Fartyg Emma Hållstrand 1878-1957 reste med till Amerika 1902.

RMS *Saxonia* (1899)

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*For other ships with the same name, see*[*RMS Saxonia*](https://en.wikipedia.org/wiki/RMS_Saxonia)*.*

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| --- | --- |
| [Saxonia1900.jpg](https://en.wikipedia.org/wiki/File:Saxonia1900.jpg)  RMS *Saxonia* around 1900 | |
| **History** | |
| **https://upload.wikimedia.org/wikipedia/commons/thumb/a/a0/Government_Ensign_of_the_United_Kingdom.svg/56px-Government_Ensign_of_the_United_Kingdom.svg.pngUnited Kingdom** | |
| **Name** | RMS *Saxonia* |
| **Owner** | [Cunard Line](https://en.wikipedia.org/wiki/Cunard_Line) |
| **Port of registry** | https://upload.wikimedia.org/wikipedia/commons/thumb/a/a0/Government_Ensign_of_the_United_Kingdom.svg/23px-Government_Ensign_of_the_United_Kingdom.svg.png [United Kingdom](https://en.wikipedia.org/wiki/United_Kingdom) |
| **Route** | * [Liverpool](https://en.wikipedia.org/wiki/Liverpool)–[Boston](https://en.wikipedia.org/wiki/Boston) (1900–1911) * Liverpool–Boston, Liverpool–New York City, and Liverpool–[Trieste](https://en.wikipedia.org/wiki/Trieste" \o "Trieste)/[Fiume](https://en.wikipedia.org/wiki/Fiume) (1911–1914) * Government war service (1914–1918) * London–New York and London-[Hamburg](https://en.wikipedia.org/wiki/Hamburg)–New York (1919–1925) |
| **Builder** | [John Brown & Company](https://en.wikipedia.org/wiki/John_Brown_%26_Company), [Clydebank](https://en.wikipedia.org/wiki/Clydebank), Scotland |
| **Launched** | 16 December 1899 |
| **Completed** | mid-May 1900 |
| **Maiden voyage** | 22 May 1900 |
| **Out of service** | 1925 |
| **Fate** | Scrapped in the Netherlands in 1925 |
| **General characteristics** | |
| **Tonnage** | * 14,281 [GRT](https://en.wikipedia.org/wiki/Gross_register_tonnage) (as built) * 14,197 [GRT](https://en.wikipedia.org/wiki/Gross_register_tonnage) (after 1920 refit) |
| **Length** | 600 ft (180 m) |
| **Beam** | 64.2 ft (19.6 m) |
| **Propulsion** | [Steam](https://en.wikipedia.org/wiki/Steam_engine) [quadruple expansion engines](https://en.wikipedia.org/wiki/Quadruple_expansion_engine" \o "Quadruple expansion engine), twin [propellers](https://en.wikipedia.org/wiki/Propeller) |
| **Speed** | 15 knots (28 km/h; 17 mph) |
| **Capacity** | * 1,964 passengers (as built, 164 First Class, 200 Second Class, 1,600 Third Class) * 1,449 passengers (after 1920 refit) |

The first **RMS *Saxonia*** was a [passenger ship](https://en.wikipedia.org/wiki/Passenger_ship) of the British [Cunard Line](https://en.wikipedia.org/wiki/Cunard_Line" \o "Cunard Line). Between 1900 and 1925, *Saxonia* operated on North Atlantic and [Mediterranean](https://en.wikipedia.org/wiki/Mediterranean) passenger routes, and she saw military service during [World War I](https://en.wikipedia.org/wiki/World_War_I) (1914–1918).

*Saxonia*'s sister ship was *[Ivernia](https://en.wikipedia.org/wiki/SS_Ivernia" \o "SS Ivernia)*.



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Design[[edit](https://en.wikipedia.org/w/index.php?title=RMS_Saxonia_(1899)&action=edit&section=1)]

Around 1900, the Cunard Line faced tight competition from the British [White Star Line](https://en.wikipedia.org/wiki/White_Star_Line) and the German lines [Norddeutscher Lloyd](https://en.wikipedia.org/wiki/Norddeutscher_Lloyd" \o "Norddeutscher Lloyd) and Hamburg America (HAPAG). Cunard's largest liners, as of 1898 [RMS *Campania*](https://en.wikipedia.org/wiki/RMS_Campania) and [RMS *Lucania*](https://en.wikipedia.org/wiki/RMS_Lucania), had a reputation for size and speed, both being of 12,950 [gross register tons](https://en.wikipedia.org/wiki/Gross_register_ton) (grt) and having held the [Blue Riband](https://en.wikipedia.org/wiki/Blue_Riband) for the fastest crossing of the Atlantic Ocean.[[1]](https://en.wikipedia.org/wiki/RMS_Saxonia_(1899)#cite_note-1) However, Norddeutscher Lloyd's new liner [SS *Kaiser Wilhelm der Grosse*](https://en.wikipedia.org/wiki/SS_Kaiser_Wilhelm_der_Grosse) had taken the Blue Riband from them in 1897, while White Star was planning to place a new 17,000-grt liner, [RMS *Oceanic*](https://en.wikipedia.org/wiki/RMS_Oceanic_(1899)) into service. In response, Cunard updated its fleet, ordering new liners including the sister ships [SS *Ivernia*](https://en.wikipedia.org/wiki/SS_Ivernia) and RMS *Saxonia* (both launched in late 1899) and [RMS *Carpathia*](https://en.wikipedia.org/wiki/RMS_Carpathia) (launched in mid-1902).[[2]](https://en.wikipedia.org/wiki/RMS_Saxonia_(1899)#cite_note-great-2) [[3]](https://en.wikipedia.org/wiki/RMS_Saxonia_(1899)#cite_note-3)

Rather than attempting to fully regain prestige by spending the additional money necessary to order liners that were fast enough to win back the Blue Riband from *Kaiser Wilhelm der Grosse* or large enough to rival *Oceanic* in size, Cunard tried to maximize their profitability in order to remain solvent enough to fend off any takeover attempts. The three new ships were not especially fast, but all were larger than *Campania* and *Lucania*; in fact, *Saxonia* at 14,281 GRT was the largest Cunard liner up to that time – beating out *Ivernia*, which entered service a month before *Saxonia*, for that distinction – and the largest until Cunard placed [RMS *Caronia*](https://en.wikipedia.org/wiki/RMS_Caronia_(1905)) in service in 1905.[[2]](https://en.wikipedia.org/wiki/RMS_Saxonia_(1899)#cite_note-great-2)[[4]](https://en.wikipedia.org/wiki/RMS_Saxonia_(1899)#cite_note-4) Thus, although the decision to order and launch *Saxonia* in 1898–1899 was taken well before [J. P. Morgan](https://en.wikipedia.org/wiki/J._P._Morgan)’s efforts of 1900–1902, to put together the large combination of shipping lines that was officially designated [IMM](https://en.wikipedia.org/wiki/International_Mercantile_Marine_Co.) in October 1902, *Saxonia*, her sister *Ivernia*, and her "half-sister" *Carpathia* became both instruments and models through which Cunard was able to successfully compete with its larger rivals – most notably IMM’s lead company, White Star.[[5]](https://en.wikipedia.org/wiki/RMS_Saxonia_(1899)#cite_note-5)[[6]](https://en.wikipedia.org/wiki/RMS_Saxonia_(1899)#cite_note-6)

*Saxonia* was [steam](https://en.wikipedia.org/wiki/Steam_engine)-powered, with her two [propellers](https://en.wikipedia.org/wiki/Propeller) powered by [quadruple expansion engines](https://en.wikipedia.org/wiki/Quadruple_expansion_engine), and had a service speed of 15 knots (28 km/h). She had a long, black [hull](https://en.wikipedia.org/wiki/Hull_(watercraft)), a low, well-balanced superstructure, and four masts. *Saxonia* and *Ivernia* both had a single [funnel](https://en.wikipedia.org/wiki/Funnel_(ship)) which was 106 feet (32.3 m) tall, probably the tallest funnel ever installed on a passenger ship. *Saxonia* had a large cargo capacity, so much so that her passenger accommodations were smaller than most people expected for a liner of her size. Her four masts were intended to allow effective handling of larger amounts of cargo than was customary on a liner.[[2]](https://en.wikipedia.org/wiki/RMS_Saxonia_(1899)#cite_note-great-2)

Constructed at the [John Brown & Company](https://en.wikipedia.org/wiki/John_Brown_%26_Company) [shipyard](https://en.wikipedia.org/wiki/Shipyard) at [Clydebank](https://en.wikipedia.org/wiki/Clydebank), [Scotland](https://en.wikipedia.org/wiki/Scotland), *Saxonia* was [launched](https://en.wikipedia.org/wiki/Ship_naming_and_launching) on 16 December 1899. She completed [fitting out](https://en.wikipedia.org/wiki/Fitting-out) in mid-May 1900.[[2]](https://en.wikipedia.org/wiki/RMS_Saxonia_(1899)#cite_note-great-2)

Operational history[[edit](https://en.wikipedia.org/w/index.php?title=RMS_Saxonia_(1899)&action=edit&section=2)]

**Early history**[[edit](https://en.wikipedia.org/w/index.php?title=RMS_Saxonia_(1899)&action=edit&section=3)]

*Saxonia* departed Liverpool on her maiden voyage on 22 May 1900, bound for Boston, Massachusetts. She operated on the Liverpool–Boston route until 1909, when she shifted on an alternating basis between Boston and New York, and between Liverpool and the Adriatic ports of [Fiume](https://en.wikipedia.org/wiki/Rijeka) and [Trieste](https://en.wikipedia.org/wiki/Trieste).[[7]](https://en.wikipedia.org/wiki/RMS_Saxonia_(1899)#cite_note-Bonsor,_p._155-7)

**World War I**[[edit](https://en.wikipedia.org/w/index.php?title=RMS_Saxonia_(1899)&action=edit&section=4)]

[](https://en.wikipedia.org/wiki/File:HMTS_Saxonia_c._1915.jpeg)

A cropped copy of the photograph of HMTS *Saxonia* in 1900.

When the United Kingdom entered [World War I](https://en.wikipedia.org/wiki/World_War_I) in August 1914, *Saxonia* was requisitioned for government service and taken off her Trieste-Boston route. She made a single voyage as a [troopship](https://en.wikipedia.org/wiki/Troopship), carrying troops from the 41st Battalion of the [Canadian Expeditionary Force](https://en.wikipedia.org/wiki/Canadian_Expeditionary_Force), arriving in England on 28 October 1914.[[8]](https://en.wikipedia.org/wiki/RMS_Saxonia_(1899)#cite_note-8) In 1915 she was tied up in England on the [River Thames](https://en.wikipedia.org/wiki/River_Thames) as an [accommodation ship](https://en.wikipedia.org/wiki/Accommodation_ship) for German [prisoners of war](https://en.wikipedia.org/wiki/Prisoner_of_war). In March 1915, she resumed service as a troopship.[[2]](https://en.wikipedia.org/wiki/RMS_Saxonia_(1899)#cite_note-great-2)[[7]](https://en.wikipedia.org/wiki/RMS_Saxonia_(1899)#cite_note-Bonsor,_p._155-7)[[9]](https://en.wikipedia.org/wiki/RMS_Saxonia_(1899)#cite_note-9)

**Later career**[[edit](https://en.wikipedia.org/w/index.php?title=RMS_Saxonia_(1899)&action=edit&section=5)]

After the war ended in November 1918, *Saxonia* returned to commercial service, returning to the North Atlantic run on the route between Liverpool and New York City.[[2]](https://en.wikipedia.org/wiki/RMS_Saxonia_(1899)#cite_note-great-2) On 17 April 1919, one of her propellers struck the [United States Navy](https://en.wikipedia.org/wiki/United_States_Navy) [tug](https://en.wikipedia.org/wiki/Tugboat) [USS *Freehold* (SP-347)](https://en.wikipedia.org/wiki/USS_Freehold_(SP-347)) while *Freehold* was assisting in docking her at New York. *Freehold* sank with the loss of one crew member killed, but soon was refloated and repaired.[[10]](https://en.wikipedia.org/wiki/RMS_Saxonia_(1899)#cite_note-10)

*Saxonia* underwent a major refit at [Tilbury](https://en.wikipedia.org/wiki/Tilbury" \o "Tilbury) in 1920. Her funnel was shortened to 90 feet (27.4 m) in height, her passenger accommodations were modified to allow her to carry 1,449 passengers – 471 in cabin class and 978 in third class – and her gross tonnage dropped to 14,197.[[2]](https://en.wikipedia.org/wiki/RMS_Saxonia_(1899)#cite_note-great-2)

After her refit, *Saxonia* returned to the North Atlantic service, operating between London and New York City. An additional stop at [Hamburg](https://en.wikipedia.org/wiki/Hamburg), Germany, was added later.[[2]](https://en.wikipedia.org/wiki/RMS_Saxonia_(1899)#cite_note-great-2)

**Disposal**[[edit](https://en.wikipedia.org/w/index.php?title=RMS_Saxonia_(1899)&action=edit&section=6)]

In 1925, the aging and outdated *Saxonia* was sold to the [Hendrik Ido Ambacht](https://en.wikipedia.org/wiki/Hendrik_Ido_Ambacht" \o ") company in the [Netherlands](https://en.wikipedia.org/wiki/Netherlands) for scrapping. Her scrapping was completed before the end of the year.[[2]](https://en.wikipedia.org/wiki/RMS_Saxonia_(1899)#cite_note-great-2)

Cunard next used the name *Saxonia* for the passenger liner [RMS *Saxonia*](https://en.wikipedia.org/wiki/RMS_Saxonia_(1954)), launched in 1954