

R.M.S. FRANCONIA

1910-1916

This exhibit is an exploration of the Cunard Liner RMS Franconia from the launch in 1910 to the sinking in 1916, using a wide variety of philatelic and non-philatelic materials to document the history of the ship. It is divided into 4 sections: Construction & Launch; Trans-Atlantic Service; Winter Cruising Caribbean and Mediterranean; Wartime service.



Tuvalu 2011
FRANCONIA
20c value in set
"World Famous Ships"
Ocean Liners.
Image from Postcard
"Cunarder at
Monaco"



Undated Woven Silk Postcard
R.M.S.FRANCONIA

Divided back Inland Postage 1d
"For inland postage only"

"Wish you were here what a lovely trip fine weather, sea calm & such a lovely blue enjoying so well. Sunday getting a little rough."

Tonnage - 18,150 tons gross; 11,247 tons net	Engines - Eight-cylindere quadruple-expansion by Wallsend Slipway Co Ltd.
Displacement - 25,000 tons	Service speed - 17 knots
Dimensions - 182.96m x 21.73m (600.3ft x 71.3ft)	Builder - Swan, Hunter & Wigham Richardson, Wallsend-on-Tyne
Number of funnels - 2 Number of masts - 2	Launch date - 23 July 1910
Construction - Steel	Passenger accommodation - 300 First Class, 350 Second Class and 2,200 Third Class
Propulsion - Twin screwed	

The *Franconia* and its sister ship the *Laconia* [1911] were built to replace the *Ivernia* and *Saxonia* on the Liverpool to Boston/New York Trans-Atlantic service and to cover for the *Luisitania* and *Mauretania* if these were being refitted. She was launched by Lady Forwood, wife of a Cunard director Sir William Bower Forwood, on **23 July 1910**, was engined and fitted out at Wallsend-on-Tyne with her maiden voyage between Liverpool, Queenstown and New York on **25 February 1911**. During the winter, the *Franconia* undertook a cruise to the Caribbean then several cruises from New York to the Mediterranean.

Two notable events during the Trans-Atlantic service were the rescue of 13 survivors of the burning of the *Leyland Line* vessel, *Colombian* on **3 May 1914** and the participation in the convoy carrying the **Canadian Expeditionary Force** to Europe in **October 1914**. She was then requisitioned as a troopship in **February 1915** and was sent to the Mediterranean to assist in the Dardanelle campaign, carrying the troops between Gallipoli and Alexandria. The *Franconia* was torpedoed **4 October 1916** by UB47 with the loss of 12 lives with the *Dover Castle* picking up 302 survivors.

PLEASE ADDRESS YOUR REPLY TO WALLSEND ON TYNE.

SWAN, HUNTER, & WIGHAM RICHARDSON, LTD.

SHIP, ENGINE, BOILER & FLOATING DOCK
BUILDERS AND REPAIRERS.

WALLSEND ON TYNE & WALKER ON TYNE.

LONDON OFFICE: 150, LEADENHALL ST., E.C.

GRAVING DOCK 550 FEET.

DO. 540 "

FLOATING DOCKS & SLIPWAYS.

WALLSEND SHIPYARD,

WALLSEND ON TYNE.

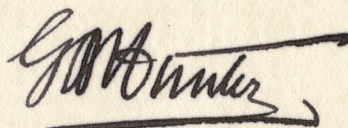
30th April, 1910
(Saturday)

ALL OFFERS ARE SUBJECT TO OUR USUAL STRIKE,
ACCIDENT AND GUARANTEE CLAUSES, AND TO
THE OTHER CONDITIONS IN OUR PRINTED FORM
OF CONTRACT.

Dear Mr. Booth,

I have your yesterday's favour respecting the launch of the "Franconia". The dates suggested are Thursday 7th or Saturday 23rd July. We will advise you in good time if it is thought desirable to launch on the earlier date, and I am much obliged to you for saying you will make your plans fit in with either date.

Yours very truly,



ALFRED A. BOOTH Esq.,

Chairman, The Cunard Steam Ship Co., Ltd.,

LIVERPOOL.

Telegraphic & Cable Address: "HUNTER, WALLSEND." CABLE CODES (WESTERN UNION, WATKINS & APPENDIX, SCOTT'S, (INCLUDING 10TH ED.)
(A.B.C., A.I. AND BENTLEY'S COMPLETE PHRASE CODE.
Nº 112 & 113 WALLSEND - for local Messages.
Nº 2027 NEWCASTLE ON TYNE - for trunk Messages only.

Telephones: POST OFFICE Nº 411. NATIONAL }
Telegraphic Address: PONTOONS, WALLSEND. Telephones: POST OFFICE 463. NATIONAL Nº 5 WALLSEND.
Passenger Railway Stations: WALLSEND AND CARVILLE.

FOR WALLSEND
SHIPYARD ONLY.

FOR DRY DOCKS
DEPARTMENT.

Construction & Launch

In 1903 Swan & Hunter, a Wallsend Shipbuilding business established in 1852, merged with Wigham Richardson (founded by John Wigham Richardson as Neptune Works in 1860), specifically to bid for the important contract to build **RMS Mauretania** on behalf of Cunard.

Their bid was successful, and the new company, **Swan Hunter and Wigham Richardson Ltd.**, went on to build many ocean liners including the **Franconia** and sister-ship **Laconia**

In 1903 the Company took a controlling interest in the **Wallsend Slipway & Engineering Company**, which was an early licensed manufacturer of Parsons steam turbine engines which were installed in the Cunard liners.

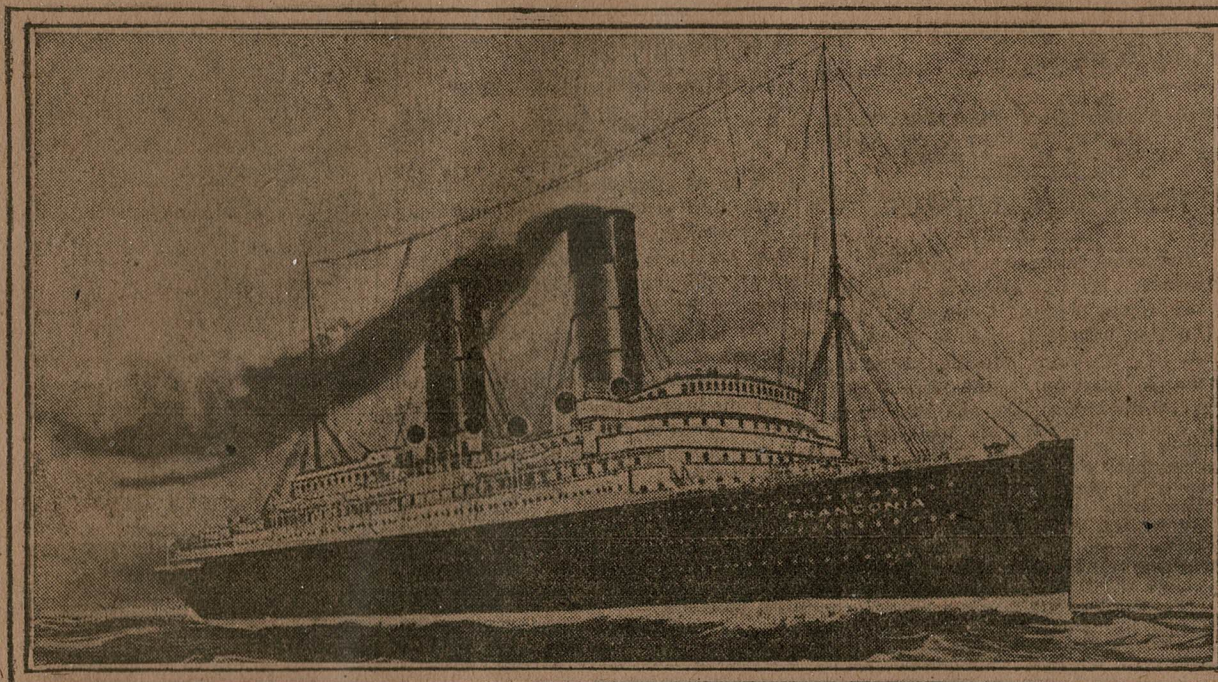
Alfred Booth and Company was a British trading and shipping company that was founded in 1866 and traded for more than a century. It was founded in Liverpool, England, by two brothers, Alfred and Charles Booth. It grew into a significant merchant shipping company with its head office in Liverpool.

Sir Alfred Allen Booth was the Chairman of the **Cunard Steam Ship Company** until 1924

OUR WELTERWEIGHTS * MONROE DOG

The New Cunard Liner Franconia, To Be Launched To-Day, Designed for Comfort

EXPEC
FRO



THE S. S. FRANCONIA

Not as Large or as Speedy as the Mauretania, She Embodies Many Features in Passenger Accommodations That Place Her in the Front Rank of Modern Steamships.

[SPECIAL TO THE HERALD.]

HERALD BUREAU,
No. 130 FLEET STREET,
LONDON, Friday.

The new Cunard steamship Franconia, which will be launched to-day, though not so large in point of gross tonnage, nor built with the object of rivalling in speed the Lusitania and Mauretania, will embody many features, especially in regard to her passenger accommodation, that will place her in the very front rank of modern liners. Her internal arrangements and accommodations will insure the comfort and convenience of all classes of passengers. Early in 1911, when she will be ready to be placed in commission, she will be primarily attached to the Boston service, now being carried on by the Ivernia and Saxonia. She will be both larger and faster than the two

latter boats; in fact, she will be the largest boat to enter Boston Harbor. She has been constructed at Wallsend-on-Tyne by the same company that was responsible for the building of the Mauretania, Utonia, Ivernia and Carpathia.

The principal measurements of the vessel are:—Length over all, 625 feet; breadth over all, 72 feet; gross tonnage, 18,000 tons; displacement, 25,000 tons; height of funnels, 140 feet above lowest furnace bats; diameter of funnels, 17 feet 6 inches; height of masts, 200 feet above keels.

She has been designed on the lines for which the Cunard boats are noted, at the same time embracing all those features necessary to insure steadiness and seaworthiness in all kinds of weather.

In all there are seven steel decks. She

is, of course, fitted with bilge keels for resisting rolling when in a seaway. Watertight transverse bulkheads divide the ship into a number of watertight compartments, thus securing as far as possible her buoyancy should the bottom by any means be pierced. She will be propelled by twin screw engines of the inverted, direct acting quadruple expansion type, having four cranks to each set.

About four miles of planks and 100,000 square feet of scaffolding area have been utilized in the construction of the vessel. Upward of 3,500 men were engaged on the construction work, and a large army of decorators and others will now take possession of her to perform their allotted tasks before the ship is ready to receive her first batch of passengers.

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DR H H CRIPPEN

GENEVA WITNESSES

MARSHAL FONSECA

SWAN, HUNTER, & WIGHAM RICHARDSON, LIMITED,

No. 739

WALLSEND-ON-TYNE

July 26

1910

RECEIVED of

The Cunard Steamship Co^l

Cheque

value

Thirty eight thousand

Pounds,

Shillings,

a/c Franconia 857 s/s.

per Messrs. Liverpool District Bank Co^l on July 25, 1910

For SWAN, HUNTER, & WIGHAM RICHARDSON, LIMITED,

£ 38,000 : : _____

Wm Robson



CASHIER.

Swan, Hunter, & Wigham Richardson Limited
Receipt for £38,000 to The Cunard Steamship
Co Ltd Franconia account.

Cheque dated July 25, 1910.

Receipt dated July 26, 1910.

2 days after the Franconia launch.

Stamp duty 1d paid with King Edward VII one
penny adhesive with "S" Perforated initial of the
Company.

Wallsend Shipyard postcard reproduction
original by Hill & Shannon Wallsend



Certificate No 572



THE WALLSEND SLIPWAY & ENGINEERING CO. LIMITED,

INCORPORATED UNDER THE COMPANIES ACTS 1862 & 1867.

CAPITAL £ 300,000

divided into 150,000 ORDINARY SHARES of £1 each and
150,000 NEW PREFERENCE SHARES of £1 each

This is to Certify that *Edith Margaret Eleanor Lownds*
of *Pembroke House, Aldelwicks, Suffolk, Spinster*
is the Proprietor of *340* Ordinary Shares numbered *41.571*
to *42.130* } *41.680* both inclusive in *The Wallsend Slipway & Engineering Co. Limited,*
subject to the Regulations of the said Company and to the stipulations
and conditions contained in the Articles of Association.

Given under the Common Seal of the said Company
this *twenty fourth* day of *August* 1915.

W. R. Stammers
Arthur James } Directors

James Henderson Secretary



N.B. NO TRANSFER CAN BE EFFECTED WITHOUT THE PRODUCTION OF THIS CERTIFICATE.

THE WALLSEND SLIPWAY & ENGINEERING CO., LIMITED.
AND REID & CO., LTD., NEWCASTLE.

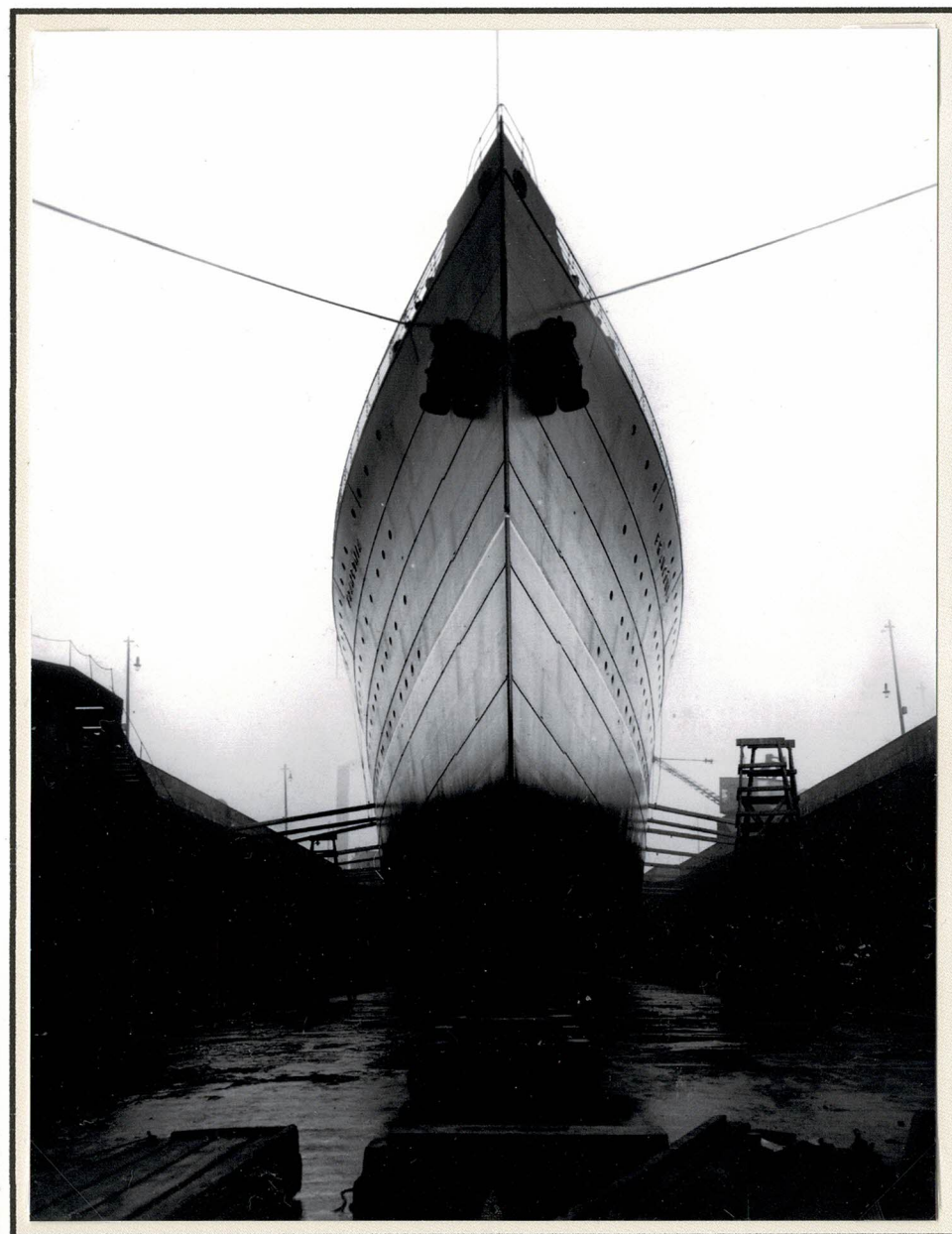
LAUNCH OF A NEW CUNARDER ON THE TYNE.



Daily Graphic Photograph London July 23, 1910

At Dry Dock 1910 - reproduction from original negative by Historic Images, Liverpool. Also seen in Franconia article on Wikipedia

Wallsend Slipway & Engineering Co Ltd Dry Dock.



Dining Saloon: CUNARD BOSTON LINER.

"Dining Saloon: CUNARD BOSTON LINER"

The Marine Engineer and Naval Architect publication of September 1910 records:

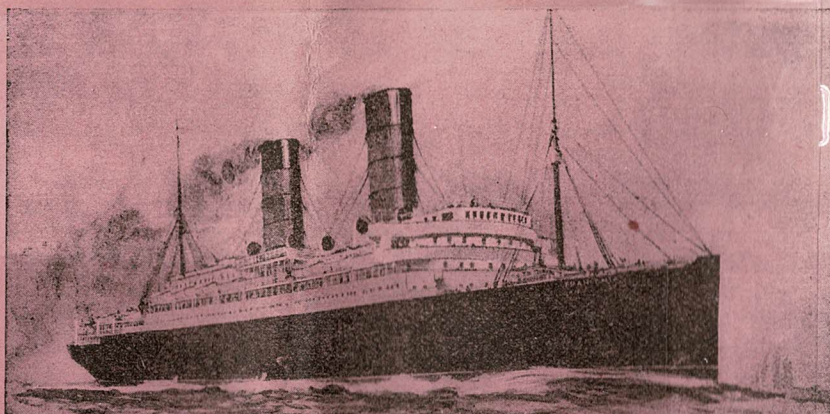
"The Architects, Willink and Thicknesse, of Liverpool, designed the interiors in the style that is known in America as "Colonial" and in England as "Georgian." The dignity and effectiveness of this style will be strikingly portrayed in the treatment of the main dining room on "C" deck."

POST CARD. CARTE POSTALE.
UNIVERSAL POSTAL UNION.

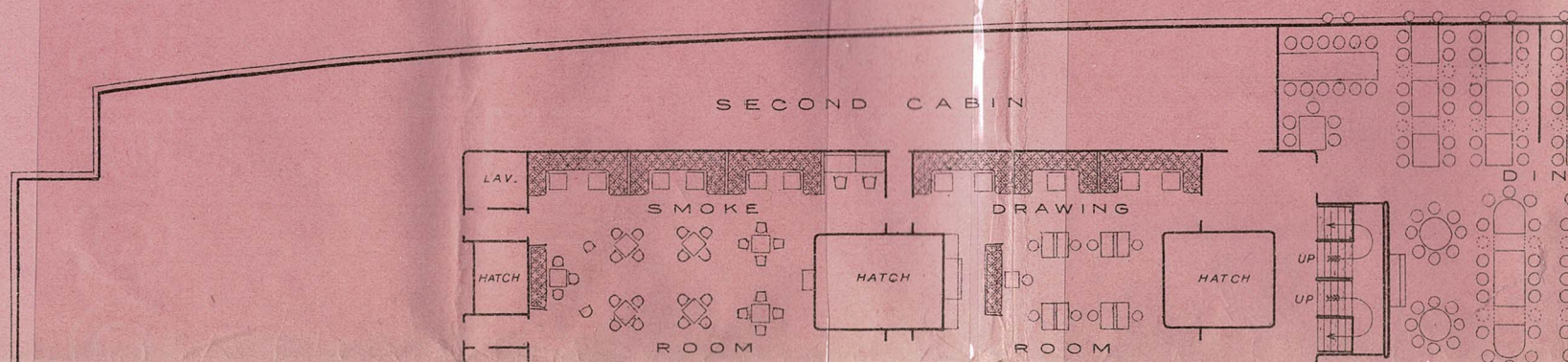
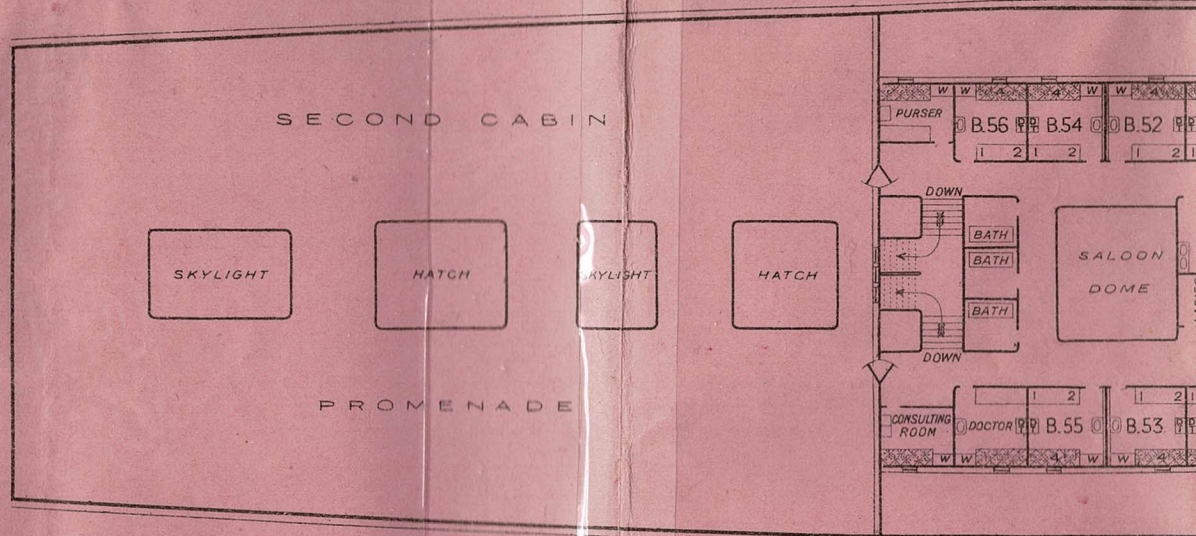
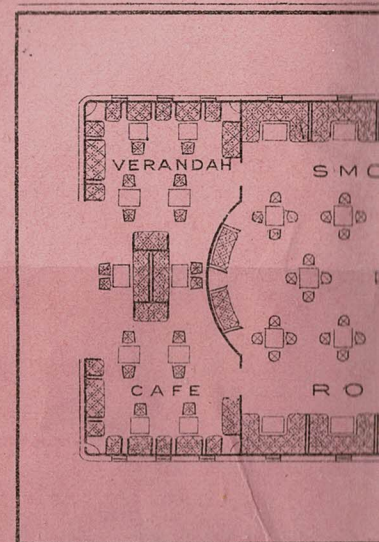
For INLAND POSTAGE (GREAT BRITAIN AND IRELAND ONLY), THIS SPACE MAY BE USED FOR CORRESPONDENCE.

THE ADDRESS ONLY TO BE WRITTEN HERE.

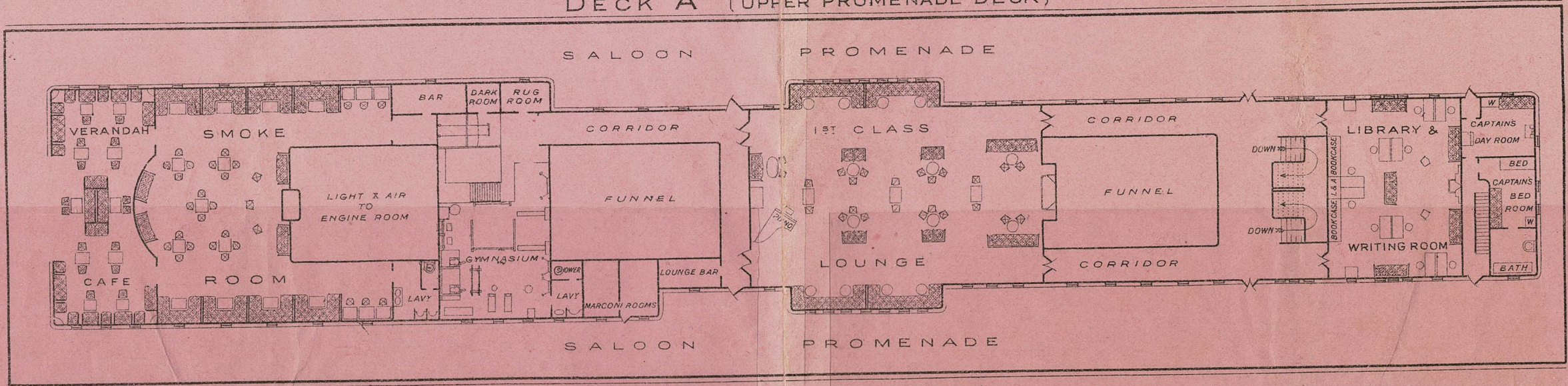
If Posted in U.K. For inland use, Ad. stamp. For Postal Union, 1d. stamp.
If Posted in Postal Union, Ad. stamp or its equivalent.



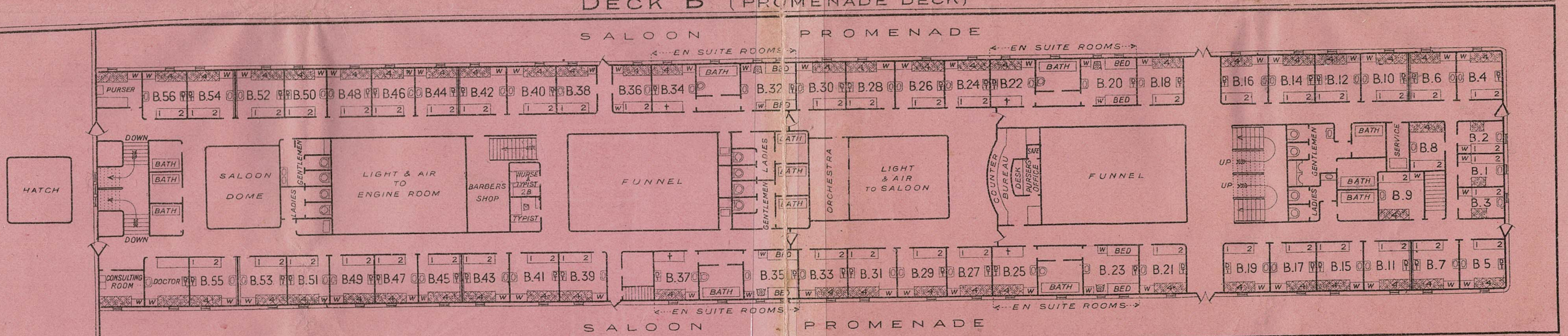
TWIN-SCREW STEAMER "FRANCONIA," 18,150 TONS.



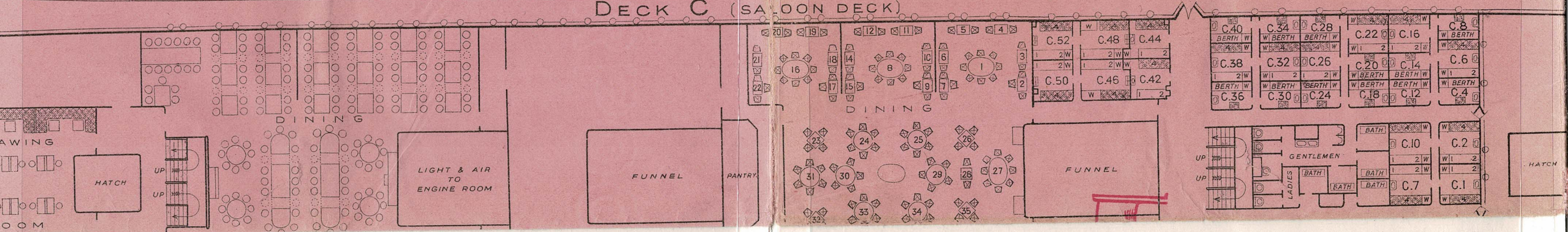
DECK A (UPPER PROMENADE DECK)



DECK B (PROMENADE DECK)



DECK C (SALOON DECK)



85-

Cunard Line "Franconia"

Deck plans
Printed Liverpool March 1911

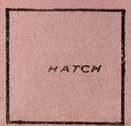
CUNARD LINE.
"FRANCONIA,"

TWIN-SCREW STEAMER

LENGTH, 625 FEET. BREADTH, 72 FEET. TONNAGE, 18,150.

2nd April 12

FEET FROM BOW



SECOND CABIN SCHEDULE RATES.
LIVERPOOL-BOSTON SERVICE.

From LIVERPOOL or QUEENSTOWN From BOSTON	16th Oct. to 31st July. 16th July to 31st April. Minimum Single Fare, £10.			1st Aug. to 15th Oct. 1st May to 15th July. Minimum Single Fare, £10.		
	4 in Room.	3 in Room.	2 in Room.	4 in Room.	3 in Room.	2 in Room.
"D" DECK.	Each Adult	Each Adult	Each Adult	Each Adult	Each Adult	Each Adult
Outside Rooms —D6, D12, D17, D28, D31, D32, D33, D36, D39, D40, D43, D44, D47, D48, D51, D52, D53, D56, D59, D62, D67, D68, D69, D81, D82, D85, D86, D89, D90, D93, D96, D99, D100, D114, D115, D118, D119, D122, D123, D126, D127, D128, D133, D136, D137, D147	2	10	10	11	14	18
D9, D17, D18, D21, D24, D31, D32, D39, D70, D96, D102, D105, D148, D155, D142, D149	—	—	17	—	—	12
Inside Rooms —D1, D2, D3, D4, D8, D25, D26, D29, D30, D35, D38, D41, D42, D43, D46, D49, D50, D54, D57, D63, D64, D71, D72, D75, D76, D79, D80, D83, D84, D87, D88, D91, D94, D97, D98, D111, D112, D113, D116, D117, D131, D132, D135, D138, D139, D141, D142, D143, D146, D147, D5, D7, D10, D11, D14, D15, D16, D19, D20, D23, D27, D28, D29, D65, D66, D69, D77, D82, D84, D85, D91, D95, D97, D98, D99, D101, D102, D103, D104, D106, D107, D108, D110, D113, D114, D144, D145, D146, D147, D151, D152	10	10 10	12	10 10	12	16
"E" DECK.	Each Adult	Each Adult	Each Adult	Each Adult	Each Adult	Each Adult
Outside Rooms —E5, E15, E29, E30, E35, E41, E45, E57, E58, E73, E81, E97, E40, E53, E51, E59, E77, E91	10	10 10	12	10 10	13	17
Inside Rooms —E7, E43, E47, E51, E55, E59, E63, E67, E71, E75, E79, E89, E30, E35	10	10 10	12	10	12	15
E1, E3, E9, E11, E19, E21, E25, E27, E31, E33, E37, E38	—	—	10 10	—	—	11
E83	—	—	10	—	—	10 10

Minimum Fares increased by 10 1/2 17th July 1911

The fares on "D" Deck and "E" Deck depended on numbers/room and whether the rooms were outside or inside and the date of travel.

The fares were between £10 and £18



RMS Franconia Maiden Voyage 25 February 1911

Leaving Liverpool via Queenstown to New York.

Reproduced by Historic Images from original Glass Plate
Photograph by E J Donovan, Liverpool



Telegraphic Address "CUNARD"

CUNARD LINE

FROM NEW YORK OR BOSTON TO LIVERPOOL

CUNARD SPECIAL at RIVERSIDE STATION, LIVERPOOL. 5 Hours, 50 Minutes, from LONDON.

"LUCANIA" Alongside LIVERPOOL LANDING STAGE. Passengers embarking.

1900		JANUARY		1900	
SUN	7	14	21	28	☉
MON	1	8	15	22	☉
TUE	2	9	16	23	☉
WED	3	10	17	24	☉
THU	4	11	18	25	☉
FRI	5	12	19	26	☉
SAT	6	13	20	27	☉

SAILING DAYS IN RED

Also Regular Sailings to HAVRE, ITALY, the ADRIATIC, and LEVANT.

Sailings from NEW YORK OR BOSTON ON TUESDAYS, THURSDAYS, & SATURDAYS, calling at QUEENSTOWN

NEW YORK: 30, Broadway.
BOSTON: CHICAGO: 99, State Street. 67, Beakboro Street.
GLASGOW: 30, Jamaica Street.
MANCHESTER: 18, Brazenose St., Albert Square.
QUEENSTOWN: Cunard Wharf.
HAVRE: 23, Quai d'Orléans. PARIS: 38, Avenue de l'Opéra.
LONDON: 13, Pall Mall, & 01, Bishopsgate St.
LIVERPOOL: 8, Water St., and 11, Ranelagh St.

Across the Atlantic in 5 1/2 days.
Agent:

Printed by The Mumbles Railway Company Ltd MRP/36
From the Rickards Collection.

Shows the "Cunard Special" the train that ran from London to the Cunard Docks at Liverpool for passengers to connect with the Trans-Atlantic Cunard Service

"Liver, Cunard, and Dock Buildings, Liverpool" Photo printed in Great Britain. Photographer "J V" number 82727. Used Liverpool Oct 1 1924

Trans-Atlantic Service

The **RMS Franconia** and her sister-ship **RMS Laconia** were built primarily for the Trans-Atlantic service between Liverpool, Queenstown and Boston or New York. They were the largest vessels to enter the Boston harbour. Sailings were on Saturdays and alternate Tuesdays. While the speed of these ships was less than that of the other Cunard liners the **Mauritania** and **Lusitania** on this service, they were just as luxuriously appointed. The average crossing took between 7 and 8 days.

The Franconia had accommodation for 2850 passengers - 300 first class; 350 second class and 2200 third class - with a crew of about 300

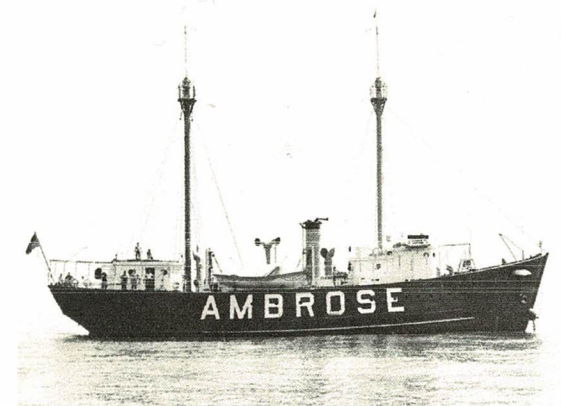
An **Abstract of Log** of each voyage was made available to Passengers disembarking at either New York or Liverpool. Printings were small as most passengers were too busy to obtain a copy with the excitement of arrival, getting contact details of new friends and sorting their luggage.

ABSTRACT OF LOG OF THE
Cunard Royal Mail Steamship "Franconia."
COMMANDER C. A. SMITH, R.D., R.N.R.
- - FROM LIVERPOOL TO NEW YORK -

March 1913	Miles	Latitude	Longitude	Remarks.
29	...	N	W.	5.18 p.m.—Left Liverpool
30	240	...	...	8.13 a.m.—Arrived Queenstown
31	31	To Q'nstown		10.37 a.m. G.M.T. ; 10.12 a.m. I. T.—Daunt's Rk. abeam
Apl. 1	398	From Queenstown		Fresh breeze, snow squalls, high westerly sea
2	355	50.14	19.17	Moderate gale, clear, squally, high westerly sea
3	385	48.23	27.55	Strong breeze, cloudy, clear, moderate westerly sea
4	355	45.41	36.28	Strong breeze, rain squalls, misty, reduced speed 50 mins.
5	382	42.41	43.30	Strong breeze, clear, moderate westerly sea
6	401	40.47	51.22	Fresh breeze, cloudy, misty, reduced speed 10 mins.
7	401	40.43	60.25	Moderate breeze, clear, slight westerly sea
	209	40.41	69.16	1.40 a.m., Ambrose Channel Lightship abeam
		To Ambrose Chan.L'ship		

PASSAGE:
Daunt's Rock Lightship to Ambrose Channel Lightship :—7 days, 18 hours, 17 minutes
Distance : 2927 miles. Average Speed: 15.71 knots.

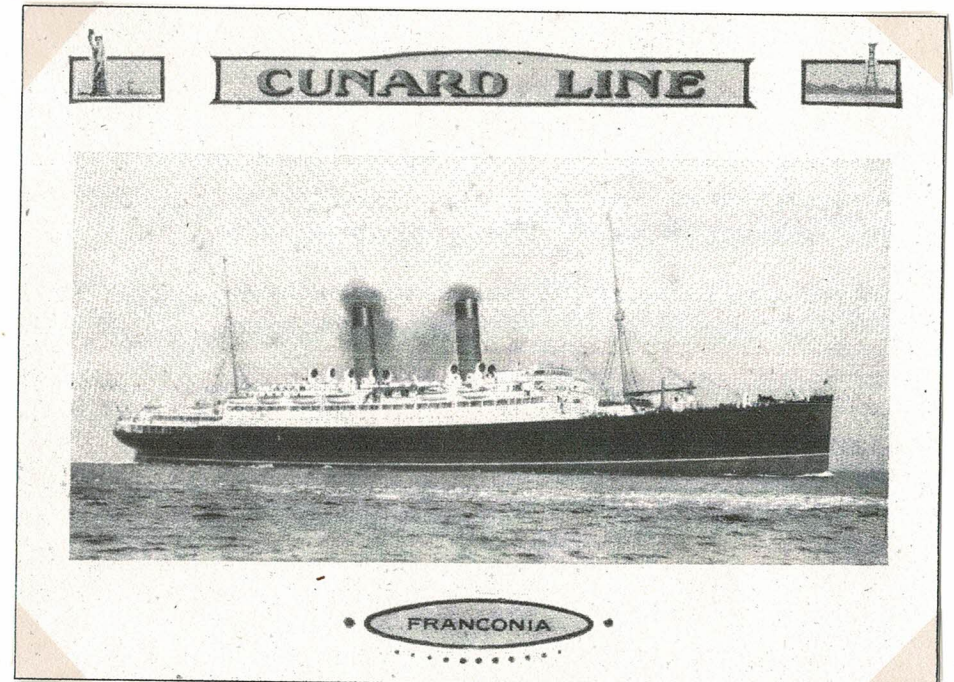
The United States Lightship LV-87/WAL-512 (Ambrose) is a riveted steel lightship built in 1907 and served at the **Ambrose Channel** lightship station from December 1, 1908, until 1932. The Ambrose Channel is the only shipping channel in and out of the Port of **New York**



Abstract of Log "**Franconia**" March 29 - April 7, 1913. 2927 miles at an average speed of 15.71 knots. [Front of card below]



Daunt's Rock Lightship off the Irish Coast guards the channel from **Queenstown**. It is most famous because of an heroic rescue of the crew by Ballycotton lifeboat on 11 February 1936. This was commemorated by a 1974 stamp issue featuring the Daunt lightship and the rescue lifeboat from an oil painting by B F Gribble



The **Trans-Atlantic** service between England and the United States of America was one of the most important maritime routes for both passengers and mail. There was much competition for services and much prestige in holding the **Blue Riband** for the fastest crossings westbound or eastbound. From 1901-1929 the record was held by the Cunard liner **RMS Mauritania** in 4 days 10 hrs 51 minutes [Queenstown to Ambrose lightship] with an average speed of 26.06 knots or 48.26 km/hour. By contrast, the RMS Franconia took an average of 8 days 2 hours for the Trans-Atlantic crossing Liverpool - New York

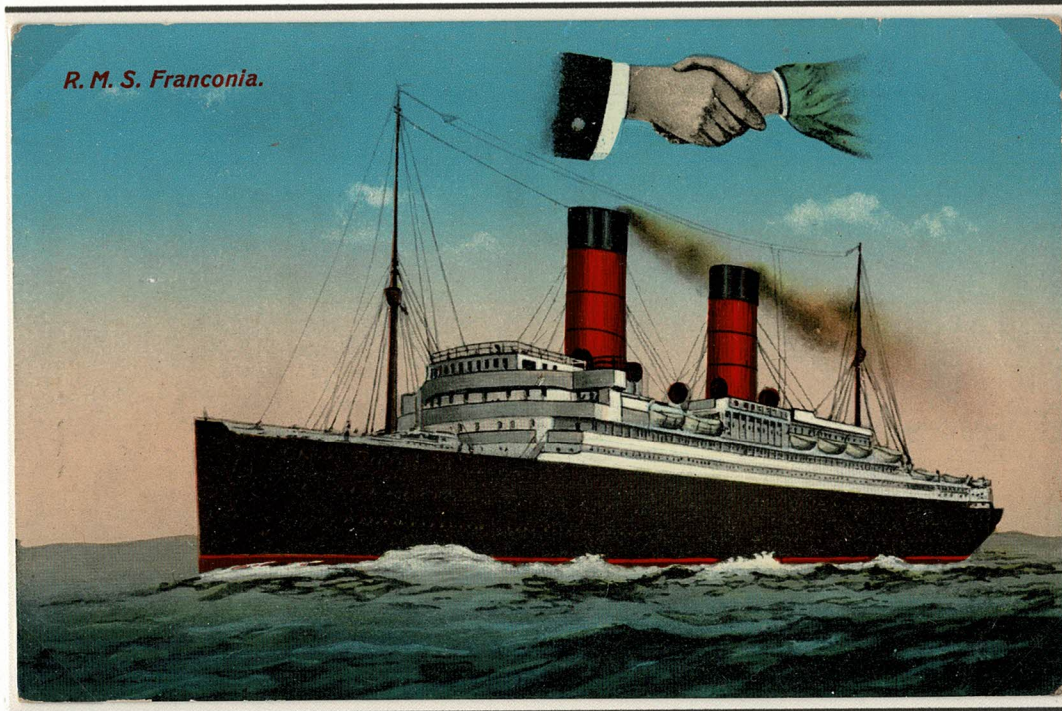
Picture postcards were very popular in the Edwardian era up to the First World War with passengers often sending a **Franconia** postcard advising of safe arrival.

"Hands across the Sea: situating an Edwardian greetings postcard practice"

In the 2013 thesis by Peter Gilderdale, published by Auckland University of Technology for a Doctorate of Philosophy the author explores this aspect. He states that the Edwardian postcards can be regarded as the **Twitter** of the time and that such was the interest in personal connectivity that the "**Clasped Hands**" represented, they were **sold at six times** the price of ordinary tourist view cards.

Permanent link <http://hdl.handle.net/10292/7175>

Postcard **Cunard Liner R.M.S. "Franconia"**
 Rotary photo A1366-6 London E.C
 Printed in Britain. [no others seen]



"R.M.S Franconia" "Clasped Hands" State Series, Liverpool, divided back printed in Saxony

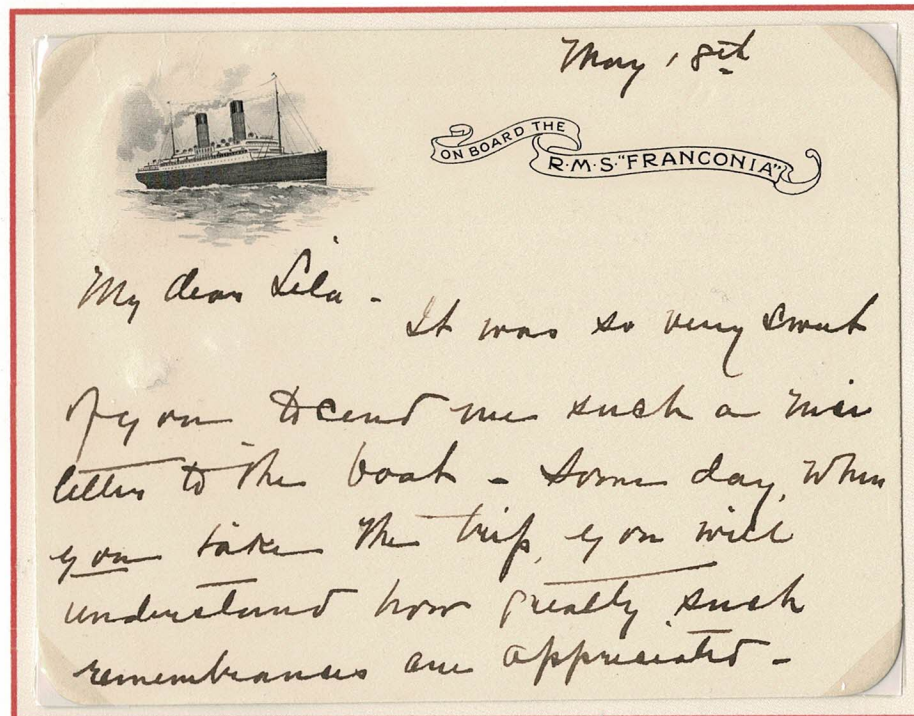
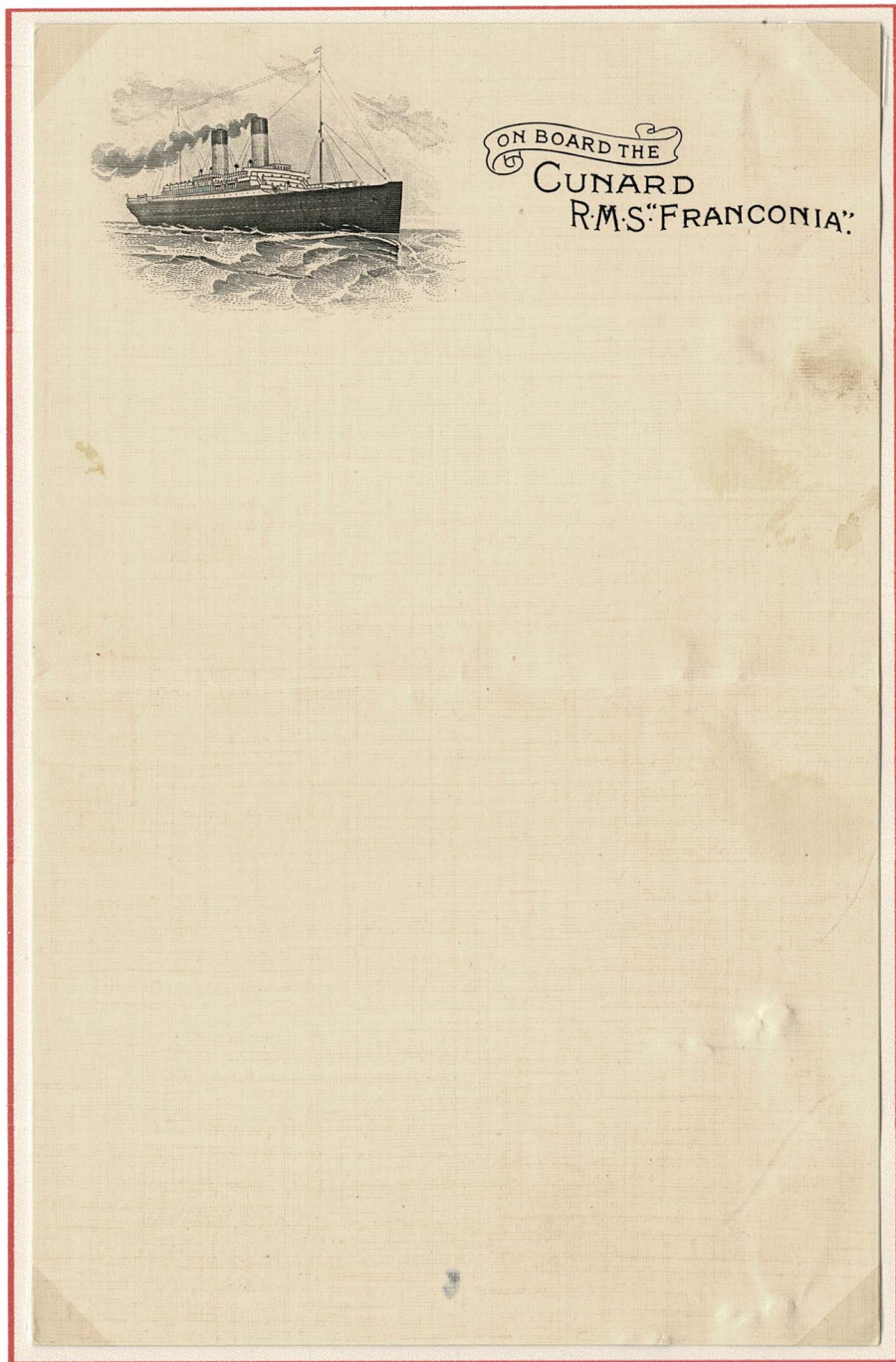


Cunard R.M.S "Franconia" Publicity Usage "Cunarders Franconia and Laconia Largest Steamers to Boston" No print details. Message dated 28 August 1914

Franconia Stationery:

The **Writing Room** was situated on the Upper Promenade or "A" Deck and was adjacent to the Library. Access was via the **First Class Lounge** and only First Class passengers were permitted access. Cunard envelopes were provided as were British stamps along with printed cards and double-sheet writing paper.

R.M.S Franconia Double-sheet watermarked writing paper



Writing Card with Franconia and banner "ON BOARD THE RMS "FRANCONIA" written May 18th [1914].

Message reads [in part]:

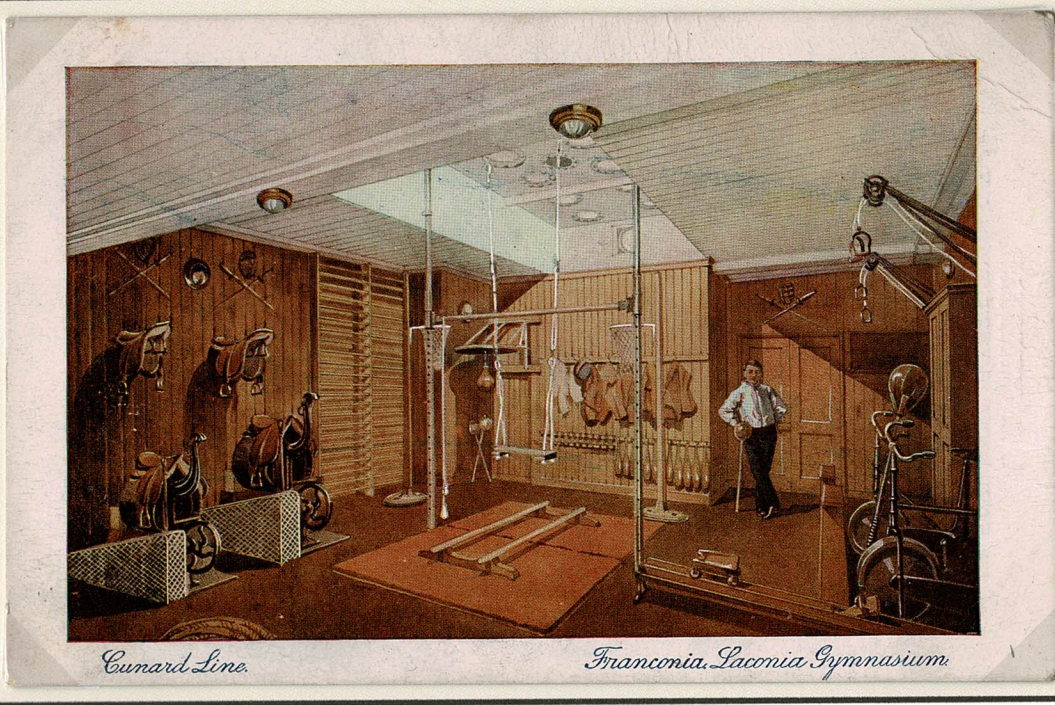
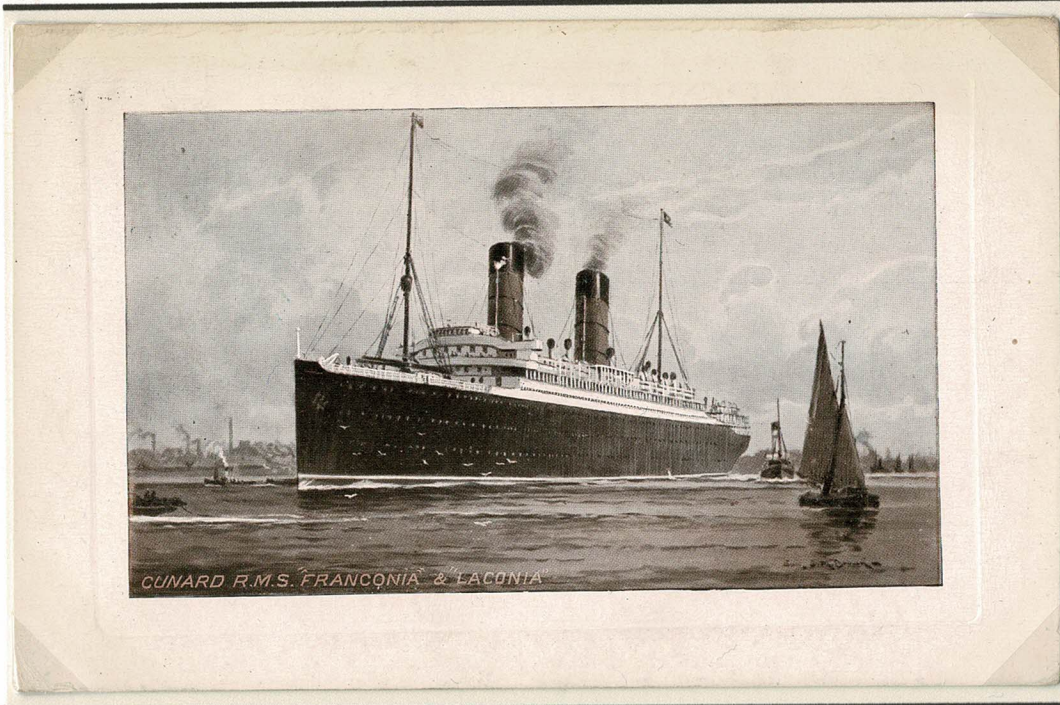
"It was so sweet of you to send me such a nice letter to this boat - some day when you have taken this trip you will understand how greatly such remembrances are appreciated." "We expect to land Wednesday."



Envelope with **Cunard Steamship Company Limited** crest and mailed from Queenstown 20 MY 14 and received Baltimore May 27, 1914. 1d was correct letter-rate

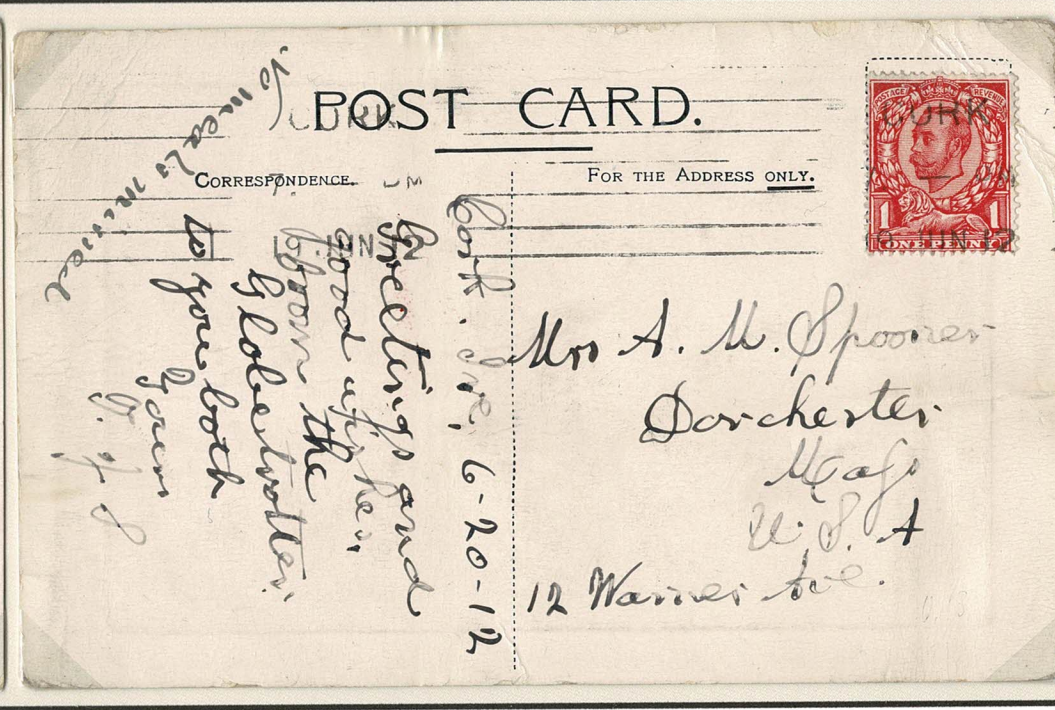
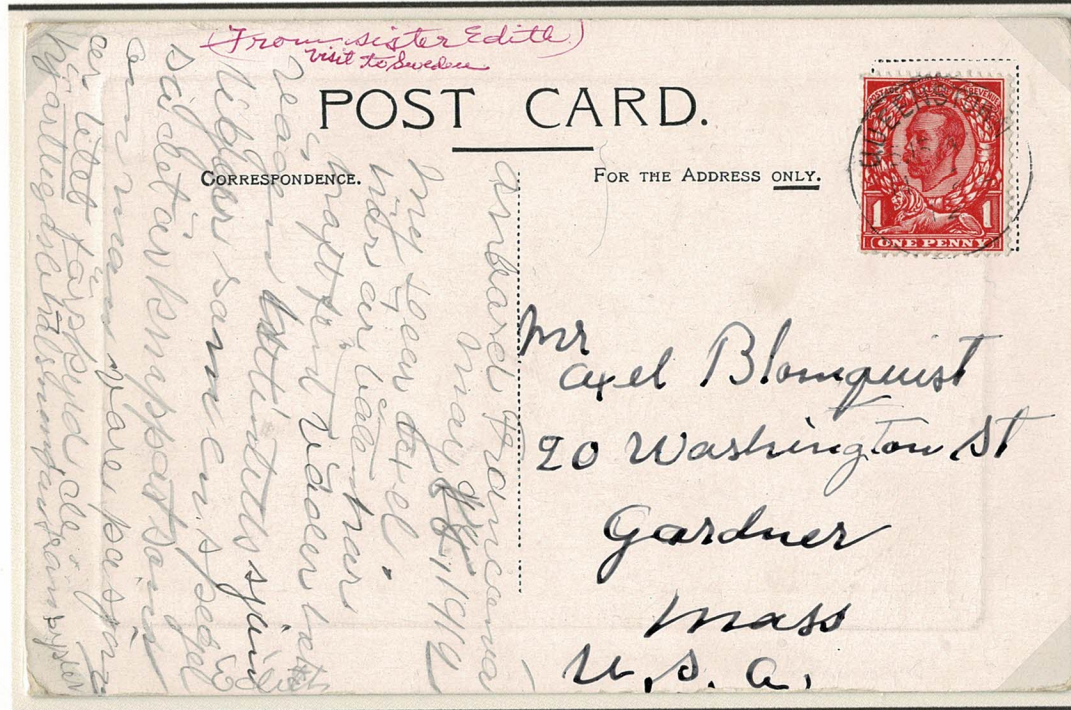
CUNARD R.M.S. FRANCONIA & LACONIA Postcard, divided back, no photographer or printer recorded. Scene is of Ship departing Liverpool

Both the Franconia and Laconia were luxuriously appointed. The **Gymnasium** was situated on The Upper Promenade or "A" Deck just aft of the second funnel



GB ½d KGV stamp cancelled Queenstown JY 16 12 to USA

"Cunard Line Franconia, Laconia Gymnasium"
J E Schofield, Batley, Yorkshire. No photographer noted

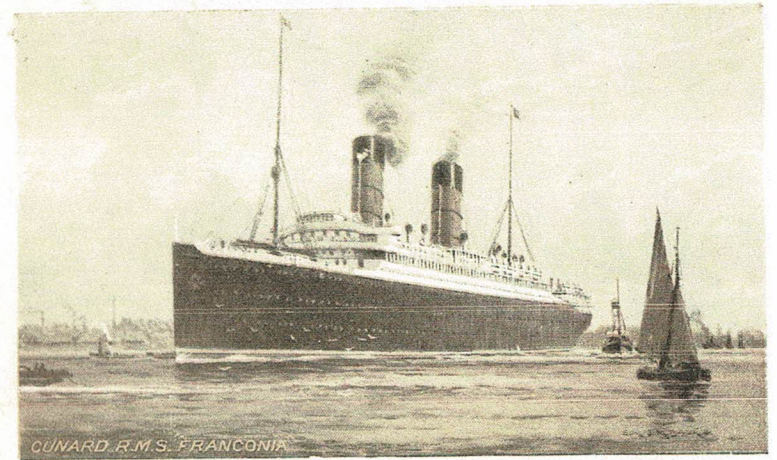


GB 1d KGV stamp cancelled Queenstown MY 28 12 to USA

GB 1d KGV cancelled Cork [Ireland] 19 JUN 12 to USA
"Greetings and good wishes from the Globetrotter.. No missed meals."

Cunard R.M.S. "FRANCONIA" postcard. View is vessel leaving Liverpool. No printing details

Central part of Postcard View



Card written "Somewhere July 3 - 11" mailed with 2 x 1/2d Edward stamps - correct 1d rate to USA
Cancelled PAQUEBOT QUEENSTOWN JL 4 11

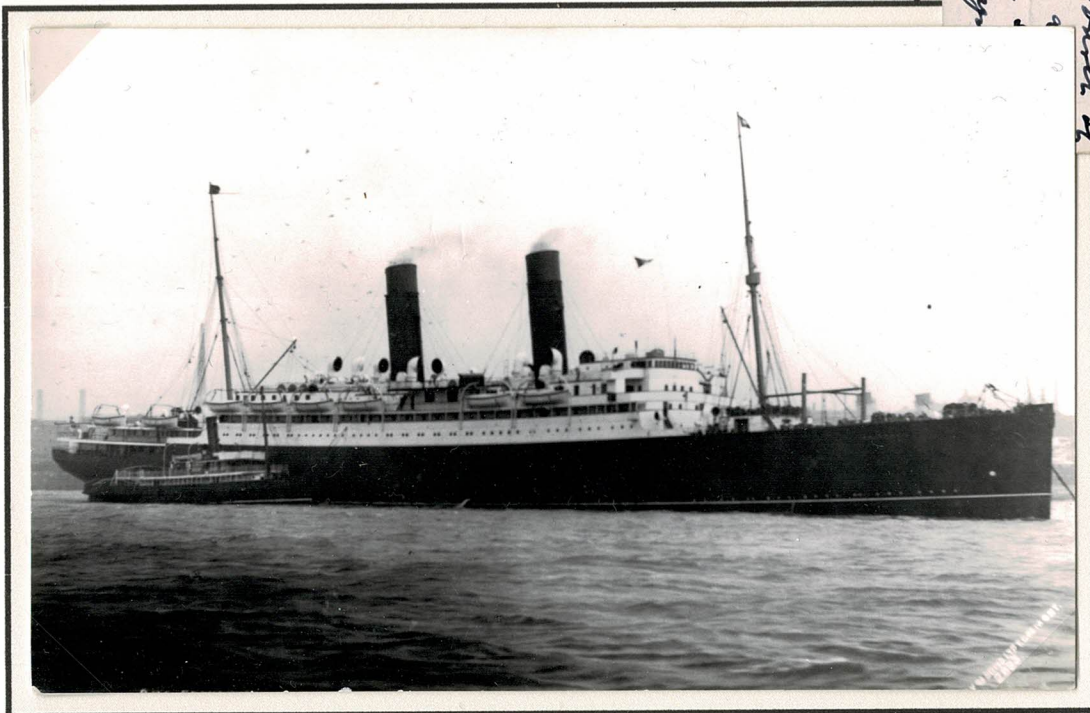
"Have had fine weather and been on hand for every meal. Met several friends on board... Hope to reach Liverpool by 3rd."

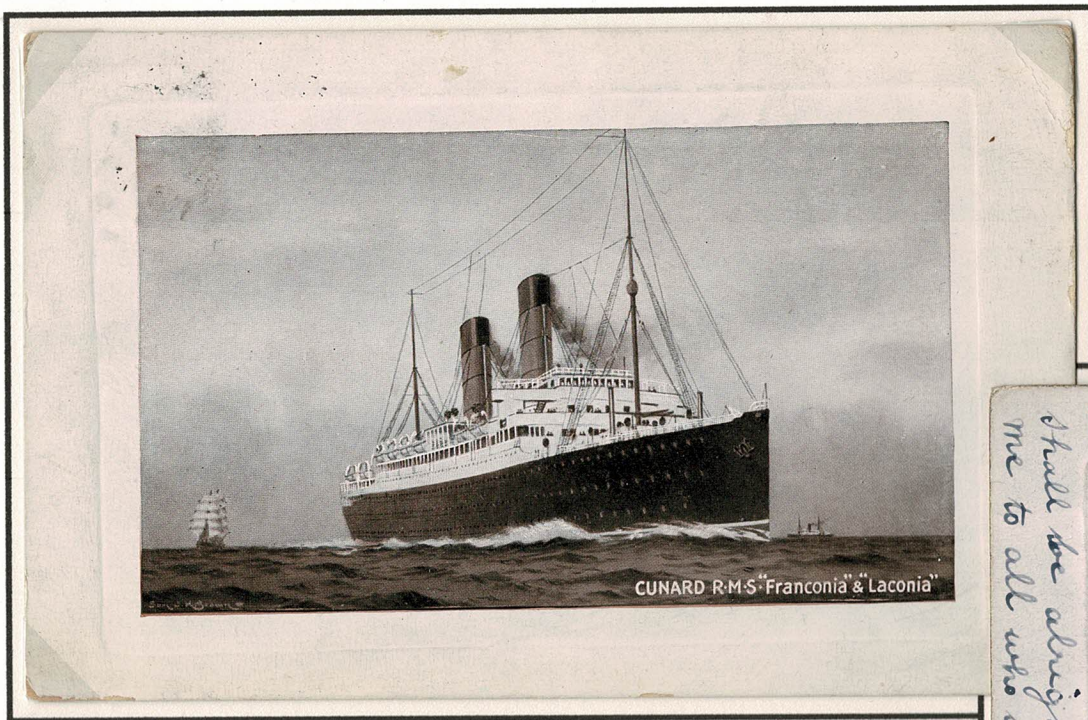


Undated Card mailed with 1c USA stamp
Cancelled Hinton Mass JUL 31 1911

"I have arrived home once again after a very beautiful voyage and all are well."

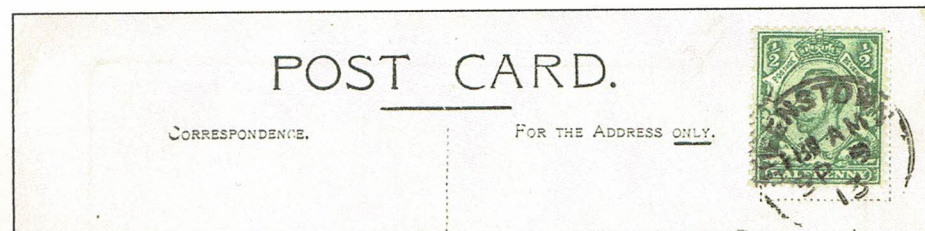
R.M.S. FRANCONIA leaving Liverpool
Copyright photograph Eric Johnson, Printed A Duncan Gravesend,
Kent, England





Undated card with 2 x 1/2d KGV stamps - correct local postcard rate
Cancelled QUEENSTOWN 29 AP 14

"We arrived at Liverpool alright and we got on the boat at 3-15, sailed out at 5-0. The weather was lovely when we got out. The boat is lovely and we feel quite at home with them all. We have got two very nice young ladies in our berth so I think we shall be alright. Remember me to all who inquire. Bless"

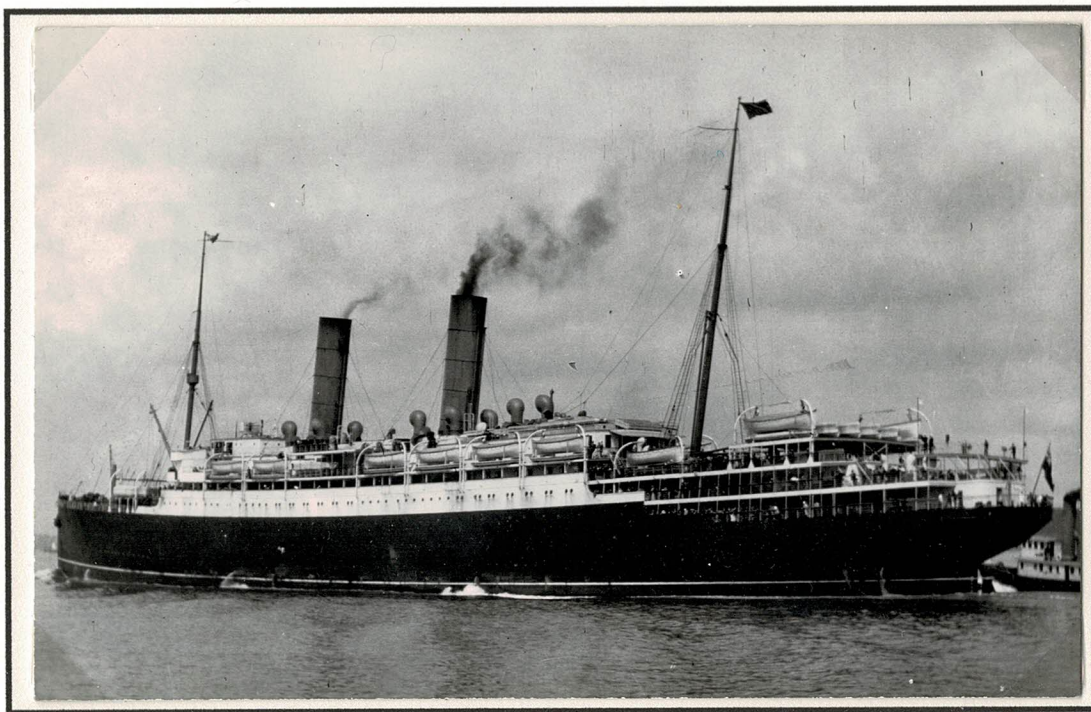


QUEENSTOWN SP 9 13 on 1/2d KGV to Braintree Massachusetts USA
correct foreign rate for postcard with no message



R.M.S. FRANCONIA leaving Queenstown

Copyright photograph Eric Johnson, Printed A Duncan
Gravesend, Kent, England



CUNARD R.M.S. "FRANCONIA" & "LACONIA"

Postcard - divided back, no printing details

July 22nd to 30th 1913
gift of R. McRoberts

POST CARD.

POSTAGE.

CORRESPONDENCE. FOR THE ADDRESS ONLY.

Annotated "July 22nd to 30th 1913" not posted



Belmont POST CARD.

Aug - 22nd 1913

AUG 22 9-AM 1913

STATION A -

CORRESPONDENCE. FOR THE ADDRESS ONLY.

U.S. POSTAGE 1 CENT

Dear Jimmy and Johanna

my dear take care
Pensilva in livel my ut
gä vult ut plä sjon på löndä
innä gä in sa hätt på sjon
håhapt nogaf äm i förman
och gähn vill into gämsan
sä hoggas att ni ärsöchtan
ss ämne gängen vhai tälka
tackservina att ni tänkte
ni ärs häls = Lina - Jälm

Mrs Gust Johanson
53 Mt Everett St
Dorchester
Mass.

Boston Station A - AUG 22 19-13

CUNARD R.M.S. "FRANCONIA." Postcard no print details
Mailed QUEENSTOWN SP 27 11

POST CARD.

CORRESPONDENCE. FOR THE ADDRESS ONLY.

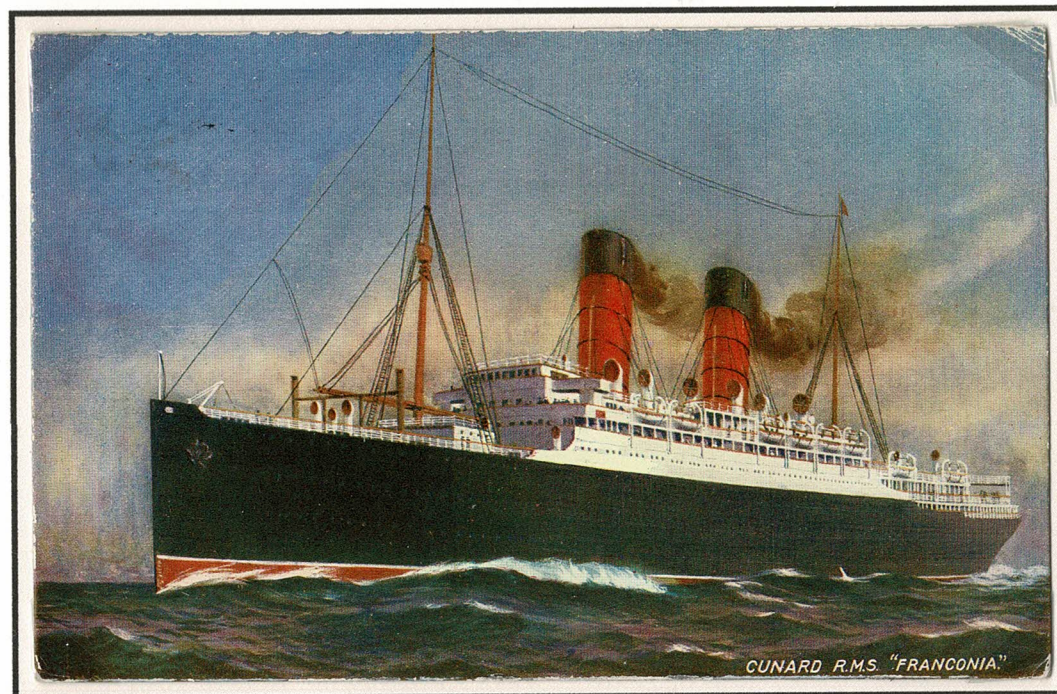
Greetings to you



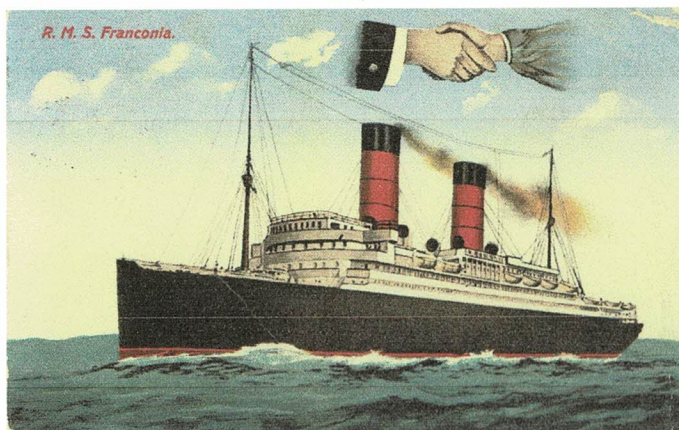
CORRESPONDENCE.

Greetings to you
& Emma from
the coast of
Ireland.
Pearl,

"Greetings to you & Emma from the
coast of Ireland."



R.M.S. Franconia 'shaking hands' postcard. State Series, Liverpool



BOSTON PAQUEBOT JUL 29 FB Duplex 1914

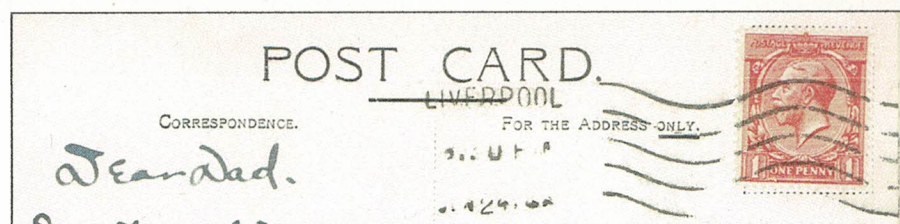
CUNARDER AT QUEENSTOWN



"July 27-1914. Getting along fine. Will be in Wednesday."

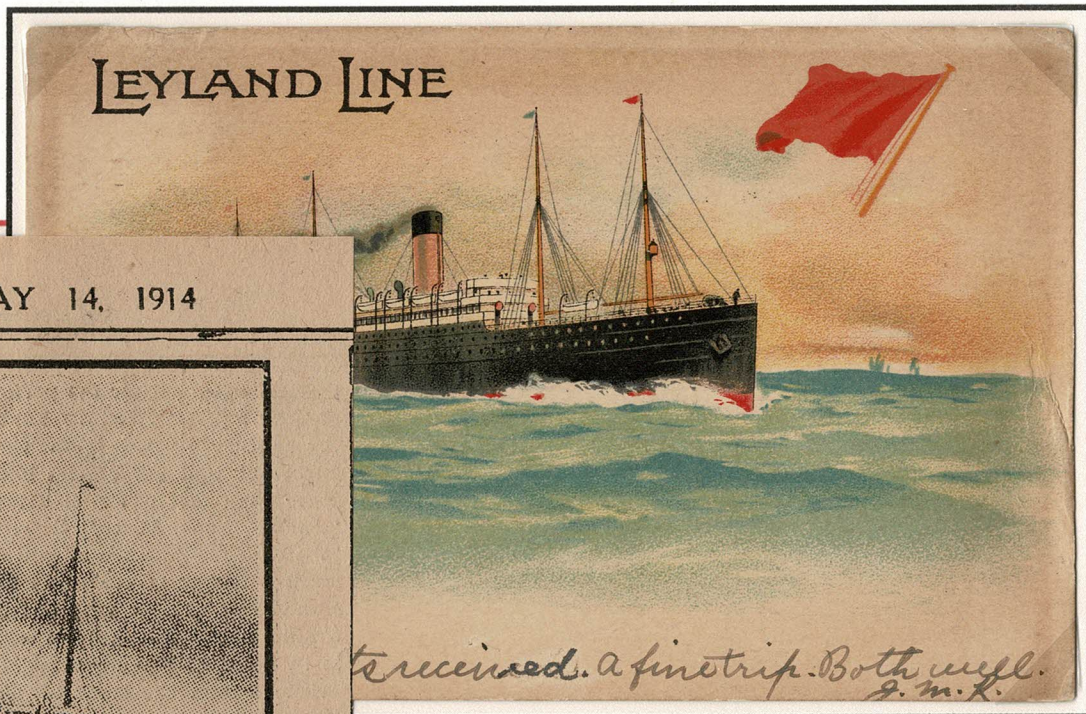


R.M.S. "Franconia" [Cunard Line].
Postcard Savoy Series B. & C., London. Printed in Saxony

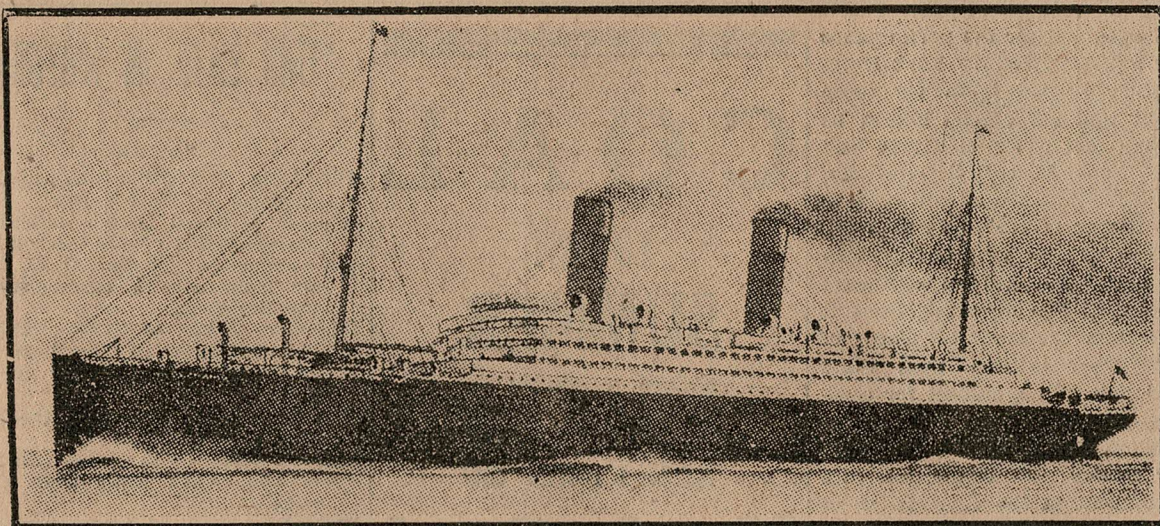


"Dear Dad. Just a line to let you know we reached here safely."

3 May 1914: The **Leyland Line** cargo ship "Columbian" caught fire in the Atlantic Ocean off Sable Island Nova Scotia Canada and was abandoned by her 49 crew. **13 were rescued by the RMS Franconia**, 14 by the Manhattan and 5 more on 17 May by a US Revenue cutter.



SAINT JOHN GLOBE, THURSDAY, MAY 14, 1914



CUNARD LINER FRANCONIA OF THE OCEAN "RESCUE FLEET."

It is astonishing how often the Cunard liners figure in notable rescues at sea. The Franconia has added to the laurels of her line by picking up 13 passengers from the burning freighter Columbian.

Newspaper cutting **R.M.S. Franconia** Saint John Globe [Nova Scotia] Thursday May 14, 1914

Caribbean Cruise

Each Autumn before the Winter Mediterranean Cruise season, the Franconia did a 10 day cruise from New York to the Caribbean



1d Bermuda cancelled **New York Paquebot SEP 5 12** with 50mm x 28mm boxed cachet

**POSTED ON BOARD
THE BRITISH
R.M.S. "FRANCONIA"
ON THE HIGH SEAS**

Only example seen used on Franconia I - same cachet is known used in 1930 on World Cruise of Franconia II

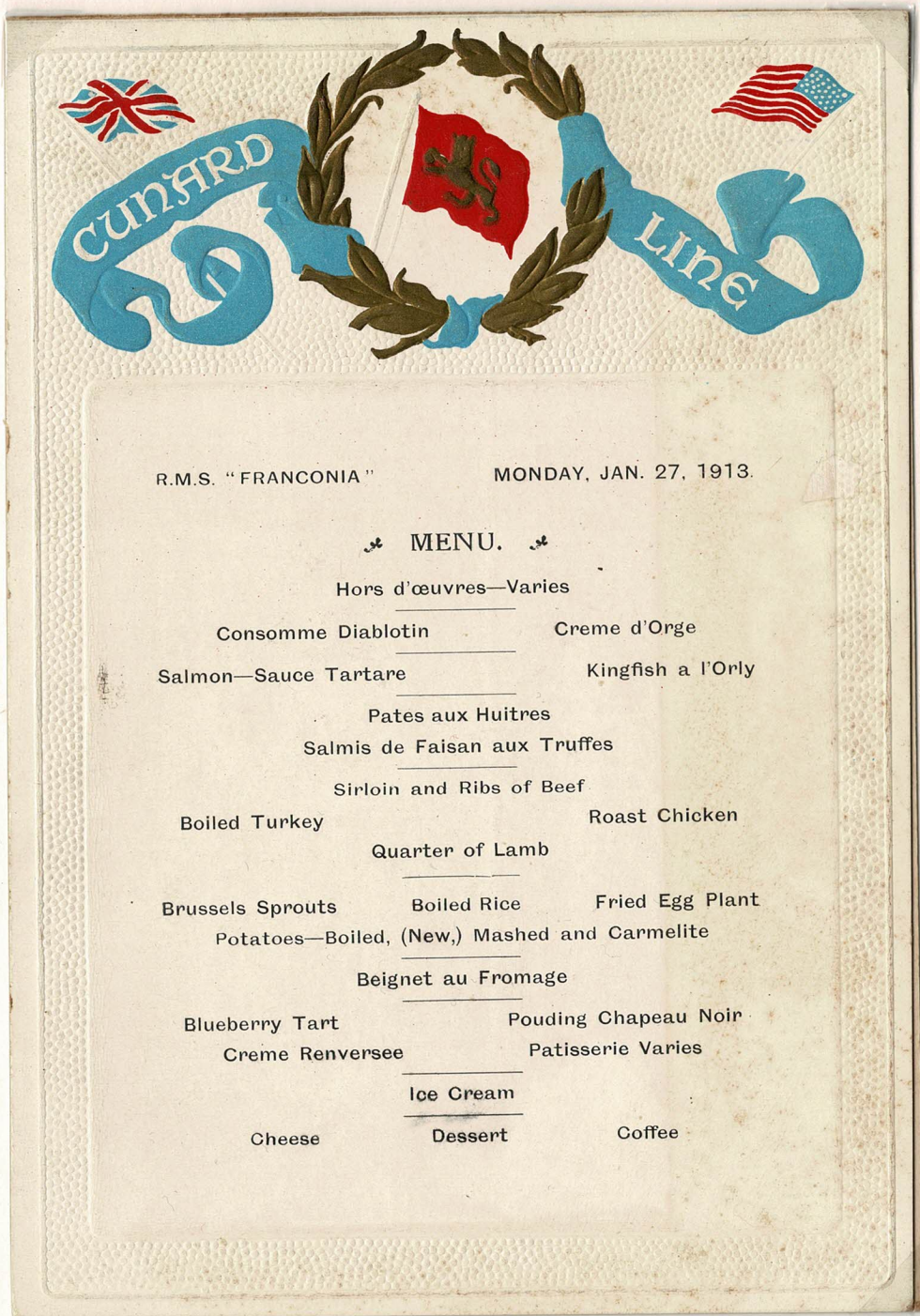
Postcard of "Street in Ye Ancient Town St. George's Bermuda.. Published by The Yankee Store & Bermuda Drug Co., Bermuda. Divided back, printed in Saxony

"We had a glorious week, cool and delightful."

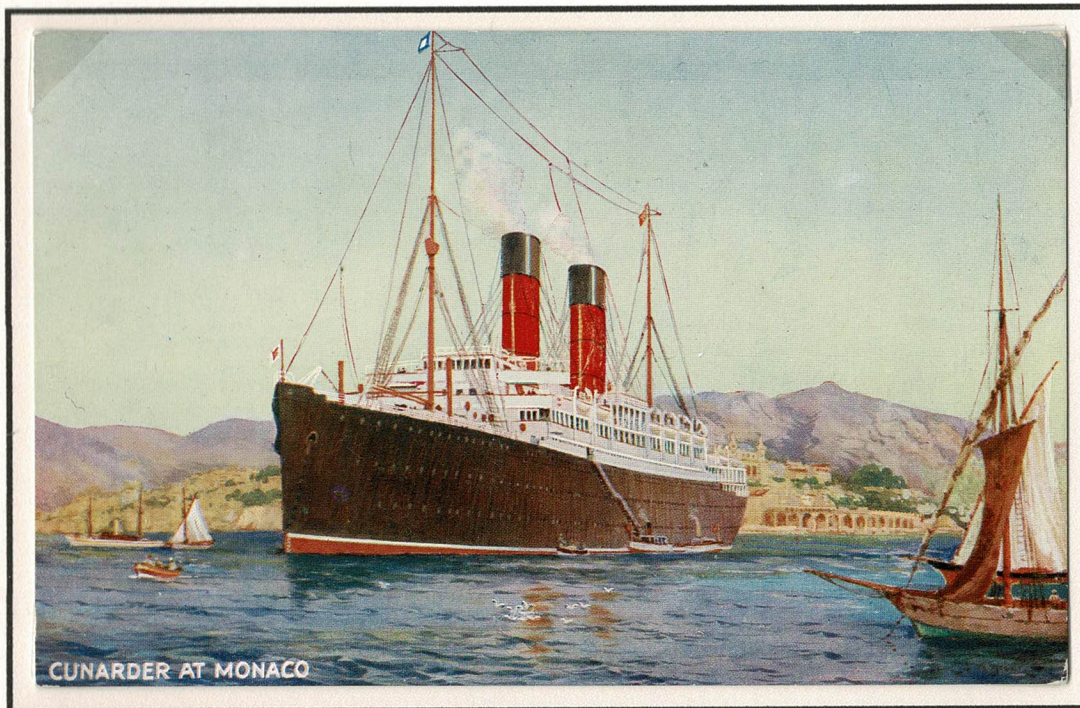
Mediterranean Service

The *Franconia* spent the winter months on 4-week Cruises from New York via Liverpool to the Mediterranean calling at Madeira, Monaco, Naples, Patras [Greece] Alexandria, Algiers and Gibraltar. I have located no named *Franconia* postcards from these cruises - passengers would have sent postcards of the areas visited.

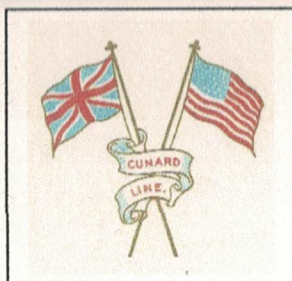
RMS Franconia
Monday Jan 27, 1913 Menu
 Cunard Line Flags on reverse



Cunarder at Madeira. Divided back, no printing details [unused]



Cunarder at Monaco. Divided back, no printing details [unused]
 Used as the design for the Tuvalu stamp issue 2011



Cunarder Postcards from Mediterranean Ports.

Divided back, Printed in England

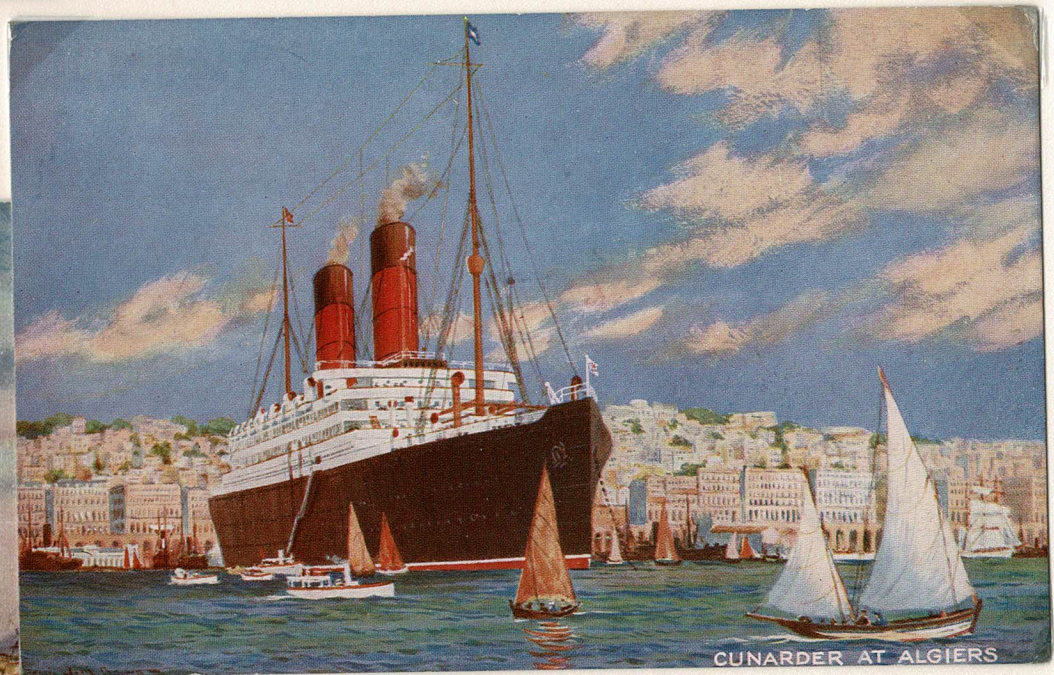
Two-funnels Cunarders were **Franconia** and her sister ship **Laconia** both involved in the 4-week Winter Cruises to the Mediterranean Sea



Cunarders at Monaco [both Franconia & Laconia]
Cunarder at Monaco



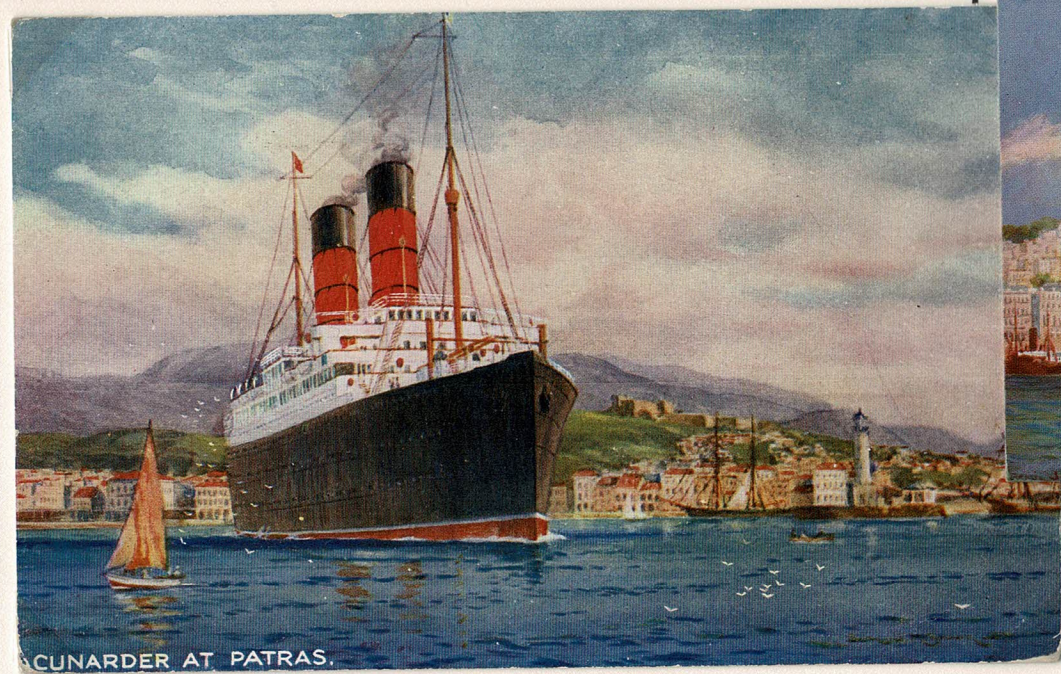
CUNARDER AT MONACO



CUNARDER AT ALGIERS

Cunarder at Algiers

Cunarder at Patras [Greece]



CUNARDER AT PATRAS.

War Time Service: Canadian Expeditionary Force - October 1914



Folded Souvenir Roll dated October 12, 1914 [printed on board] of a meeting held on the "*Franconia*" designated "H.M.T.S." "His Majesty's Troop Ship" before it was officially designated as a British troop ship in February 1915.

Meeting of some 80 members of the Freemasons [A.F. = Ancient Free; A.M. = Accepted Masons] of the Canadian Expeditionary Force. Names and lodge details inside with Cunard Crest on back.

Two days after War was declared [August 4, 1914] the Canadian Cabinet authorised the creation of an active service force to be called the **Canadian Expeditionary Force**.

On August 8th, The Canadian Prime Minister was advised that Lord Kitchener, British Minister of War was grateful for the "splendid offer" of Canadian troops and "hope you can send him full division of twenty to twenty-five thousand."

On August 10th, he authorised strength was set at 25,000 but Lord Kitchener received more than that.

A convey was organised comprising **30 passenger liners** with a 7 warship escort. The 31,200 troops were embarked from October 1, 1914 and the convoy departed October 2nd. the ships were in 3 columns with the *Franconia* the 4th ship in the 2nd column. The largest military force that had ever crossed the Atlantic as a unit. It arrived off English Ports and the Troops disembarked October 13-15th 1914.

The *Franconia* carried a total of **2298 troops** comprising; 1st Contingent HQ, Division Artillery HQ; Signals Company 8th battalion [90th Winnipeg Rifles] 2nd Infantry Brigade; Division supply column Ammunition Park #2; General Hospital Canadian Nursing Sisters, Canadian Pay Corps; **Canadian Postal Corps**.

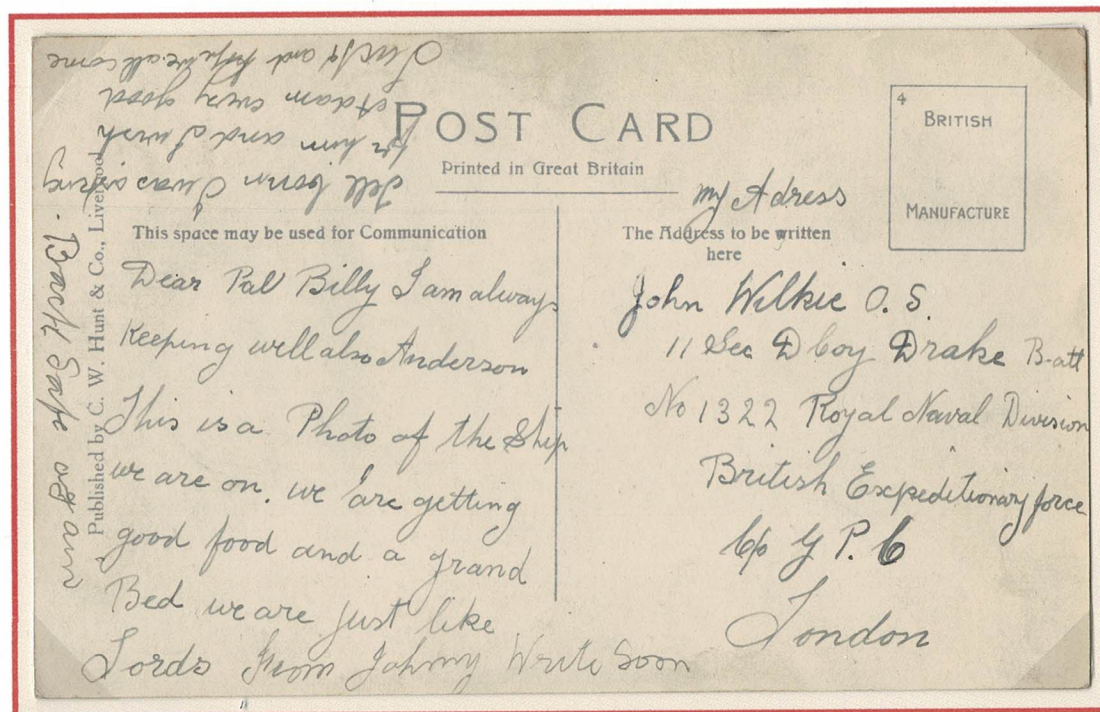


Wartime Service Troop Ship

In February 1915 she was officially turned into a British troopship designated *H.M.T 1820 "Franconia"* and despatched with reinforcements of the **Royal Naval Division** for the Dardanelle campaign. As the ship and crew were familiar with the Mediterranean winter cruises, she was a perfect choice. Her main role was carrying wounded soldiers from Gallipoli to Alexandria with recovered troops and reinforcements on the return voyage. The trooping capacity was set to 2700 and the *Franconia* continued in the Mediterranean until **October 4, 1916** when torpedoed and sunk.



Photo Postcard Published C W Hurst & Co Liverpool



"This is a photo of the ship we are on we are getting good food and a grand bed we are just like Lords... Hope we all come back safe" [undated]

Alexander Aitken "**Gallipoli to the Somme**" Chapter 8 "uniformed and attentive stewards ... cabins with **white sheets and pillows**, in a world by all the luxuries of peacetime travel, obliterated from memory by Gallipoli and the Levant. This was the **Cunard liner S.S.Franconia.**"

H.M.T. 1802 "*Franconia* under command D S Miller.
"At Sea. Monday June 12 1916. Grand Concert
RMS *Franconia* Postcard of ship with some signatures

H.M.T. 1820, "FRANCONIA,"
(Commander D. S. Miller, R.D., R.N.R.)

GRAND CONCERT

At Sea. Monday, June 12, 1916,
Smoke Room (Aft.) . 7-30 p.m.

CHAIRMAN — R.S.M. JOBSON.

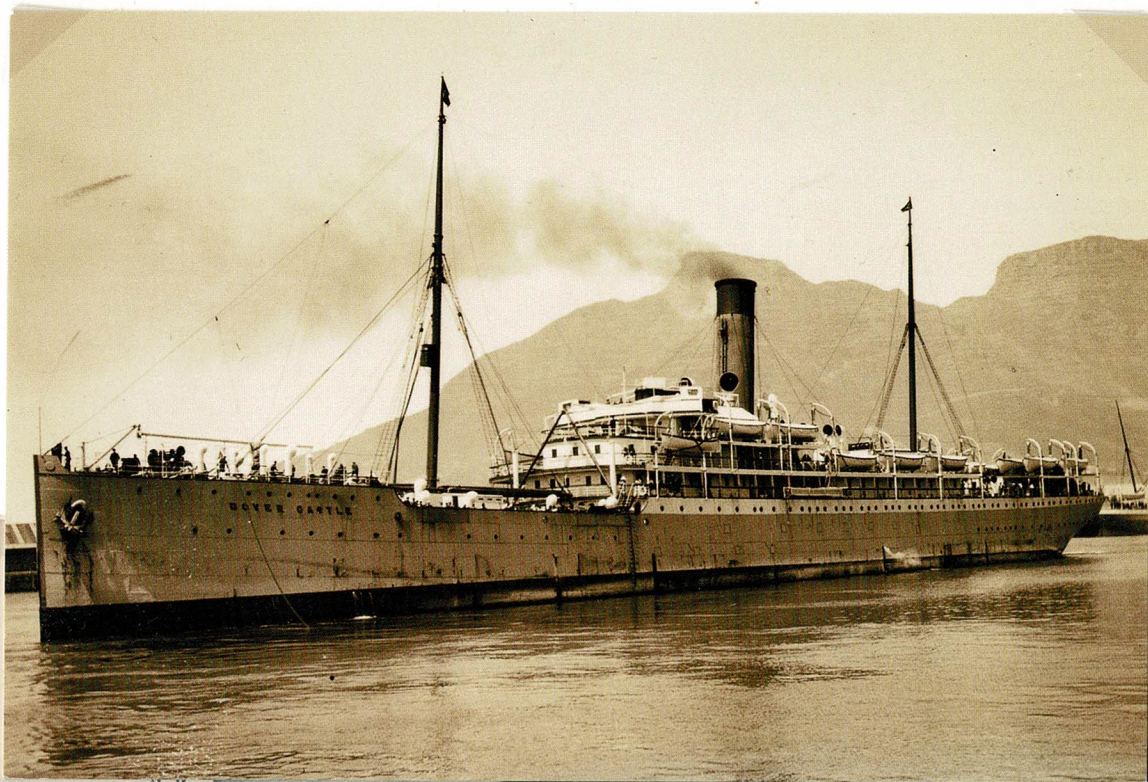
PROGRAMME

Overture (Piano)...	...	...	Serg't. Roberts
Song ...	...	...	Serg't. Bissett
Recitation ...	...	...	Serg't. De Lacey
Song (Comic) ...	...	...	C.S.M. Marriott
Song... ..	...	...	Reg. Q.M.S. Hutchinson
Recitation ...	...	...	Serg't. McGowan
Song... ..	...	...	Serg't. Bearup
Song (Comic) ...	...	...	Serg't. Tessier
Song (Scotch) ...	...	...	Serg't. Sinclair
Duet ... ..	...	...	Serg'ts. Hicks and Sinclair
Song... ..	...	...	Serg't. Birdsey
Song (Comic) ...	...	...	Serg't. Bierleigh
Song... ..	...	...	Serg't. Ashworth
Recitation ...	...	...	Serg't. Kircher
Song... ..	...	...	Serg't. Freeman
Song (Comic) ...	...	...	Serg't. Rowley
At the Piano —	—	Serg't. Roberts and Pte. Bradshawe	

"God Save the King."

John Wilkie Ordinary Seaman, service No. Z/294. born 25 December 1892.

Royal Naval Division, part of the **British Expeditionary Force**, was formed from Royal Navy & Marine reservists and were lightly equipped infantry. They participated in the **Gallipoli Landings** at Anzac Cove. **Drake Battalion** was one of eight in the Division.



October 4, 1916, the *Franconia* was enroute for Salonika under the command of captain DS Miller, when a violent blast was heard. It was the German U-boat *UB-47* which had sent one of her 4 torpedoes into the British ship. The ship was sinking quickly but as there were no troops on board, the evacuation was carried out rapidly. Of the 314 on board only 12 were lost. The survivors were rescued by the Hospital Ship *Dover Castle*.

Dover Castle Postcard Limited Edition by Edwards Derbyshire

The Illustrated War News, December 15, 1915
 "Dover Castle" nurses life-boat drill

THE ILLUSTRATED WAR NEWS, DEC. 15, 1915.—[PART 71]—17



A PRECAUTION AGAINST THE UNSCRUPULOUS METHODS OF THE ENEMY AT SEA : NURSES' BOAT-DRILL ON A BRITISH HOSPITAL-SHIP.

Taught by experience that the enemy navies are too unchivalrous and conscienceless to respect even the wounded, and those who are caring for them, the authorities are leaving nothing undone which can reduce the inevitable risks which must be faced even by nurses and the wounded on board our hospital-ships. Our photograph shows a group of the nurses on board the hospital-ship "Dover Castle," between

Suvla Bay and Alexandria, wearing their life-saving jackets at a boat-drill. The back view of the instructor in the picture shows clearly the nature of this precautionary measure against the peril involved in an attack by an enemy which holds nothing sacred—not even suffering humanity and those who are ministering to it in its helplessness and pain.