

CUNARD FIRST

Innovation on the liners

Samuel Cunard preferred to use proven technology rather than put passengers at risk. Although the shipping line has remained true to his principle of safety over speed, it has achieved many firsts over the last 160 years.

The **Britannia** (1840) was the first trans-Atlantic mail carrier and the first ship to run to a regular time-table.

In 1847 the **America**, **Niagara**, **Europa** and **Canada** became the first ships to use navigation lights at night: port red, starboard green, and foremasthead white.

The **Arabia** (1852) had the first onboard nursery and the **Bothnia** (1874) the first smoking room.

The **Servia** (1881) was the first ship in the world to be built with an electricity supply. She was also Cunard's first steel ship and its first to rely solely on passenger income.

The '**Parthia Evening Post**' of 11th September, 1882 is the first known example of a ship's newspaper.

The **Aurania** (1883) was the first liner fitted with suites of rooms.

The **Campania** (1893) and **Lucania** (1893) were the first Atlantic liners to have refrigeration machinery.

In 1903 the **Lucania** published the first daily news bulletin at sea. The front page headline of Issue 1 was 'Signor Marconi on Board.'

The first mid-Atlantic chess game was played between the **Etruria** and the US vessel **Philadelphia** in 1903.

The **Caronia** (1905) had the first room named 'Lounge'.

The 15th century style lift grilles on the **Mauretania** represented the first use of aluminium in marine applications.

The **Franconia** (1911) was the world's first ship to have a gymnasium. Passengers also enjoyed a Verandah Café and a sun deck for the first time. She was the first large liner to have hot and cold water in every cabin.

The **Aquitania** (1914) had the world's first onboard indoor swimming pool.

On war service in 1915 the **Campania** became the first Royal Navy vessel to launch aircraft while under way.

In January 1923 the **Laconia** set out on the first ever world cruise.

In 1924 Cunard was the first shipping company to introduce tourist third class, to bring Atlantic travel within the reach of everyone.

In 1928 the **Berengaria** set a new wireless record by handling 50,640 words excluding press messages on one crossing.

The **Queen Mary** was the world's first ship planned from the start to have an onboard church, chapel and synagogue. She was also the first British ship to have a safe deposit.

In 1934 the **Queen Mary** was the first international passenger ship to be launched by a member of the royal family. It was also the first time that a ship launch was broadcast on radio.

The **Media** (1947) was the first Atlantic liner to make a truly smooth crossing, thanks to her revolutionary fin stabilisers.

The **Caronia II** (1949) was the first liner specifically designed as a cruise ship.

In 1982 the **QE2** became the world's largest hospital ship when transporting injured troops from the Falklands War.

In July 1986 the first satellite transmission of a TV programme from a merchant ship at sea went out from the **QE2**. In the same year the first seagoing branch of Harrods opened.

Queen Mary 2 (2004) has the first floating Planetarium and the longest jogging track at sea. The 'Queen Mary 2' signs near her funnel are the largest illuminated ship's name signs in maritime history.

Hawthorn Leslie & Co,
Newcastle, England
1921 Andania II

D & W Henderson Ltd,
Glasgow, Scotland
1907 California
1911 Cameronia

Hollming Oy,
Rauma, Finland
1985 Sea Goddess II

Sir J Laing & Sons,
Sunderland, England
1902 Slavonia

Laird Bros,
Birkenhead, England
1882 Cephalonia

London & Glasgow Co,
Glasgow, Scotland
1895 Sylvania

Robert Napier & Sons,
Glasgow, Scotland
1853 Emeu
1856 Persia
1860 Hecla

1861 China
1861 Marathon
1861 Scotia

Palmers Co Ltd,
Jarrow, England
1901 Flavia

Rotterdamsche Droogdok,
Rotterdam, Netherlands
1971 Cunard Adventurer
1972 Cunard Ambassador

F Schichau,
Danzig, Poland
1913 Homeric

Scott's of Greenock,
Greenock, Scotland
1906 Cassandra
1913 Alaunia
1913 Andania
1914 Transylvania
1920 Albania II

Soc des Forges de la Mediterranee,
La Seyne, France
1965 Sagafjord

Robert Steele & Co,
Greenock, Scotland
1840 Columbia
1842 Hibernia
1844 Cambria
1847 America
1847 Niagara
1848 Canada
1850 Africa
1850 Asia
1851 Arabia
1858 Palestine

Alexander Stephen & Sons,
Glasgow, Scotland
1914 Tuscania

Swan Hunter,
Newcastle, England
1898 Ultonia
1899 Ivernia
1900 Albania
1902 Carpathia
1906 Mauretania
1909 Ausonia
1910 Franconia
1911 Ascania
1911 Laconia
1916 Aurania II

1921 Laconia II
1924 Aurania III
1973 Caronia III

J & G Thomson,
Glasgow, Scotland
1854 Jura
1854 Lebanon
1857 Australasian
1860 Atlas
1860 Olympus
1863 Tripoli
1864 Aleppo
1865 Java
1865 Malta
1865 Tarifa
1867 Russia
1867 Siberia
1868 Samaria
1870 Abyssinia
1870 Algeria
1874 Bothnia
1874 Saragossa
1874 Scythia
1878 Gallia
1881 Catalonia
1881 Servia
1882 Aurania
1882 Pavonia

Tod & McGregor,
Glasgow, Scotland
1857 Nemesis
1864 Cuba

Union Naval de Levante,
Valencia, Spain
1989 Crown Monarch
1992 Crown Jewel

Vickers Ltd,
Barrow, England
1920 Scythia II
1921 Antonia
1925 Carinthia II

A G Vulcan,
Hamburg, Germany
1912 Berengaria

Wartsila,
Vaasa, Finland
1984 Sea Goddess I
1988 Royal Viking Sun
1993 Crown Dynasty

John Wood,
Port Glasgow, Scotland
1840 Acadia
1847 Europa

R Wood,
Port Glasgow, Scotland
1840 Caledonia

Workman, Clark & Co,
Belfast, Northern Ireland
1919 Vauban

Below Working on Job No.1029, the future Mauretania II at the Cammell Laird yard.



CUNARD TO THE RESCUE

Fire, fog, submerged rocks and storms were no respecters of ships on the Atlantic

A shout from the look-out on the crow's nest, an SOS picked up by the wireless operator or the cry of 'Man overboard' sent Cunarders steaming to the rescue.

Author Mark Twain was a passenger on the *Batavia* in 1872 when 'at 4 pm a dismasted vessel was sighted. A furious squall had just broken upon us, and the sea was running mountains high. Nevertheless Captain Moulard immediately bore up for the wreck, which was making signals of distress, ordered out a life-boat, and called for volunteers. To a landsman it seemed like deliberate suicide to go out in such a storm, but our third and fourth officers and eight men answered the call with a promptness that compelled a cheer. We could see nine men clinging to the main rigging. The stern of the vessel was gone, and the sea made a clean breach over her, pouring in a cataract out of the broken stern, and spouting through the parted planks of her bows. 'All nine men were rescued and the *Batavia* resumed her course.

In September 1910 passengers lined the decks of the *Mauretania* to watch the dramatic rescue of the captain of the Liverpool steamer *West Point* and 15 of his crew. They had been forced to abandon ship in mid-Atlantic after a devastating fire. When their lifeboat was sighted the great liner turned and steamed to their aid, the rescue operation taking 48 minutes despite



Above Contemporary newspaper illustration showing the position of the *Titanic* and other nearby ships.

atrocious seas. While the injured captain of the *West Point* was receiving medical attention, a bedraggled white kitten leapt out from inside his shirt. Passengers bid for the privilege of keeping the ship's cat Omar, the funds raised going to the crew of the stricken ship.

In October 1913 the *Carmania* was on her way from New York to Liverpool, when she received an SOS from the emigrant ship *Volturno* that she was ablaze. Four hours later, the *Carmania* reached the stricken ship carrying 657 passengers and crew but was forced to stand by during the night because of atrocious weather. As dawn broke, she managed to pick up over 500 survivors including many Russian Jewish emigrants. Captain James Barr and his crew were presented with an award for gallantry.

The most famous rescue of all was made by the *Carpathia* on 15th April, 1912 after her wireless officer picked up a distress signal from the *Titanic*, the liner that was rumoured to be unsinkable. Captain Arthur Rostron modestly described his part in the ensuing drama: "We steamed at full speed and did what we could. ... Some other Hand than mine was on that helm during the night.' Despite never having had to respond to an emergency call in his

many years at sea, he spared no effort in preparing the ship, from rigging ropes and nets for survivors to clamber up to ordering hot drinks for his crew in readiness for the long night ahead. At 9am the last of the 703 survivors out of the 2206 passengers and crew of the *Titanic* stepped aboard the *Carpathia*.

Six weeks after the *Titanic* disaster, Molly Brown presented a silver loving cup to Captain Rostron, on behalf of the survivors, all of whom had been rescued by the *Carpathia*. Survivors also raised money to present medals to the Cunarder's gallant crew.

Drama at sea can arise when cruising as well as crossing. While sailing in the Caribbean in January 1971 the *QE2* received an SOS call from the French liner *Antilles* which had run aground. Leaking fuel oil caught fire and by the time the *QE2* reached her the *Antilles* was an inferno. Fortunately the passengers had already been safely ferried by lifeboat to the island of Mustique where the *QE2* and two French ships picked them up.