

# RMS *Cedric*

**RMS *Cedric*** was an ocean liner owned by the White Star Line. She was the second of a quartet of ships over 20,000 tons, dubbed The Big Four, and was the largest vessel in the world at the time of her launch.<sup>[1]</sup> After her maiden voyage in 1903, she was in service until 1932.

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## History

### Construction

*Cedric* was laid down in 1902 at the shipyard of Harland and Wolff, Belfast. She was the second of White Star's series known as the "Big Four", the other three being RMS *Celtic*, *Baltic* and *Adriatic*. *Celtic* was the first ship to exceed Brunel's *SS Great Eastern* in overall tonnage, which was quite an accomplishment, considering Brunel's giant ship held the size record for almost 40 years. Except for the *Adriatic* all of these in turn, when built, would be the largest ship in the world for a short time. RMS *Cedric* was a 21,035-gross ton ship, 700 ft (210 m) long and 75 ft 3.6 in (22.951 m) abeam, with two funnels, four masts, two propellers and a service speed of 16 kn (18 mph; 30 km/h). There was accommodation for 365 first-, 160 second- and 2352 third-class passengers, and a crew of about 350. She was launched in Belfast on 21 August 1902, in a private ceremony which included several guests, amongst others William Pirrie, the chairman of Harland and Wolff and Bruce Ismay, chairman of White Star Line.<sup>[2]</sup> RMS *Cedric* commenced her maiden voyage from


 RMS *Cedric*

### History



#### United Kingdom

Name:	RMS <i>Cedric</i>
Operator:	White Star Line
Port of registry:	Liverpool
Route:	Liverpool to New York
Builder:	Harland and Wolff, Belfast
Yard number:	337
Launched:	21 August 1902
Completed:	31 January 1903
Maiden voyage:	11 February 1903
Out of service:	1931
Homeport:	Liverpool
Fate:	Sold to Thos. W. Ward and scrapped at Inverkeithing in 1932

### General characteristics

Tonnage:	21,073 GT
Length:	700 <span> </span> ft (213.4 <span> </span> m) o/a
Beam:	73 <span> </span> ft (22.3 <span> </span> m)
Depth:	44 <span> </span> ft (13.4 <span> </span> m)
Decks:	5
Installed	14,000 ihp (10,000 kW)

Liverpool to New York on 11 February 1903. This was the only route on which she was ever used, although *Cedric* was also sometimes used for winter cruises to the Mediterranean.

## Trans-Atlantic service

ABSTRACT OF LOG				
S.S. "CEDRIC" COMMANDER H. J. HADDOCK. C.B. R.N.R.				
LIVERPOOL TO NEW YORK OCTOBER 21ST. 1903				
Dumont's Rock Light Vessel abeam 0.50 p.m. Oct. 22nd.				
DATE	MILES	LAT	LONG	REMARKS
Oct 23	353	51.36	17.33	Strong Nly winds. head sea
" 24	366	51.03	27.16	Nly gale. heavy sea
" 25	355	49.35	36.19	Fresh gale. strong south winds
" 26	358	47.21	45.25	Light North Westerly winds
" 27	372	44.55	53.41	Strong N.W. winds. head sea
" 28	362	42.31	61.21	N.W. winds. heavy head sea
" 29	413	51.16	15.55	Fresh wind. moderat sea
	165			Miles to Sandy Hook Light Vessel Arrived 10-22 p.m.
<b>2780 MILES PASSAGE - 7 DAYS 14 HOURS, 32 MINUTES</b>				

A transcribed copy of the ship's log dated 21 October 1903

sail without any of *Titanic*'s survivors or crew due to their mandated appearances for testimony at the U.S. inquiry. Her last voyage on the Liverpool-New York service started on 21 October 1914, after which she was requisitioned for war service, and she was then converted to an armed merchant cruiser. *Cedric* was decommissioned in 1916, and then she was converted into a troopship for operation initially to Egypt and then to the U.S. In April 1917, her operation came under the auspices of the Liner Requisition Scheme. On 1 July 1917 *Cedric* collided with and sank the French schooner *Yvonne-Odette* with 24 crew drowned from the schooner. On 29 January 1918, *Cedric* collided with and sank the Canadian Pacific ship *Montreal* off Morecambe Bay. *Montreal* was taken in tow, but she sank the next day 14 mi (12 nmi; 23 km) from the Mersey Bar lightship. *Cedric* was returned to her owner in September 1919 and refitted by Harland & Wolff. She was refitted to accommodate 347 first-, 250 second- and 1000 third-class passengers. She resumed Liverpool–New York voyages. On 30 September 1923, *Cedric* collided with the RMS *Scythia* of the Cunard Line in Queenstown (Cobh) harbour during dense fog. Neither vessel was seriously damaged. On 23 October 1926, she was again altered to cabin, tourist and third class. Her last Liverpool–New York sailing commenced on 5 September 1931 and she was sold later the same year, for £22,150 to Thos W Ward and scrapped at Inverkeithing in 1932.

## Notable passengers

The leader of the Bahá'í Faith, `Abdu'l-Bahá, traveled on the R.M.S. *Cedric* from Alexandria, Egypt, leaving on 25 March 1912, travelling via Naples, Italy on 28 March<sup>[3]</sup> and arriving in New York City on 11 April 1912.<sup>[4]</sup> On 5 December 1912 he again traveled on the *Cedric* from New York to Liverpool.<sup>[5]</sup> Shoghi Effendi, as a youth 15 years old, accompanied `Abdu'l-Bahá from Egypt, disembarking in Italy.<sup>[3]</sup>

Titanic survivor Robert Williams Daniel, a banker who frequently travelled to England on business, returned to New York from Liverpool on the R.M.S. *Cedric*, arriving on 4 December 1912 to learn of the death that day of his friend and fellow Titanic survivor Archibald Gracie IV, whom he was to visit while in New York.<sup>[6]</sup>

Future garment industry trade union leader Sidney Hillman sailed to the United States (his name was spelled *Sydney Hilman* on the passenger manifest) as a steerage passenger on the *Cedric* from Liverpool in August 1907.

## References

power:	
Propulsion:	Two Quadruple cylinder quadruple expansion reciprocating steam engines: Two screws
Speed:	17 kn (20 mph; 31 km/h)
Capacity:	1,223 passengers
Crew:	486 officers and crew
Notes:	Ship colours: black hull with gold line, red boot-topping, upper works white, funnels: White Star Buff

For the next 11 years the ship plied the Atlantic crossing without any major incident. When the RMS *Titanic* sank in April 1912, *Cedric* was in New York City and the ship's departure was delayed until the RMS *Carpathia* arrived with survivors, including crew members not required for the court of inquiry, who wished to travel back to Liverpool. However, *Cedric* had to

## Notes

- \* Roberts, Chalmers (August 1901). "The Biggest Ship" (<https://books.google.com/books?id=IF6tNZnhO7wC&pg=PA1176>). *The World's Work: A History of Our Time*. II: 1176–1179. Retrieved 9 July 2009.
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- Effendi, Shoghi (1979). *God Passes By* (<http://www.bahai.org/r/275688974>). US Bahá'í Publishing Trust.
- <https://www.encyclopedia-titanica.org/new-entry-19212.html>

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## External links

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- "New White Star Line Steamship *Cedric*" (<https://books.google.com/books?id=y3EfaQAAMAAJ&pg=PA168-IA7#v=onepage&q&f=false>) (*Marine Engineering*, April 1903, pp. 165–170, feature article with photographs.)
  - [RMS \*Cedric\*](http://www.greatships.net/cedric.html) (<http://www.greatships.net/cedric.html>)
  - [Cabin Liners: R.M.S. \*Cedric\* Interior Tour](https://cabinliners.weebly.com/cedric.html) (<https://cabinliners.weebly.com/cedric.html>)
  - [Collision with SV \*Yvonne-Odette\*](http://www.wrecksite.eu/wreck.aspx?207531) (<http://www.wrecksite.eu/wreck.aspx?207531>)
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