

Ships and Passengers

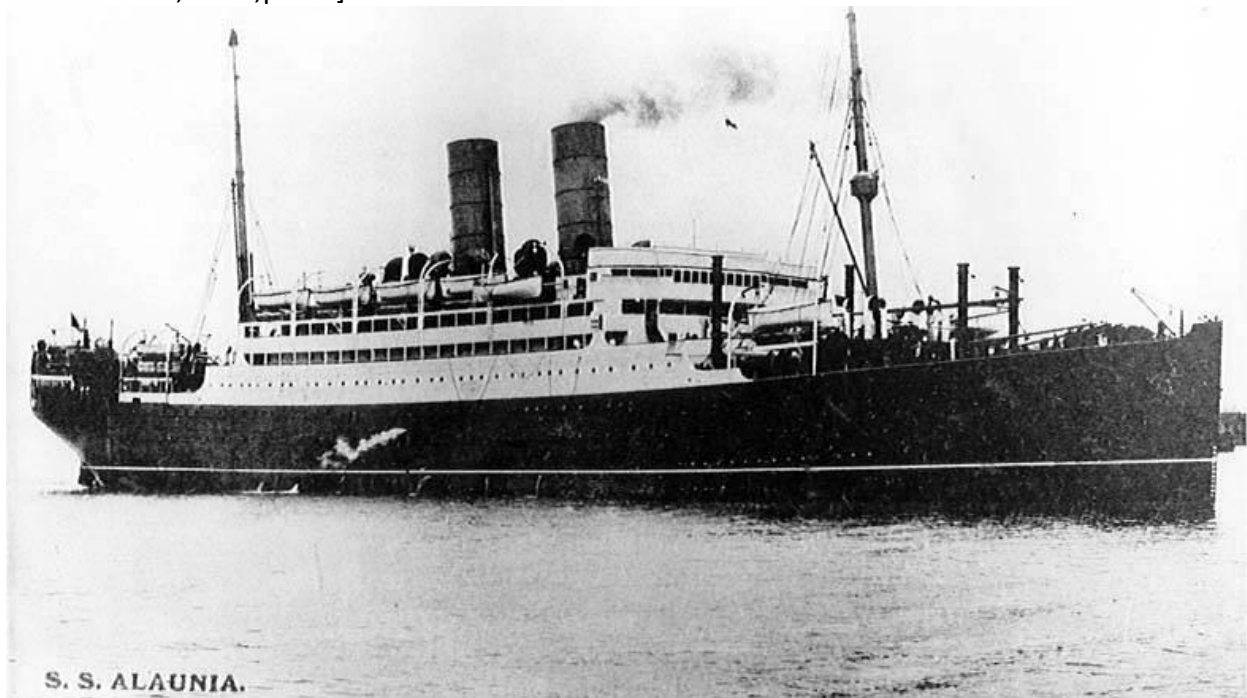
The ship descriptions were obtained from The Ships List (<http://www.theshipslist.com/>). The description for the Darro was extracted from the Board of Trade Wreck Report for 'Mendi' and 'Darro', 1917 (<http://www.allatsea.co.za/shipwrecks/mendiwreck.htm>)

The photos are from Old Ships Pictures Gallery (<http://www.photoship.co.uk>).

ALAUNIA 1913

Description

13,405 gross tons, length 520.3ft x beam 64ft, two funnels, two masts, twin screw, speed 15 knots, accommodation for 520-2nd and 1,540-3rd class passengers. Launched on 9th Jun.1913 by Scott's Shipbuilding & Engineering Co, Greenock for the [Cunard Steamship Co](#), her maiden voyage started 27th Nov.1913 from Liverpool for Queenstown, Portland and Boston (4 round voyages). 9th Apr.1914 first voyage (London for cargo) - Southampton - Portland. 14th May 1914 first voyage (London) - Southampton - Quebec - Montreal. 10th May 1916 first voyage London - New York. 19th Sep.1916 last voyage London - NY. 19th Oct.1916 mined and sunk off Royal Sovereign lightship, Sussex with the loss of two lives.[North Atlantic Seaway by N.R.P.Bonsor, vol.1,p.159]



Passengers

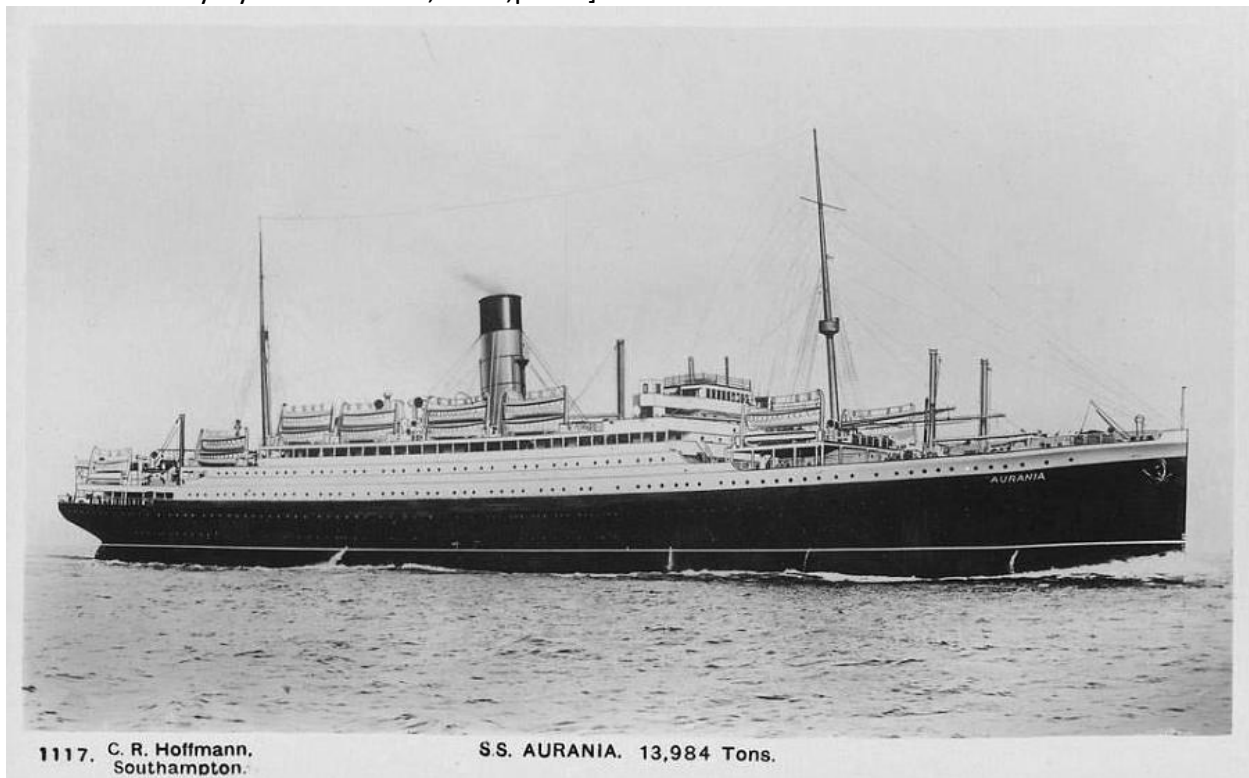
1916 - New York to Falmouth

Florence Johnson, Marjorie Johnson, Fred Johnson, Geoffrey Johnson, and Eric Johnson sailed from New York, New York, USA to Falmouth, Cornwall aboard the SS Alaunia. They arrived 18 October 1916. (J706) The ship was sunk the following day

AURANIA / ARTIFEX 1924

Description

The AURANIA was a 13,984 gross ton ship, length 519.7ft x beam 65.3ft, one funnel, two masts, twin screw and a speed of 15 knots. There was accommodation for 500-cabin and 1,200-3rd class passengers. Built by Swan, Hunter & Wigham Richardson, Wallsend-on-Tyne, she was launched for the [Cunard SS Co](#) on 6th Feb.1924. Her maiden voyage started on 13th Sep.1924 when she left Liverpool for New York. On 17th Apr.1925 she started her first Liverpool - Quebec - Montreal voyage and in June 1927 was refitted to carry Cabin, tourist and 3rd class passengers. Her first voyage from London (cargo)- Southampton - Quebec - Montreal started on 13th Apr.1928 and her last sailing on this route commenced on 4th Aug.1939. She was then converted to an Armed Merchant Cruiser and in 1942 was sold to the British Admiralty. In 1944 she was renamed ARTIFEX and became a naval repair ship. Scrapped at Spezia in 1961. [North Atlantic Seaway by N.R.P.Bonsor, vol.1,p.166]



Passengers

1926 - Greenock to Quebec

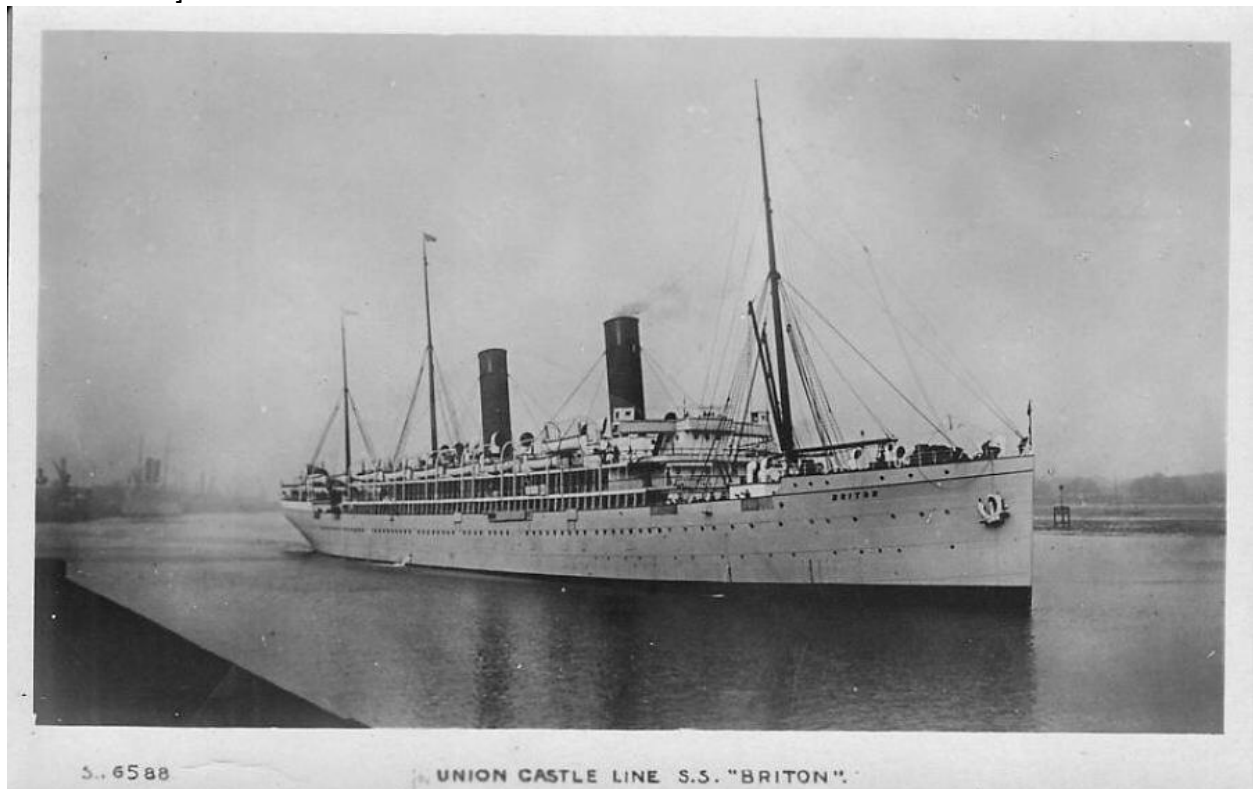
Jessie Johnson and her children Walter Johnson, Edward Johnson, James Johnson, and Janet Johnson departed Greenock, Scotland for Quebec, Canada aboard SS Aurania on

11 September 1926 and arrived in Quebec 18 Sep 1926. (J708, J854) There is no mention in the description about sailing from Greenock.

BRITON 1897

Description

Off. No.106919, 10,248 gross tons, length 530.3ft x beam 60.3ft, two funnels, three masts, speed 17.5 knots, accommodation for 280-1st, 182-2nd and 122-3rd class passengers. Launched on 5th Jun.1897 by Harland & Wolff, Belfast (Yard No.313) for the [Union SS Co](#) and completed in Nov.1897 she arrived at Capetown on her maiden voyage on 21st Dec. At the time, she was the largest liner running between Britain and South Africa. In Jun.1898 she ran aground briefly on the Shambles, off Portland Bill, Dorset but was refloated. Oct.1899 carried 1,500 troops to Capetown in less than 15 days at the beginning of the Boer War. 1900 transferred to ownership of the newly formed [Union-Castle Mail SS](#) Co. 11th Aug. to 25th Sep.1914 requisitioned as a troopship, then returned to commercial service. 16th Dec.1915 requisitioned as troopship, mainly on Mediterranean service. 1918 carried Nigerian troops from Mombasa to Lagos. Later carried U.S. troops between Liverpool and the USA. 1919 on New Zealand route. 1920 returned to commercial service. Jan.1925 laid up at Netley. Oct.1925 made final voyage to Capetown during the seamen's strike. May 1926 arrived at La Spezia for scrapping. [Union-Castle Line by Peter Newell]



Passengers

1902 - South Africa to Southampton

ShipsAndPassengers.doc

7 Feb 2014

Florence Johnson sailed from South Africa to Southampton, Hampshire aboard the SS Briton. She arrived on 29 November 1902. (J705)

CANADA 1896

Description

The CANADA was a 8,806 gross ton ship built by Harland & Wolff, Belfast in 1896 for the [Dominion Line](#). Her details were - length 500.4ft x beam 58.2ft, one funnel, two masts, twin screw and a speed of 15 knots. There was accommodation for 200-1st, 200-2nd, and 800-3rd class passengers. She was launched on 14th May 1896 and sailed from Liverpool on her maiden voyage to Quebec and Montreal on 1st Oct. 1896. After two round voyages, she was transferred on 23rd Dec. 1896, to the Liverpool - Boston service. From Nov. 1899 to late 1902, she was used as a transport ship for the Boer War, and on 19th Mar. 1903 she went on the Liverpool - Halifax - Boston run. At this time she was rebuilt to a tonnage of 9,413 tons and on 22nd Apr. 1903 she resumed the Liverpool - Quebec - Montreal service. In Nov. 1909 she was further altered to carry 463-2nd and 755-3rd class passengers and on 22nd Aug. 1914 commenced her last voyage from Liverpool to Quebec and Montreal, being used on the return passage to carry part of the Canadian Expeditionary Force to Europe. In 1914 she was used as an accommodation ship for German prisoners and between 1915 - 1918 was used as a transport ship. In Nov. 1918 she resumed the Liverpool - Portland service until 13th Aug. 1926, when she commenced her last voyage from Liverpool to Quebec and Montreal. She was scrapped in Italy in 1926.



Passengers

1907 - Liverpool to Montreal

Rowland Hall departed Liverpool 29 August 1907 and arrived Montreal, 6 September 1907 (H352, H353)

1910 - Liverpool to Quebec City

Robert Hall, Mary Hall, Norman Hall, and Dorothy Hall departed Liverpool on 24 September 1910 bound for Montreal. They arrived at Quebec City, 2 October 1910 (H350, H354)

1913 - Liverpool to Quebec City

Elizabeth Roycroft, Frank Roycroft, Annie Garnett, and Gertrude Garnett departed from Liverpool 6 May 1913 and arrived at Quebec City, Canada 14 May 1913. (G88, G89)

CELTIC 1901

Description

The CELTIC belonged to the [White Star Line](#). She was a 21,035 ton liner built in 1901 by Harland and Wolff at Belfast. Her dimensions were length 680.9ft x beam 75.3ft, two funnels, four masts, twin screw and a speed of 16 knots. There was accommodation for 347-1st, 160-2nd and 2,350-3rd class passengers. She was launched on 4.4.1901 and left on her maiden voyage from Liverpool to New York on 26.7.1901. She was transferred to the American Line in 1907 and was used on their New York - Cherbourg - Southampton service until 1914 when she was armed and converted to a British armed merchant cruiser. She was paid off in 1916 and resumed the Liverpool - NY service for White Star. On 15.2.1917 she was mined in the Irish Sea and towed to Liverpool. In March 1918 she was torpedoed in the Irish Sea and repaired in Belfast and on 8.12.1918 resumed the Liverpool - NY service and in 1920 was rebuilt to carry 347-1st, 250-2nd, and 1,000-3rd class passengers. Converted again in 1926 to carry cabin class, tourist class and 3rd class passengers. On 10.12.1928 she was wrecked on Roche's Point, Cobh, Ireland with no loss of life and was demolished where she lay.



Passengers

1919 - Liverpool to Halifax

Aubrey T. Hall arrived 20 October 1919 at Halifax, Nova Scotia. (H418)

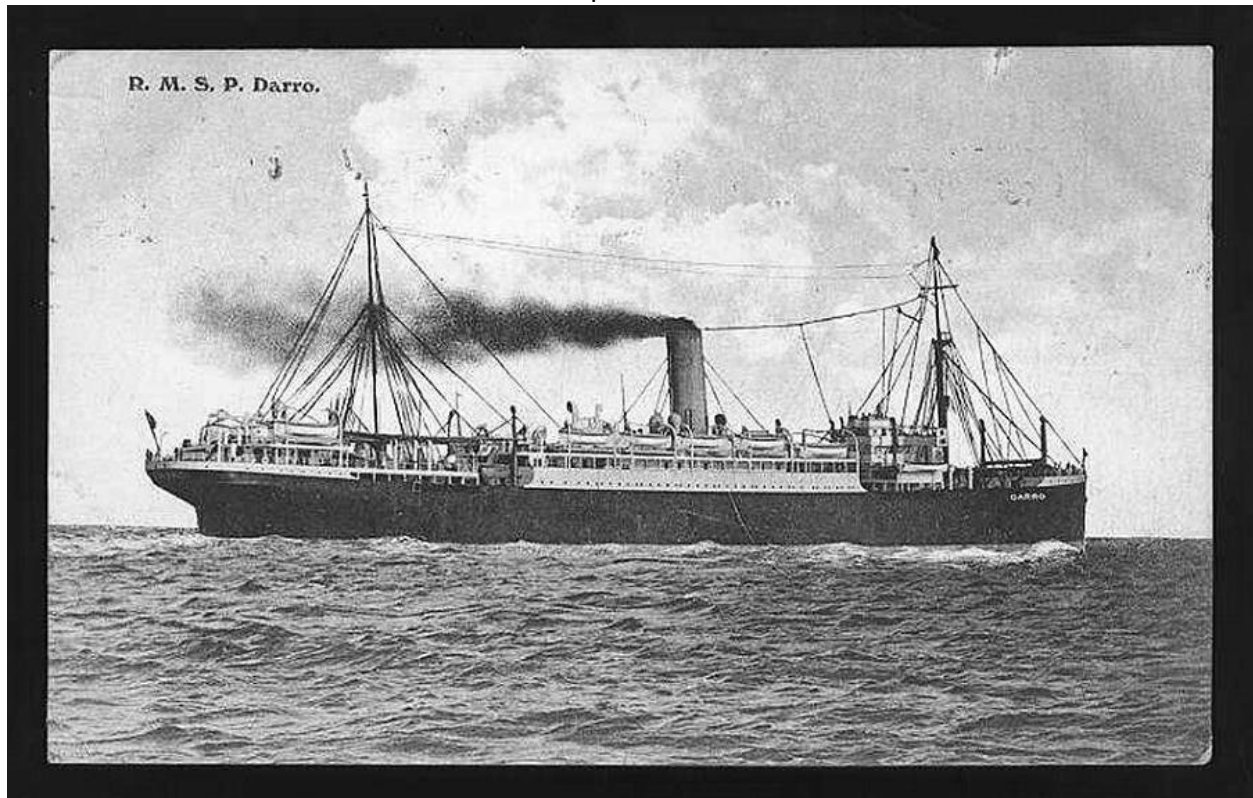
Darro

Description

11,483 gross tons, length 500.7ft, beam 62.4ft, 1 funnel, two masts, twin-screw, speed 13 knots, accommodation for 111 first, 42 second, and 829 third class passengers and a crew of 195. She was built of steel at Belfast, in 1912, by Messrs. Harland & Wolff, Limited, and was owned by the Royal Mail Steam Packet Company.

The 4230 gross ton troopship Mendi set sail from Cape Town on 16 January 1917 with 802 members of the 5th Battalion, South African Native Labor Corps (SANLC). Her final destination was La Havre, France. After calling at Plymouth she set sail for Le Havre, and in thick mist, while approximately 12 miles off St Catherine's Point on the Isle of Wight, was struck on the starboard side by the SS Darro. It was the 21st of February 1917. Immediately the Mendi started to list to starboard and sink. The troops on board were mostly asleep in the troopdecks. The Darro backed out of the hole she had caused and the sea poured into this breach. Thick mist complicated the situation and the Mendi had only 25 minutes to live. The Darro made no attempt to rescue survivors and the Master of the ship would have his licence suspended for a

year. It was found that the Darro was travelling at high speed in the fog and was responsible for the disaster. Some 615 men from the Mendi perished.



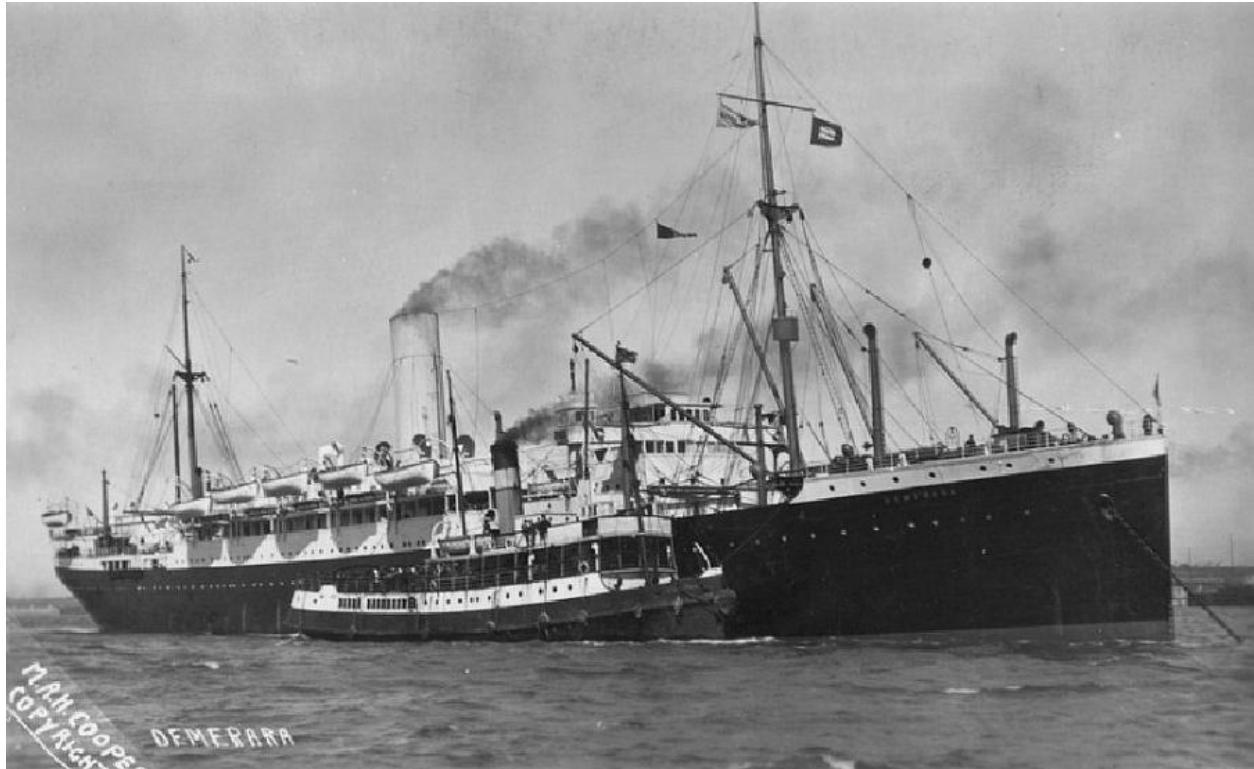
Passengers

Phoebe Miller left Liverpool 24 Oct 1913 for Buenos Aires, Argentina. (J927).

DEMARARA 1911

Description

11,484 gross tons, length 500.7ft x beam 62.3ft, one funnel, two masts, twin screw, speed 15 knots, accommodation for 98-1st, 38-2nd and 800-steerage class passengers. Launched on 21st Dec.1911 by Harland & Wolff, Belfast for [Royal Mail Steam Packet](#) Co, and delivered 8th Aug.1912 for the Liverpool - River Plate service. 1st Jul.1917 torpedoed off La Rochelle but reached port and repaired. 1933 scrapped in Japan. [Merchant Fleets, vol.5 by Duncan Haws]



Passengers

1914 - Rio de Janeiro to Liverpool

Phoebe Miller arrived Liverpool 6 Jul 1914 from Rio de Janeiro (J928).

EMPRESS OF BRITAIN / QUEEN ANNA MARIA / CARNIVALE 1956

Description

25,516 gross tons, length 640ft x beam 85.2ft, one funnel, one mast, twin screw, speed 20 knots, accommodation for 160-1st and 894-tourist class passengers. Built by Fairfield SB & Eng. Co., Govan, she was launched for [Canadian Pacific SS Co.](#) on 22nd Jun.1955 by HM Queen Elizabeth II. 20th Apr.1956 maiden voyage Liverpool - Quebec - Montreal. On 10th Oct.1963 she completed her 123rd and last Canadian Pacific voyage and was then chartered to Travel Savings Association for cruising. Nov.1964 sold to Greek Line renamed QUEEN ANNA MARIA and rebuilt to 21,716 gross tons with accommodation for 168-1st and 1,145-tourist class passengers. Used on the Piraeus - Naples - New York and later on the Haifa - New York services. 1975 laid up at Piraeus and then sold to Carnival Cruise Lines and renamed CARNIVALE. Used for New York - Caribbean cruising. 1993 sold renamed FIESTAMARINA, 1994 renamed OLYMPIC, 1998 renamed THE TOPAZ. To shipbreakers at Alang, India on 4th July 2008 and Beached on 5th July.

[Merchant Fleets, vol.3 by Duncan Haws]

The Empress of Britain was 25,516 gross tons, length 640ft x beam 85.2ft, one funnel, one mast, twin propellers giving a speed 20 knots. There was accommodation for 160-1st and 894-tourist

class passengers. Built by Fairfield SB & Eng. Co., Govan, she was launched for [Canadian Pacific SS Co.](#) on 22nd June 1955 by HM Queen Elizabeth II.

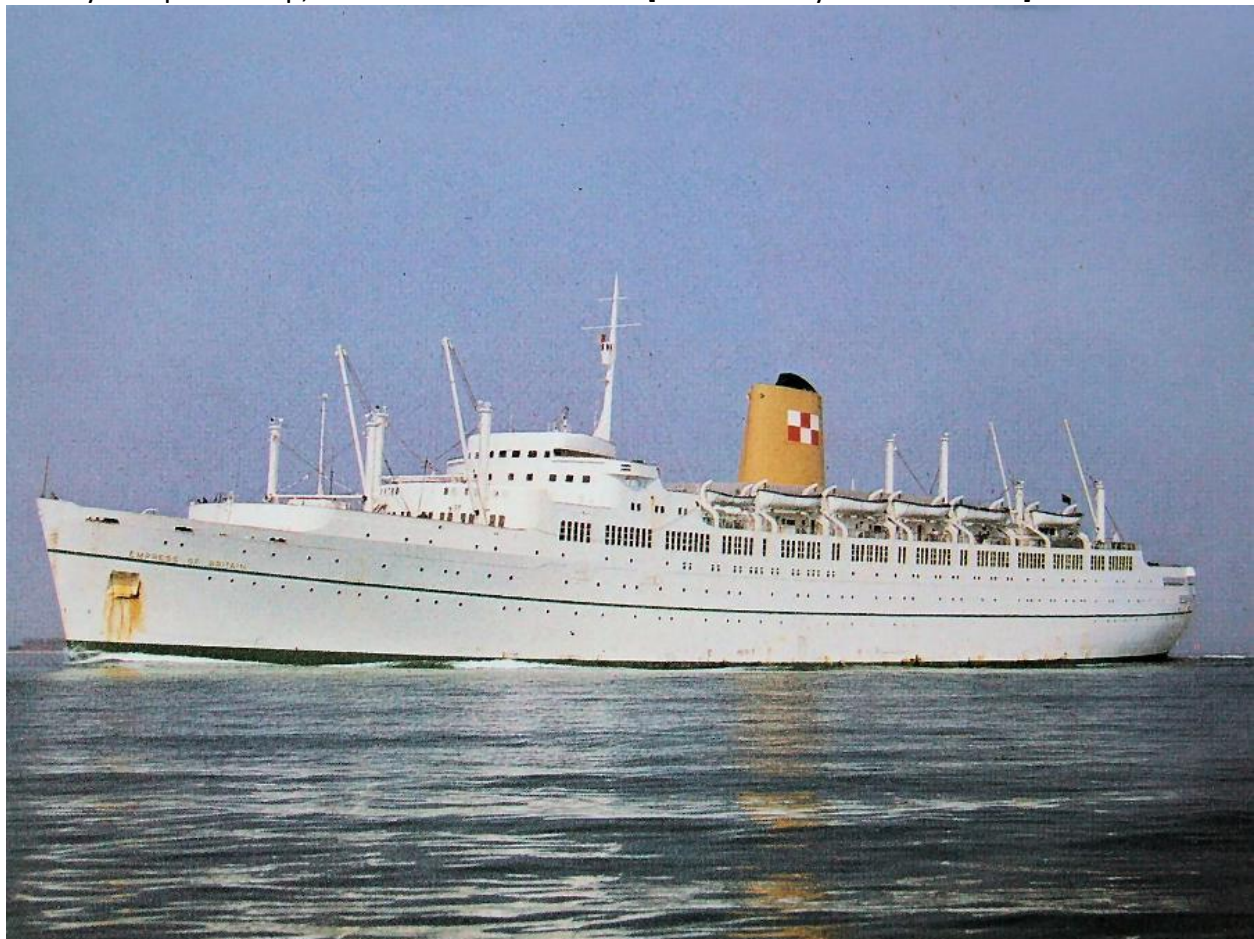
On 20th April 1956 she undertook her maiden voyage Liverpool - Quebec - Montreal.

On 10th Oct 1963 she completed her 123rd and last Canadian Pacific voyage and was then chartered to Travel Savings Association for cruising.

In Nov 1964 she was sold to Greek Line renamed Queen Anna Maria and rebuilt to 21,716 gross tons with accommodation for 168-1st and 1,145-tourist class passengers. She was used on the Piraeus - Naples - New York and later on the Haifa - New York services.

In 1975 she was laid up at Piraeus and then sold to Carnival Cruise Lines and renamed Carnivale for New York - Caribbean cruising. As Carnival were able to afford new tonnage, the Carnivale was sold to Fiesta Marine as the FiestaMarina but this was shortlived and the following year she was sold to Epirotiki Line as the Olympic.

In 1997 she was then sold to the Cyprus based Louis Cruise Line and renamed Topaz. She remains as the Topaz today but has sailed in a variety of guises for Thomson Cruise Line and latterly as a peace ship, chartered to Peace Boat. [submitted by Don Hazeldine]



Passengers

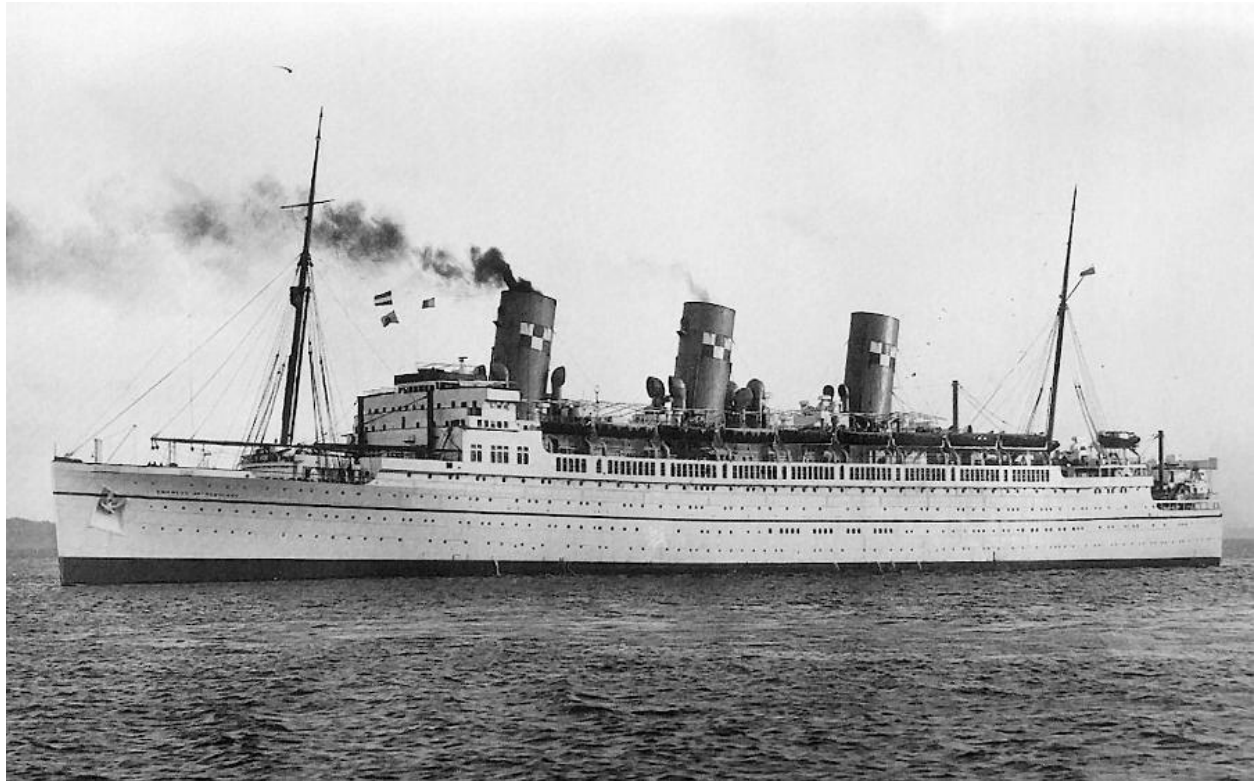
1957 - Liverpool to Montreal

Norman and Gertrude Hall left Liverpool, England on 30 Aug 1957 bound for Montreal, Canada (H484).

EMPRESS OF JAPAN / EMPRESS OF SCOTLAND / HANSEATIC 1929

Description

26,032 gross tons, length 644ft x beam 83.9ft, three funnels, two masts, twin screw, speed 22 knots, accommodation for 399-1st, 164-2nd, 100-3rd and 510-steerage class passengers. Built by Fairfield SB & Eng. Co., Ltd, Govan, she was launched for [Canadian Pacific SS Co](#) on 17th Dec.1929 and started her maiden voyage on 14th Jun.1930 when she left Liverpool for Quebec and Southampton. On 12th July she sailed for Suez and Hong Kong and then joined the transpacific service Hong Kong - Yokohama - Vancouver. 1939 requisitioned for trooping duties, she was renamed EMPRESS OF SCOTLAND in 1942 after the entry of Japan into the war. Released to her owners in May 1948 she was rebuilt to 26,313 gross tons with accommodation for 458-1st and 250-tourist class passengers. 9th May 1950 first post war sailing Liverpool - Greenock - Quebec. Apr.1952 masts shortened to allow her to pass under the Quebec bridge and sail up to Montreal. Nov.1957 laid up at Liverpool. Jan.1958 sold to [Hamburg America Line](#) renamed HANSEATIC. Rebuilt to 30,030 gross tons with two funnels and placed on the Cuxhaven - Havre - Southampton - Cobh - New York service. 7th Sep.1966 caught fire at New York, towed to Hamburg and scrapped. [Merchant Fleets, vol.3 by Duncan Haws]



Passengers

1957 - Montreal to Liverpool

Norman and Gertrude Hall arrived in Liverpool, England from Montreal, Canada on 11 Jun 1957 (H483).

DUCHESS OF BEDFORD / EMPRESS OF FRANCE 1928

Description

It was built by John Brown & Co Ltd, Glasgow in 1928 for [Canadian Pacific SS Ltd](#). She was a 20,123 gross ton ship, length 601ft x beam 75.2ft, two funnels, two masts, twin screw and a speed of 18 knots.

There was passenger accommodation for 580-cabin, 480-tourist and 510-3rd class. Launched on 24th January 1928 by Mrs Stanley Baldwin, the wife of the British prime minister, she sailed from Liverpool on her maiden voyage to Quebec and Montreal on 1st June 1928. On her second westbound crossing, she set a new record of six days, nine and a half hours from Liverpool to Montreal. In July 1933 she was in collision with an iceberg in Belle Isle Strait, but sustained only slight damage. Five days before the declaration of war in 1939, she was chartered for a trooping voyage to Bombay, and on 5th January 1940 resumed Liverpool - St John NB - Halifax voyages, being used on the Eastbound crossings to ferry Canadian troops to Britain. In August 1940 she commenced the first of three voyages to Suez *via* Freetown and Cape Town. In November 1941 she left Liverpool on a 5 month voyage which took her to Singapore with 4000 Indian troops and 40 nurses. Arriving at the end of January 1942, she embarked 875 women and children for evacuation to Batavia, Java. Although attacked on several occasions, she was not seriously damaged, and arrived at Liverpool on 2nd April 1942. After two trips to Cape Town, she sailed from Liverpool for Boston on 7th August 1942 and on 9th August, sighted a U-Boat and sank her by gunfire. She was later used in the North African landings and shot down an enemy aircraft in November 1943. Later used in the Sicily and Salerno landings and various trooping voyages, and prisoner of war repatriations.

On 3rd March 1947 she arrived at Glasgow to be refitted to carry 400-1st and 300-tourist class passengers, her speed increased to 20 knots, and was renamed EMPRESS OF FRANCE in October 1947. She resumed Liverpool - Quebec - Montreal sailings on 1st September 1948 and in 1958 was fitted with new streamlined funnels and her accommodation altered to carry 218-1st and 482-tourist class passengers. She started her last Montreal - Liverpool crossing on 30th November 1960 having made 310 round voyages on the North Atlantic, and on 19th December 1960 sailed from Liverpool for Newport, Monmouthshire where she was scrapped. [North Atlantic Seaway by N.R.P.Bonsor, vol. 3, pp. 1317-18] [Canadian Pacific - 100 years by George Musk]



Passengers

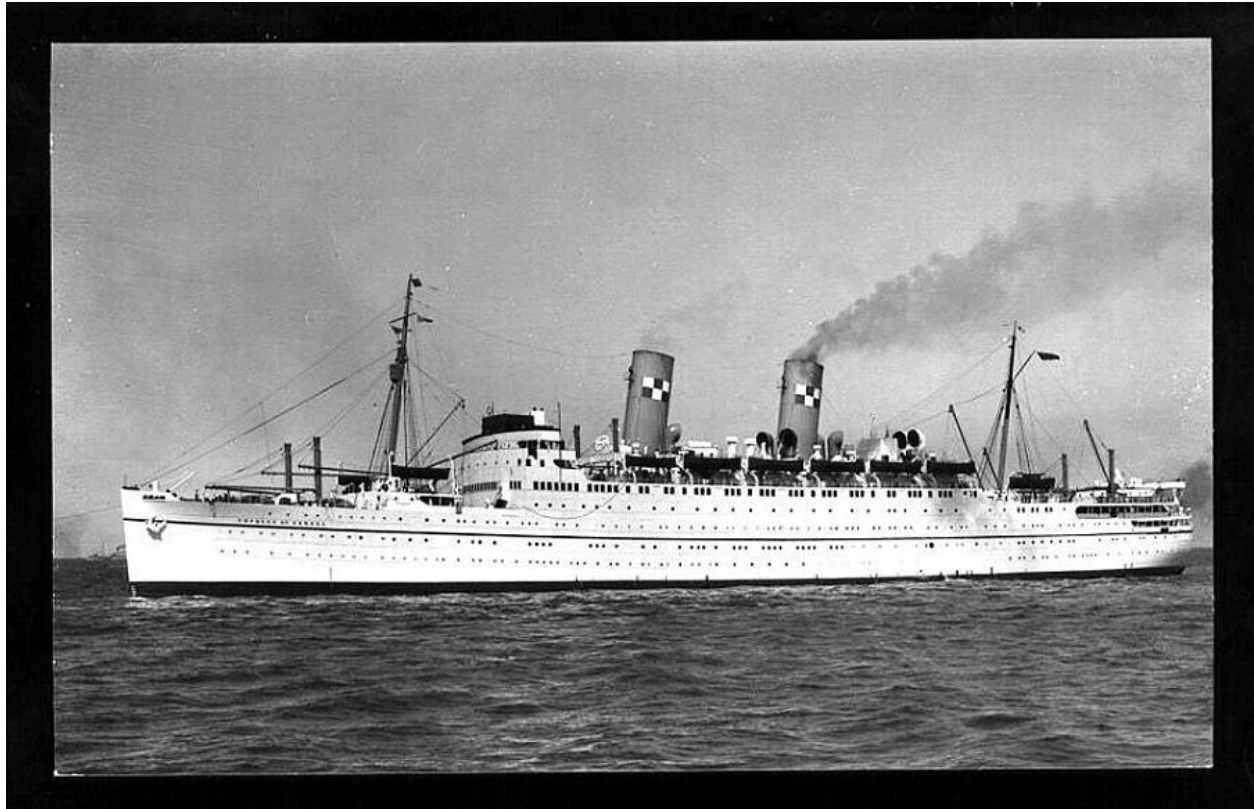
1949 - Liverpool to Montreal

Gertrude Hall left Liverpool, England on 6 Sep 1949 bound for Montreal, Canada (H485).

DUCHESS OF RICHMOND / EMPRESS OF CANADA (2) 1928

Description

20,022 gross tons, length 601ft x beam 71.2ft, two funnels, two masts, twin screw, speed 18 knots, accommodation for 580-cabin, 480-tourist and 510-3rd class passengers. Built by John Brown & Co, Glasgow, she was launched on 18th Jun.1928 for [Canadian Pacific Steamships Ltd.](#) Her maiden voyage started 15th Mar.1929 when she left Liverpool for St. John, NB and she continued Canada sailings until starting her last pre-war crossing from Montreal to Liverpool on 15th Dec.1939. She was then used as a troopship until May 1946 when she arrived at Glasgow for refurbishment. Refitted to carry 400-1st and 300-tourist class passengers and speed increased to 20 knots, she was renamed EMPRESS OF CANADA in 1947. On 16th Jul.1947 she left Liverpool on her first post war voyage to Quebec and Montreal and made a total of 186 round voyages on the North Atlantic. She caught fire at Gladstone Dock, Liverpool on 25th Jan.1953, heeled over and sank in dock. Refloated in March 1954, she left Liverpool in tow on 1st Sept. and was scrapped at Spezia, Italy. [North Atlantic Seaway, vol.3, p.1318 by N.R.P.Bonsor]



Passengers

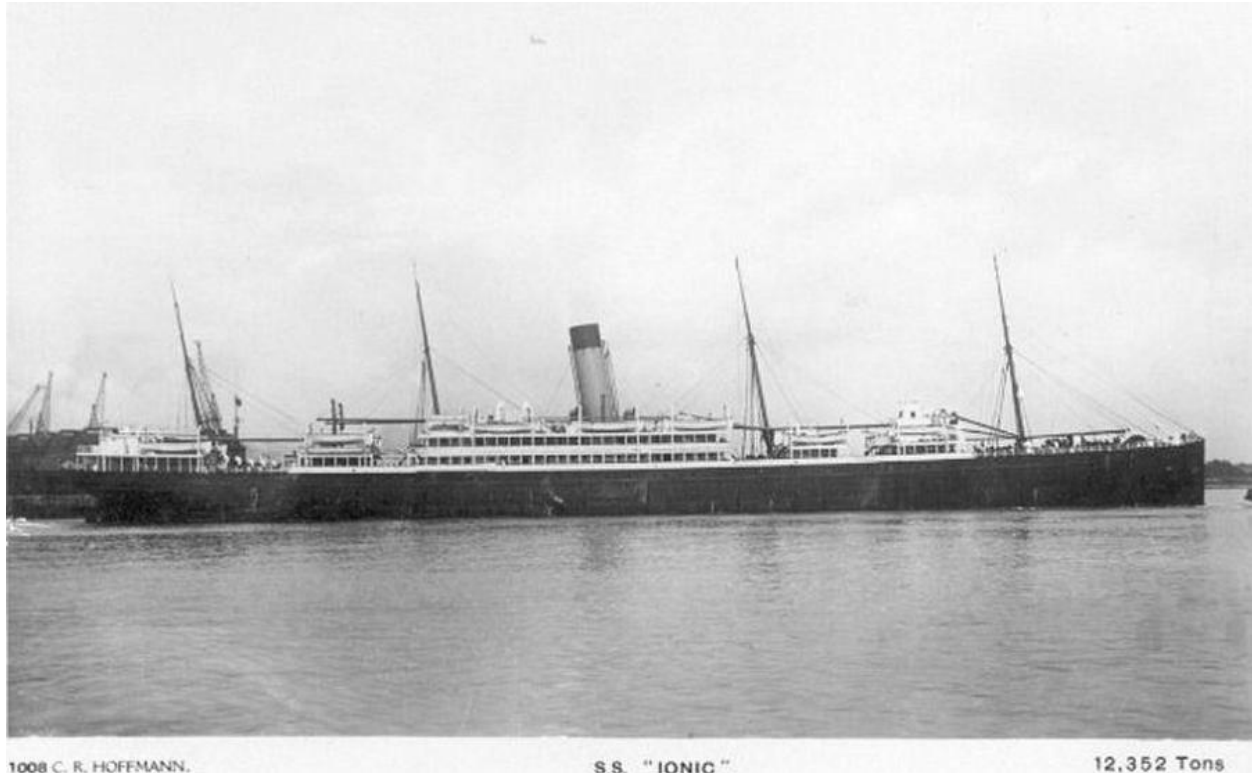
1949 - Montreal to Liverpool

Gertrude Hall arrived in Liverpool, England from Montreal, Canada on 13 May 1949 (H486).

IONIC 1902

Description

12,232 gross tons, 7,826 net tons, length 500ft x beam 63.3ft, one funnel, four masts, twin screw, speed 14 knots, accommodation for 121-1st, 117-2nd and 450-3rd class passengers. Refrigerated cargo space. Built by Harland & Wolff, Belfast, she was launched on 22nd May 1902 for the [Shaw Savill & Albion - White Star Line](#) joint service to New Zealand. Her maiden voyage to Wellington started 16th Jan.1903 and she stayed on this service until 1914 when she became a New Zealand Expeditionary Force troopship. 1917 used under the liner requisition scheme. 31st Jan.1919 resumed commercial service via the Panama Canal. 1927 rescued the crew of the French Grand Banks fishing boat DAISY. 1929 converted to Cabin and Third Class accommodation. 1934 with the merger of White Star Line and Cunard, the ship was bought outright by Shaw Savill & Albion Line. 1936 owned by the group's Norfolk & North American S.S.Co, she started her final sailing on 9th Sep.1936 and was scrapped at Osaka the following year. The ship's bell is in Auckland's War Memorial Museum. [Merchant Fleets, vol.10 by Duncan Haws]



Passengers

1925 - Southampton to Wellington, New Zealand

Terence Miller departed Southampton for Wellington, New Zealand on 8 Jan 1925 (J947).

MEGANTIC 1908

Description

The MEGANTIC was built by Harland & Wolff, Belfast in 1908. Originally laid down as the ALBANY for the Dominion Line, she was purchased on the stocks by [White Star Line](#) and launched as the MEGANTIC. This was a 14,878 gross ton ship, length 550.4ft x beam 67.3ft, one funnel, two masts, twin screw and a speed of 16 knots. There was accommodation for 230-1st, 430-2nd and 1,000-3rd class passengers. Launched on 10th Dec.1908, she sailed from Liverpool on her maiden voyage to Quebec and Montreal on 17th Jun.1909. On 30th Nov.1914 she started her first Liverpool - New York voyage and commenced her last sailing on this route on 21st Apr.1915. On 6th Apr.1917 she came under the liner requisition scheme and was used for government wartime services. In April 1918 she resumed Liverpool - New York sailings and started her last voyage on this service on 1st Apr.1919. Refitted to accommodate 325-1st, 260-2nd and 550-3rd class passengers, she resumed Liverpool - Quebec - Montreal voyages in May 1919. On 9th Jan.1920 she sailed Liverpool - Sydney for the British government and in May 1924 she became cabin and 3rd class only. She made one voyage to China as a troop transport in 1927 and in March 1928 became cabin, tourist and 3rd class. On 22nd Mar.1928 she sailed

London - Havre - Southampton - Halifax - New York and on 19th Apr.1928 commenced her first London - Havre - Southampton - Quebec - Montreal voyage. Her last voyage on this service started on 16th May 1931 and she was then laid up at Rothesay, Scotland. In Feb.1933 she sailed to Osaka, Japan where she was scrapped. [North Atlantic Seaway by N.R.P.Bonsor, vol.2,p.764][Great Passenger Ships of the World by Arnold Kludas, vol.1]



R. M. S. Megantic.

Passengers

1917 - Liverpool to Quebec City

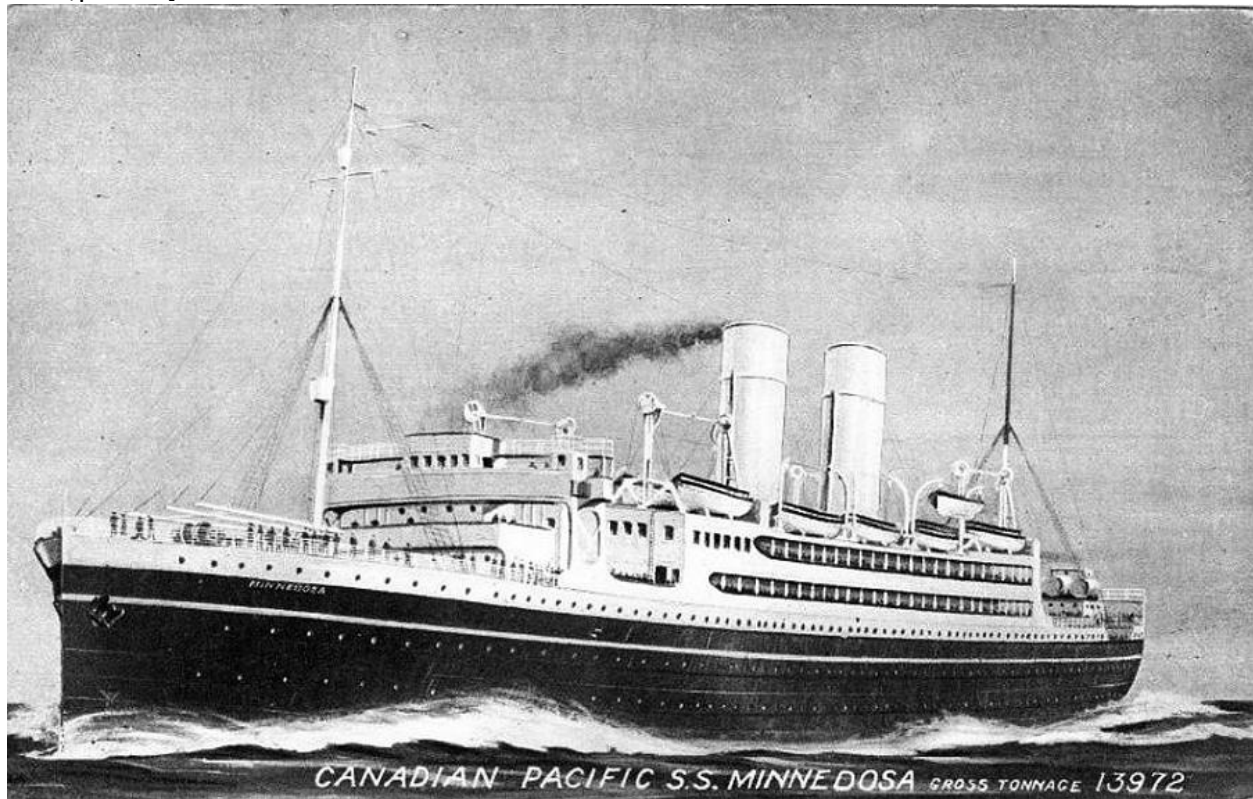
Florence Johnson, Marjorie Johnson, Fred Johnson, Geoffrey Johnson, and Eric Johnson departed from Liverpool 14 August 1917 bound for Montreal. They arrived at Quebec City, Canada, 27 August 1917. Guy Johnson's military records indicate that he was travelling on the same ship but his name does not appear. Geoffrey Johnson also confirmed that Guy was on the ship. He may have been included with a group of soldiers that was on board (J696, J704)

MINNEDOSA / PIEMONTE 1918

Description

The MINNEDOSA was ordered by the Hamburg America Line in 1913, but was taken over by [Canadian Pacific](#) before completion. She was built by Barclay, Curle & Co Lts, Glasgow (engines by Harland & Wolff, Belfast) and was a 13,972 gross ton vessel, length 520ft x beam 67.2ft, two funnels, two masts, triple screw and a speed of 15 knots. There was accommodation for 550-cabin and 1,200-3rd class passengers. Although her keel was laid in 1913, she was not launched

until 17/10/1917 and on 2/5/1918 was towed to Belfast to have her engines fitted. On 5/12/1918 she commenced her maiden voyage from Liverpool to St John, NB and on 13/12/1919 started a single round voyage from the UK to Bombay for the British government. On 21/6/1922 she commenced her first voyage from Antwerp to Southampton, Quebec and Montreal and in 1925 was refitted by Hawthorn, Leslie & Co Ltd, Hebburn-on-Tyne and her tonnage increased to 15,186 tons. In June 1926 she had accommodation for 206-cabin, 545-tourist and 590-3rd class passengers. She commenced her last Antwerp - Southampton - St John NB - Liverpool voyage on 30/3/1927 and was transferred to the Liverpool - Quebec - Montreal route on 29/4/1927. On 27/6/1931 she started her last transatlantic crossing from Glasgow to Quebec and Montreal (129 Atlantic round voyages) and was then laid up in the River Clyde. In April 1935 she was sold for scrapping and was towed to Savona, Italy, but was bought by Italia Line, renamed PIEMONTE and used as a troopship. On 15/8/1943 she was scuttled at Messina, salvaged in 1949 and towed to Spezia and scrapped. [North Atlantic Seaway by N.R.P.Bonsor, vol.3,p.1314]



Passengers

1921 - Liverpool to Quebec City

James Andrews, wife Jennie, and children Leslie, Leanora, Dorrien, and Grace departed Liverpool for Canada on 24 June 1921. (A139)

1923 - Montreal/Quebec City to Southampton

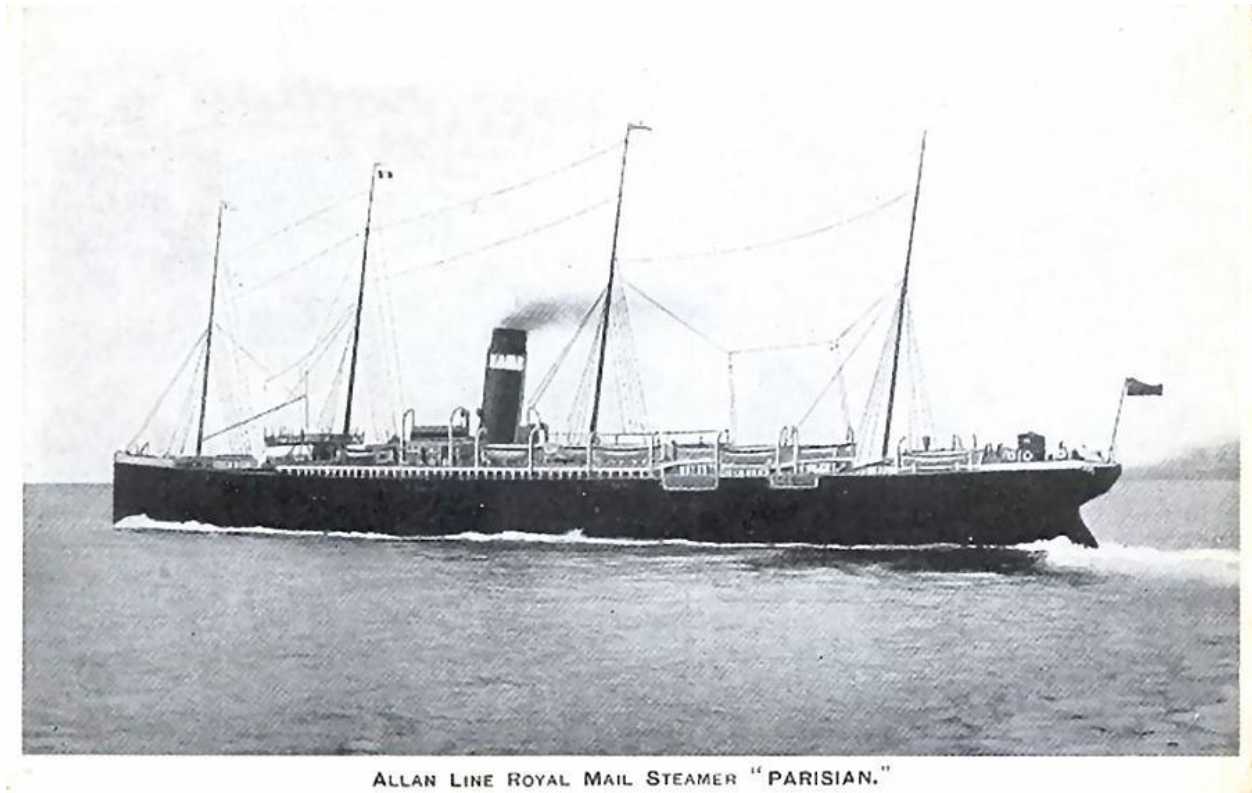
Jennie Andrews, and children Leanora, Dorrien, and Grace departed Canada for Southampton arriving on 12 Jul 1923. (A140)

PARISIAN 1880

Description

The *PARISIAN* was a 5,359 gross ton ship, length 440.8ft x beam 46.2ft, two funnels, four masts (rigged for sail), steel construction, single screw and a speed of 14 knots. There was accommodation for 150-1st, 100-2nd and 1,000-3rd class passengers. Built by R. Napier & Sons, Glasgow, she was launched for the [Allan Line](#) 4th Nov.1880. Her maiden voyage started on 10th Mar.1881 when she left Liverpool for Halifax and Boston and on 28th Apr.1881 she started her first Liverpool - Quebec - Montreal sailing. In 1899 she was fitted with triple expansion engines and her sailing rigging and one of her funnels removed. Fitted with Marconi Wireless Telegraphy in 1902, she started her last Liverpool - Halifax - St John NB sailing on 16th Mar.1905. On 25th May 1905 she commenced the first of four Glasgow - New York sailings and on 25th May 1906 transferred to Glasgow - Boston sailings with 2nd and 3rd class passengers only. London - Quebec - Montreal voyages started on 30th Apr.1908 and on 17th Sep.1909 she resumed the Glasgow - Boston route. She commenced her final voyage between Glasgow and Boston on 31st Oct.1913. In Jan.1914 she was scrapped in Italy.[North Atlantic Seaway by N.R.P.Bonsor, vol.1,p.315-6]





Passengers

1904 - Liverpool to Montreal

Walter Johnson departed Liverpool, England for Montreal, Canada on 12 May 1904. (J710)

1907 - London to Quebec City

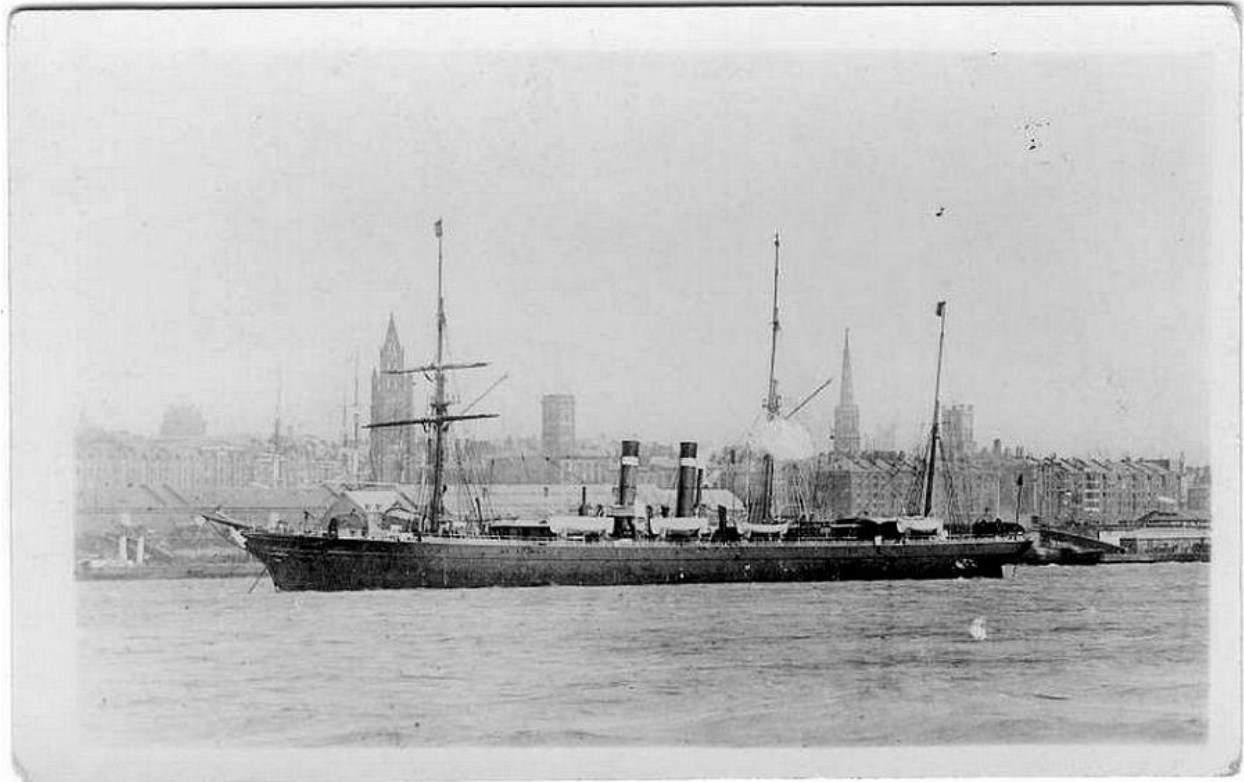
Guy Johnson, Florence Johnson, and Marjorie Johnson arrived at Quebec City, Canada 11 May 1907. (J695)

PERUVIAN 1863

Description

Built by R.Steele & Co, Greenock in 1863 for the [Allan Line](#), she was a 2549 gross ton ship, length 312.1ft x beam 38.6ft, clipper stem, one funnel, three masts, iron construction, single screw and a speed of 11 knots. There was accommodation for 100-1st class and 600-3rd class passengers. An attempted launch was made on 21st Aug. 1863 but she stuck on the slipway and the launch was completed on 31st Aug. 1863. She sailed from Liverpool on her maiden voyage to Portland on 31st March 1864 and commenced her first run from Liverpool to Quebec and Montreal on 12th May 1864. First voyage from Liverpool to Halifax, Norfolk and Baltimore commenced 11th Aug. 1871. In 1874 she was lengthened to 373.1ft, 3038 tons and her engines compounded, and on 14th July 1874 resumed the Liverpool - Quebec - Montreal service. On 26th April 1887 resumed Liverpool - Baltimore service and in 1890-1891 was fitted with new

compound engines and given a second funnel. Commenced a Glasgow - Boston service on 6th Feb. 1891 and a Glasgow - New York service on 9th June 1893. She commenced her last voyage from Glasgow - New York on 7th Dec. 1894 and resumed Glasgow - Boston run on 18th Jan. 1895. On 6th May 1902 she started a Liverpool - St.Johns NF - Halifax run, starting her last voyage on 7th Nov. 1903 and was finally scrapped in Italy in 1905. [North Atlantic Seaway by N.R.P.Bonsor.vol.1, p.310]



Passengers

1883 - Liverpool to Halifax

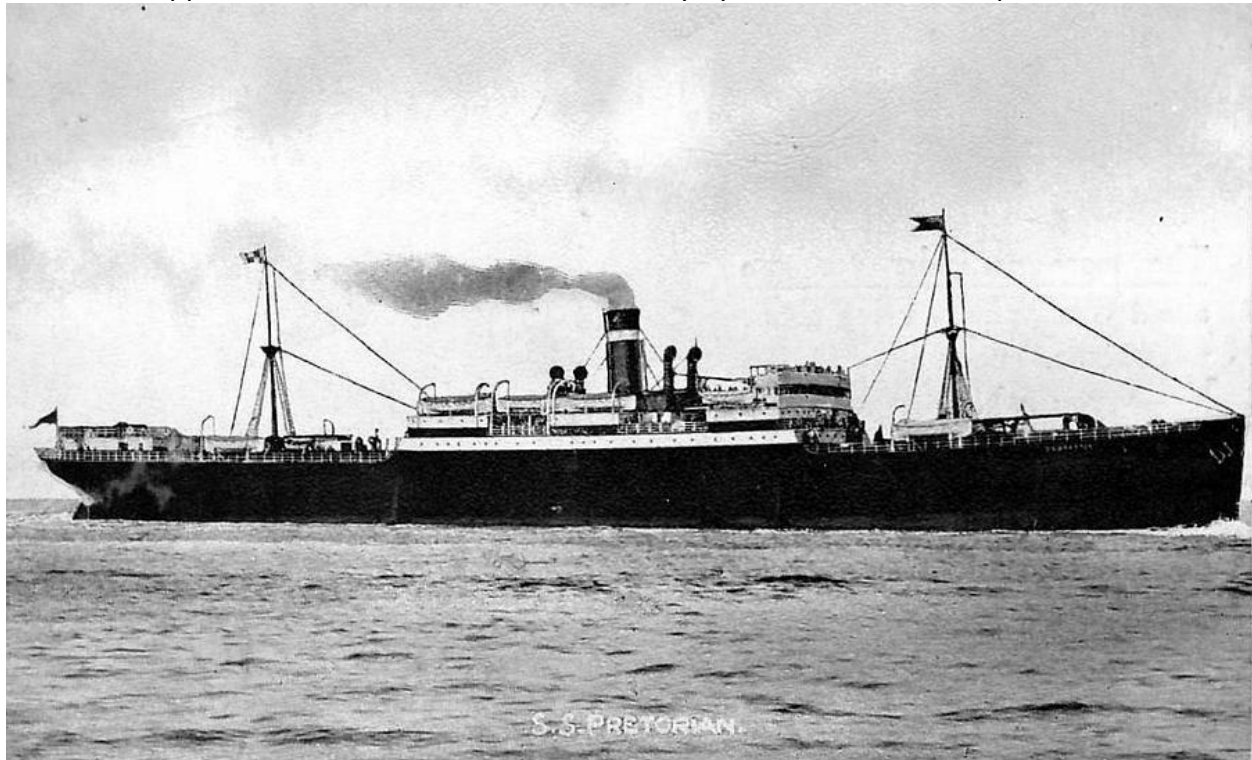
Rowland Hall departed Liverpool 5 April 1883 and arrived Halifax, 15 April 1883. (H351)

PRETORIAN 1900

Description

The PRETORIAN was built by Furness, Withy & Co. Ltd, West Hartlepool for the [Allan Line](#) in 1900. She was a 6,948 gross ton ship, length 436.9ft x beam 53.1ft, one funnel, two masts, single screw and a speed of 13 knots. There was accommodation for 50-1st, 150-2nd and 400-3rd class passengers. Launched on 22/12/1900, she sailed from Liverpool on her maiden voyage to Quebec and Montreal on 8/8/1901. On 18/6/1904 she transferred to the Glasgow - Quebec - Montreal service and in 1908 was rebuilt to 7,654 tons with accommodation for 280-2nd and 900-3rd class passengers. She subsequently sailed between Glasgow and Quebec-Montreal, Portland, Boston or Philadelphia until 1917 when she went to Canadian Pacific Ocean Services. After the Armistice, she sailed from Glasgow to St.John, NB. and between March and May 1919

was used to repatriate Belgian refugees. In May 1919, she sailed from London to Murmansk and Archangel and on 28/11/1919 resumed the Glasgow - St.John, NB. service. She commenced her last voyage on this service on 9/3/1922 and was laid up at Gareloch until 20/2/1926 when she was scrapped at Garston. [North Atlantic Seaway by N.R.P.Bonsor, vol.1,p.321-2]



Passengers

1910 - Glasgow to Quebec City

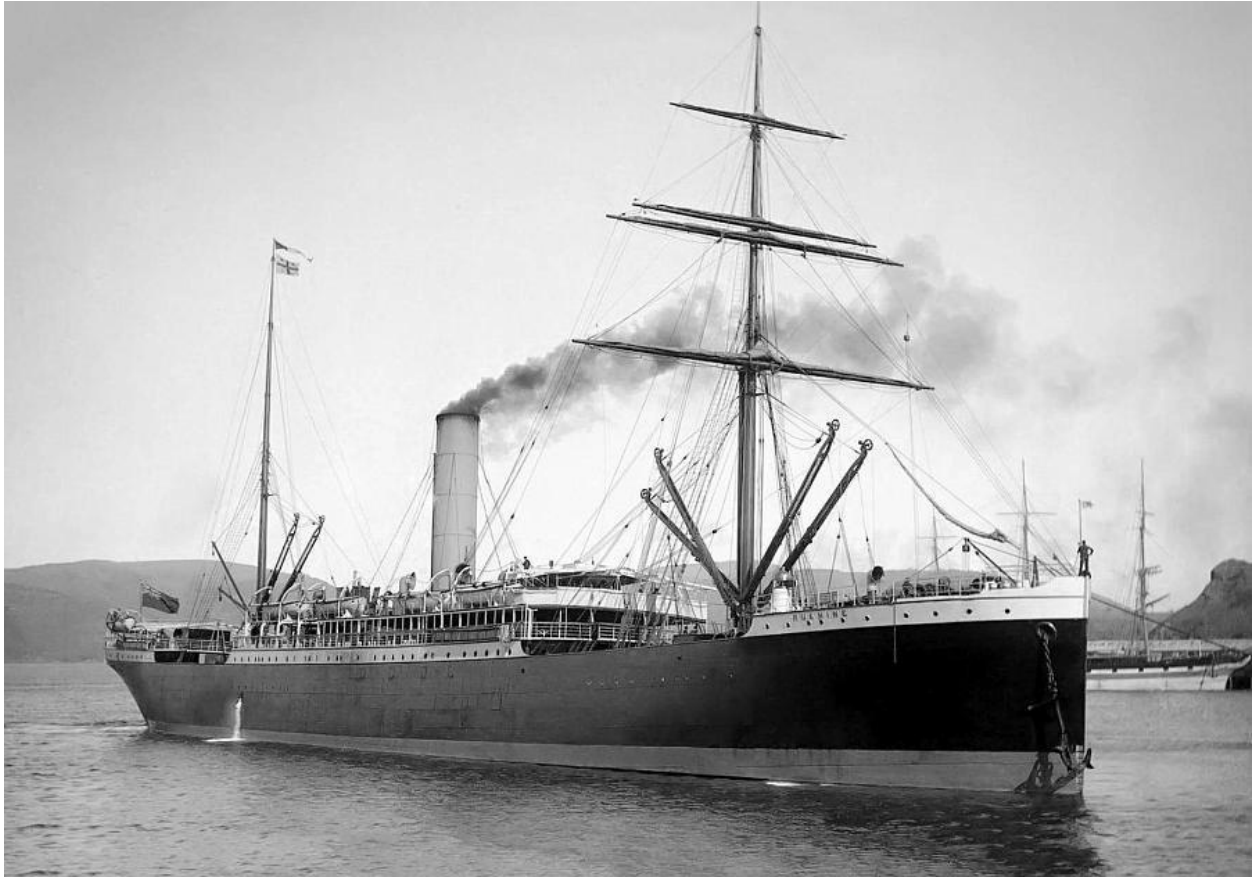
Edward Green departed Glasgow on 2 Jul 1910 and arrived at Quebec 10 Jul 1910. (J852, J857)

RUAHINE 1891

Description

6,127 gross tons, length 430ft x beam 50.1ft, one funnel, two masts (rigged for sail), single screw, speed 14 knots, accommodation for 74-1st, 36-2nd and 250-emigrant class passengers. Launched 20th Oct.1891 by Wm. Denny & Bros, Dumbarton, she started her maiden voyage from London on 14th Jan.1892 and was intended to be the forerunner of a class of five passenger ships. However, a severe recession led to the postponement of further ships of this type. The owners at this time were recorded as Allport & Hughes and she made a passage time London to Australia (Adelaide, Melbourne and Sydney) in 29 days. On 23rd Jun.1892 she started her first passage for the [New Zealand Shipping Co.](#) from London to Capetown, Auckland and Wellington. Last voyage on this route started 7th Dec.1899 and in May 1900 she was sold to [Compagnia Trasatlantica](#), Bilbao, Spain and renamed ANTONIO LOPEZ. Used on the Genoa - Naples - Barcelona - Malaga - Cadiz - New York - Havana - Vera Cruz route, she went ashore at

Fire Island, New York but was salvaged. 1936 Laid up at Cadiz. 1942 Scrapped at Cadiz.
[Merchant Fleets, vol.7 by Duncan Haws] [North Star to Southern Cross by J. Maber]



Passengers

1930 - Auckland, New Zealand to Southampton

Terence Miller departed Auckland, New Zealand and arrived Southampton 1 Jul 1930.
(J949)

SATURNIA 1910

Description

This was a 8,611 gross ton ship, length 456.3ft x beam 55.3ft, one funnel, two masts, twin screw and a speed of 14 knots. There was accommodation for 250-2nd and 950-3rd class passengers. Built by C.Connell & Co, Glasgow for the [Donaldson Line Ltd](#), she was launched on 29th Mar.1910. Her maiden voyage started on 11th Jun.1910 when she left Glasgow for Quebec and Montreal and in Aug.1911 she collided with an iceberg near Belle Isle but managed to complete her homeward voyage. Her last voyage started on 12th Mar.1925 when she sailed from Glasgow for Portland and she was sold in Dec.1928 and scrapped the following year. [North Atlantic Seaway by N.R.P.Bonsor, vol.3,p.1013]



Passengers

1912 - Glasgow to Quebec City

Rosina and Caroline Green departed Glasgow on 3 Aug 1912 and arrived at Quebec 12 Aug 1912 (J853, J856)

1913 - Glasgow to Quebec City

Jessie Croy departed Glasgow, Scotland on 7 May 1913 for Montreal and arrived in Quebec City on 25 April 1913. (J709, J855)

1924 - Montreal to Glasgow

Walter Johnson, Jessie Johnson, Walter Johnson, Edward Johnson, James Johnson, and Janet Johnson arrived Glasgow, Scotland from Montreal, Canada on 21 September 1924. (J707)

TAINUI 1908

Description

9,957 gross tons, length 477.8ft x beam 61.1ft, one funnel, two masts, twin screw, speed 14 knots. accommodation for 40-1st, 75-2nd and 400-3rd class passengers.

Built 1908 by Workman Clark & Co., Belfast for [Shaw, Savill & Albion Line](#), she started her maiden voyage on 12th Nov. 1908 from London to Wellington via Plymouth, Tenerife,

Capetown & Hobart, returning to UK via Montevideo and Rio de Janeiro. On 8th April 1918 she was torpedoed 140 miles SSW from the Lizard and abandoned but was reboarded and sailed to Falmouth stern first where she was beached. 1921 after repairs, resumed service *via* the Panama Canal. 25th Nov.1938 final sailing for Wellington. Mar.1939 sold for scrapping but acquired by the Ministry of Transport and renamed EMPIRE TRADER. 21st Feb.1943 torpedoed and damaged by U-92 and made for port escorted by the corvette HMCS DAUPHIN but sunk by her the next day when the ship became unmanageable.



Passengers

1930 - Southampton to Auckland, New Zealand

Terence Miller departed Southampton for Auckland, New Zealand on 12 Sep 1930. (J948)

Summary**Andrade**

Document	Ship	Year
A139, A140	Minnedosa	1921, 1923

Garnett

Document	Ship	Year
G88, G89	Canada	1913

Hall

Document	Ship	Year
H484	Empress of Britain	1957
H350, H352, H353, H354	Canada	1910, 1907, 1907, 1910
H486	Empress of Canada	1949
H418	Celtic	1919
H485	Empress of France	1949
H351	Peruvian	1883
H483	Empress of Scotland	1957

Johnson

Document	Ship	Year
J706	Alaunia	1916
J708, J854	Aurania	1926, 1926
J705	Briton	1902
J927	Darro	1913
J928	Demerara	1914
J947	Ionic	1925
J696, J704	Megantic	1917
J695, J710	Parisian	1907, 1904
J852, J857	Pretorian	1910, 1910
J949	Ruahine	1930
J707, J709, J853, J855, J856	Saturnia	1924, 1913, 1912, 1913, 1912
J948	Tainui	1930