White Star Line
				ex-Ohio	Pacific Steam Nav. Co.
590'4	72'2	19,802	1920	Reliance	Hamburg-American Line
590'4	72'2	19,692	1920	Resolute	Hamburg-American Line
				Renamed: Lombardia	Italia Line
590'2	69'7	16,821	1908	Arabic	White Star Line
		17,324		ex-Berlin	North German Lloyd
590'1	68'3	16,992	1908	Montlaurier	Canadian Pacific Line
		17,082		ex-Prinz Friedrich Wilhelm	North German Lloyd
589'5	73'8	16,595	1938	Patria	Hamburg-American Line
				*Renamed: Russia	Russian
588'9	75'2	21,833	1914	*Empress of Australia	Canadian Pacific Line

*Still in service.

LONGEST PASSENGER SHIPS IN THE WORLD (Cont.)

<i>Length Between Perpen- diculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
588'9	65'3	16,971	1908	Cleveland.....	Hamburg-American Line
586'4	80'3	20,614	1928	*Brazil.....	Moore-McCormack Line
		20,773		ex-Virginia.....	Panama-Pacific Line
586'2	74'6	19,040	1930	*Johan Van Oldenbarnevelt.....	Nederland Royal Mail
586'2	74'8	19,129	1930	Marnix Van St. Aldegonde.....	Nederland Royal Mail
586'1	76'2	19,648	1929	Viceroy of India.....	P. & O. Line
586'4	80'3	20,614	1929	*Argentina.....	Moore-McCormack Line
		20,526		ex-Pennsylvania.....	Panama-Pacific Line
585'5	64'3	13,096	1898	Cymric.....	White Star Line
582'	65'	16,339	1908	Cincinnati.....	Hamburg-American Line
582'	60'3	13,507	1902	Cretic.....	White Star Line
581'9	75'2	20,119	1928	Duchess of Athol.....	Canadian Pacific Line
581'9	75'2	20,123	1928	Duchess of Bedford.....	Canadian Pacific Line
				*Renamed: Empress of India.....	Canadian Pacific Line
581'9	75'2	20,022	1928	Duchess of Richmond.....	Canadian Pacific Line
				*Renamed: Empress of Canada.....	Canadian Pacific Line
581'9	75'2	20,021	1929	Duchess of York.....	Canadian Pacific Line
581'6	69'4	16,572	1920	Narkunda.....	P. & O. Line
580'9	67'2	16,088	1918	Naldera.....	P. & O. Line
580'5	66'7	14,982	1917	*Ormonde.....	Orient Line
580'1	72'2	17,491	1924	*Aorangi.....	Union Steamship Co. of New Zealand
580'	64'6	14,210	1900	Ivernia.....	Cunard Line
580'	64'3	14,197	1900	Saxonia.....	Cunard Line
578'9	68'3	14,943	1927	Andalucia Star.....	Blue Star Line

(As altered)

<i>Length Between Perpen- diculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
578'9	68'3	14,935	1926	Almeda Star.	Blue Star Line (As altered)
578'8	64'9	14,783	1913	Lutetia.	Compagnie Sud-Atlantique
578'3	59'3	12,268	1900	Canopic	White Star Line
578'2	75'4	18,724	1927	Laurentic.	White Star Line
577'2	77'6	25,178	1930	Lafayette.	French Line
577'	64'1	15,363	1920	Massilia.	Compagnie Sud-Atlantique
575'5	67'9	16,484	1923	Doric.	White Star Line
575'4	67'8	16,322	1922	Pennland.	Red Star Line
				ex-Pittsburg.	White Star Line
575'3	67'8	16,231	1918	*Westernland.	Red Star Line (Now of H. A. L.)
				ex-Regina.	White Star Line
575'3	68'3	17,083	1930	*Felix Roussel.	Messageries Maritimes (As altered)
574'4	80'	20,183	1928	*Uruguay.	Moore-McCormack Line
		20,325		ex-California.	Panama-Pacific Line
574'	64'	14,970	1913	Gallia.	Compagnie Sud-Atlantique
571'4	72'4	18,357	1913	Empress of France.	Canadian Pacific Line
				ex-Alsatian.	Allan Line
571'1	72'4	17,515	1913	Galgarian.	Allan Line
570'7	76'4	17,388	1939	*Durban Castle.	Union-Castle Line
570'7	76'4	17,392	1939	Pretoria Castle.	Union-Castle Line
570'6	67'3	13,135	1913	*Atlantis.	Royal Mail Line
		15,620		ex-Andes.	Royal Mail Line
570'6	67'3	15,551	1914	*Almanzora.	Royal Mail Line
570'6	65'3	14,930	1912	Arlanza.	Royal Mail Line

*Still in service.

LONGEST PASSENGER SHIPS IN THE WORLD (Cont.)

<i>Length Between Perpen- diculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
570'5	64'4	12,546	1902	Walmer Castle.....	Union-Castle Line
570'5	64'4	12,385	1900	Saxon.....	Union-Castle Line
570'2	74'2	18,765	1923	Conte Verde.....	Lloyd Sabaudo Line
570'2	74'2	17,048	1922	Conte Rosso.....	Lloyd Sabaudo Line
570'2	64'7	13,345	1910	Edinburgh Castle.....	Union-Castle Line
570'2	64'8	12,975	1904	Kenilworth Castle.....	Union-Castle Line
570'2	68'2	16,810	1913	*Empress of Russia.....	Canadian Pacific Line
570'1	68'2	16,909	1913	Empress of Asia.....	Canadian Pacific Line
570'1	64'5	12,973	1903	Armadaale Castle.....	Union-Castle Line
570'	64'5	13,361	1910	Balmoral Castle.....	Union-Castle Line
570'	67'	15,300	1913	Alcantara.....	Royal Mail Line
566'	66'2	15,275	1925	*Athos II.....	Messageries Maritimes
				(As altered)	
566'	57'8	9,861	1890	Majestic.....	White Star Line
565'8	57'8	9,686	1889	Teutonic.....	White Star Line
563'5	73'4	18,372	1938	Oslofjord.....	Norwegian-American Line
563'2	68'4	14,547	1913	*Nestor.....	Blue Funnel Line
563'2	68'	14,626	1913	Ulysses.....	Blue Funnel Line
563'1	60'	11,168	1900	La Savoie.....	French Line
563'1	60'	11,146	1899	La Lorraine.....	French Line
561'6	60'2	11,905	1901	Zeeland.....	Red Star Line
				Renamed: Minnesota.....	Atlantic Transport Line
561'2	62'2	13,102	1898	Graf Waldersee.....	Hamburg-American Line
561'	62'2	13,234	1887	Pretoria.....	Hamburg-American Line
560'8	60'2	12,760	1900	Vaterland.....	Red Star Line

<i>Length Between Perpen- diculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
560'4	62'3	13,245	1899	Grosser Kurfurst.....	North German Lloyd
		12,642		Renamed: City of Los Angeles.....	Los Angeles Steamship Co.
560'3	62'3	13,424	1899	Patricia.....	Hamburg-American Line
560'2	52'3	8,415	1881	City of Rome.....	Anchor Line
560'	72'	16,947	1929	Asama Maru.....	N. Y. K. Line (Japanese)
560'	74'	16,975	1929	*Tatsuta Maru.....	N. Y. K. Line (Japanese)
560'	74'	17,526	1930	*Kamakura Maru.....	N. Y. K. Line (Japanese)
				ex-Chichibu Maru.....	N. Y. K. Line (Japanese)
560'	60'2	12,188	1902	Finland.....	Red Star Line
560'	60'2	12,185	1902	Kroonland.....	Red Star Line
559'4	62'2	13,333	1896	Pennsylvania.....	Hamburg-American Line
559'4	63'7	12,678	1911	Rochambeau.....	Red Star Line
559'	65'3	14,503	1911	Cap Finisterre.....	Hamburg-South American Line
				Renamed: Taiyo Maru.....	N. Y. K. Line (Japanese)
558'7	60'3	10,077	1895	Georgic.....	White Star Line
558'	61'9	13,039	1911	Shinyo Maru.....	N. Y. K. Line (Japanese)
558'	61'9	13,398	1908	Tenyo Maru.....	N. Y. K. Line
558'	61'	13,431	1908	Chiyo Maru.....	N. Y. K. Line
557'8	73'8	16,500	1939	Nitta Maru.....	N. Y. K. Line
557'8	73'8	16,500	1939	Yawata Maru.....	N. Y. K. Line
557'	73'8	16,500	1940	Kasuga Maru.....	N. Y. K. Line
556'	76'7	19,507	1932	Oceania.....	Italia Line
555'9	76'6	19,475	1932	Neptunia.....	Italia Line
554'	83'2	17,226	1927	*Matsonia.....	Matson Line
				ex-Malolo.....	Matson Line

*Still in service.

LONGEST PASSENGER SHIPS IN THE WORLD (Cont.)

<i>Length Between Perpen- diculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
553'4	76'7	22,575	1933	*Queen of Bermuda.....	Furness-Bermuda Line
553'2	76'6	22,424	1931	*Monarch of Bermuda.....	Furness-Bermuda Line
553'	74'4	17,716	1925	*Gripsholm.....	Swedish-American Line
553'	70'4	16,792	1923	California.....	Anchor Line
553'	70'4	17,046	1925	Caledonia.....	Anchor Line
552'8	70'4	16,243	1922	Lancastria.....	Cunard Line
552'5	59'3	10,428	1899	Winfredian.....	Leyland Line
552'5	59'3	10,418	1900	Devonian.....	Leyland Line
552'4	70'3	16,923	1925	Transylvania.....	Anchor Line
552'4	70'5	16,297	1920	*Cameronia.....	Anchor Line
552'3	70'3	16,991	1922	Tuscania.....	Anchor Line
				*Renamed: Nea Hellas.....	Anchor Line
552'1	71'4	17,759	1924	*De Grasse.....	French Line
551'7	63'2	11,810	1901	Korea Maru.....	N. Y. K. Line (Japanese)
				ex-Korea.....	Pacific Mail Line
551'7	63'2	11,785	1901	Siberia Maru.....	N. Y. K. Line
				ex-Siberia.....	Pacific Mail Line
551'6	72'	16,576	1923	*Rimutaka.....	New Zealand Shipping Co.
				ex-Mongolia.....	P. & O. Line
551'5	68'6	15,637	1928	Christian Huygens.....	Nederland Royal Mail
551'3	76'3	17,707	1931	*Reina Del Pacifico.....	Pacific Steam Navigation Co.
551'	64'	12,927	1912	Orama.....	Orient Line
551'	70'4	16,979	1930	Dempo.....	Rotterdam Lloyd
550'7	67'4	15,128	1914	*Akaroa.....	Shaw, Savill & Albion Co.
				ex-Euripides.....	Aberdeen Line

<i>Length Perpen- diculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
550'5	60'2	11,570	1896	Bremen.	North German Lloyd
				Renamed: King Alexander.	Greek Line
550'4	67'3	15,507	1914	*Orduna.	Pacific Steam Navigation Co.
550'4	67'5	15,495	1915	*Orbita.	Pacific Steam Navigation Co.
550'4	68'3	14,443	1927	Avila Star.	Blue Star Line
				(As altered)	
550'4	67'3	14,878	1909	Megantic.	White Star Line
550'3	67'3	16,063	1918	Calgaric.	White Star Line
				ex-Orca.	Pacific Steam Navigation Co.
550'3	67'3	14,690	1914	Dresden.	North German Lloyd
				ex-Ormuz.	Orient Line
550'3	62'3	12,531	1902	Noordam.	Holland-American Line
550'3	62'3	12,529	1901	Rijndam.	Holland-American Line
550'2	63'3	11,948	1899	Afric.	White Star Line
550'2	63'3	12,663	1900	Runic.	White Star Line
550'2	67'3	15,450	1923	*Veendam.	Holland-American Line
550'0	67'3	15,434	1922	*Volendam.	Holland-American Line
550'0	70'	16,981	1930	Baloeran.	Rotterdam Lloyd
550'0	67'4	14,892	1909	Laurentic.	White Star Line
550'0	62'8	12,350	1911	Medina.	P. & O. Line
550'0	62'	12,431	1911	Maloja.	P. & O. Line
550'0	67'3	15,600	1913	Ormeda.	Pacific Steam Navigation Co.
550'0	63'	12,531	1901	Suevic.	White Star Line
550'0	63'	11,974	1899	Persic.	White Star Line
550'0	63'	11,948	1899	Medic.	White Star Line

*Still in service.

LONGEST PASSENGER SHIPS IN THE WORLD (Cont.)

<i>Length Between Perpen- diculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
550'	59'	12,116	1898	Scandinavian.	Allan Line
				ex-Romanic.....	White Star Line
				ex-New England.....	Dominion Line
549'5	70'2	16,418	1921	*Montcalm.....	Canadian Pacific Line
549'5	70'2	16,314	1922	*Montclare.....	Canadian Pacific Line
549'3	69'2	15,286	1925	*Berlin.....	North German Lloyd
548'9	65'	14,191	1906	Empress of Ireland.....	Canadian Pacific Line
548'8	65'7	14,189	1906	Empress of Britain.....	Canadian Pacific Line
		15,646		Renamed: Montroyal.....	Canadian Pacific Line
548'7	70'2	16,402	1922	Montrose.....	Canadian Pacific Line
548'5	71'3	16,650	1925	*Ranchi.....	P. & O. Line
548'3	71'3	16,601	1925	Ranpura.....	P. & O. Line
				*	(Taken over by British Admiralty)
548'	66'	14,315	1914	Transylvania.....	Cunard Line
548'	66'6	14,348	1915	Tuscania.....	Anchor Line
547'8	72'5	16,662	1936	Pretoria.....	German East African Line
547'8	72'5	16,662	1936	Windhuk.....	German East African Line
				*	Renamed: Le Jeune.....
547'7	71'3	16,568	1926	Rajputana.....	United States Government
547'7	71'3	16'619	1925	Rawalpindi.....	P. & O. Line
547'1	62'1	12,522	1900	Potsdam.....	P. & O. Line
				Renamed: Stockholm.....	Holland-American Line
546'7	64'2	12,835	1915	Mexique.....	Swedish-American Line
				ex-Lafayette.....	French Line
546'6	72'1	16,699	1929	Milwaukee.....	French Line
543'8	72'4	16,732	1929	St. Louis.....	Hamburg-American Line
					Hamburg-American Line

<i>Length Between Perpen- diculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
543'5	65'	15,105	1924	D'Artagnan.....	Messageries Maritimes
543'5	69'6	17,537	1932	*Aramis.....	Messageries Maritimes
543'4	65'1	14,825	1922	*Chenonceaux.....	Messageries Maritimes
				ex-Aramis.....	Messageries Maritimes
542'7	68'2	16,990	1930	Georges Philippar.....	Messageries Maritimes
541'6	73'3	15,784	1939	*Canton.....	P. & O. Line
541'1	65'8	13,868	1913	Gelria.....	Royal Holland Lloyd
				* Renamed: Gradisca.....	Ellerman & Papayanni Line
540'6	62'7	11,057	1928	*Nieuw Holland.....	Royal Dutch Packet
540'	62'5	11,060	1928	Nieuw Zeeland.....	Royal Dutch Packet
540'	65'9	14,061	1913	Tubantia.....	Royal Holland Lloyd
540'	71'9	15,050	1936	Dunvegan Castle.....	Union-Castle Line
540'	71'9	15,050	1936	*Dunnottar Castle.....	Union-Castle Line
540'	61'2	10,890	1908	Morea.....	P. & O. Line
540'	61'3	10,986	1908	Malwa.....	P. & O. Line
540'	61'3	10,946	1909	Mantua.....	P. & O. Line
539'4	60'9	11,155	1909	Espagne.....	French Line
537'3	72'2	14,134	1937	*Boissevain.....	Royal Dutch Packet
537'3	72'2	14,155	1936	*Ruys.....	Royal Dutch Packet
536'2	63'3	12,036	1909	Orsova.....	Orient Line
535'9	63'2	12,077	1909	Otway.....	Orient Line
535'3	64'	12,133	1909	Orvieto.....	Orient Line
535'	63'2	12,129	1909	Osterley.....	Orient Line
535'	63'	12,077	1909	Otranto.....	Orient Line
535'7	63'	11,629	1895	St. Paul.....	American Line
535'	63'	11,629	1895	St. Louis.....	American Line

*Still in service.

LONGEST PASSENGER SHIPS IN THE WORLD (Cont.)

Length Between Perpen- diculars	Beam	Gross Tonnage	Year Built	Name of Ship	Owners
532'5	64'	13,156	1918	*Stavangerfjord.....	Norwegian-American Line
532'2	59'2	9,688	1899	Kildonan Castle.....	Union-Castle Line
532'2	59'2	9,664	1899	Kinfauns Castle.....	Union-Castle Line
531'3	62'7	12,546	1924	*Champollion.....	Messageries Maritimes
				(As altered)	
531'	70'	16,733	1929	Rangitane.....	New Zealand Shipping Co.
521'	70'3	16,737	1929	*Rangitata.....	New Zealand Shipping Co.
531'	70'2	16,698	1929	*Rangitiki.....	New Zealand Shipping Co.
531'	59'2	11,635	1901	Haverford.....	American Line
531'	59'2	11,621	1902	Merion.....	American Line
531'	54'8	7,815	1891	Scot.....	Union Line
530'9	68'3	14,146	1922	Experance Bay.....	Aberdeen & Commonwealth Line
				* Renamed: Arawa.....	Shaw, Savill & Albion Co.
530'9	68'3	14,143	1921	*Largs Bay.....	Aberdeen & Commonwealth Line
530'6	68'3	14,130	1922	Hobson Bay.....	Aberdeen & Commonwealth Line
				* Renamed: Esperance Bay.....	Aberdeen & Commonwealth Line
530'6	68'3	14,129	1922	Jervis Bay.....	Aberdeen & Commonwealth Line
530'6	68'3	14,145	1921	*Moreton Bay.....	Aberdeen & Commonwealth Line
530'5	60'	11,089	1904	Macedonia.....	P. & O. Line
530'4	60'3	10,509	1903	Marmora.....	P. & O. Line
530'	66'3	14,075	1920	Oropesa.....	Pacific Steam Navigation Co.
530'	60'3	10,248	1897	Briton.....	Union Line
528'4	51'8	7,840	1890	Kaiserin Maria Theresa.....	North German Lloyd
				ex-Spree.....	North German Lloyd
				City of New York.....	Inman Line
				Renamed: New York.....	American Line
528'	63'2	10,499	1888		

<i>Length Between Perpen- diculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
527'6	63'2	10,669	1889	City of Paris	Inman Line
527'3	74'2	13,482	1936	Renamed: Philadelphia Awatea	American Line Union Steamship Co. of New Zealand
526'9	65'	14,690	1922	General Von Steuben	North German Lloyd
526'4	61'4	12,184	1911	ex-Muenchen Rotorua	North German Lloyd New Zealand Shipping Co.
526'3	66'4	13,465	1923	ex-Shropshire Athenia	Federal Steam Nav. Co. Donaldson Atlantic Line
526'3	70'3	15,248	1925	*Chitral	P. & O. Line
526'	60'	10,984	1896	Barbarossa	North German Lloyd
526'	65'	13,387	1923	Stuttgart	North German Lloyd
525'9	74'1	19,086	1927	Bermuda	Furness-Bermuda Line
525'7	66'4	13,475	1925	*Letitia	Donaldson Atlantic Line
525'6	62'	12,334	1901	Bluecher	Hamburg-American Line
525'3	62'8	12,257	1923	Oroya	Pacific Steam Navigation Co.
525'	62'	12,335	1901	Moltke	Hamburg-American Line
525'	60'	11,117	1908	Royal Edward	Royal Line
525'	60'	11,146	1907	Royal George	Royal Line
524'7	66'3	13,415	1913	Niagara	Union Steamship Co. of New Zealand
523'5	62'3	11,850	1913	Frederik VIII	Scandinavian-American Line
523'5	60'1	10,911	1900	Princess Alice	North German Lloyd
523'5	60'2	10,881	1900	Renamed: City of Honolulu Princess Irene	Los Angeles S. S. Co. North German Lloyd
				Renamed: Karlsruhe	North German Lloyd

*Still in service.

LONGEST PASSENGER SHIPS IN THE WORLD (Cont.)

<i>Length Between Perpen- diculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
523'5	70'2	15,121	1925	Cathay.....	P. & O. Line
523'5	70'2	15,132	1925	Comorin.....	P. & O. Line
523'4	69'4	14,131	1929	*Highland Brigade.....	Royal Mail Line
523'4	69'4	14,137	1928	*Highland Monarch.....	Royal Mail Line
523'4	69'4	14,157	1932	Highland Patriot.....	Royal Mail Line
523'4	69'4	14,128	1930	*Highland Princess.....	Royal Mail Line
523'1	64'	13,060	1920	California.....	Nav. Libera Triestina
				ex-Albania.....	Cunard Line
523'1	60'1	10,711	1896	Konigin Luise.....	North German Lloyd
		11,103		Renamed: Omar.....	Orient Line
				Renamed: Edison.....	Greek Line
523'	69'4	14,131	1929	*Highland Chieftain.....	Royal Mail Line
523'	69'4	14,100	1929	Highland Hope.....	Nelson Line
523'	60'1	10,771	1896	Friedrich der Grosse.....	North German Lloyd
522'5	71'4	14,182	1931	*Carthage.....	P. & O. Line
522'5	71'4	14,170	1931	*Corfu.....	P. & O. Line
521'8	68'1	14,642	1925	Pieter Corneliszoon Hooft.....	Nederland Royal Mail
520'9	58'3	9,505	1903	Mongolia.....	P. & O. Line
520'6	58'3	9,500	1903	Moldavia.....	P. & O. Line
520'5	58'3	9,621	1905	Mooltan.....	P. & O. Line
520'3	62'3	12,002	1908	Asturias.....	Royal Mail Line
				Renamed: Arcadian.....	Royal Mail Line
520'3	62'3	11,073	1907	Avon.....	Royal Mail Line
520'2	65'3	13,950	1922	Andania.....	Cunard Line
520'3	64'	13,404	1913	Andania.....	Cunard Line
520'3	64'	13,405	1913	Alaunia.....	Cunard Line

<i>Length Between Perpen- diculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
520'2	56'	8,429	1891	La Touraine.....	French Line
520'	67'2	15,183	1918	Melita.....	Canadian Pacific Line
520'	67'2	15,186	1918	Minnedosa.....	Canadian Pacific Line
520'	65'3	14,013	1925	*Ascania.....	Cunard Line
520'	65'3	13,912	1921	*Ausonia.....	Cunard Line
519'9	65'3	13,867	1921	*Antonia.....	Cunard Line
519'9	64'4	13,148	1922	Barrabool.....	P. & O. Line
519'9	64'4	13,144	1921	Baradine.....	P. & O. Line
519'8	64'2	13,039	1922	Balarald.....	P. & O. Line
519'8	64'2	13,033	1921	Ballarat.....	P. & O. Line
519'8	64'2	13,039	1922	Bendigo.....	P. & O. Line
519'7	65'3	13,984	1924	Aurania.....	Cunard Line
519'6	65'2	14,030	1925	*Alaunia.....	Cunard Line
519'	58'	7,739	1923	*Greater Buffalo.....	Great Lake Steamship Co.
519'	58	7,739	1923	*Greater Detroit.....	Great Lake Steamship Co.
518'	64'	12,003	1917	Colombo.....	Navigazione Generale Italiana
517'	60'	10,754	1905	Virginian.....	Allan Line
				* Renamed: Drottningholm.....	Swedish-American Line
517'	60'	10,629	1904	Victorian.....	Allan Line
				Renamed: Marloch.....	Canadian Pacific Line
517'	72'	13,712	1921	Pan American.....	Munson Line
517'	72'	13,712	1921	Western World.....	Munson Line
517'	72'2	14,123	1921	President Taft.....	Dollar Line
517'	72'2	14,123	1921	President Cleveland.....	Dollar Line
517'	72'2	14,123	1921	President Pierce.....	Dollar Line
517'	72'2	14,199	1921	President Grant.....	American Mail Line

*Still in service.

LONGEST PASSENGER SHIPS IN THE WORLD (Cont.)

<i>Length Between Perpen- diculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
517'	72'2	14,124	1921	President Jackson.	American Mail Line
516'5	72'2	14,187	1921	President Madison.	American Mail Line
516'5	72'2	13,869	1922	President Roosevelt.	United States Lines
516'5	72'2	13,869	1921	President Harding.	United States Lines
516'5	72'2	14,127	1921	President Wilson.	Dollar Line
516'5	72'2	14,187	1921	President Lincoln.	American Mail Line
516'5	72'2	14,127	1921	President McKinley.	American Mail Line
516'5	72'2	14,174	1920	President Jefferson.	American Mail Line
516'5	72'2	13,736	1920	American Legion.	Munson Line
516'5	72'2	13,789	1921	Southern Cross.	Munson Line
516'	68'9	12,755	1939	*Argentina Maru.	Osaka Line
516'	68'9	12,752	1939	*Brazil Maru.	Osaka Line
515'3	59'8	10,491	1898	Statendam.	Holland-American Line
				Renamed: Scotian.	Allan Line
				Renamed: Marglen.	Canadian Pacific Line
515'2	61'3	10,196	1906	Araguaya.	Royal Mail Line
				Renamed: Kraljica Marija.	Jugoslav Lloyd
515'	62'	10,963	1910	Cameronia.	Anchor Line
515'	52'3	7,391	1881	Servia.	Cunard Line
513'	60'	10,037	1906	Amazon.	Royal Mail Line
513'	60'	9,441	1905	Aragon.	Royal Mail Line
513'	58'2	9,023	1902	Orotos.	Orient Line
513'	63'5	10,936	1914	Husimi Maru.	N. Y. K. Line
				ex-Fushimi Maru.	N. Y. K. Line
512'4	61'2	11,013	1913	*Bergensfjord.	Norwegian-American Line

(Sold to Cosulich Line)

<i>Length Between Perpen- diculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
512'2	68'3	14,690	1927	Arandora Star.....	Blue Star Line
512'	61'	10,669	1913	Kristianafjord.....	Norwegian-American Line
511'8	68'9	13,062	1931	Victoria.....	Lloyd Triestino
511'8	59'7	11,996	1915	*Providence.....	Fabre Line (Now of Messageries Maritimes)
511'7	67'9	13,761	1939	Baudouinville.....	Compagnie Maritimes Belge
511'7	62'2	11,580	1908	Orcoma.....	Pacific Steam Nav. Co.
511'1	64'2	9,365	1914	Waronga.....	British India Co.
511'	60'6	9,331	1926	ex-Horarata.....	New Zealand Shipping Co.
510'8	61'6	12,692	1914	*Florida.....	Transport Maritimes (French)
510'7	61'	12,550	1911	Porthos.....	Messageries Maritimes
510'6	67'	10,816	1929	*Campana.....	Messageries Maritimes
510'6	64'3	13,233	1921	Vandyck.....	Transport Maritimes (French)
510'5	64'3	13,248	1923	Voltaire.....	Lampport & Holt Co.
510'1	62'	11,636	1924	Slamat.....	Lampport & Holt Co.
				(As altered)	Rotterdam Lloyd
510'	59'5	10,606	1903	Slavonia.....	Cunard Line
510'	66'	11,616	1930	*Heian Maru.....	N. Y. K. Line (Japanese)
510'	66'	11,622	1930	Hiye Maru.....	N. Y. K. Line
509'5	63'1	8,357	1915	H. F. Alexander.....	Admiral Line
509'5	63'1	8,256	1915	ex-Great Northern.....	Great Northern Pacific S. S. Co.
508'4	57'8	10,502	1908	Northern Pacific.....	Great Northern Pacific S. S. Co.
				Guadeloupe.....	French Line
				ex-Chicago.....	French Line
508'2	61'6	13,682	1913	*Andre Lebon.....	Messageries Maritimes

*Still in service.

LONGEST PASSENGER SHIPS IN THE WORLD (Cont.)

<i>Length Between Perpen- diculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
508'	62'7	12,239	1925	*Mariette Pacha.	Messageries Maritimes
506'2	59'2	10,474	1920	*Johan de Witt.	Nederland Royal Mail
505'9	62'6	12,040	1927	*Sibajak.	Rotterdam Lloyd
505'1	59'6	9,656	1915	Yamato Maru. ex-Giuseppe Verdi.	N. Y. K. Line Transatlantica Italiana
505'	64'	11,930	1930	Terukuni Maru.	N. Y. K. Line
505'	64'	11,930	1930	Yasukuni Maru.	N. Y. K. Line
504'4	57'6	8,874	1890	Furst Bismark.	Hamburg-American Line
504'1	55'1	7,827	1903	Marathon.	Aberdeen Line (As altered)
504'1	55'1	7,827	1903	Miltiades.	Aberdeen Line (As altered)
502'1	62'2	10,533	1920	President Hayes.	Dollar Line
502'1	62'2	10,533	1921	President Adams.	Dollar Line
502'1	62'2	10,533	1921	President Harrison.	Dollar Line
502'1	62'2	10,500	1921	President Polk.	Dollar Line
502'1	62'2	10,533	1920	President Monroe.	Dollar Line
502'1	62'2	10,533	1920	President Van Buren.	Dollar Line
502'1	62'2	10,538	1921	President Garfield.	Dollar Line
501'8	62'2	11,256	1929	Leopoldville.	Compagnie Maritime Belge
501'6	57'3	8,127	1884	Etruria.	Cunard Line
501'6	57'3	8,127	1884	Umbria.	Cunard Line
501'5	59'6	9,908	1913	Kashima Maru.	N. Y. K. Line (Japanese)
501'	54'2	7,375	1883	Oregon.	Guion Line
501'	58'	10,058	1899	Rhein.	North German Lloyd
501'	59'	10,376	1900	Bavarian.	Allan Line

*Length
Between
Perpen-
diculars*

*Beam
Gross
Tonnage
Year
Built*

Name of Ship

Owners

501'	58'	10,067	1900	Main.....	North German Lloyd
500'8	58'3	9,993	1903	United States.....	Scandinavian-American Line
500'8	58'3	10,012	1901	Oscar II.....	Scandinavian-American Line
500'8	58'3	9,939	1902	Hellig Olav.....	Scandinavian-American Line
500'7	62'3	11,484	1912	Darro.....	Royal Mail Line
500'7	62'3	11,484	1912	Demerara.....	Royal Mail Line
500'7	62'3	11,483	1912	Desna.....	Royal Mail Line
500'7	62'3	11,477	1912	Deseado.....	Royal Mail Line
500'6	64'2	12,469	1914	Missanabie.....	Canadian Pacific Line
500'6	65'8	13,625	1924	Monte Sarmiento.....	Hamburg-South American Line
500'6	62'3	11,223	1911	Demosthenes.....	Aberdeen Line
500'6	62'	11,231	1911	*Themistocles.....	Aberdeen Line
500'6	59'2	10,743	1900	Marburn.....	Canadian Pacific Line
				ex-Tunisian.....	Allan Line
500'5	54'2	7,912	1896	China.....	P. & O. Line
500'5	62'3	11,293	1914	*Llanstephan Castle.....	Union-Castle Line
500'4	63'2	10,857	1925	*Monowai.....	Union Steamship Co. of New Zealand
				ex-Razmak.....	P. & O. Line
500'4	64'2	12,420	1915	Metagama.....	Canadian Pacific Line
500'4	63'2	12,405	1922	*Tamaroa.....	Shaw, Savill & Albion Co.
				ex-Sophocles.....	Aberdeen Line
500'4	63'2	12,390	1922	*Mataroa.....	Shaw, Savill & Albion Co.
				ex-Diogenes.....	Aberdeen Line
500'3	65'7	13,870	1930	Monte Pascoal.....	Hamburg-South American Line
500'3	65'7	13,882	1930	*Monte Rosa.....	Hamburg-South American Line

* Still in service.

LONGEST PASSENGER SHIPS IN THE WORLD (Cont.)

<i>Length Between Perpen- diculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
500'3	61'2	11,419	1907	Corsican.....	Allan Line
				Renamed: Marvale.....	Canadian Pacific Line
500'3	63'3	12,352	1902	Ionic.....	White Star Line
500'1	63'3	11,423	1914	Llandoverly Castle.....	Union-Castle Line
500'	50'	6,392	1881	Alaska.....	Guion Line
500'	58'	9,415	1896	Canada.....	White Star Line
500'	65'4	13,625	1924	*Monte Olivia.....	Hamburg-South American Line
500'	57'5	8,810	1890	L'Aquitaine.....	French Line
				ex-Normannia.....	Hamburg-American Line
500'	58'2	9,223	1904	Caledonia.....	Anchor Line
500'	57'4	10,402	1898	Ultonia.....	Cunard Line
500'	63'4	12,234	1901	Athenic.....	White Star Line
500'	62'8	11,120	1911	Ballarat.....	P. & O. Line
500'	62'	11,120	1913	Beltana.....	P. & O. Line
500'	62	11,118	1913	Benalla.....	P. & O. Line
500'	62'	11,120	1913	Berrima.....	P. & O. Line
500'	62'	11,136	1914	Bordo.....	P. & O. Line
500'	62'	11,483	1913	Drina.....	Elder, Dempster Co.
500'	59'	10,526	1913	Katori Maru.....	N. Y. K. Line

Not all changes of names are included in Part IV.

PART V

PASSENGER SHIPS OVER 600 FEET LONG

Classified by Funnels and Masts

Past and Present

NOTE: An asterisk before name of ship denotes it is still in service of designated line.

FOUR FUNNELS—THREE MASTS

<i>Length Overall</i>	<i>Length Between Perpen- diculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
706'	685'	74'	19,503	1906	Kronprinzessin Cecilie.....	North German Lloyd
					Renamed:	
					(a) Mount Vernon.....	United States Government
					Sister ship:	
706'	684'	72'	19,361	1903	Kaiser Wilhelm II.....	North German Lloyd
					Renamed:	
					(a) Agamemnon.....	United States Government
					(b) Monticello.....	United States Government

FOUR FUNNELS—TWO MASTS

903'	870'	94'	48,158	1914	Britannic.....	White Star Line
901'	868'	97'	45,647	1914	*Aquitania.....	Cunard Line
882'	852'	92'	46,439	1911	Olympic.....	White Star Line
					Sister ship:	

<i>Length Overall</i>	<i>Length Between Perpen- diculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
882'	852'	92'	46,329	1911	Titanic.....	White Star Line
790'	762'	88'	30,696	1907	Mauretania.....	Cunard Line
					Sister ship:	
790'	762'	87'	31,550	1907	Lusitania.....	Cunard Line
720'	690'	75'	23,769	1912	France.....	French Line
686'	660'	67'	16,502	1899	Deutschland.....	Hamburg-American Line
					Renamed:	
					(a) Victoria Luise.....	Hamburg-American Line
					(b) Hansa.....	Hamburg-American Line
663'	637'	66'	14,908	1901	Kronprinz Wilhelm.....	North German Lloyd
					Renamed:	
					(a) Von Steuben.....	United States Government
					Windsor Castle.....	Union-Castle Line
					Sister ship:	
					*Arundel Castle.....	Union-Castle Line
648'	627'	66'	14,349	1897	Kaiser Wilhelm der Grosse.....	North German Lloyd

THREE FUNNELS—TWO MASTS

1027'	981'	117'	82,799	1933	Normandie.....	French Line
					Renamed:	
1018'	975'	118'	80,774	1935	(a) Lafayette.....	United States Government
					*Queen Mary.....	Cunard Line

<i>Length Overall</i>	<i>Length Between Perpendiculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
956'	915'	100'	56,551	1921	Bismarck.....	Hamburg-American Line
					Renamed:	
					(a) Majestic.....	White Star Line
					(b) Caledonia.....	British Admiralty
950'	907'	100'	54,282	1914	Vaterland.....	Hamburg-American Line
					Renamed:	
					(a) Leviathan.....	United States Line
919'	883'	98'	52,226	1912	Imperator.....	Hamburg-American Line
					Renamed:	
					(a) Berengaria.....	Cunard Line
791'	763'	92'	43,153	1926	*Ile de France.....	French Line
	740'	86'	32,234	1917	Statendam.....	Holland-American Line
					Renamed:	
					(a) Justicia.....	British Government
763'	735'	83'	34,569	1921	Paris.....	French Line
758'	733'	97'	42,348	1931	Empress of Britain.....	Canadian Pacific Line
742'	713'	91'	42,512	1931	L'Atlantique.....	Compagnie Sud-Atlantique
696'	670'	78'	27,132	1917	Belgic.....	White Star Line
					Renamed:	
					(a) Belgenland.....	Red Star Line
					(b) Columbia.....	Panama-Pacific Line
698'	670'	81'	29,510	1929	Statendam.....	Holland-American Line
666'	644'	83'	26,032	1930	Empress of Japan.....	Canadian Pacific Line
					Renamed:	
					* (a) Empress of Scotland.....	Canadian Pacific Line
675'	643'	84'	27,561	1927	*Cap Arcona.....	Hamburg-South American Line

<i>Length Overall</i>	<i>Length Between Perpen- diculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
665'	638'	80'	22,281	1931	*Strathaird.....	P. & O. Line
					Sister ship:	
665'	638'	80'	22,283	1932	*Strathnaver.....	P. & O. Line
	637'	72'	20,517	1914	Cap Polonia.....	Hamburg-South American Line
					Sister ship:	
653'	637'	72'	18,710	1913	Cap Trafalgar.....	Hamburg-South American Line
	627'	77'	21,517	1922	Empress of Canada.....	Canadian Pacific Line

TWO FUNNELS—FOUR MASTS

726'	709'	75'	24,563	1906	Adriatic.....	White Star Line
					Sister ship:	
726'	709'	75'	23,884	1904	Baltic.....	White Star Line
722'	699'	78'	25,570	1908	*George Washington.....	North German Lloyd (Later owned by United States Lines)
					Renamed:	
					(a) Catlin.....	United States Government
697'	680'	75'	20,904	1901	Celtic.....	White Star Line
					Sister ship:	
697'	680'	75'	21,227	1903	Cedric.....	White Star Line
699'	677'	77'	24,581	1905	Kaiserin Auguste Victoria.....	Hamburg-American Line
					Renamed:	
					(a) Empress of Scotland.....	Canadian Pacific Line
687'	668'	74'	22,225	1905	Amerika.....	Hamburg-American Line
					Renamed:	
					(a) America.....	United States Lines
					(b) Edmund B. Alexander.....	United States Government

<i>Length Overall</i>	<i>Length Between Perpen- diculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
620'	605'	70'	18,565	1908	Lapland.....	Red Star Line
	602'	72'	21,046	1923	*Deutschland.....	Hamburg-American Line
	602'	72'	21,131	1923	Sister ship: Albert Ballin.....	Hamburg-American Line
					Renamed: (a) Hansa.....	Hamburg-American Line

TWO FUNNELS—THREE MASTS

704'	685'	68'	17,274	1899	Oceanic.....	White Star Line
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TWO FUNNELS—TWO MASTS

1031'	987'	118'	83,673	1940	*Queen Elizabeth.....	Cunard White Star Line
938'	898'	101'	51,656	1929	Bremen.....	North German Lloyd
					Sister ship: Europa.....	North German Lloyd
936'	890'	102'	49,746	1930	Renamed: *(a) Liberte.....	French Line
879'	833'	97'	51,062	1932	Rex.....	Italia Line
814'	785'	96'	48,502	1932	*Conte di Savoia.....	Italia Line
					(To be reconditioned)	
776'	751'	83'	34,356	1914	Columbus.....	North German Lloyd
					Renamed: (a) Homeric.....	White Star Line

<i>Length Overall</i>	<i>Length Between Perpen- diculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
775'	749'	83'	32,354	1922	Columbus.....	North German Lloyd
771'	739'	89'	35,738	1939	*Mauretania.....	Cunard White Star Line
758'	713'	88'	36,287	1938	*Nieuw Amsterdam.....	Holland-American Line
712'	683'	82'	27,759	1932	*Georgic.....	Cunard White Star Line
					Sister ship:	
712'	683'	82'	26,840	1930	*Britannic.....	Cunard White Star Line
705'	668'	86'	24,289	1933	*Washington.....	United States Lines
					Renamed:	
					(a) Mount Vernon.....	United States Government
					(b) Washington.....	United States Lines
					Sister ship:	
705'	668'	86'	24,289	1932	Manhattan.....	United States Lines
					Renamed:	
710'	666'	82'	32,650	1927	*(a) Wakefield.....	United States Government
					Augustus.....	Italia Line
					Sister ship:	
705'	666'	82'	32,583	1926	Roma.....	Italia Line
					Renamed:	
					(a) Aquila.....	Italian Government
					*Arundel Castle.....	Union-Castle Line
					Sister ship:	
661'	661'	75'	19,118	1921	Windsor Castle.....	Union-Castle Line
						(As altered)

<i>Length Overall</i>	<i>Length Between Perpendiculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
723'	660'	93'	26,454	1940	America.....	United States Lines
					Renamed:	
					(a) West Point.....	United States Government
682'	657'	84'	27,155	1939	* (b) America.....	United States Lines
	650'	75'	20,445	1931	* Dominion Monarch.....	Shaw, Savill & Albion Line
668'	650'	77'	24,149	1908	Warwick Castle.....	Union-Castle Line
678'	650'	72'	19,566	1905	Rotterdam.....	Holland-American Line
					Carmania.....	Cunard Line
					Sister ship:	
678'	650'	72'	19,782	1905	Caronia.....	Cunard Line
	642'	83'	28,000	1941	Stockholm.....	Swedish-American Line
					Renamed:	
					(a) Sabaudia.....	Italian Government
663'	638'	75'	19,970	1929	* Orontes.....	Orient Line
					Sister ships:	
658'	633'	75'	20,001	1925	Oronsay.....	Orient Line
659'	632'	75'	19,941	1928	Orford.....	Orient Line
658'	632'	75'	20,032	1925	* Otranto.....	Orient Line
658'	632'	75'	19,777	1924	Orama.....	Orient Line
	630'	73'	20,063	1926	* Carnarvon Castle.....	Union-Castle Line
655'	630'	78'	22,181	1926	* Alcantara.....	Royal Mail Line
					Sister ship:	
	630'	78'	22,071	1925	* Asturias.....	Royal Mail Line
	630'	75'	20,109	1930	* Winchester Castle.....	Union-Castle Line

<i>Length Overall</i>	<i>Length Between Perpen- diculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
650'	626'	76'	24,416	1925	Conte Biancamano.....	Italia Line
					Renamed:..	
					*(a) Hermitage.....	United States Government
					Sister ship:	
652'	624'	78'	25,661	1927	Conte Grande.....	Italia Line
					Renamed:	
					*(a) Monticello.....	United States Government
654'	615'	81'	21,936	1931	President Coolidge.....	Dollar Line
					Sister ship:	
654'	615'	81'	21,936	1931	President Hoover.....	Dollar Line
631'	605'	79'	18,017	1932	*Monterey.....	Matson Line
					Sister ships:	
631'	605'	79'	18,017	1932	*Mariposa.....	Matson Line
631'	605'	79'	18,021	1932	*Lurline.....	Matson Line
635'	602'	76'	24,281	1923	Duilio.....	Navigazione Generale Italiana
					Sister ship:	
634'	602'	76'	21,657	1920	Giulio Cesare.....	Navigazione Generale Italiana
					*New York.....	Hamburg-American Line
					Sister ship:	
					Hamburg.....	Hamburg-American Line
					(Before alterations)	
624'	602'	64'	13,753	1905	La Provence.....	French Line
					*Mooltan.....	P. & O. Line
					Sister ship:	
					*Maloja.....	P. & O. Line

<i>Length Overall</i>	<i>Length Between Perpen- diculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
625'	600'	71'	18,098	1912	Laconia.....	Cunard Line
					Sister ship:	
625'	600'	71'	18,150	1911	Franconia.....	Cunard Line
620'	600'	65'	12,950	1893	Lucania.....	Cunard Line
					Sister ship:	
622'	598'	65'	12,950	1893	Campania.....	Cunard Line
609'	594'	78'	20,223	1928	Kungsholm.....	Swedish-American Line
					Renamed:	
					*(a) John Ericsson.....	United States Government

ONE FUNNEL—SIX MASTS

615'	599'	68'	18,162	1907	President Lincoln.....	Hamburg-American Line
					Sister ship:	
615'	599'	68'	18,078	1907	President Grant.....	Hamburg-American Line
					Renamed:	
					(a) Republic.....	United States Lines

* Note: Converted into a troopship.

ONE FUNNEL—FOUR MASTS

675'	655'	69'	18,495	1913	Ceramic.....	White Star Line
	622'	73'	20,718	1904	Minnesota.....	Great Northern Steamship Co.
					Sister ship:	
	622'	73'	21,000	1904	Dakota.....	Great Northern Steamship Co.
	620'	66'	17,281	1917	Minnehahda.....	Atlantic Transport Line

<i>Length Overall</i>	<i>Length Between Perpen- diculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
615'	600'	68'	17,149	1906	Nieuw Amsterdam	Holland-American Line
615'	600'	65'	15,801	1903	Minnewaska	Atlantic Transport Line
					Renamed:	
					(a) Arabic	White Star Line
616'	600'	65'	13,443	1900	Minnehaha	Atlantic Transport Line
					Sister ships:	
616'	600'	65'	13,440	1902	Minnetonka	Atlantic Transport Line
616'	600'	65'	13,448	1901	Minneapolis	Atlantic Transport Line
616'	600'	65'	14,317	1909	Minnewaska	Atlantic Transport Line
616'	600'	65'	13,639	1904	Manchuria	Panama-Pacific Line
					Renamed:	
					(a) President Johnson	Dollar Line
					Sister ship:	
616'	600'	65'	13,639	1904	Mongolia	Panama-Pacific Line
					Renamed:	
					(a) President Fillmore	Dollar Line
					* (b) Panamanian	Cia Transatlantica Americana Line
615'	599'	68'	17,910	1907	Republic	United States Lines
					ex-President Grant	Hamburg-American Line
						(Now a United States troopship)

ONE FUNNEL—TWO MASTS

<i>Length Overall</i>	<i>Length Between Perpendiculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>	
734'	702'	82'	26,850	1938	*Capetown Castle.....	Union-Castle Line	
725'	696'	82'	25,550	1936	*Athlone Castle.....	Union-Castle Line	
Sister ship:							
725'	696'	82'	25,550	1935	*Stirling Castle.....	Union-Castle Line	
	656'	87'	30,447	1939	*Pasteur.....	Compagnie Sud-Atlantique	
	651'	75'	20,445	1931	Warwick Castle.....	Union-Castle Line	
	650'	77'	25,484	1938	Wilhelm Gustloff.....	Deutsche Arbeitsfront	
669'	643'	83'	25,689	1939	*Andes.....	Royal Mail Line	
665'	640'	82'	23,428	1935	*Strathmore.....	P. & O. Line	
664'	639'	82'	23,722	1938	*Stratheden.....	P. & O. Line	
Sister ship:							
664'	639'	82'	23,722	1938	Strathallan.....	P. & O. Line	
	630'	75'	20,109	1930	*Winchester Castle.....	Union-Castle Line	
	630'	73'	20,063	1926	*Carnarvon Castle.....	Union-Castle Line	
(Before alterations)							
652'	625'	74'	18,184	1935	*Scharnhorst.....	North German Lloyd	
Sister ship:							
652'	625'	74'	18,160	1935	Gneisenau.....	North German Lloyd	
	625'	79'	22,000	1939	Robert Ley.....	German Government	
652	604'	74'	17,518	1936	Potsdam.....	North German Lloyd	
*Renamed: Empire Fowey.....							British Government
631'	601'	79'	24,469	1928	*Vulcania.....	Italia Line	
Sister ship:							
631'	601'	79'	23,940	1927	*Saturnia.....	Italia Line	
624'	601'	73'	19,597	1921	*Samaria.....	Cunard White Star Line	
Sister ships:							

<i>Length Overall</i>	<i>Length Between Perpen- diculars</i>	<i>Beam</i>	<i>Gross Tonnage</i>	<i>Year Built</i>	<i>Name of Ship</i>	<i>Owners</i>
624'	601'	73'	19,695	1922	Laconia.....	Cunard White Star Line
624'	600'	73'	19,761	1920	*Seythia.....	Cunard White Star Line
624'	601'	73'	20,175	1923	*Franconia.....	Cunard White Star Line
					Sister ship:	
624'	600'	73'	20,277	1925	Carinthia.....	Cunard White Star Line
626'	600'	80'	21,716	1924	Minnetonka.....	Atlantic Transport Line
					Sister ship:	
626'	600'	80'	21,716	1923	Minnewaska.....	Atlantic Transport Line

ONE FUNNEL—ONE MAST

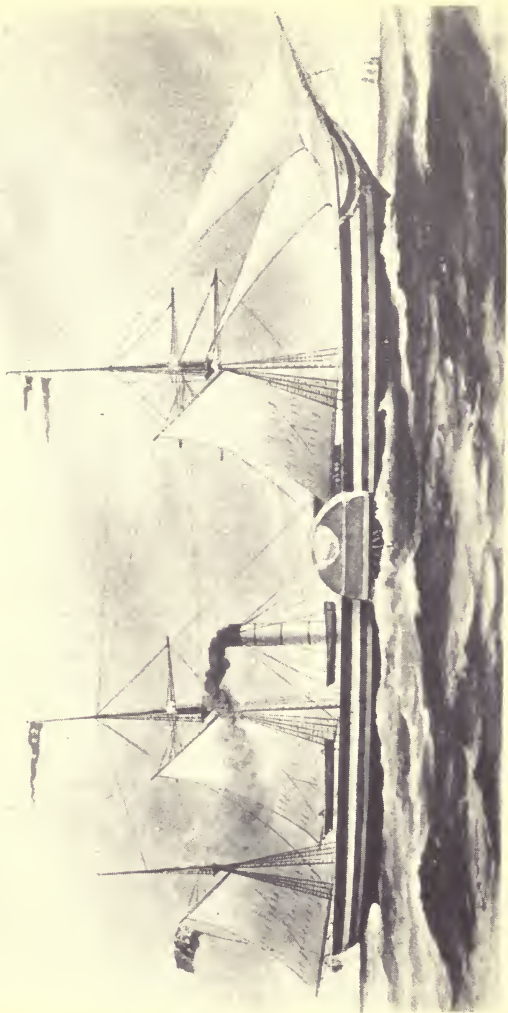
665'	640'	82'	23,371	1935	*Orion.....	Orient Line
664'	639'	82'	23,456	1937	Orcades.....	Orient Line
	613'	83'	20,017	1939	*Oranje.....	Nederland Royal Mail Line
641'	606'	83'	28,124	1932	Champlain.....	French Line

PART VI
PICTORIAL SECTION

ALPHABETICAL INDEX OF ILLUSTRATIONS

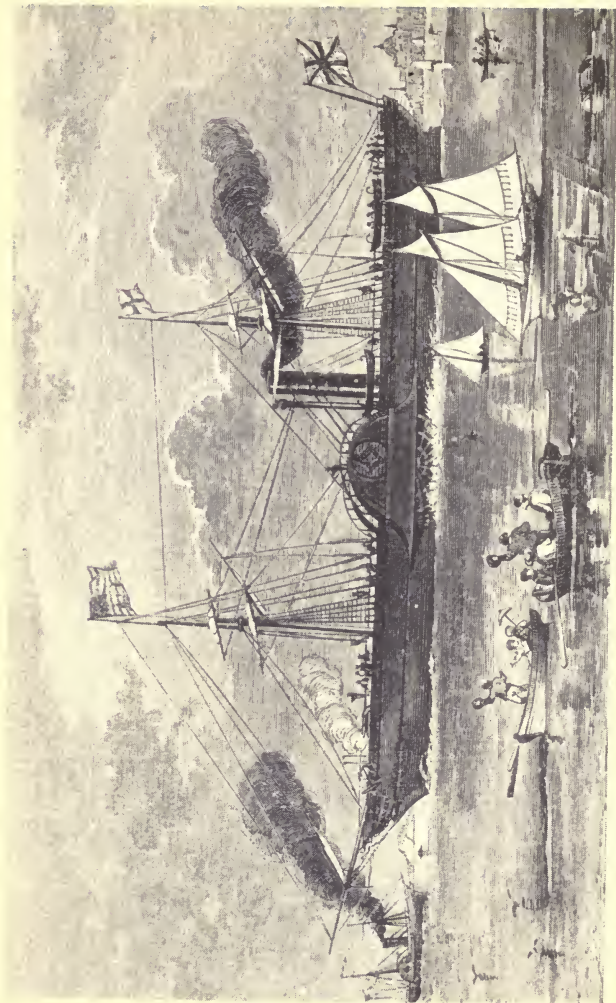
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THE 'BRITANNIA' (1840)

By courtesy of Cunard White Star Line



THE "AMERICA" (1848)

By courtesy of Peabody Museum



Drawn by Laurence Russell Webster from a Cunard Line print.

THE "SCOTIA" (1862)



THE "WASHINGTON" (1863)
(As altered)

By courtesy of Peabody Museum



THE "AMERIQUE" (1864)
(As altered)

By courtesy of Peabody Museum



THE "SAMARIA" (1868).

By courtesy of Peabody Museum



THE "CASPIAN" (1870)

By courtesy of Peabody Museum



THE "OCEANIC" (1870)

By courtesy of the White Star Line



THE "CITY OF RICHMOND" (1873) *Photo, Nautical Photo Agency*



THE "BRITANNIC" (1874)

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THE "CITY OF BERLIN" (1875)

Photo, Nautical Photo Agency



THE "RHYNDLAND" (1879)

Photo by N. L. Stebbins



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THE "CITY OF ROME" (1881)



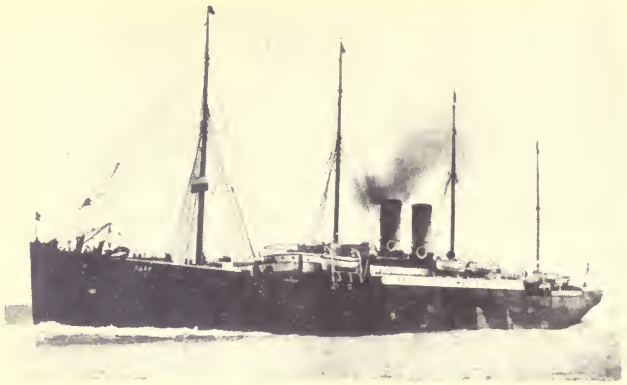
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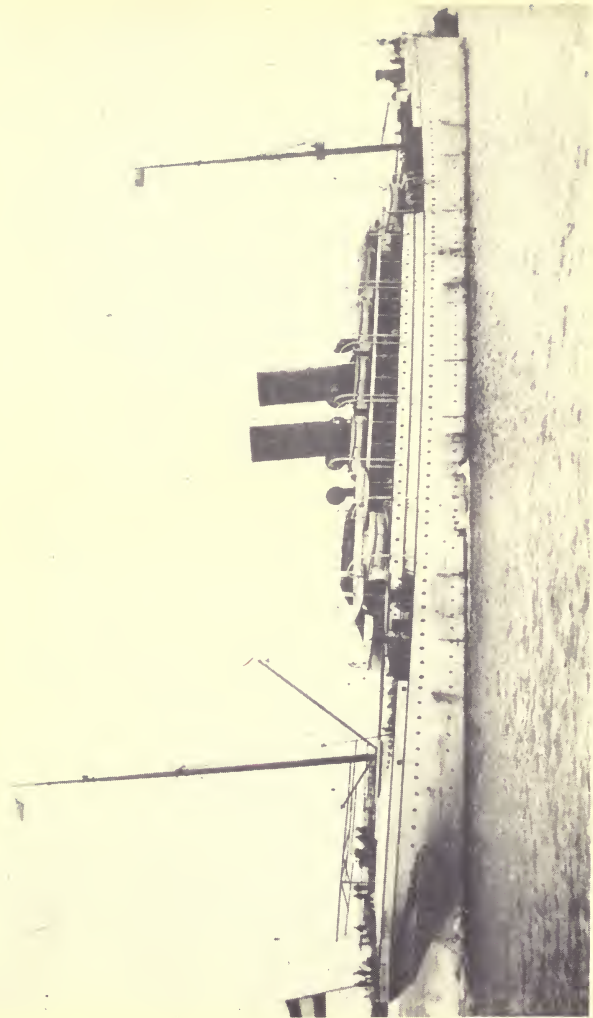
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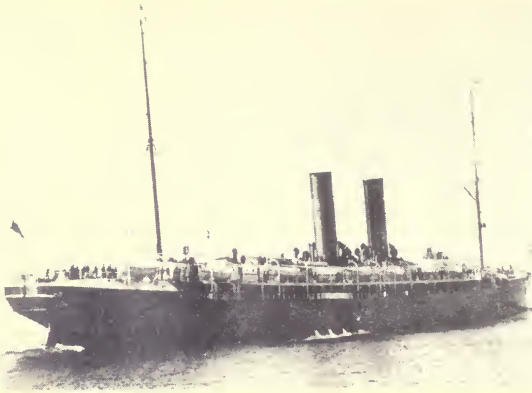
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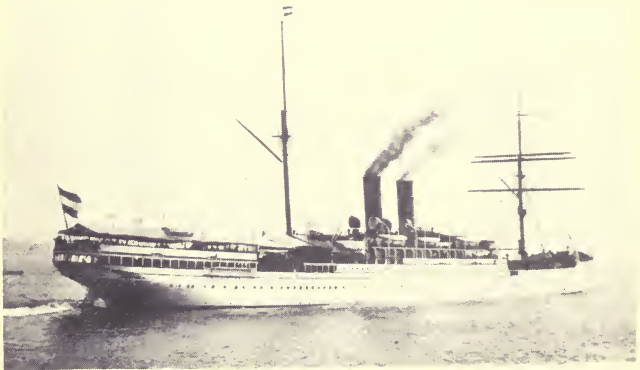
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(As altered)

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THE "AUGUSTE VICTORIA" (1888) *Photo, Nautical Photo Agency*
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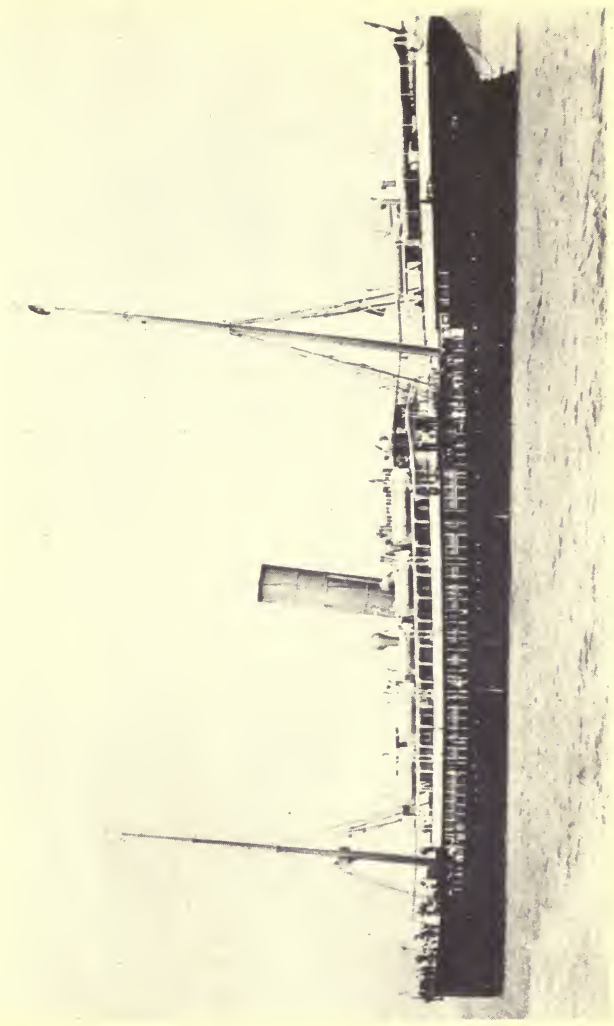


THE "L' AQUITANINE" (1890) *Photo, Nautical Photo Agency*



THE "KAISERIN MARIA THERESA" (1890)

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THE "DARMSTADT" (1890)

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THE "LUCANIA" (1893)

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THE "ST. PAUL" (1895)

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THE "BARBAROSSA" (1896)

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THE "KAISER WILHELM DER GROSSE" (1897)

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THE "LA LORRAINE" (1899)

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THE "OCEANIC" (1899)

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THE "KIAUTSCHOU" (1900)

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THE "CANOPIC" (1900)

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THE "BAVARIAN" (1900)

Photo, Nautical Photo Agency



THE "IVERNIA" (1900)

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THE "REPUBLIC" (1900)

Photo by N. L. Stebbins



THE "CARPATHIA" (1903)

Photo, Nautical Photo Agency



THE "BALTIC" (1904)

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THE "SLAVONIA" (1903)

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THE "CALEDONIA" (1904)

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THE "MARLOCH" (1904)
(ex-Victorian)

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THE "PRINZ EITEL FRIEDRICH" (1904)

Nautical Photo Agency



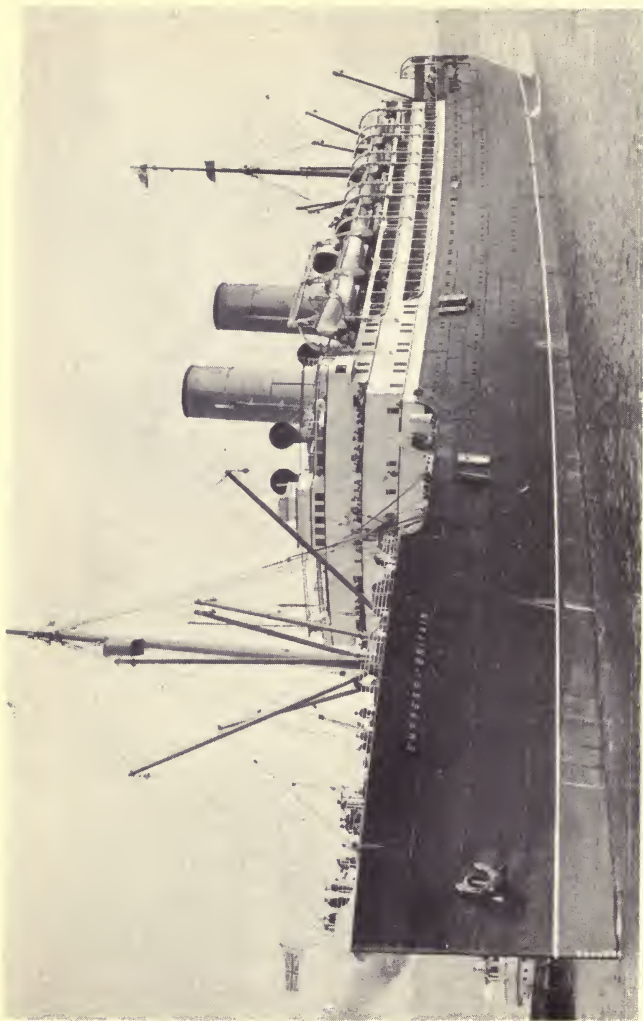
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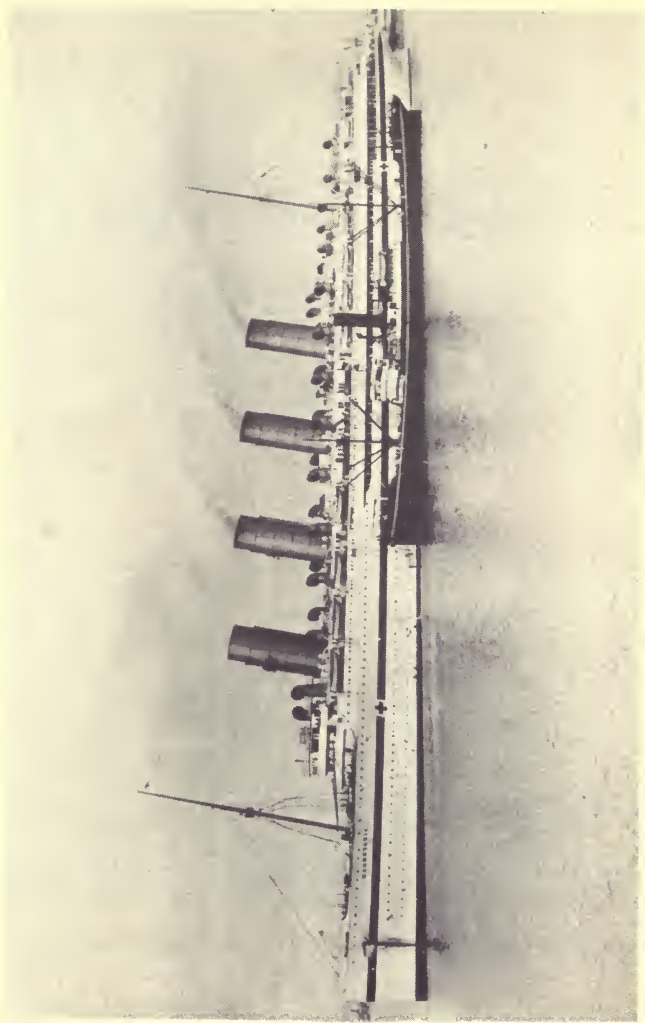
THE "CARONIA" (1905)

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THE "EMPERESS OF BRITAIN" (1906)

By courtesy of Canadian Pacific Railway



THE "MAURETANIA" (1907)

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THE "LUSITANIA" (1907)

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THE "PRINCIPE DI UDINE" (1908) *Photo, Nautical Photo Agency*



THE "PRESIDENT GRANT" (1907) *Photo, Nautical Photo Agency*



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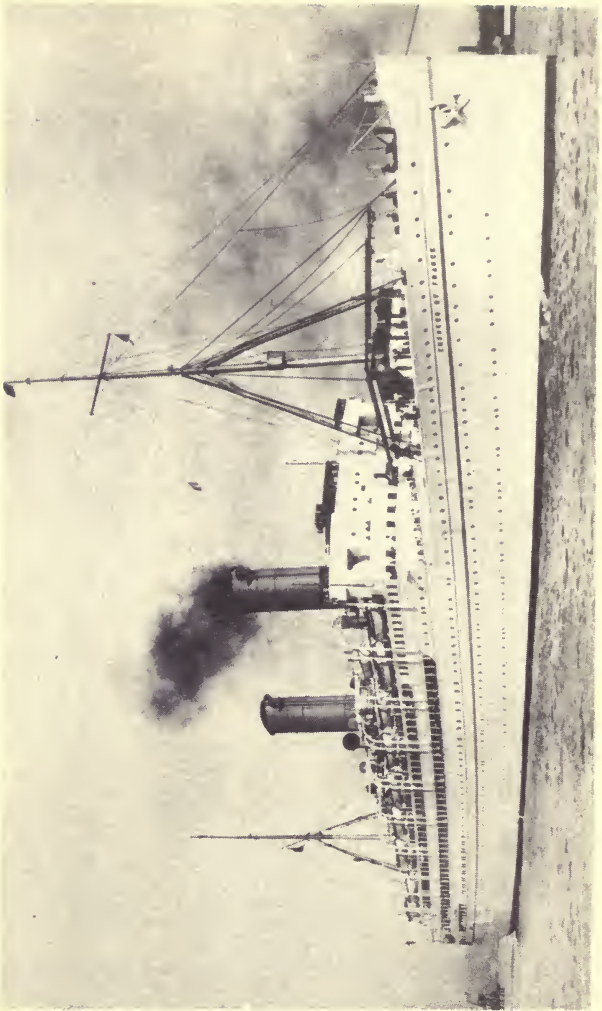
THE "TITANIC" (1911)

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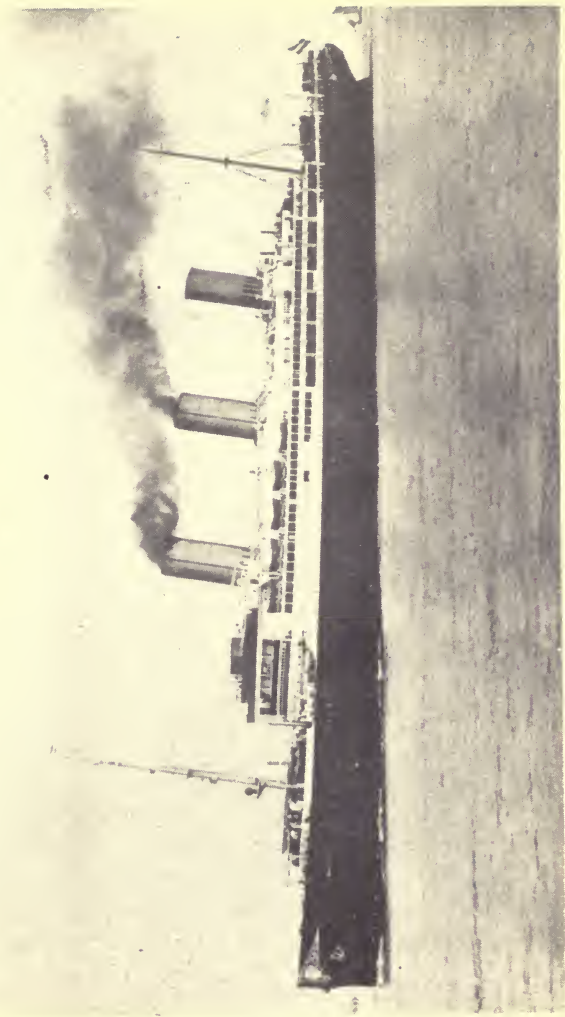
THE "LACONIA" (1912)

Photo by N. L. Stebbins



THE "EMPERESS OF FRANCE" (1913)

Photo, Nautical Photo Agency



THE "VATERLAND" (1914)

Photo, Nautical Photo Agency



THE "AQUITANIA" (1914)

Photo, Nautical Photo Agency

(Shown as a hospital ship during World War I)



THE "ANDANIA" (1913)

Photo, Nautical Photo Agency



THE "MINNEDOSA" (1918)

Photo, Nautical Photo Agency



THE "MAJESTIC" (1921)

By courtesy of White Star Line



THE "SCYTHIA" (1920)

Photo, Nautical Photo Agency



THE "DEUTSCHLAND" (1923)
(Before alterations)

Photo, Nautical Photo Agency



THE "CRISTABAL COLON" (1923) *Photo, Nautical Photo Agency*



THE "CALIFORNIA" (1923) *Photo, Nautical Photo Agency*



THE "COLUMBUS" (1922)

By courtesy of the North German Lloyd



THE "ATHENIA" (1923)

Photo, Nautical Photo Agency



THE "GENERAL VON STEUBEN" (1923)

*By courtesy of the
North German Lloyd*



THE "DE GRASSE" (1924)

Photo, Nautical Photo Agency



THE "CALEDONIA" (1925)

Photo, Nautical Photo Agency



THE "BERLIN" (1925)

By courtesy of the North German Lloyd



THE "KUNGS HOLM" (1928)

Photo, Nautical Photo Agency



THE "VULCANIA" (1928)

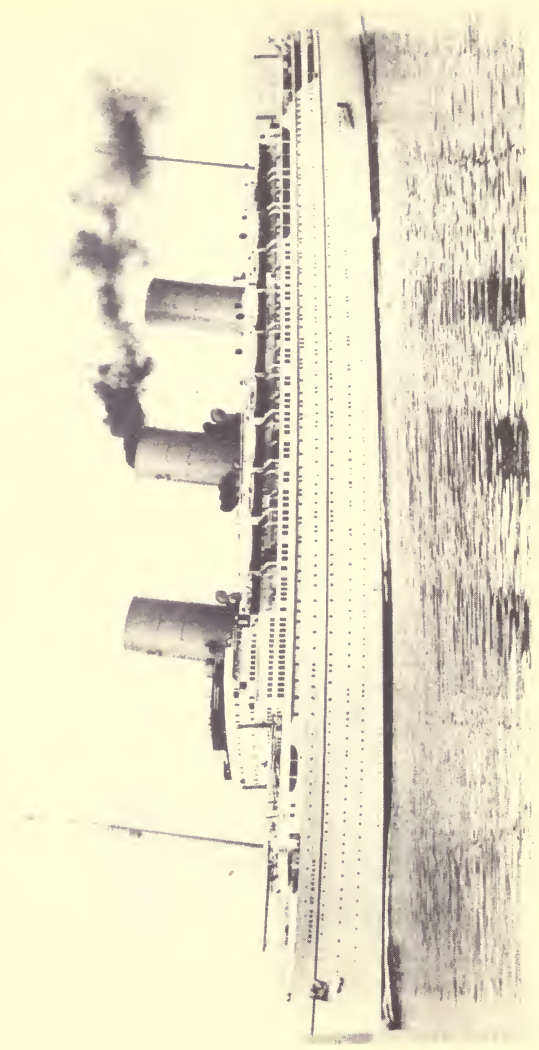
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THE "BREMEN" (1929) *By courtesy of the North German Lloyd*



THE "GEORGIC" (1932) *Photo, Nautical Photo Agency*



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THE "EMPERESS OF BRITAIN" (1931)



THE "CHAMPLAIN" (1932)

Photo, Nautical Photo Agency



THE "REX" (1932)

Photo, Nautical Photo Agency



THE "CONTE DI SAVOIA" (1932)

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THE "WASHINGTON" (1932)

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THE "PILSUDSKI" (1935)

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THE "NORMANDIE" (1933)

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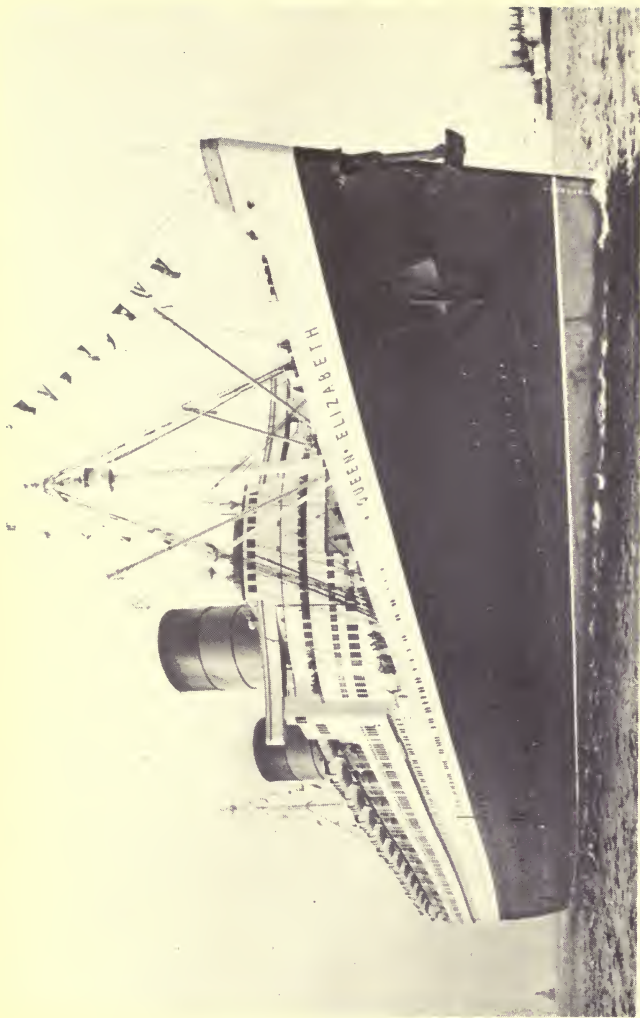
**THE "NORMANDIE" (1933)
(While under construction)**

By courtesy of the French Line



THE "QUEEN MARY" (1935)

By courtesy of the Cunard White Star Line



THE "QUEEN ELIZABETH" (1940)

(Arrival in New York on maiden voyage, October 21, 1946)

By courtesy of the Port of New York Authority

From top to bottom broadside are: AQUITANIA, HOMERIC, OLYMPIC, and Union-Castle liner of the BALMORAL CASTLE type.



LINERS AT DOCK
Port of Southampton

Aerofilms from Ewing Galloway

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