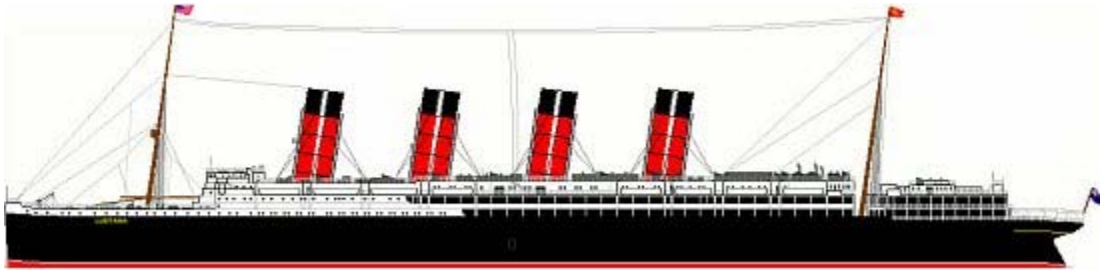


Lusitania 1907 Major Events



The purpose of this article is to showcase the major events in the “life” of the new Cunard liner Lusitania in her maiden year, 1907. Although the Lusitania is best known for her tragic sinking by a German U-boat in 1915, she was a revolutionary and popular liner that set the tone for sea travel for many years to come. She was the first passenger liner to capture the transatlantic speed record using the then new turbine engines. Her interior spaces were crafted with great planning and detail. For more on this great ship, you can check out the many fine books on her. One of the best is available [here](#).

July 2nd & 3rd: Secret trials of the Lusitania take place. Unfortunately, excessive vibration in the Second Class areas is noted. Plans are made to beef up the ship structurally to reduce the problem as much as possible.

July 15: Another set of builder’s trials is carried out. Although the Lusitania makes runs of up to 25 knots, the vibration problem continues and although more drastic action is called for, it will have to wait until later. She arrives at her home port of Liverpool for the first time that day and is soon placed in the Gladstone Drydock.

July 22: The filling of the Lusitania’s bunkers with coal for a new set of test runs on July 27 begins.

July 27: A third series of trials of the Lusitania begin. The Lucy works up to an impressive 25.62 knots. Later in the day the liner departs for a cruise to Ireland with special guests onboard.

July 29: The Lusitania returns to the Liverpool area after her Irish cruise and offloads her passengers at the Mersey Bar. She then picks up steam and heads for the Clyde for her official speed trials.

July 30: Just after midnight, the Lucy begins her official trials. She begins the first of four runs on a 303 mile track between Lock Ryan and Land’s End. She averages 26.4 knots southward and 24.3 knots northward for an overall mean speed of 25.62 knots.

July 31: The second run of the Lusitania’s official trials takes place. She posts an average on the southern run of 26.3 and 24.6 on the return with a 25.45 overall average. On all four runs over the last two days the new Cunarder averages 25.4 knots in a variety of weather conditions. Her contract service speed of 24.5 knots is exceeded by nearly a knot.

August 1: Another set of trail runs is conducted on the Lusitania. A 59 mile track is followed between Corsewall Light and Chicken Rock. The southbound trip averages 26.7 knots and the northbound voyage 26.2. The average for both runs is an astounding 26.45 knots. She made the four trips at a speed about 2 knots faster than her nearest competitor. It is obvious that Lusitania is the fastest ship in the world, if only unofficially at this point. Further test runs merely give credence to this conclusion. Over the series of trials, the Lucy travels over 2000 miles and reaches a maximum speed of 26.7 knots.

August 2: Bad weather forces postponement of the maneuvering trials of the Lusitania.

August 3: The Lusitania goes into drydock once again for additional maintenance after the completion of her trials. The white paint along her prow is also painted over with black.

August? An extensive overhaul of the Lusitania takes place at the John Brown Shipyards. Structural stiffeners are installed and some of the public rooms are modified with arches, brackets, and support columns to minimize the vibration difficulties.

August 26: The Lusitania leaves Liverpool for her steering and reversing trials after wide-ranging modifications to the ship's Second Class facilities to combat the vibration issue. The vibration trouble appears to have diminished somewhat, but it will take a design change of the propellers to lessen it further.

August 27: The Lusitania's maneuvering trials are now complete. The ship shows the ability to come to a stop in just under 4 minutes after the full-astern order is given at a forward speed of approximately 23 knots. She stops in about $\frac{3}{4}$ of a mile. With the helm hard over, she takes nearly 6 minutes to do a complete circle with a diameter of 2850 feet. The results are considered satisfactory. The Lusitania is formally accepted by Cunard at Liverpool and preparations begin for the much anticipated maiden voyage. The Caronia becomes the first large liner to use the Ambrose Channel when she departs from New York for Liverpool. The channel is 7 miles long, 1000 feet wide, and about 35 feet in depth, depending on the tide. Moving at 10 knots, the 19,524 ton Cunarder safely negotiates the new channel, shaving 30 minutes off her usual time to pass through Sandy Hook. The successful trial clears the way for the Lusitania to use the Ambrose Channel on her maiden arrival at New York next month.

September 3: At Liverpool, the Lusitania is opened for public inspection from 11:00 AM to 4:00 PM. About 10,000 people pay half a crown each to visit the new ship. The proceeds are donated to a variety of charities.

September 7: The big day finally arrives. At about 6:00 PM, passengers begin to board the Lusitania at Liverpool. Many notables embark on the liner: Robert Balfour, a Member of Parliament; U.S. Senator George Sutherland; architect Louis Hay; the Countess of Dunmore; the well-known Reverend Robert Goelet; and brownie inventor Bertha Palmer. Under the command of Captain James Watt, the Lusitania departs Liverpool on her maiden voyage at 9:10 PM. She is given a rousing sendoff by an estimated 200,000 people. The Lusitania sets course for Queenstown. Hopes are high that she will take the Blue Riband from Hapag's Deutschland.

September 8: The Lusitania arrives at Queenstown for the first time at 9:53 AM. The liner leaves at 12:10 PM with a nearly full passenger load of 2090: 486 in First Class, 483 in second and 1121 in third. Plans for a high-speed dash are shelved when sporadic fog forces the ship to reduce her speed for about 6 hours.

September 9: The Lusitania on her maiden westbound voyage records a run of 561 miles since her departure from Queenstown on Sunday.

September 10: The Lusitania on her first westbound crossing records a run of 575 miles since noon yesterday.

September 11: The Lusitania on her maiden westbound crossing records a run of 570 miles since noon yesterday.

September 12: The Lusitania on her first westbound crossing records a run of 593 miles since noon yesterday. The average speed so far is 23.11 knots, just 0.04 knots below the current record holder Deutschland.

September 13: The Lusitania on her maiden westbound trip arrives at Sandy Hook at 8:05 AM. She made 483 miles since yesterday. The crossing is completed in 5 days and 54 minutes at an average speed of 23.01 knots. Although she comes close to the Deutschland's record run of 23.15 knots, she does not take the Blue Riband and many are disappointed. The vessel's engines were obviously not pushed on her first crossing. The welcome in New York, however, is one to remember. (Perhaps one of the greatest ever for an ocean liner) Thousands cheer her arrival. Countless boats come out

to greet her. Whistle salutes are exchanged. Dressed in flags, the Lusitania slowly navigates the new Ambrose Channel and ties up at Pier 54. The westbound portion of the maiden voyage comes to an end.

September 17: Approximately 400 guests of Cunard board the Lusitania at Pier 54 for lunch and a tour of the new liner.

September 18: Over 1500 invited visitors explore the new Lusitania at her pier in New York.

September 19: The famous author Mark Twain is given a tour of the new Lusitania at Pier 54. He promises to tell Noah about the gigantic vessel when he sees him.

September 21: At 3:40 PM, the Lusitania slowly backs out of Pier 54 at New York to begin the eastbound portion of her maiden voyage. The liner passes the lightship at Sandy Hook at 6:41 PM and heads into the vast Atlantic. Once again, there is talk that she will capture the eastbound speed record from the Kaiser Wilhelm II.

September 22: In the time since she left the Ambrose Lightship behind, the Lusitania travels 369 miles by noon on the eastbound leg of her maiden voyage.

September 23: Due to fog, the Lusitania only covers 524 miles since yesterday on the eastbound part of her maiden voyage. At times, she travels at less than 20 knots.

September 24: By noon the Lusitania, still surrounded by fog on her first eastbound crossing, makes a run of 525 miles in the last day. This is only 1 mile better than the previous day's run.

September 25: Lusitania, on the eastbound portion of her maiden voyage, puts 530 miles behind her since noon yesterday. This is the best run of the ship to this point of crossing number two.

September 26: An additional 523 miles is clipped off of the nearly 2800 miles between New York and Queenstown by the Lusitania on her maiden eastbound crossing. Rough weather the last two days takes its toll on her daily averages.

September 27: The maiden eastbound trip of the Lusitania comes to a conclusion when the ship passes Daunt's Rock after covering 336 miles since noon yesterday. The official crossing time is 5 days, 4 hours, and 19 minutes with an average speed of 22.58 knots. This is exactly 1 knot slower than the record established in 1904 by the Kaiser Wilhelm II. The maiden voyage of the world's largest ship ends with the speed trophy still in German hands.

October 5: Lusitania departs Liverpool for her second voyage.

October 6: The Lusitania arrives at Queenstown on crossing 3 after averaging an impressive 24 knots on the trip from Liverpool to the Irish coast. It is obvious that Cunard is after the Blue Riband on this trip. She leaves Queenstown with 1994 passengers around 10:30 AM.

October 7: Lusitania on her second voyage makes 575 miles from Queenstown since Sunday.

October 8: On her third crossing the Lusitania travels 608 miles since noon on Monday. She averaged 24.32 knots during this time and this is 7 miles farther than the record of the Deutschland.

October 9: From Tuesday to Wednesday, the Lusitania on voyage 3 ticks off 617 miles in the last 24 hours. The average speed is 24.76 knots during the 617 mile run.

October 10: Lusitania covers 600 miles since noon yesterday.

October 11: The Lusitania passes the Sandy Hook Lightship at 1:00 AM after making 324 miles in the last day. She completes the westbound crossing of her second voyage with an average speed of 24 knots. The crossing time was 4

days, 19 hours and 52 minutes. She beats the best run of the Deutschland by 0.85 of a knot. The Lusitania also becomes the first liner to cross the Atlantic in less than 5 days. The speed record is back in British hands after 7 long years of German dominance. She docks at Pier 54 around 10:30 AM.

October 19: With 1619 passengers aboard, Lusitania departs New York for the eastbound portion of Voyage 2. With the Blue Riband (technically given for westbound trips) now in her clutches, she aims to take the eastbound record from the Kaiser Wilhelm II.

October 20: On the eastbound leg of her second voyage, the Lusitania covers 405 miles since she passed the Ambrose Lightship yesterday. The weather quickly deteriorates into high seas and strong winds.

October 21: The Lusitania makes 570 miles in the last one day period on crossing 4.

October 22: With the weather clearing slightly, the eastbound Lusitania racks up 540 miles since yesterday on the return portion of Voyage 2.

October 23: Another 532 miles is knocked off since noon yesterday by the Lusitania on her fourth crossing of the Atlantic.

October 24: The Lusitania makes 570 miles since yesterday on crossing 4. The final 190 miles to Daunt's Rock is completed around 9:37 PM. She completes the trip at an average speed of 23.61 knots with a crossing time of 5 days, 4 hours, and 19 minutes. She beats the best crossing of the Kaiser Wilhelm II by 0.03 knots. The eastbound speed record is hers. The Lusitania is officially the fastest liner in the world.

November 3: Lusitania departs from Liverpool on Voyage 3 with just over 2000 passengers. She also has over \$12,300,000 (about £2,500,000) in gold aboard. The press nicknames her the "Treasure Ship" since this is the largest amount of gold ever carried on a ship before.

November 4: The Lusitania leaves Queenstown before noon and heads across the Atlantic with the transatlantic speed record in her hands and the title of world's largest ship as a bonus.

November 5: Lusitania on crossing 5 clicks off 606 miles since Sunday at noon.

November 6: Another 616 miles is covered by the Lusitania on the eastbound crossing of her third Atlantic voyage since noon November 5th.

November 7: The run since noon on Tuesday is 618 miles for crossing 5. This is a record for number of miles covered in a single day.

November 8: Lusitania on crossing 5 clicks off another 610 miles since yesterday. She encounters a ferocious storm Thursday afternoon. A sixty foot wave slams into the bow and damages portions of the forecastle. The ship is described as "shaking all over" and flying glass injures the First Officer.

November 9: Lusitania steams the final 310 miles to New York. She finishes the crossing in 4 days, 18 hours and 40 minutes at an average speed of 24.25 knots. She beats her previous record in both elapsed time and average speed attained.

November 16: The Lusitania leaves New York for crossing 6. That same day her sistership Mauretania enters service and becomes the largest ship in the world. Mauretania also carries \$12.9 million in gold, taking another record from her sister. It will not be the last time she does this, however.

November 21: Lusitania arrives at Queenstown after another stormy crossing. Her passage time is similar to the previous trip.

November 30: Lusitania's departure for crossing 7 is delayed by heavy fog. She is unable to tie up at her pier in Liverpool. Many of her passengers spend the night in hotels.

December 1: At 8:00 AM the Lusitania finally docks at Liverpool to take on passengers. She is unable to depart until 4:00 PM. She plans to arrive at Queenstown the next morning.

December 2: After being delayed by inclement weather, Lusitania finally leaves Queenstown & heads across the Atlantic for voyage number 4.

December 5: The Lusitania loses the eastbound speed record when the new Mauretania arrives off Daunt's Lightship with a crossing time of 4 days, 22 hours and 29 minutes. The average speed was 23.69 knots. She beats her sister's best run to date by a small margin.

December 8: The battered Lusitania arrives at New York after a very rough crossing with a time of 5 days, 22 hours and 25 minutes. She suffered damage to her decking, a gangway door, bulwark, and cargo booms. Some waves were reported to have peaked as high as the ship's funnels!

December 14: With a heavy load of mail and a passenger load of nearly 2000 aboard, Lusitania departs New York for Liverpool. She is referred to as a "Christmas Boat" by some since many people onboard are planning to get to their destinations in time for the holidays.

Arrival date for December 14 crossing not available.

December 29: The Lusitania leaves Queenstown and heads westward for the last time in 1907. For the calendar year she carries 15,006 passengers with an average per crossing of 1876.

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