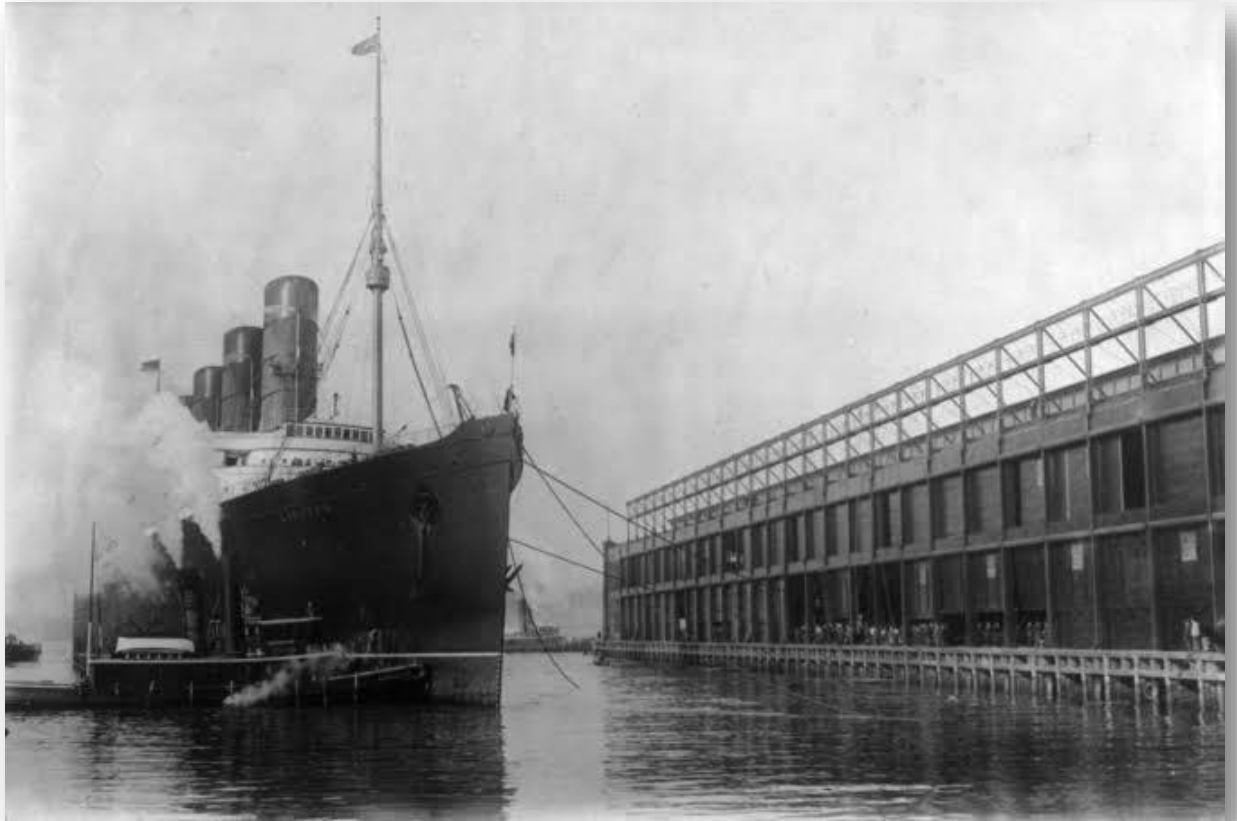


**THE STORY OF THE LEGENDARY R. M. S. LUSITANIA: One of biggest ships ever made by man and one of biggest and powerful ships ever made in the world**



**With the month of May arriving we'd like to invite you to join us and make a travel back in time to 1915 during the WW1.**

**Bruno Stival<sup>1</sup>**

Everyone knows the story of the Titanic “the unsinkable ship” but do you know the story of her great rival? The legendary **R. M. S. LUSITANIA** one of **biggest ships ever made by man and one of biggest and powerful ships ever made in the world.**

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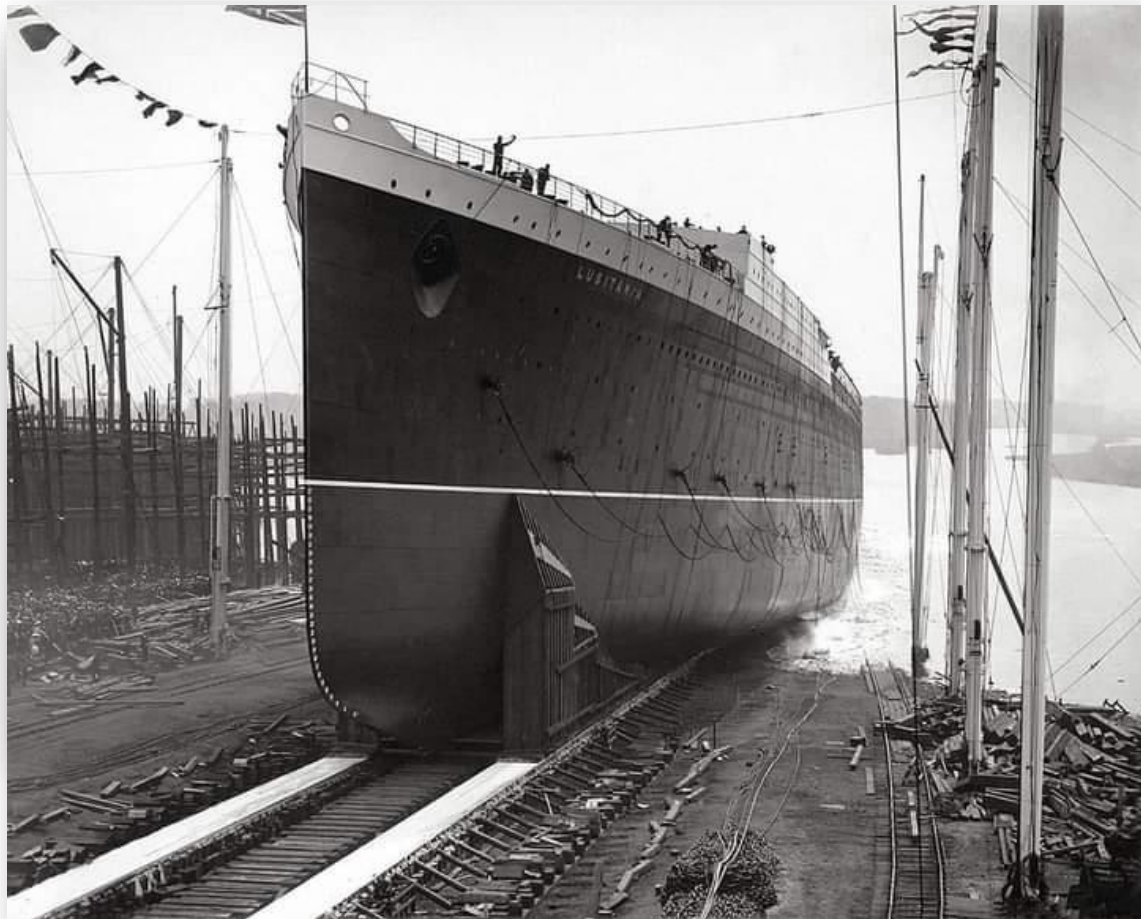
<sup>1</sup> E-mail: [brunostival1970@gmail.com](mailto:brunostival1970@gmail.com)



**Public domain image:** *R. M. S. LUSITANIA in New York City with some tugboats helping her to leave the NY Harbor.*

The story of the monster ship **LUSITANIA** started in the first years of the 20th century. Her company it was the **Cunard Lines** the great rival of the White Star Line, the British government they've always been great sponsorships of the Cunard.

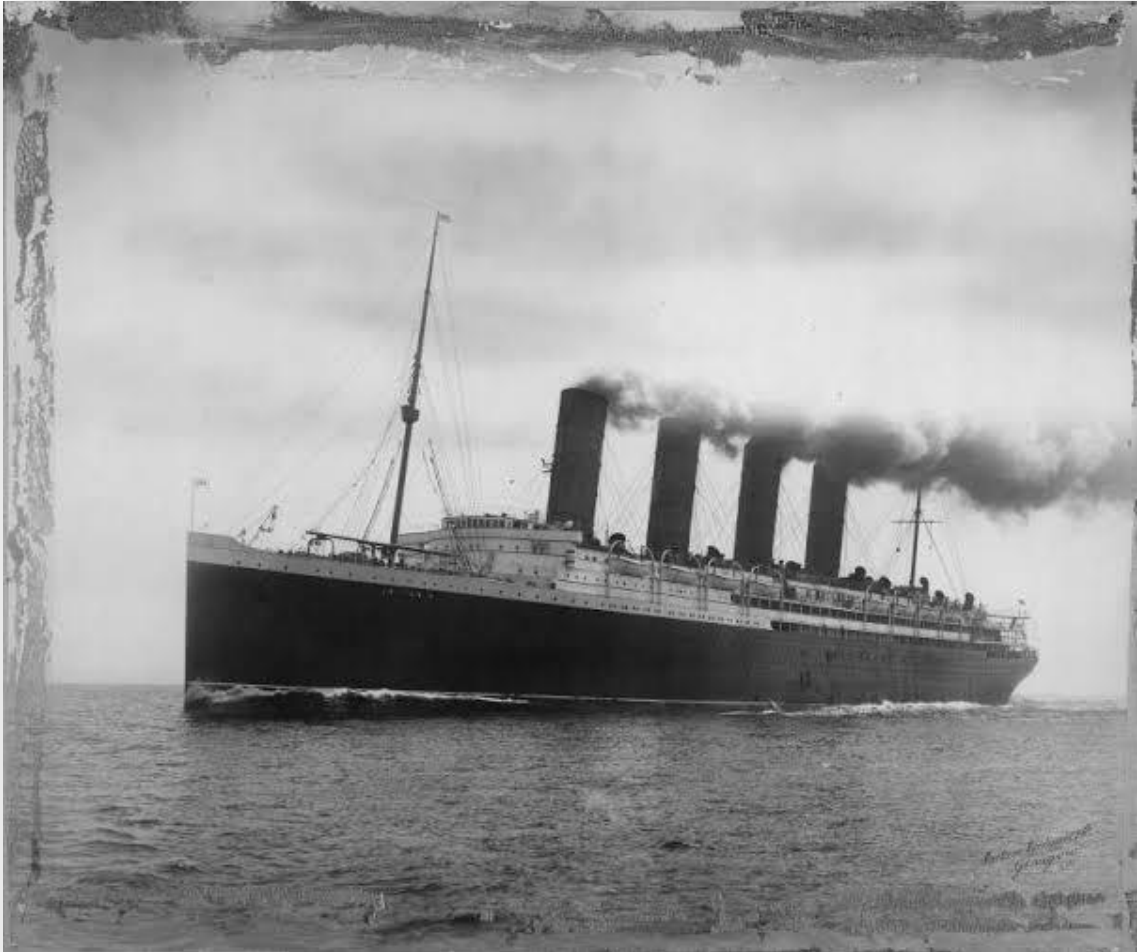
The keel of the Lusitania was laid down on Wednesday, August 17th, 1904 at the shipyards of John Brown & Co.



**Public domain image:** The R. M. S. LUSITANIA being launched at John Brown Co.

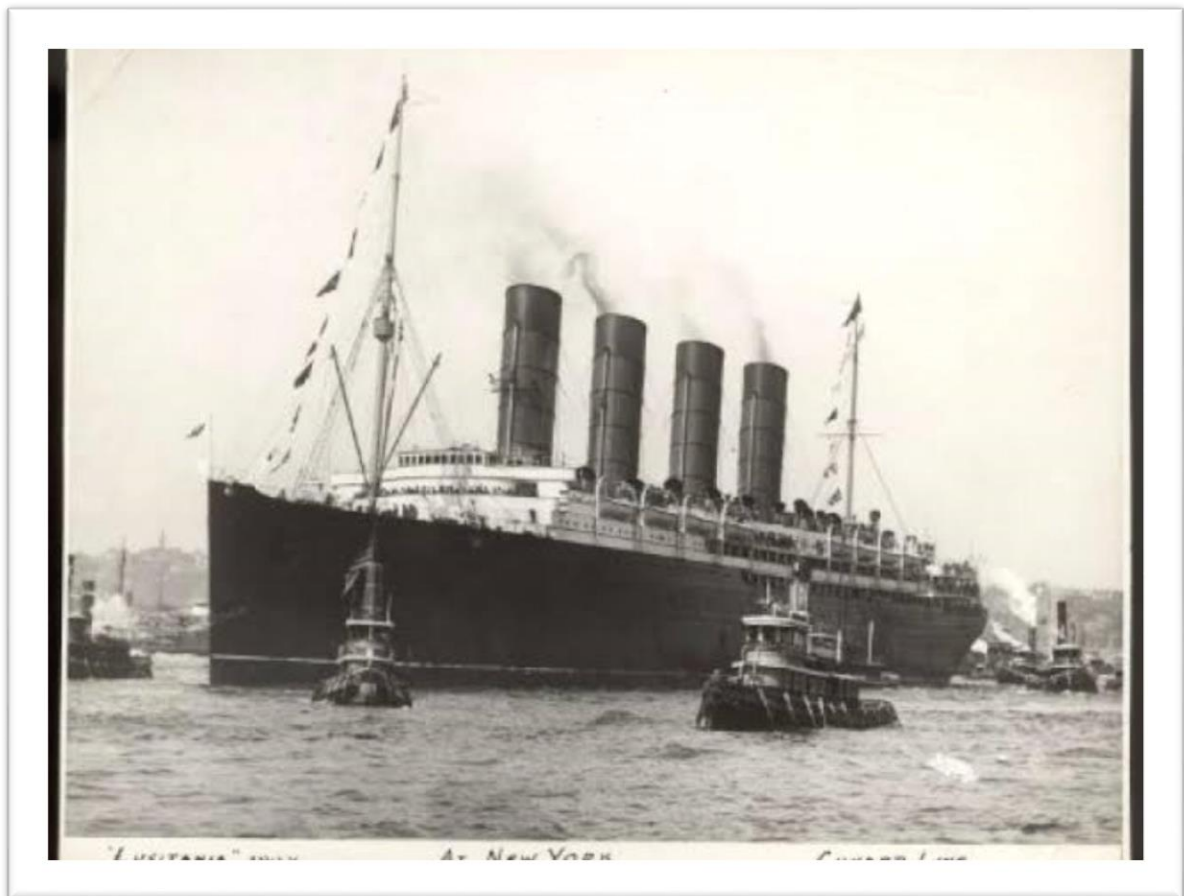
The new ocean liner she was launched on June 7th, 1907, here it was starting a new lucrative business, Lusitania she was the first ship of her class to be launched, her sister Mauretania she'd be launched three months later, during this time Lusitania she'll be fitting out, until September 7th, 1907, when she'll be making her maiden voyage from Liverpool to New York. But before she makes her maiden voyage, she'll be making her sea trials, on July 29th, 1907, when it was noticed great vibrations on her stern,

especially on her 2nd Class Promenade deck. This part it was needed to be made again because of the high vibrations of her engines room and her powerful turbines.



**Public domain image:** R.M.S. LUSITANIA making her sea trials. On July 29th, 1907.

During her sea trials the vibrations on her stern deck it was absolutely a lot of hard and she stayed two more months on the shipyard. But after that, she would be ready.



**Public domain image:** R. M. S. LUSITANIA in New York City.

### **On September 7th. 1907**

Lusitania she'll be starting her maiden voyage from England to America. On her maiden voyage she crossed the Atlantic Ocean in a fantastic speed, she arrived in New York with a bang in the headlines, she won the Blue Ribbon of the speed. And the British pride it was restored. Lusitania soon she would be a great problem for her rivals the White Star Line. And the story of the Titanic it would be starting [...] But meanwhile the Lusitania she'd be making history.

## Dowie The Cat

"Dowie" it was a black cat, the ship's mascot, it was named because of one the Lusitania's Captains, "Captain Dowie.

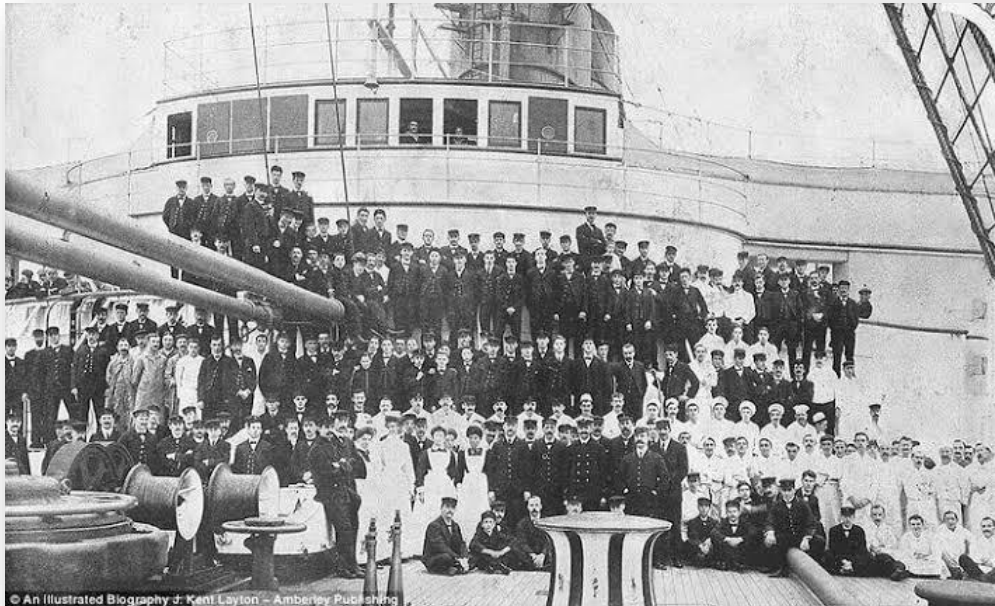


**Public domain image:** Captain Dow of the Lusitania. Next the Captain's stateroom and the Lusitania's bridge.

Unfortunately, there aren't pictures of the "Dowie The Cat". "Dowie" some members of the Lusitania's crew noted that a few days before Lusitania sailed, Dowie (the cat) tried to get off the liner before she sailed again on May 1st. Did Dowie sense a disaster? Whatever, Dowie got his chance the day before Lucy sailed to desert the ship, and he did so at full speed right down the gangplank. It is said that Dowie went way into

the hidden areas of Pier 54 in New York. The gigantic ocean liner left New York without the little "Dowie." On May 1st, 1915.

On this voyage Lusitania she'd be under command of Captain William Thomas Turner.



**Public domain image:** The Lusitania's crew in 1907.

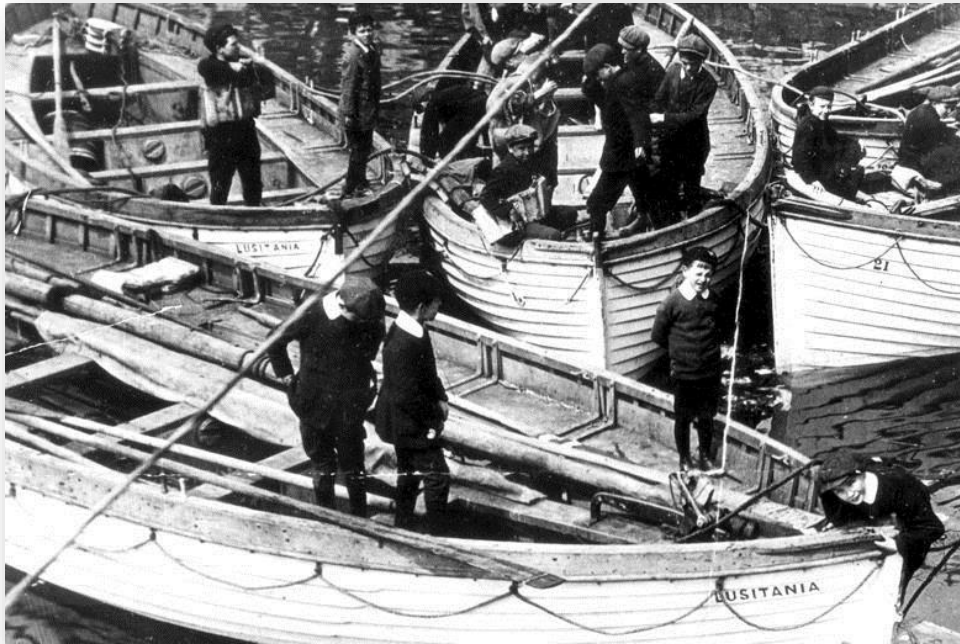
### ***The lifeboats on the Lusitania after and before the Titanic disaster.***

Any ships had lifeboats to everyone onboard it's a very old thing on the transatlantic express, no other ship or ocean liner had lifeboats to everyone onboard after the Titanic disaster with the loss of 1500 souls. Lusitania and her sister Mauretania they weren't different. The companies Cunard and White Star Line always competed because of the supremacy of their ocean liners.

After the Titanic sank, Lusitania and Mauretania would be equipped with six more clinker-built wooden boats under davits, making for a total of 22 boats rigged in davits. The rest of their lifeboat accommodations were supplemented with 26 collapsible lifeboats, 18 stored directly beneath the regular lifeboats and eight on the after deck.



When the Titanic sank everyone had fear of the travel on board of the ships, soon the companies would be forced to put extra lifeboats on their liners.



**Public domain image:** *The LUSITANIA'S lifeboats after her loss on May 7th, 1915.*

### ***Captain Turner and his relationship with the passengers.***

Captain Turner he was the Captain of the Lusitania on her last voyage.

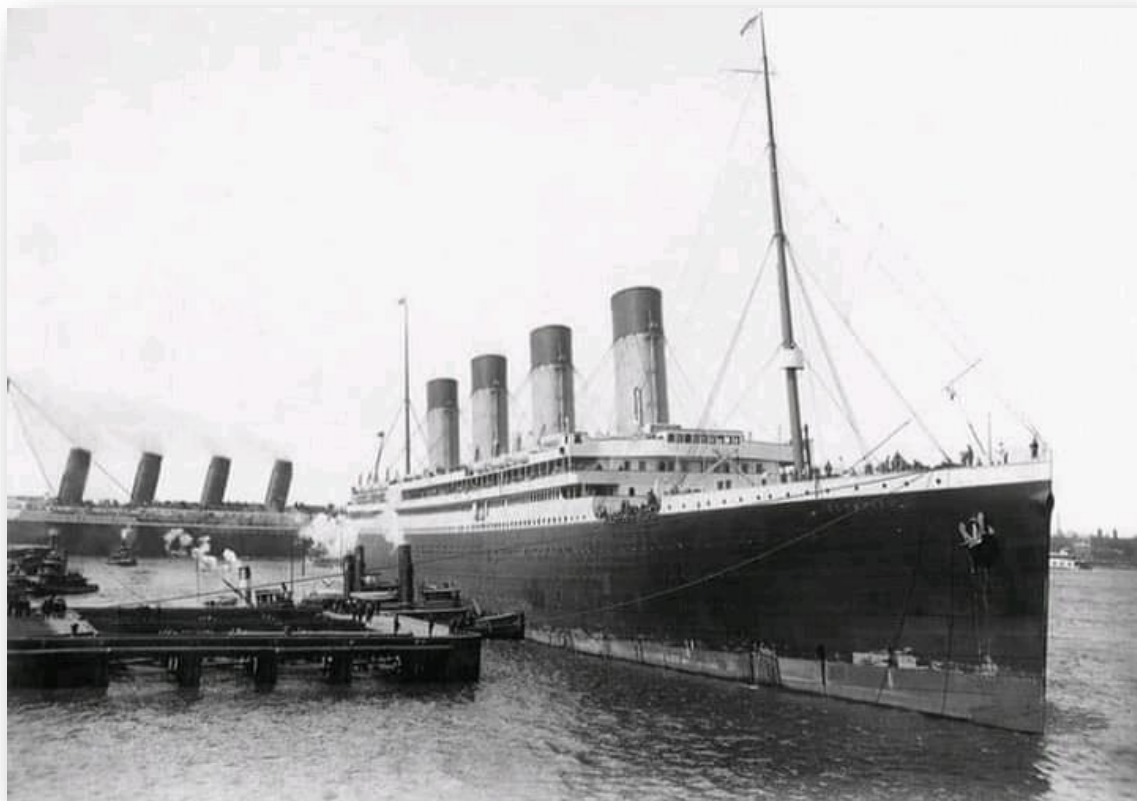
"Captain Turner had a bad attitude towards passengers (called them "Bloody Monkeys" When he was called as an expert witness at the trial for the passengers suing for reparaitions just before the Lusitania made its last voyage, Turner was asked at the trial if any lessons were learned from the Titanic disaster." "No," he grunted, "it will happen again!"





**Public domain image:** *Captain William Thomas Turner also known as Captain Turner.*

At the time of the sailing of the Lusitania, Turner was the Commodore of Cunard (yes, he was assigned to Lusitania on what would be her last voyage). His attitude was so bad that Cunard had to hire a Staff Captain just to accommodate and socialize with passengers as Turner would not. Perhaps one time during the voyage, Turner would sit at the Captain's table (although he dreaded having to do this social duty), but the rest of his meals, he took in his cabin. One may wonder why Cunard would hold onto a Captain with Turner's personality. Very simple [...] Turner was probably one of the best Captains on the sea when it came to guiding a ship. It was Cunard's practice to hold a talent show the next-to-last day of the voyage. No, Turner did not attend. All the social duties and handling of passengers was left to Staff Captain Anderson.



**Public domain image:** R.M.S. OLYMPIC arriving in New York City for the first time.

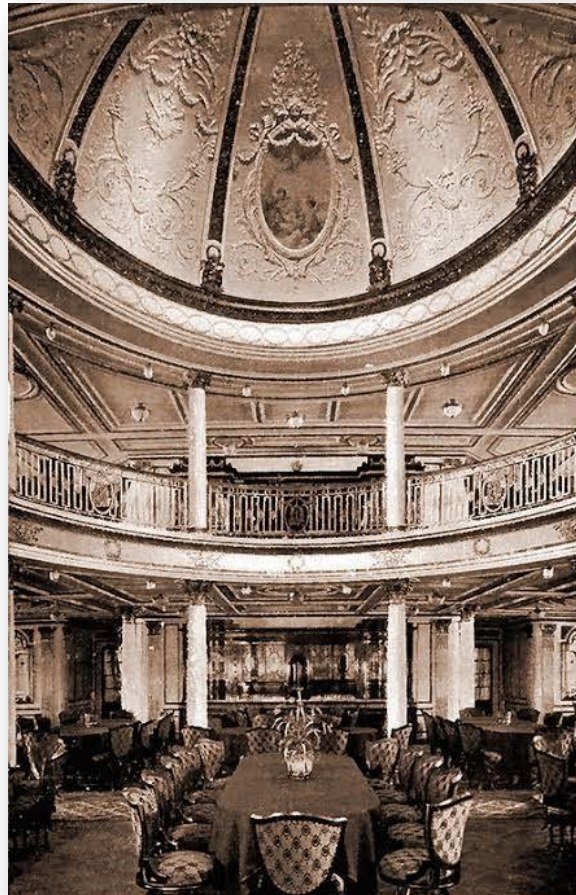
On this picture we can see the R. M. S. Olympic arriving in New York City on her maiden voyage under command of Captain E. J. Smith soon the Titanic's Captain. And we can see the R. M. S. Lusitania departing from New York City for another traditional Transatlantic crossing from America to Europe.

When the Olympic arrived in New York City with a bang in the headlines all ships saluted her, except the R. M. S. Lusitania, Lucy she didn't salute Olympic with her whistle. Lucy she was late to leave New York City.

Cunard Line and White Star Line both were two giants rivals of the Transatlantic express. Therefore, it's believed Lusitania she didn't salute Olympic because she was a rival.

Captain Turner he was one of the best navigators on the sea. He knew his ships well. Only one problem: he was hard to get along with! He referred to his passengers as "bloody monkeys."

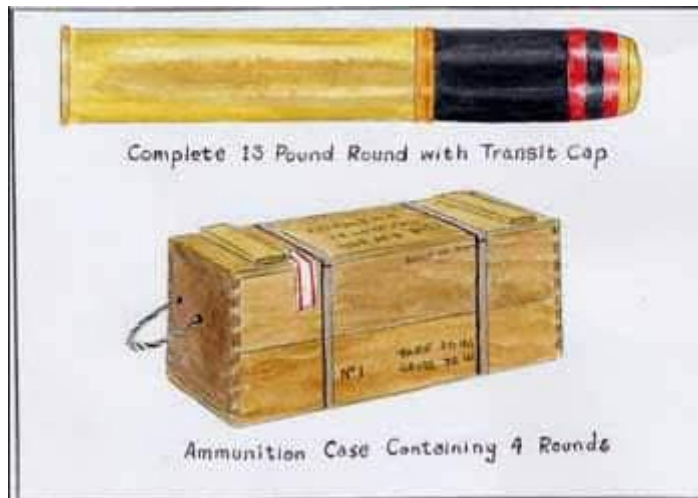
### **"Lusitania and her places on board"**



Cunard had to get an "executive" Captain to handle the passengers, because Turner wanted nothing to do with it, on this day when Lucy passed the Olympic on her maiden voyage, Turner was in his usual grumpy mood, and refused to salute her like the other ships.

Lusitania just like her rival "Titanic" lost during her maiden voyage, she was also a Millionaire's Special, the Millionaires they loved the speed of the Lusitania to crossing the Atlantic. She had interiors a lot more luxurious than her sister Mauretania. She was a super ocean liner.

## “Lusitania and her top-secret shipment”



Picture credits: Lusitania Online <http://www.lusitania.net/munitions.htm>

Lusitania she'll be carrying a top-secret shipment, 173 tons of munitions on her cargo hold from America to England.

May 1st, 1915 the first hours of the day Lusitania she'd be docked in New York until 12:00 P.M. when she raised her anchor to Liverpool. Meanwhile her top-secret shipment it'd be doing.

### How many people Lusitania was she carrying?

**Lusitania she was carrying 1,959 passengers** on board her on May 7th, 1915 when she was attacked by a German submarine. 1st,198 souls were lost during her disaster.

When the WW1 started many ocean liners were solicited to serve as Hospital Ship and Troops ship, Lusitania she one of ships that continued carrying passengers while the other ships would be fighting, Britannic and Olympic (the Titanic's sisters ships) they'd be serving, Britannic as a Hospital Ship and Olympic as a Troops ship. The

Lusitania's sister ship Mauretania she also would be fighting during the WW1 as a Troops ship and a Hospital Ship.

The speed of the Lusitania she could've easily escaped from the submarines, she was the most powerful British ship in the sea.

**Public domain image:** The bodies of the Lusitania after her loss. May 7th, 1915: in the morning during the first hours of the day Lusitania she was sailing in a heavy fog on the Irish coast, Captain Turner ordered to reduce the Lusitania speed, the British Admiralty sent a special warning to Captain Turner, but of course he didn't obey the orders, it almost midday the heavy fog it was going away, when the German submarine saw her



sailing and started to prepare the attack, at 2:10 PM Lucy she was torpedoed by the German submarine.

At same time the Lusitania system stopped to response, her rudder, her propellers and other parts stopped to response, Captain Turner ordered to reduce the speed to stop the monster ship to launch their lifeboats but nothing could be done while Lusitania she's been in high speed, the lifeboats started to be launched by the sailors, in 18 minutes at 2:18 PM Lusitania hit the seafloor on the ice waters of the North Atlantic.

Captain Turner, he was on the bridge and he goes down with Lucy, at moment when Lusitania hit the seafloor an explosion took him to the surface again, Captain Turner he was among the survivors of the Lusitania disaster.

**Public domain image:** Captain Turner arriving in Liverpool after loss the Lusitania.



Lucy she's a secret until today's days, only God knows what happened on this day of May 7st, 1915 during the World War I, the British Admiralty has many secrets on their archives until today's days, on this 107th anniversary we'd like to honor her

and the souls loss on this day of May 7th, 1915 when the mighty R. M. S. LUSITANIA goes down to seafloor.

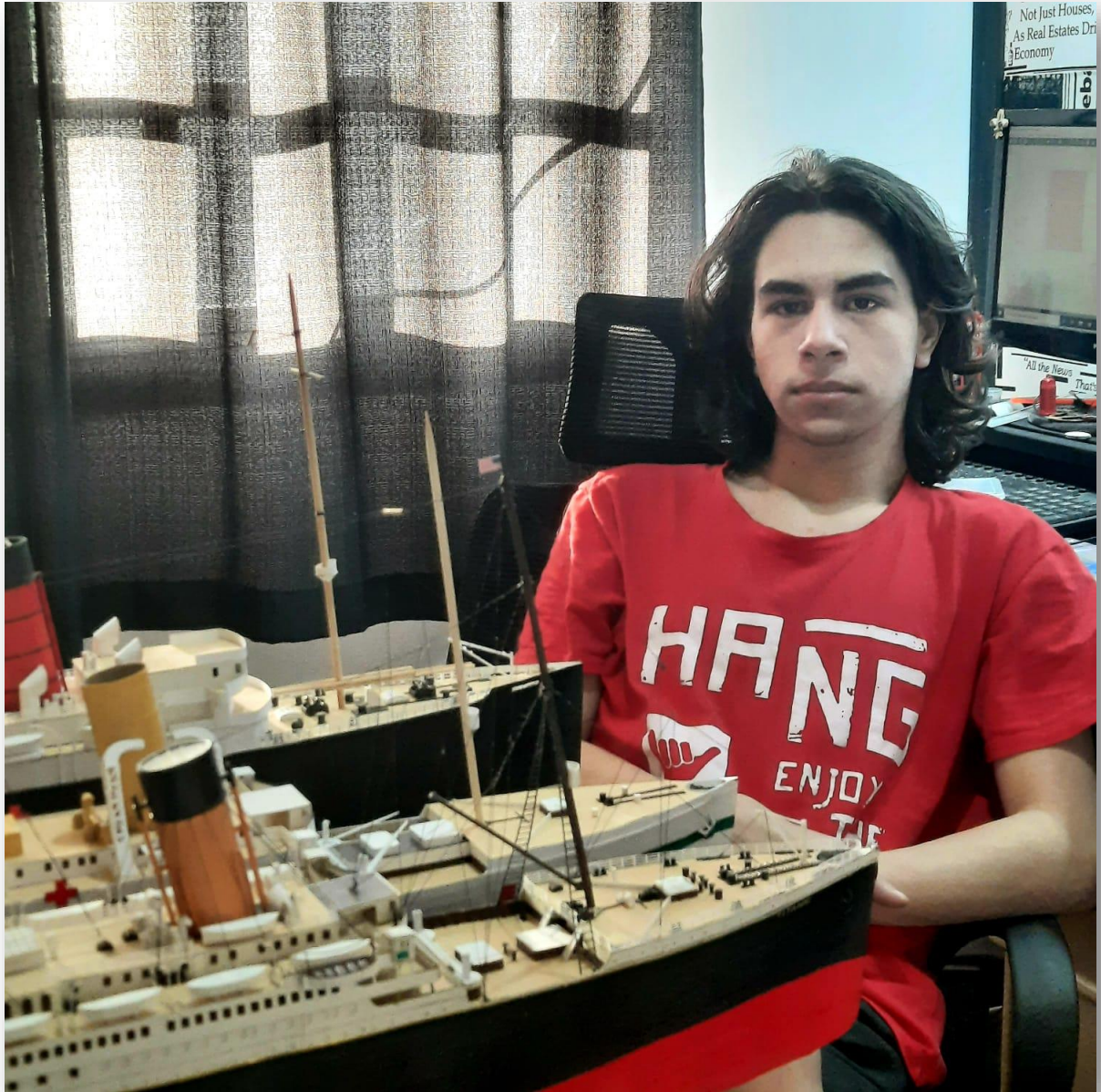
This article I would like to dedicate and say a mighty thanks for my friend there in the United States of America Mr. Abner H. Cook for your amazing knowledge about the Lusitania, last year I had the great pleasure of the know this amazing gentleman there in America, and learned things about the Lusitania that I had never learned.

**Lusitania she'll never be forget and we never forget her.**





Figure 1: Artwork with old pictures of the Lusitania made by myself, Bruno Stival.



**Figure 1:** Bruno Stival's photo.

"The Lusitania's bridge"

Her bridge it was designed by British Admiralty, Lusitania and her sister Mauretania they had their bridges designed for a possible war, if it was necessary, during the World War I, Lucy unfortunately didn't have as luck as her sister Mauretania, and she lost.

Both Lusitania and Mauretania they had a super appetite for coal. Their speed and their propellers were one of the most powerful of the Atlantic Ocean, Lusitania and Mauretania they were a lot of small than the Olympic Class. The Olympic Class liners, they could burn between 6.000 and 7.000 tons of coal the Lusitania Class they could burn between 7.000 and 8.000 tons of coal.

“The work of a member of the Black Gang on the boiler-room”.

The British way of crossing the North Atlantic from Europe to America.

Industrial Revolution 19th and 20th centuries industry, steam engines and other things.

We had our first Industrial Revolution between 1760~1840 this was the first time when the man discovered the power of the coal.

Now The Lusitania and her rival Titanic and other they were born during the second Industrial Revolution the great Edwardian era of luxury liners. These were the first years of the 20th century.

Crossing the world's oceans a hundred years ago was a hot, sweaty, dangerous, exhausting business. And for none moreso than the humble stokers or firemen who had the backbreaking and unenviable task of stoking a ship's furnaces and getting the boilers online.

Firing up the boilers on a coal-fired steamship (what was called "raising steam") was an exercise that took hours. Because of this, once lit, a ship's boilers were kept going continuously.

Coal was brought from coal bunkers by trimmers in wheelbarrows (shoveled by hand), dumped on the floor and shoveled into the furnaces (by hand). Every second that the furnace doors were left open was less heat being applied to the boiler, so the doors were opened for as short a time as possible. This meant that coal had to be shoveled into the fireboxes incredibly fast, for hours at a time.

Although being a stoker sounds easy (if exhausting), it was really a highly skilled job.

To give you an idea of just how hard it was being a stoker:

To achieve a service speed of 21kt, the RMS Titanic burned approx 835 tons of coal a DAY, or 35 tons an HOUR. Which means that between them - the stokers on duty had to shovel at least 550 - 600 pounds of coal every THIRTY. SECONDS.

For FOUR HOURS STRAIGHT.

Just some of the external differences between the R. M. S. Mauretania and her sister the R. M. S. Lusitania;

- Mauretania was 5 feet longer than Lusitania, thanks to a differently-shaped stern; Mauretania was rounder while Lusitania was more squared.

- The bulwarks on the forward end of the superstructure were vastly different, with Mauretania's bridge extending ahead over the deck below by a couple of feet whereas Lusitania was pushed back.

- Mauretania had a longer set of bulwarks along the forward end of the bow; Lusitania had only her forepeak bulwarked.

- Mauretania had a full complement of cowl (or gooseneck) vents on her "top-of-house" structure, around the funnels. Lusitania had stove-top vents, with hinged lids (which were prone to loss from heavy seas).

- Mauretania upper skylights were pyramidal in shape; Lusitania were barrel-shaped.

- Second class lounge atop the aft Second-class deckhouse was round on Mauretania; Lusitania was square with diagonal-cut corners.