



Age of Steam Ships

*Stories and history of all
50 vessels which sail in TransAtlantic*

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1862: The SCOTIA was commissioned in 1862 as the last paddle-wheel steamer of the Cunard Line. In 1863 the ship won the prestigious Blue Riband award for the fastest transatlantic passage between Europe and New York. It held the award, in both directions, for several years. The SCOTIA appears in Jules Verne's novel 20,000 Miles under the Sea when Captain Nemo accidentally rammed her with his submarine The Nautilus. In 1879 the SCOTIA was converted into a cable ship. The paddle wheels were removed and replaced by two propellers, and two cable tanks were installed in place of cargo compartments. The SCOTIA was one of the busiest cable ships in history laying cables in all of the oceans of the world. She ran hard aground on a reef near Guam in 1904, broke in two and sank in the Pacific.



1865: The China Clipper ARIEL had a reduced load capacity in favor of higher speed and was designed to win the

legendary Tea Race, in which a prize was awarded for the first delivery of the new harvest from China to London each year. In 1866 she was only 20 minutes after the winner at the East India Docks in London. This was the tightest of all the Tea Races and enjoyed keen media and public interest due to betting on the possible winner. On her third trip, she reached London with a load of 554,076 kilos of tea after a trip of only 99 days, which resulted in a sizable profit compared to her construction and operating costs. During a voyage from London to Sydney, the ship was lost in 1872 after rounding the Cape of Good Hope in the Southern Ocean without survivors.



1867: The LEANDER was a particularly slim and easy-going clipper. Until 1871 she sailed as a tea clipper between China and London, then until 1879 between China and New York. In the 1890s she was converted to become a barque. Her last owner was Seyed Youssouf bin Ahmed Zuwaree of Oman, who renamed the ship in 1898 in NUSROOL MUJEEB. In 1901 the ship was finally scrapped.



1868: The THERMOPYLAE was a British tea clipper with a length of 88.4 meters, a width of 11.7 meters and a draft of 6.8 meters. The height of the grand mast was 52 meters. On long distances, she was considered one of the fastest ships of her time. In 1872 she started the same day as the CUTTY SARK in Shanghai and reached London a week before her. In 1896 she was acquired by the Portuguese navy, annexed to a barque, and served under the name PEDRO NUNES as a sailor school ship. After lingering many years as a hulk, she was sunk off Cascais (Portugal) in 1907.



1869: The CUTTY SARK was first used in the tea trade with China until 1877, but could never win any of the famous Tea Races. With the opening of the Suez Canal in 1869, the tea trade was increasingly taken over by steamships, which significantly shortened the journey time from Shanghai to England through the Suez Canal. After a hard time

as a tramp ship with various cargoes, the CUTTY SARK was finally famous for her wool transports around Cape Horn in 1885. As the fastest sailing ship of her size and time, she set several records and finally beat her old rival THER-MOPYLAE. Having been sold to Portugal and renamed FERREIRA in 1895 as a desolate cargo ship, she entered the port of Falmouth because of a storm in 1922 and was recognized by retired sea captain Wilfred Dowman, who had held her in high esteem as a ship's boy. He bought her from the Portuguese owner and restored her to the original state. In 1954 the CUTTY SARK was transferred to Greenwich, where she was made accessible as a museum ship in 1957. During conservation work in 2007, the ship's hull was extensively damaged in a fire. Fortunately, about half of the ship's equipment and the teak saved for restoration purposes had not yet been installed. Therefore, a complete restoration was still possible. The CUTTY SARK was reopened in 2012 in the presence of Queen Elizabeth II.



1870: The British Cunard steamship company used the ABYSSINIA for passenger traffic from Liverpool to New York. She was one of five new iron express steamers for the weekly North Atlantic service. At 110.78 meters long and 12.86 meters wide, the ship had a chimney, three masts, and reached a top speed of

13 knots. In 1880, the ABYSSINIA was acquired by the Guion Line and later put on long-term charter to Canada in 1887, where it introduced a steamship service for the Canadian Pacific Railway in the Pacific. In this way, the transport of goods across the Atlantic to Canada by ship, crossing Canada by rail, and from Canada to the Far East could be extended by ship again. For the trip from Vancouver to Yokohama, the ABYSSINIA needed only 13 days and thus set a new transpacific speed record. When the Canadian Pacific Railway built three new larger ships in 1891, the ABYSSINIA was handed back to the Guion Line and was to be deployed on its old route Liverpool-New York. On the 18th of December 1891, the steamship was off the coast of Nova Scotia (Canada), when a fire broke out in one of the storage rooms, which quickly got out of control. The captain gave order to leave the vessel, and an approaching passenger steamer was able to rescue all passengers and crewmembers. Since the fire broke out in a room where large amounts of cotton were stored, the incident sparked controversy as to whether passengers and cotton should be transported on the same ship.



1871: The 3.707 GRT (gross register tonnage) ATLANTIC was the second ship of the young White Star Line and the first that was lost. It was built at the Harland & Wolff shipyard in Belfast, Northern Ireland, where the White Star Line regularly

commissioned its passenger ships. The four-cylinder steam engines delivered 600 HP and brought the steamer to a speed of over 14 knots. It was very comfortable and much more luxurious than most of the steamships of its time. The interior walls were covered with damask and decorated with gold leaf and lots of teak wood. She served for transatlantic passenger and mail traffic between Liverpool and New York. On April 1, 1873, the ATLANTIC had to shorten a regular crossing to New York because of a coal shortage and headed for Halifax in Canada. Near the coast, she bounced against an underwater reef at around 2 am, Rescue boats were quickly brought to sea, but most of them were pushed away by the heavy sea or crashed against the rocks. The force of the high waves lifted the ship several times and threw it repeatedly against the cliffs flushing many people into the sea. After the fifth impact, the ATLANTIC capsized and sank. A total of 545 people died during the demise, including all women on board and all children except one. Only 412 people survived, including almost all crewmembers. In the investigation commission's final report criticized the ATLANTIC for leaving Liverpool with too little coal. Today, a memorial site commemorates the event that until then was the most severe sea accident on the North Atlantic.



1872: As the largest ship of the White Star Line, the ADRIATIC was its flagship. She

made her maiden voyage from Liverpool via Queens-town to New York. In May 1872, with an average speed of 14.5 knots, she won the Blue Riband of the North Atlantic, that had previously been held by Cunard's SCOTIA for several years. In 1884, new accommodation rooms were installed for second class passengers of the second class that had not existed on the ship before. The ADRIATIC was involved in several collisions. One occurred in December 1875 when she collided off the coast of Ireland with a sailing ship that immediately sank with all 30 people on board. When the White Star Line launched its new OCEANIC in 1899, the ADRIATIC was finally sold and scrapped.



1873: The POMMERANIA belonged to the Hammonia Class of the Hamburg-Amerika-Packetfahrt-Actien-Gesellschaft (HAPAG). This ship class, of which a total of eleven ships were built at Caird & Company in Greenock until 1874, was HAPAG's second generation of steamships and allowed the creation of a weekly service between Hamburg and New York between May and October instead of the previous fourteen-day service. Since sails played a subordinate role in the Hammonia class, the number of masts was reduced to two. The POMMERANIA offered space for 100 people in first class, 70 people in second class and 600 people in third class. On a return from New York, she collided full steam ahead with the sailing vessel CEEL

EILIAN on a night in November 1878 near Folkestone. The sailing ship, which was later blamed for the accident, hit the steamer amidships on the starboard side. The POMMERANIA remained above water about 20 minutes, but many passengers drowned in an attempt to save their valuables from the cabins. The disaster on POMMERANIA called for 48 deaths. Its wreck is located about 25 meters deep off the coast of Kent and is now a popular destination for sports divers.



1874: On July 15, 1874, the GERMANIC was launched at Harland & Wolff. In the summer of 1875, with a speed of 14.65 knots, she won the Blue Riband of the Atlantic and improved her record in April 1876. In 1895, the GERMANIC received an extra deck during a conversion and her chimneys were extended so that their tonnage increased to 5,066 GRT. In 1899 the ship capsized in New York, while being loaded with coal, but returned to service after recovery and repair. In 1905 the Dominion Line purchased the ship for their Liverpool Montreal service and renamed her OTTAWA. In 1911 the OTTAWA was transferred to Constantinople and renamed for service in the Black Sea as GUL DJEMAL. In 1915, she was torpedoed by a British submarine in the Gulf of Marmara but was not completely sunk. She was again raised and repaired. After serving on a line between Constantinople and New York, she temporarily suspended service in November 1921. In 1928 she was renamed GULCEMAL. After

many other uses including as storage ship and as a floating hotel, on November 16, 1950, she reached Messina in Italy, where she was finally scrapped. With a final age of 76 years, she was the second-longest surviving steamship of all time.



1875: The CITY OF BERLIN won the Blue Riband for the Inman Line in September 1875 with an average speed of more than 15 knots. She was also the largest passenger ship in the world for six years, just behind the already inactive GREAT EASTERN which was built in 1853, and was able to transport 202 first-class passengers in addition to more than 1,000 steerage passengers. In 1879, she was the first North Atlantic steam ship equipped with electric light. In order to reduce the high consumption of 120 tons of coal per day, she received a new triple-expansion steam engine in 1887. As from 1895 she served as BERLIN for the Red Star line in the regular service from Antwerp to New York. In 1898, the US government bought the ship for use in the war against Spain and deployed it as a troop carrier to the Philippines. After a devastating fire in San Francisco in 1906 she was repaired and also used in the First World War. Finally, the ship was scrapped in 1921.



1876: NUBIAN was built at Mitchell Charles & Co. Ltd. in Newcastle-Upon-Tyne for the Union Steamship Company from Southampton. Her top speed was 12 knots. Later her hull was extended and she served from 1876 to 1883 in the postal service to Cape Town. Starting from 1884 she circled between Liverpool, the Bermudas and Baltimore. From 1887, she sailed to Portuguese East Africa and remained in African waters until 1892. On 20 December 1892 when on her way to Lisbon, she was lost in the Atlantic.



1877: The 4.270 GRT large DEVONIA was built at the Barrow Shipbuilding Co. in Lancashire and sailed the seas for the Anchor Line. She offered room for approximately 200 first-class passengers, 100 of the second class, as well as 800 decks passengers. Until 1893 she was regularly used in the North Atlantic service from Glasgow to New York. In 1899, the

ship had become outdated and was finally scrapped in Hamburg.



1878: The BELGENLAND, which was launched in England on December 24 of 1878, was a passenger ship running for the Belgian Red Star Line of Antwerp. Until 1895 she was used in the service of Antwerp to New York and afterwards chartered to the American Line. The new line rebuilt her for the transport of 150 first class and 1,000 deck class passengers, and let the ship run between Philadelphia and Liverpool. In 1903, the BELGENLAND returned to the Red Star Line, now transporting exclusively third-class passengers between Antwerp and Philadelphia. In December 1904 she was sold to Italy and renamed VENERE before being finally scrapped in 1906. In the 1920s, the Red Star Line called her with 28,132 tons largest and most luxurious liner also BELGENLAND. A passenger of this ship was Albert Einstein, who had been on a home trip to Germany in 1933. When he learned that Adolf Hitler now had become German Chancellor, he immediately changed his plans in Antwerp, and took the very next steamer back to the United States.



1879: The ARIZONA was built in Scotland and served the Guion Line on the line Liverpool-Queenstown-New York. For a decade, she was considered a prototype of a transatlantic fast steamer. However, she was not economically successful because she was primarily designed for maximum speed. Her 6,400 horsepower steam engine consumed 135 tons of coal per day, which consequently meant that there was less space for freight and passengers. Oscar Wilde embarked on his first American journey 1881 on the ARIZONA. In 1898, the ship was sold for \$ 600,000 to the US government, which urgently needed troop carriers during the Spanish-American war. As USS HANCOCK, she also served as a troop carrier in the First World War. Later on, the former ARIZONA was used as a ship for housing sailors in Pearl Harbor and scrapped in 1926.



1880: The COLUMBIA was built in Pennsylvania for the Oregon Railway and

Navigation Company. She was one of the first steamships to have a generator for electricity on board, and she sailed along the American west coast between San Francisco and Portland (Oregon). In her 27 years of service she carried out more than 400 crossings on this route. During the San Francisco earthquake of 1906, the COLUMBIA hit the dock walls, and it took about two months to repair the ship in a makeshift way. On the way to the final repair in Hunter's Point, the crew had to leave the ship because a steam pipe exploded. It was not until January 1907 that the COLUMBIA came back in service. On July 20, 1907, the ship was inside a thick fog, but the captain did not slow down the speed. From the south came a wooden schooner loaded with 390,000 redwood boards. The COLUMBIA was rammed on the starboard side and sank within eight minutes. During the sinking, her engines exploded as well. Of the 251 passengers and crew members, 88 died, including the captain as well as most women and all children on board.



HAMMONIA

1881: The 4.247 GRT large HAMMONIA was already the third ship from HAPAG carrying this name, and was built in Glasgow. She was completely made of steel and divided into nine watertight sections. Be-cause of her unusual width, she had a high stability. Several steam-driven pumps propelled a fan system that supplied fresh air to all

parts within the ship. With its 4,500 hp, the HAMMONIA could also reach a speed of 16 knots against strong currents. Her first captain was H. F. Schwensen, who had completed 300 Atlantic crossings before. In 1889, the HAMMONIA was sold to the French Compagnie Générale Transatlantique and renamed VERSAILLES. In 1914 the ship was finally wrecked in Genoa.



STIRLING CASTLE

1882: The Glasgow-built STIRLING CASTLE was first used in London's tea trade with China. In 1883 she was purchased by an Italian company, equipped with accommodation for passengers, and from this time onwards regularly sailed from Genoa to South America. The British government chartered the ship in 1885 to bring troops into Sudan, and the Russian government chartered it in 1899 to move troops from Odessa to Vladivostok during the Chinese boxer uprising. In 1900 she was rebuilt and her speed decreased to 13.5 knots. Until 1908, she traveled on the route between Palermo, New York and Naples. From 1909 she was only used as a freighter. In 1910, she had severe damage off the coast of Morocco with a cargo of horses from Argentina. She could still be towed to Genoa, where she was finally scrapped in 1911.



OREGON

1883: The OREGON went from Liverpool to New York in the passenger service of the Guion Line. Her three-cylinder compound steam engine reached 12,000 hp and allowed a high speed. The daily coal consumption was 300 tons. In 1884 the ship won the Blue Riband of the Atlantic in seven days, two hours and 18 minutes, and on the return journey also in the west direction. Shortly before steel structures finally became a standard, the OREGON was the last record breaking iron steam ship. Apart from that she was very modern and was equipped not only with electric lamps of the Edison Electric Light Company, but had also replaced the hitherto widespread dormitories in the intermediate deck with separate cabins. Due to financial bottlenecks, the ship was sold to the Cunard Line, which was planning to relocate her to the Liverpool-Boston route. On one of her last scheduled journeys to New York, on March 14, 1886, at 4:30 AM, she was only 15 hours away from the destination when she collided with another ship that sank immediately after the crash. Despite the great leaks, there was no panic on board the OREGON, and her passengers were served tea and coffee. Two hours after the collision, the captain ordered to leave the ship, but the space inside the rescue boats was only sufficient for half of the people on board. The crew then signaled emergency, and several ships hurried to salvage. Eight hours after the accident, the OREGON sank

in front of Fire Island. For some time, the mast peaks stood out of the water, but she had been so badly damaged on impact on the seabed, that a rescue and repair was no longer profitable.



UMBRIA

1884: The UMBRIA of the British shipping company Cunard Line won the Blue Riband and was, with 7,718 GRT, one of the largest ships of her time. Together with her sister ship ETRURIA, she was one of the last two Cunard ships to be equipped with sails. An innovation on board of the UMBRIA was the installation of cooling devices for the transport of perishable food. With her compound steam engines and nine double-ended boilers consuming 320 tons of coal per day she reached a speed of over 18 knots. In 1887, UMBRIA took the prestigious Blue Riband off her sister ETRURIA, setting a new record of six days, four hours and twelve minutes. In the following year she was beaten again by ETRURIA. In 1892, the UMBRIA caused a stir when her arrival in New York was expected on 24 December, and there was still no news from her until 28 December. Her propeller shaft had fractured so that the main engines were stopped immediately, and the ship drifted helplessly in gale force winds and a heavy sea. It was not until December 27th that she could continue her journey and she finally arrived in New York on December 31st. During the South African Boer War from 1899-1900, the

UMBRIA transported troops and weapons. The UMBRIA undertook her last sea voyage in February 1910. The dismantling started directly after the passengers left the ship in Liverpool.



ETRURIA

1885: ETRURIA was the sister ship of UMBRIA, only completed a little later. Both of them competed for the Blue Riband of the North Atlantic, and received great media attention. ETRURIA's furnishing of the cabins and saloons were very typical for the Victorian era. The first class was furnished with carved furniture and heavy velvet curtains. The second class was very comfortable and spacious for the standard at the time and in comparison to her competitors. At the end of 1895, the 21-year-old Winston Churchill, lieutenant in a cavalry regiment at the time, took a longer break from his military service to visit the island of Cuba. He traveled to New York on board ETRURIA and from there to Cuba. Churchill returned to Britain early in 1896 travelling again on ETRURIA. In 1901, both sister ships were fitted with radio systems from the Marconi system. In 1903 the ETRURIA was hit by a giant monster wave a few hours after leaving New York City. Parts of the command bridge were torn away, and a passenger was killed. In August 1908, a hopper crossing the Mersey came too close to ETRURIA and was violently rammed by her. Her rudder and propeller were thrust

deep into the hopper, almost severing it in two. This not only spelt the end for the hopper, but finished the career of ETRURIA as well. The damage had been so big, that she never could cross the Atlantic again, and was finally demolished in 1910.



ORMUZ

1886: The ORMUZ was built in Glasgow and sailed in the Australian traffic of the Orient Steam Navigation Co. In addition to 334 comfortable places of the first and second class, 300 emigrants could also be taken on board. She was greeted enthusiastically in Sydney on her maiden voyage. With her 8,500 hp, she had shortened the travel time from London to less than 30 days. On her return trips to the UK, she also offered storage space for chilled transport of meat, butter and fresh fruit. Overall, the ORMUZ reliably undertook 70 trips to Australia and back. In 1912, however, she finally had to give way to larger and more modern ships on that route and was sold to the French shipping company Compagnie de Navigation Sud Atlantique. She was renamed DIVONA and now travelled from Bordeaux to South America. In December 1915 she was requisitioned by the French government and used as a hospital ship. After the First World War there was no buyer left, who would consider a rebuilding of the old ship still worthwhile. In 1922 she was scrapped in Marseilles.



BRITANNIA

1887: The BRITANNIA was built by Caird & Co. in Greenock for the P & O Peninsular & Oriental Steam Navigation Company and went as a passenger ship to India, Australia and the Far East. She had a triple-expansion steam engine with 7,000 hp and shortened the mail run time to India to a new record of 23 days and 10 hours. With the installation of special platforms, she could also be armed and thus serve as an auxiliary cruiser. Meanwhile, from 1895 to 1897, she was deployed as a troop ship to India. In 1907 she took Prince Fushimi Hiroyasu from Japan on board and brought him to a state visit to London. In 1909 she was sold to Italy for demolition.



CITY OF NEW YORK

1888: With more than 10,000 GRT, the CITY OF NEW YORK was the world's largest ship of her time and offered space for 1,740 passengers. With two ship propellers and a high-performance machine, she could reach a speed of over 19 knots. In 1892, she broke the transatlantic speed record on her jour-

ney from America to Europe with a speed of 20.11 knots. During the Spanish-American War of 1898 she received the name HARVARD and served as an American auxiliary cruiser. After a modernization, the vessel, which in the meantime was called only NEW YORK, retained only two chimneys. When the TITANIC ran out for her maiden voyage to America on April 10, 1912, there was almost a collision. By the pull of the TITANIC's ship's screws the NEW YORK, moored at the dock, tore loose and both ships came dangerously close. Only the quick action of the captain and a tug pulling NEW YORK could prevent a clash. In the First World War she transported American troops to Europe under the name USS PLATTSBURG. From 1921 she sailed under the Polish flag on the line New York - Gdansk. In 1923 she was finally sold and later scrapped.



AUGUSTA VICTORIA

1889: In order to be able to keep up with the British shipping companies, the Hamburg HAPAG line ordered the double-screw fast liner AUGUSTA VICTORIA at the Vulcan shipyard in Stettin. The then largest German passenger ship was named after the German Empress Auguste Viktoria, who was also present at the launch. She was a reliable and fast steamship, but there was not enough public interest in North Atlantic traffic during the winter. Therefore, a Mediterranean cruise was offered for the first

time in 1891. During the long-term stays at the ports, there were programs to visit cities like Cairo, Jerusalem, Damascus, Athens and Rome. These „pleasure journeys“, which later also included a journey to the island of Spitzbergen, soon became an integral part of the HAPAG offer. In 1904 the AUGUSTA VICTORIA was sold to the Russian navy, which renamed the ship in KUBAN and wanted her to serve as merchant cruiser in the Russian-Japanese War. There she was supposed to control Japan's sea trade to the US and Canada. In 1907 the ship was sold for demolition and dismantled in Stettin.



1890: The MAJESTIC, built in Belfast for the White Star Line, made her way from Liverpool via Queenstown to New York City. In the summer of 1891 she won the Blue Riband for the fastest transatlantic crossing. However, this record was beaten by her sister ship TEUTONIC after only two weeks. From December 1899 to March 1900 the MAJESTIC took part in the Boer War transporting troops to South Africa. At this time she was commanded by Edward John Smith, the later captain of TITANIC. From 1902 to 1903 the MAJESTIC was rebuilt. New engines were installed, the two chimneys extended and one mast removed. In 1911 she was put on as a reserve ship, but after the sinking of the TITANIC the White Star Line reactivated her again. At the beginning of 1914 she was finally taken

out of service and scrapped. When the White Star Line purchased the 57,000 tons BISMARCK in 1921, they also gave her the name MAJESTIC. After the First World War, this ship had been completed and handed over by Germany, and remained the largest vessel in the world until the commissioning of the French NORMANDIE in 1935.



1891: The FÜRST BISMARCK of the HAPAG line was a double-screw fast steamer and with her 8,874 GRT, she was the largest German passenger ship at the time of her completion. In addition to her route across the North Atlantic, she also began winter tourist cruises in 1893. In 1904, the Russian navy bought the FÜRST BISMARCK, renamed her DON, and used her as a merchant cruiser during the Russian-Japanese war. The steerage passenger area was turned into additional coalbunkers and hatches were created to take on coal at sea. Two 12 cm guns, four 7.6 cm Armstrong guns and eight 5.7 cm Hotchkiss guns were installed as armaments. After entering service, she only sailed as far as the Canary Islands. Due to ongoing engine problems, she was ordered back for repair, after which it was too late to sail on to Japan. She was then converted into a passenger ship and served the Libau-Rotterdam-New York circuit under the name MOSCOW in 1907. She was shut down for economic reasons after only four round trip and was sold to the Austro-

Hungarian navy in July 1909. Now named GÄA, the former FÜRST BISMARCK took part in several summer maneuvers. Later, during the First World War, she was a mother ship for submarines. In February 1918, she was one of the main ships involved in the Cattaro Mutiny. After the end of the war, the former fast-steamer was confiscated by Italy, and in January 1921 she sailed as the SAN GIUSTO on her last trip from Trieste to New York via Naples. In 1923, due to of her deteriorating condition, she was scrapped in Trieste.



1892: On the return of her maiden voyage, the CAMPANIA won the Blue Riband for an eastbound voyage for the Cunard Line and repeated her success the following year winning for a westbound voyage. The ship offered every imaginable luxury to her passengers. First class cabins and public rooms were lavishly decorated with precious woods and thickly carpeted. Her smoking saloon contained the first open fireplace on a passenger ship. Most spectacular of all was the three-deck dining room with its white-and-gold coffered ceiling and paneled mahogany walls inlaid with ivory and richly carved with pilasters and decorations. After over 14 years of service, she was no longer required in 1914 and was to be sold for scrap. However, the British Admiralty intervened and confiscated the ship to convert it into an armed cruiser that could carry seaplanes.

Parts of the superstructures were removed and the CAMPANIA received a flight deck of 37 meters, later extended to 60 meters, as well as hangars and workshops. For the first time in aviation history, an aircraft launched from a ship underway. Her military service in the First World War was completed without incident until November 5, 1918, a few days before the WWI ended, when she was torn loose from her anchorage in the Firth of Forth and collided with a battleship of her fleet. She sank in 5 hours. Blame was assigned to a guard officer who had failed to bring out a second anchor.



1893: The LUCANIA was the sister ship of the CAMPANIA. With 2 GRT more than her, she was considered the largest ship in the world until 1897. Both new ships were the first builds for the Cunard Line after an eight-year break and would dominate the European New York route for several years. They were co-financed by the British Admiralty, which required Cunard to put both ships on the naval reserve list to serve as merchant cruisers for the Royal Navy when required. In 1894 the LUCANIA won the Blue Riband of the North Atlantic for several years, which her sister ship had previously held. In 1907 when Cunard put their record-breaking ships MAURETANIA and LUSITANIA in service, the LUCANIA slipped into the background and served only as an occasional replacement. After

her final journey in 1909, she was laid up in Liverpool in 1909. On the evening of August 14, 1919, she was badly damaged by a fire and partially sank at her berth. Five days later, after an inspection, it was decided to sell her for scrap, and her interior furnishings were auctioned.



ST. LOUIS

1894: The ST. LOUIS was launched in Philadelphia by the American line to provide transatlantic passenger and mail traffic. She was the biggest ship for the American Line and one of the largest passenger ships under the American flag. In 1898, she was temporarily employed as a troop carrier in the Caribbean during the Spanish-American War. Beginning in 1913, the St. Louis only carried Second and Third Class passengers. In 1917, during the First World War, German submarines repeatedly attacked her. In 1918, four weeks before the end of the war, she was renamed the USS LOUISVILLE and was converted into a troop carrier. After the war, she was due to be rebuilt again for civilian passenger traffic but was destroyed by fire during the repair work in January 1920. Five years later she was towed from New York to Genoa to be scrapped.



ARMENIAN

1895: The ARMENIAN was a Belfast-built cargo liner of the Leyland Line used for service between Liverpool and New York. From 1899 to 1902 during the South African Boer War, she served as a transport for horses and prisoners. She then sailed for the White Star Line as a cargo liner. On June 28th, 1915, she attempted to escape from a German submarine off the coast of Cornwall. The attempt failed and the crew was allowed to abandon ship before being sunk by 2 torpedoes to her stern. Among those lost were 29 crew members, mostly US Americans along with the load of 1,400 mules. A Belgian trawler picked the survivors up the following day.



CANADA

1896: The CANADA was built by Harland & Wolff in Belfast and sailed for the Dominion Line from Liverpool to Québec and Montreal in summer and to Boston in winter. During the African Boer War from 1899 to 1902, she was used as a troop carrier. She also served as a troop carrier in the First World

War. After bringing Canadian troops to England in August 1914, she served as accommodations for German prisoners of war until she returned to service as a transport ship in 1915. After the war, she continued to service the Canada route regularly for the Leyland Line. She was scrapped in Italy after her final journey in 1926.



KAISER WILHELM D.G.

1897: The KAISER WILHELM DER GROSSE was a twin-screw fast steamer for Norddeutsche Lloyd and served for transatlantic passage between Bremerhaven and New York. She was named after Emperor Wilhelm I, who had died in 1888 and was the grandfather of the current Emperor Wilhelm II. With her four funnels, Norddeutsche Lloyd had created a completely new fast-steamer class that was soon copied worldwide. She represented the most popular and most spectacular type of vessel combining the latest technical developments with speed and luxury. KAISER WILHELM DER GROSSE was the first German ship to win the Blue Riband for the fastest North Atlantic crossing. After the outbreak of the First World War, she was transformed into an armed merchant cruiser and used in the trade war off the West African coast. On August 26, the British warship HMS HIGHFLYER opened fire on her. After exhausting her ammunition in about half an hour, she was scuttled on the command of her captain in the shallow

waters off the coast of the Sahara desert. The ship capsized onto the starboard side and remained partly out of the water. The crew was able to disembark and march through the desert to a Spanish fort, where they found shelter.



NEW ENGLAND

1898: The NEW ENGLAND, built in Belfast by Harland & Wolff for the Dominion Line, sailed the circuit from Liverpool via Halifax to Boston. Her triple-expansion steam engine delivered 985 HP, bringing her to a top speed of 15 knots. Beginning in 1903 she changed owners a few times beginning as the ROMANIC for the White Star Line in 1903. In 1912, she sailed as the SCANDINAVIAN for the Allan Line without first class accommodations and finally for the Canadian Pacific Line in 1917. She was scrapped in Hamburg in 1923.



OCEANIC

1899: Weighing in at 17,272 GRT, the OCEANIC was the new flagship of the White Star Line and the largest ship in the world. Her engines delivered 28,000 HP that allowed a top speed of 21 knots. She was dubbed the „Queen of the Ocean“ on her Liverpool-Southampton-New York route and was particularly popular with the American upper class. In October 1905, the OCEANIC was the first ship of the White Star Line to suffer a mutiny when the stokers complained about the harsh working conditions and low pay. On the 13th of May 1912, the OCEANIC picked up three bodies as well as several letters in one of the life boats left floating in the North Atlantic by the TITANIC. The OCEANIC was one of the first ships assigned to duty at the outbreak of the First World War. She was equipped with guns and painted black to serve as an armed merchant cruiser for the Royal Navy. On patrol off the coast of the Shetland Islands on the evening of September 7, 1914, OCEANIC came off the course due to an error in navigation resulting from the standard zigzag course to prevent targeting by U-boats. She ran aground on September 9th in calm and clear weather on the notorious Shaalds of Foula reef, which was only a few meters below the water surface. There she lay three weeks until she was broken apart and sunk due to a severe storm on 29 September. Just a few days after her entry into the Royal Navy, OCEANIC was the first Allied Forces ship to

be lost during the First World War. After 65 years, the last remains of the wreck were removed in 1979.



DEUTSCHLAND

1900: The DEUTSCHLAND, HAPAG's fast-steamer, took the Blue Riband for the western passage on her maiden voyage and won for the eastern passage the following year. However, her speed also caused technical problems. Due to engine vibrations, she lost her rudder on a return trip to Hamburg in 1902 - the cast iron was broken. In 1910, the DEUTSCHLAND was taken out of North Atlantic service due to her high coal consumption. With engines throttled, she was converted into the largest cruise ship in the world. After the First World War, she was not claimed by the Allies because of her bad condition and remained the only large steamship under a German flag. Rebuilt after the end of the war with only two instead of four funnels, she saw service as an emigration ship for HANSA. When the USA limited immigration, she became uneconomical and was scrapped in Hamburg in 1925.



HAVERFORD

1901: The HAVERFORD was a transatlantic steamer for the American Line named after a suburb of Philadelphia. She sailed between Philadelphia and Liverpool. Beginning in 1915, she served as a British troop carrier in the First World War and was heavily damaged by a German submarine in 1917 off the coast of Ireland. After six months of repair, she was torpedoed again in the North Atlantic in 1918. In 1921, she was taken over by the White Star line and resumed the same route between Philadelphia and Liverpool who also retained the ship's name. The HAVERFORD also occasionally sailed between Hamburg and New York. Due to technical problems, she was taken out of service in 1924 and scrapped in Italy in 1925.



CARPATHIA

1902: The Cunard Line launched the CARPATHIA from Swan & Hunter in Newcastle upon Tyne. She was originally used on the North Atlantic route, but beginning in 1909 she sailed between New York and the Mediterranean. On April

11, 1912, the CARPATHIA took on 743 passengers in New York. There were many well-to-do Americans who wanted to spend the spring on the Mediterranean. In the early morning of April 15, 1912, she received the first emergency signals from the sinking TITANIC. Despite the danger of drifting icebergs, she sailed full speed to the reported position. She was the first ship to arrive at the site at about 4 am and took the first survivors on board. For quite some time afterwards, the CARPATHIA's crew were celebrated as heroes in all the ports the ship entered. In 1918 the CARPATHIA was torpedoed by a German submarine in the English Channel and sank within two and a half hours. Since she was part of a convoy, everyone on board was saved except for five.



CEDRIC

1903: The CEDRIC, built in Belfast for the White Star Line, made her maiden voyage from Liverpool to New York on February 11, 1903. She serviced this route on and off for almost three decades. During the First World War, she served as an armed merchant cruiser for the British admiralty. The CEDRIC was involved in several collisions. She sank a French schooner with 24 deaths in 1917, as well as the Canadian Pacific Line's MONTREAL in 1918 and in 1923 she collided with the SCYTHIA in thick fog. Her last Liverpool - New York voyage was in September 1931. In 1932 she was sold for demolition.



BALTIC

1904: The BALTIC was the second passenger ship with this name for the White Star Line. She was the largest ship in the world when she was commissioned and deployed on the North Atlantic route in a weekly express service between Liverpool and New York. In January 1909, she rescued the survivors of the RMS REPUBLIC that had collided with the SS Florida in the thick fog and sunk after about 36 hours. She was rebuilt in 1921 with cabins for 1,000 third class passengers instead of 2,000 sleeping berths. In December 1929, she was involved in the rescue of the shipwrecked sailors of the NORTHERN LIGHT off the coast of Newfoundland. After nearly 30 years of service, she was scrapped in Osaka, Japan in 1933.



AMERIKA

1905: With 22,225 GRT, the AMERIKA was the largest ship under German flag and, after BALTIC, the second largest ship in the world. Her facilities were luxurious and modern, including luxury suites with private bathrooms, electric lifts, a conservatory, and the first à la carte restaurant on a ship. At the outbreak of the First World War, the ship had just arrived in Boston and stayed there so as not to fall into the hands of the Royal Navy. When the US entered the war in 1917, she was confiscated as a troop carrier for the US Navy and her name was anglicized to AMERICA. After the end of the war, she was converted from coal to oil for passenger service. During maintenance work in March 1926, a fire broke out in an oil pipeline destroying almost all of the passenger cabins. Two years later, the repaired AMERICA returned to Bremen from New York via Plymouth and Cherbourg on her first voyage after the fire. In 1932 during the Great Depression, AMERICA was shut down and was reactivated eight years later to serve in the Second World War. Renamed the EDMUND B. ALEXANDER, she transported troops between New Orleans and Panama beginning in January 1941. Equipped with new engines in 1943, she carried troops to Europe. After the war, she carried family members of soldiers crossing the Atlantic. In 1949, she was laid up in Baltimore and then sold to the Bethlehem Steel Corporation in 1957 to be scrapped.



LUSITANIA

1906: The LUSITANIA was a transatlantic liner for the Cunard Line that ran between Liverpool and New York. She was by far the largest ship in the world until the commissioning of her sister ship MAURETANIA. The public interest in the LUSITANIA was so great that around 200,000 spectators gathered in Liverpool harbor to bid farewell for her maiden voyage and she was frenetically cheered when she arrived in New York. She won the Blue Riband of the North Atlantic within a month, which had been held by German ships for the past 9 years. She set new standards in shipbuilding for dimensions, engines and equipment. Her turbine engines were technically superior to the traditional steam engines of the German competition. She produced 76,000 HP, consumed about 1,000 tonnes of coal per day, and needed about 250,000 liters of water per minute to cool her engines at full speed. With an average speed of 24 knots, she was the first ship to ever cross the Atlantic in less than five days on the westbound passage. In the First World War, the LUSITANIA remained a regular passenger ship in the liner service. On the morning of May 7th, 1915, as she neared the southern coast of Ireland after the Atlantic crossing, a German submarine fired a torpedo from a distance of 700m. The LUSITANIA was hit in a coalbunker. Shortly afterwards, a second, much stronger detonation took place, possibly due to a coal dust or steam boiler explosion. The

ship quickly foundered with a prominent list to starboard such that the lifeboats could hardly be lowered to the water. Children who came to the boat deck were crushed in the crowd. After five minutes, the electricity went out leaving the cabins in the dark, elevators with their passengers stuck, and the bulkheads in the ship's hull open. The forward movement of the sinking LUSITANIA swept along the few lifeboats that had been launched rendering them useless. When the funnels submerged, they drove people into the water, while other passengers were sucked under water and back into the ship by the suction of the sinking ship. Only 18 minutes after the torpedo, the LUSITANIA sank. The first rescue vessels arrived at the location within four hours, mostly smaller fishing vessels. The 1198 deaths due to the sinking of the LUSITANIA was the largest loss of life at sea in the First World War and is considered one of the largest single ship catastrophes in history.



MAURETANIA

1907: The MAURETANIA of the Cunard Line was the largest ship in the world at the time of her launch. The First Class cabins achieved a hitherto unprecedented level of splendor. The most expensive cabins on board were the two king suites that included two bedrooms, a living room, a private dining room, a bathroom and a toilet. On her maiden return voyage from New York, she won the Blue Riband for the fastest Atlantic

crossing for the eastern passage. With an average speed of more than 26 knots, she set the record in the westward passage in September 1909, and thus overtook her sister ship LUSITANIA's record from 1907. By 1924, she had improved her own record seven times. In 1914, the MAURETANIA was converted for use as a troop carrier in which capacity she served until the end of the war. In 1919, she returned to the passenger liner service and was upgraded to oil burning in 1921. The coveted Blue Riband was kept by the MAURETANIA for more than two decades until it was finally taken over by the German BREMEN in 1929. After 1930, the old ship was mainly used on cruises and she undertook her last trip to the shipyard in Rosyth, Scotland in 1935. Because of her long service life and her classical design, MAURETANIA is regarded as one of the most famous ships of her century.



1908: The ROTTERDAM, built by Harland & Wolff in Belfast, served the route between Rotterdam and New York for the Holland-America Line. She was regarded as one of the most beautiful and popular ships of her time and was occasionally used for cruises. Although the Netherlands was officially neutral in the First World War, the ROTTERDAM transported allied troops to France beginning in 1916. She also secretly carried weapons. Famous passengers in peacetime included Thomas and Katia Mann

and Albert Einstein, who also made his first trip to America on this same ship in 1921. In 1939 she went out of service and was demolished in the Netherlands in 1940.



1909: The order for constructing the GEORGE WASHINGTON was given by Norddeutsche Lloyd on February 20, 1907, on the day of its 50th company anniversary. In the summer of 1909, the „twin-screw saloon mail steamer“ made her maiden voyage from Bremerhaven to New York. The company's saloon steamers needed two to three days more than a fast-steamer to cross the Atlantic, but they offered a higher degree of comfort and tranquility. The kitchen staff consisted of 1 chief cook, 9 second cooks, 8 third cooks, 4 steam cooks, 4 confectioners, 6 bakers, 20 cleaning men, 4 butchers, and 2 „Israeli cooks“. At the outbreak of war, the GEORGE WASHINGTON was interned in the port of New York in 1914 and was confiscated as a troop carrier for the US Navy in 1917. After the war, the ship sailed for the United States Lines. The ship was laid up in 1931 during the Great Depression but was re-activated as a troop carrier during the Second World War. After the war, she was towed to Baltimore and finally scrapped after a fire on board in 1951. Famous passengers included Sigmund Freud on his visit to the US in 1909 and US President Woodrow Wilson on his way to the Paris Peace Conference in December 1918.



1910: The FRANCE was a transatlantic steamer for the French shipping company Compagnie Générale Transatlantique (CGT), built at the Chantier et Atelier de St. Nazaire shipyard. She was the first French passenger ship with more than 20,000 GRT and the only one with four funnels. Because of her exceptionally splendid interiors, her passengers described her as the „Versailles of the Atlantic“. The centerpiece of the ship was the First Class dining-room that spanned over three decks and was decorated like many other rooms and cabins in the style of French Baroque and Rococo palaces. In the period before the First World War, FRANCE became one of the most popular ships on the North Atlantic route. After the outbreak of war in 1914, she was transformed into an armed merchant cruiser, but her high coal consumption made her completely unsuitable for this role. As a result, she was first converted into a troop carrier and was finally deployed as a hospital ship in 1917. The FRANCE survived the World War without damage. In 1919, she returned to use as a passenger ship on the North Atlantic route. From 1923 to 1924 the ship was modernized and converted to an oil burner. In 1929, the Great Depression forced the CGT to send the increasingly unprofitable ship on cruises to the Caribbean along with the usual liner service. After a collision with a freighter in New York in 1931, the FRANCE was taken out of service in 1932 and finally scrapped in Dunkirk in 1934.



1911: On June 14, 1911, the OLYMPIC started her maiden voyage from Southampton to New York via Cherbourg and Queenstown. After the sinking of her sister ship TITANIC in April 1912, she was equipped with additional lifeboats, reinforced bulkheads, and a double outer skin. During the First World War, she served as a troop carrier. In October 1918, she rammed the German submarine U-103 and sliced through the U-boat's pressure hull with the ship's screw, which caused the death of ten German submarine crew members. In 1919, the OLYMPIC converted to oil burning and returned to civilian passenger service. She was very popular in the 1920s and had many rich and famous passengers on board, including Charlie Chaplin, Mary Pickford, and Douglas Fairbanks, as well as Prince Edward, who at that time was the Prince of Wales. During the Great Depression, the White Star Line, which had never recovered completely from the downfall of the TITANIC, was in serious financial difficulties. In 1934, the British government demanded the merger with the competing Cunard Line. In order to finance the construction of the new ships QUEEN MARY and QUEEN ELIZABETH, the OLYMPIC was sold in 1935 for scrap. By this time, she had crossed the Atlantic Ocean 257 times covering 1.8 million nautical miles. Her famous staircase clock „Honor and Glory Crowning Time“, which was identical to the one on the TITANIC, is now part of the SeaCity Museum in Southampton.



TITANIC

1912: The Belfast-built TITANIC of the British White Star Line was the largest ship in the world with over 46,000 GRT. Due to the fully automated water protection doors between her 16 divisions, she was regarded as „practically unsinkable“. She was intended for the passenger line service on the Southampton - Cherbourg - Queenstown - New York route and would hopefully set new standards in travel comfort. Her second class was roughly equivalent to the comfort of the first class of older passenger steamers. On her maiden voyage, the TITANIC collided with an iceberg southeast of Newfoundland at about 11:45 pm on April 14, 1912. She sank two hours and 40 minutes later in the ice-cold North Atlantic. Although more than two hours were available for evacuation, 1514 of the over 2200 persons on board died, mainly because of an insufficient number of lifeboats. The downfall of the TITANIC gave rise to numerous measures to improve safety at sea, in particular, sufficient lifeboats, around the clock monitoring of radio stations, and the establishment of an international ice patrol. Due to the high number of lives lost, the sinking of the Titanic is one of the biggest casualties in the history of seafaring. Literature, fine art, film, and television throughout the world have all dealt with the events and circumstances of her last voyage and dramatic fall.



IMPERATOR

1913: The IMPERATOR was built at the Vulcan shipyard in Hamburg and was the first ship in the world to register more than 50,000 GRT. The front was decorated with a mighty eagle sitting on a globe of the world. The ship was initially unstable with too much weight on top, so on her first stop in New York heavy wooden claddings were replaced with lighter ones, heavy chairs were replaced with wicker furniture, a lot of built-in marble was dismantled, and the funnels were shortened by nearly three meters. After the First World War, the IMPERATOR was taken as part of the German reparation payments and was handed over to the Cunard Line as BERENGARIA in the express service from Southampton to New York. When the QUEEN MARY was put into operation in May 1936, Cunard wanted to keep the BERENGARIA in service until the commissioning of the QUEEN ELIZABETH. However, due to the lack of fire protection, she had fallen into disfavor with the US authorities. She was forced to return to Europe without any passengers. An extensive reconstruction was no longer deemed worthwhile, so she was sold for scrap in 1938.



AQUITANIA

1914: With the AQUITANIA, built at John Brown & Company in Clydebank, the Cunard Line achieved a completely new quality in the design of British passenger ships. Due to her clear shapes and flat surfaces, the interior design created a simple elegance that was a huge contrast to the overlaid design of her older competitors. Because of her classy design and elegant lines, her passengers soon referred her to as „The Ship Beautiful“. An extraordinary silent running and the absence of noticeable vibrations that felt

unpleasant on many other ships of the time characterized the AQUITANIA. After her intermittent use as a troop carrier in the First World War, she was one of the most popular and economically successful transatlantic liners in the 1920s and 1930s. In total, she made 903 North Atlantic crossings. When demand slowed noticeably during the Great Depression, AQUITANIA was sent on cruises. In the Second World War she was again utilized as a troop carrier. In 1946, she hosted the foreign minister's conference of the four victorious powers in New York: the USA, Great Britain, France, and the Soviet Union. Afterwards, additional accommodations for 1700 passengers were created on board and she served as an emigration ship until December 1949. Because of her exceptionally long service life; the AQUITANIA is one of the most famous transatlantic liners. From 1935 until her scrapping in 1950, she was the last surviving four funnel steamer in the world.

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TRANSATLANTIC – THE SHIPS

AD	Name	Flag	Line		Shipyard	fate	†
1862	Scotia		Cunard	✓	Glasgow		1904
1865	Ariel		Shaw, Lowther & Maxton Ltd.		Greenock		1872
1867	Leander		Joseph Somes Shipping Co.		Glasgow		1901
1868	Thermopylae		Aberdeen Line		Aberdeen		1907
1869	Cutty Sark		Jock Willis Shipping Line		Dumbarton		
1870	Abyssinia		Cunard		Glasgow		1891
1871	Atlantic		White Star		Belfast		1873
1872	Adriatic		White Star	✓	Belfast		1899
1873	Pommerania		HAPAG		Greenock		1878
1874	Germanic		White Star	✓	Belfast		1950
1875	City of Berlin		Inman Line	✓	Greenock		1921
1876	Nubian		Union Line		Newcastle u. Tyne		1892
1877	Devonia		Anchor Line		Barrow in Furness		1899
1878	Belgenland		Red Star Line		Barrow in Furness		1906
1879	Arizona		Guion Line	✓	Glasgow		1926
1880	Columbia		Oregon Railr. & Navigation Co.		Chester, PA		1907
1881	Hammonia		HAPAG		Glasgow		1914
1882	Stirling Castle		Thomas Skinner & Co.		Glasgow		1911
1883	Oregon		Guion Line	✓	Glasgow		1886
1884	Umbria		Cunard	✓	Glasgow		1910
1885	Etruria		Cunard	✓	Glasgow		1910
1886	Ormuz		Orient Steam Navigation Co.		Glasgow		1922
1887	Britannia		Peninsular & Oriental		Greenock		1909
1888	City of New York		Inman Line	✓	Clydebank		1923
1889	Augusta Victoria		HAPAG		Stettin		1907
1890	Majestic		White Star	✓	Belfast		1914
1891	Fürst Bismarck		HAPAG		Stettin		1924
1892	Campania		Cunard	✓	Glasgow		1918
1893	Lucania		Cunard	✓	Glasgow		1909
1894	St. Louis		American Line		Philadelphia		1925
1895	Armenian		Leyland Line		Belfast		1915
1896	Canada		Dominion Line		Belfast		1926
1897	Kaiser WdG		Norddeutscher Lloyd	✓	Stettin		1914
1898	New England		Dominion Line		Belfast		1923
1899	Oceanic		White Star		Belfast		1914
1900	Deutschland		HAPAG	✓	Stettin		1925
1901	Haverford		American Line		Clydebank		1925
1902	Carpathia		Cunard		Wallsend		1918
1903	Cedric		White Star		Belfast		1932
1904	Baltic		White Star		Belfast		1933
1905	Amerika		HAPAG		Belfast		1957
1906	Lusitania		Cunard	✓	Clydebank		1915
1907	Mauretania		Cunard	✓	Wallsend		1935
1908	Rotterdam		Holland-Amerika Lijn		Belfast		1940
1909	G.Washington		Norddeutscher Lloyd		Stettin		1951
1910	France		Co. Generale Transatlantique		Saint-Nazaire		1935
1911	Olympic		White Star		Belfast		1936
1912	Titanic		White Star		Belfast		1912
1913	Imperator		HAPAG		Hamburg		1939
1914	Aquitania		Cunard		Clydebank		1950