



S/S United States, Scandinavian America Line

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Emigrant Ship databases

| Burden | Built | Shipowner or operator | Dimensions |
|--------------|---|---|---|
| 10,101 gross | 1903 at Glasgow by Alexander Stephen & Sons | Scandinavian America Line | 500.8ft x 58.3ft x 29.4ft |
| Year | Departure | Arrival | Remarks |
| 1903 | | | Mar. 30: Launched |
| 1903 | | | Kristiania - New York |
| 1903 | | | June 3: departed Copenhagen on her maiden voyage to Christiana (Oslo), Christiansand and New York |
| 1903 | Kristiania - Kristiansand | June 04 New York | June 15 First journey |
| 1903 | Kristiania - Kristiansand | July 16 New York | July 26 |
| 1903 | Kristiania - Kristiansand | Aug. 27 New York | Sept. 06 |
| 1903 | Kristiania - Kristiansand | Oct. 08 New York | Oct. 19 Journey from Trondheim - New York in only 11 days |
| 1903 | Kristiania - Kristiansand | Nov. 19 New York | Nov. 30 |
| 1904 | Kristiania - Kristiansand | Feb. 11 New York | Feb. 22 |
| 1904 | Kristiania - Kristiansand | Mar. 19 New York | Apr. 01 |
| 1904 | | | Kristiania - New York |
| 1904 | Kristiania - Kristiansand | May 05 New York | May 16 From Copenhagen some 600 passengers followed, 502 Norwegian emigrants embarked in Kristiania together with 131 Swedish passengers from Gothenburg and Stockholm. In Kristiansand another 270 emigrants embarked. |
| 1904 | Kristiania - Kristiansand | June 16 New York | June 26 |
| 1904 | Kristiania - Kristiansand | July 28 New York | Aug. 07 Arrived New York on a Sunday morning |
| 1904 | Kristiania - Kristiansand | Sept. 08 New York | Sept. 18 |
| 1904 | Kristiania - Kristiansand | Dec. 01 New York | Dec. 12 |
| 1905 | Kristiania - Kristiansand | Feb. 09 New York | Feb. 21 |
| 1905 | | | Kristiania - New York |
| 1905 | Kristiania - Kristiansand | May 04 New York | May 16 Arrived New York in the morning |
| 1905 | Kristiania - Kristiansand | June 15 New York | June 25 |
| 1905 | Kristiania - Kristiansand | July 27 New York | July 28 |
| 1905 | Kristiania - Kristiansand | Sept. 07 New York | Sept. 18 |
| 1905 | Kristiania - Kristiansand | Oct. 19 New York | Oct. 29 |
| 1905 | Kristiania - Kristiansand | Nov. 30 New York | Dec. 12 |
| 1906 | | | Kristiania - New York |
| 1907 | | | Kristiania - New York |
| 1908 | | | Kristiania - New York |
| 1909 | | | Kristiania - Kristiansand - New York |
| 1910 | | | Kristiania - New York |
| 1911 | | | Kristiania - New York |
| 1912 | | | Kristiania - New York |
| 1913 | | | Kristiania - New York |
| 1914 | | | Kristiania - New York |
| 1915 | | | Kristiania - New York |
| 1916 | | | Kristiania - New York |
| 1917 | | | Kristiania - New York |
| 1918 | | | Kristiania - New York |
| 1919 | | | Kristiania - New York |
| 1920 | | | Kristiania - New York |
| 1921 | | | Kristiania - New York |
| 1922 | | | Kristiania - New York |
| 1923 | | | Kristiania - New York |
| 1924 | | | Kristiania - New York |
| 1925 | | | Oslo - New York |
| 1935 | | | Spt. 3: damaged by fire at Copenhagen and was sold to S.A. Cantieri Marzocco, Livorno for scrapping the same year |

The information listed above is not the complete record of the ship. The information was collected from a multitude of sources, and new information will be added as it emerges

Emigrant Ships

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Agents & Shipping lines

Shipping lines, Norwegian agents, authorizations, routes and fleets.

Emigrant ship Arrivals

Trond Austheim's database of emigrant ship arrivals around the world, 1870-1894.

Norwegian departures

100 Years of Emigrant Ships from Norway - indexed by year 1825-1925

Passenger lists

[Norwegian Emigrants 1825-1875](#)
Pre 1875 Norwegian emigrants, passenger lists

Images

Image Gallery

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Articles

Hunting Passenger Lists & Genealogy

A selection of articles dedicated to help you in your genealogy search for your Norwegian ancestors. Transcripts and pictures of historic documents in connection with the ships and emigration. Also including articles about Pioneers & Norwegian Settlements Around the World

Ships & Disasters

Articles about selected ships ships and special events in their history. Descriptions of some of the great maritime disasters involving emigrant ships, like the wrecking of the steamer Atlantic of the White Star Line, sinking of the ocean liner Empress of Ireland and the Thingvalla line steamer Norge disaster. Check this section if you have an interest in shipwrecks.

Voyages

This section contains articles describing the transatlantic voyage, the condition of the steerage accommodations and the experience of an ocean travel on an emigrant ship. You will find in-depth studies concerning the emigration process, statistics and facts, and information about the immigration processing centers line Castle Garden and Ellis Island.

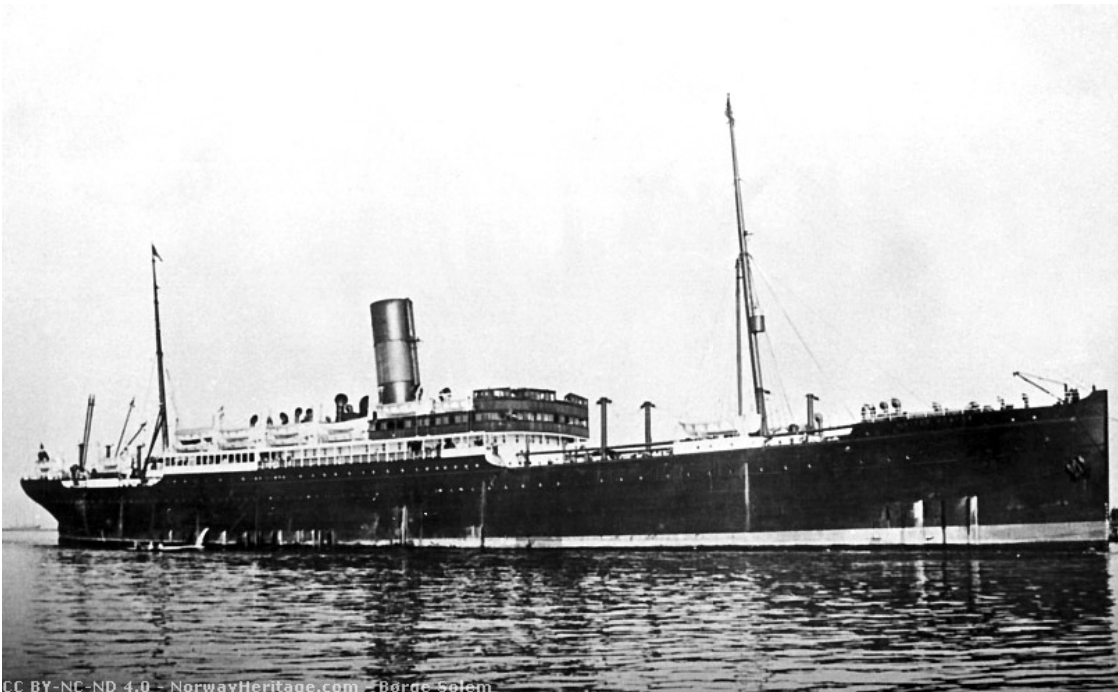
Article site map

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Norway Heritage Forum

10 last postings:

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United States, Scandinavian America Line steamship (Source: Norway Heritage Collection - License: CC BY-NC-ND 4.0)

S/S United States
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Historical Ship Images

S/S United States

Arriving Kristiania
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Details: 10,101 tons gross, 6,506 under deck and 6,035 net. Poop 44 feet long, bridge 176 feet long and forecastle 59 feet long. She had one funnel, two masts (Schooner), twin screws and a speed of 15 knots. 2 decks & awning deck, fitted with electric light and refrigerating machinery. Water ballast. Propulsion: **triple expansion engines** with 6 cylinders of 30, 50 & 80 inches diameter each pair; stroke 54 inches; 941 nominal horsepower. The engine was built by the same company as the hull. There was accommodation for 130-1st, 140-2nd and 1,400-3rd class passengers. The S/S United States, **S/S Hellig Olav**, and the **S/S Oscar II** were sister ships. These three steamers were all built at the famous shipyards of Alexander Stephen and Sons, on the Clyde, Scotland. All of them have double cellular bottoms divided into 10 watertight compartments, and in addition to that they were divided from bottom to deck by 10 other watertight compartments. They also had bilge keels to insure maximum steadiness at sea.

ACCOMMODATIONS FIRST CLASS

First cabin accommodations on these steamers were located amidships on the promenade and saloon decks. The staterooms were of liberal size, and well ventilated. They contained washstands, wardrobes and sofas. Hotchkiss Patent berths were installed throughout, permitting the upper berths to be closed out of sight when out of use. The "Oscar II" had two "chambres de luxe", located on the promenade deck. These were luxuriously furnished, with silk hangings and draperies, and equipped with brass beds.

The first cabin dining room was a magnificent apartment, extending the full width of the ship. The walls were of polished oak and mahogany and the furnishings strikingly. Small group tables, dainty table furnishings and porcelain combined to produce a dining room of unusual attractiveness and beauty.

Located well forward on the promenade deck was the Music Saloon. On one side of the Music Saloon was located the Ladies' Saloon and on the other side a comfortable Library and Writing Room. Further aft, on the same deck was a Smoking Room. Numerous baths, showers and lavatories were conveniently located on the promenade and saloon decks. The cabin barber and hair dressing shop was on the saloon deck. The entire upper promenade and the forward part of the saloon promenade deck were reserved for the use and convenience of First Cabin passengers. Steamer chairs and rugs could be obtained from the deck steward.

THE SECOND CABIN ROOMS

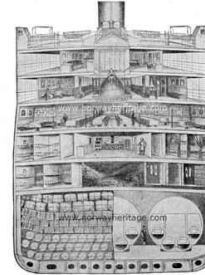
The Dining Room, located on the saloon deck, was finished in polished oak, and in furnishings and attractiveness was comparable with the First Cabin Dining Room. The Smoking Room and Ladies Room were likewise furnished and decorated with the idea of providing passengers with every comfort and most of the luxuries of the first cabin. The Second Cabin Staterooms for two, three and four passengers were located on the saloon and upper decks, and were furnished in the same style as those in the First Cabin. There were also numerous baths and lavatories. Second Cabin passengers had the exclusive use of the amidships and aft part of the saloon promenade deck.

THIRD CLASS

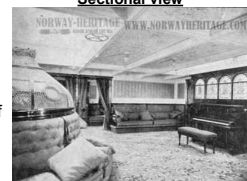
There was no **steerage** on the ships, as they operated with a third class. The third class staterooms, all of which were spacious, and well ventilated, were comfortably furnished with iron beds, springs, mattresses, sheets, pillows and blankets, washstands, mirrors, towels, soap and water. They were also supplied with fresh drinking water, and kept in order by stewards and stewardesses. They could accommodate two, four and six passengers, enabling whole families to keep together. Meals were served by uniformed waiters in clean dining rooms at tables set with clean linen and porcelain tableware, and the food was of good quality, cooked in the palatable Scandinavian style, served plentifully, and with a wide

Scandinavian-American

Line
Søskendene A/S og Helsingørsk Sjøfartsselskab
OSCAR II, HELLIG OLAV, UNITED STATES, C. F. TIETGEN



Sectional view



Music Room



Stateroom, 3rd class



3rd class passengers



Passengers playing Shuffle Board



The Promenade deck

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variety in the menus. Ample deck space for open air promenading and exercise was reserved for the third class passengers. Ladies' saloon, well furnished comfortable smoking rooms, barber shops and many baths were a few of the conveniences furnished to those traveling in third class. The services of a physician and nurse, and the facilities of a well equipped hospital and dispensary were at the service of passengers. The same standards of courtesy and cleanliness that made traveling in the first and second cabins were also found in third class. Women and children traveling alone were in the care of a special matron and stewardesses.



Promenade deck



Barber saloon



3rd class dining saloon

UNIST

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