



**S.S. DONAU, 1868 North German Lloyd**

The DONAU was 2,896 gross tons, length 332ft x beam 40ft, clipper bows, one funnel, two masts, iron hull, single screw, speed 13 knots, accommodation for 60-1st and 700-3rd class passengers. Built by Caird & Co, Greenock, she was launched on 17th Oct.1868 for [North German Lloyd](#), Bremen. Her maiden voyage started 16th Jan.1869 when she left Bremen for Southampton and New York and her last Bremen - New York sailing started on 16th Jan.1887. On 25th Sep.1889 she commenced her last Bremen - Baltimore voyage and was sold to H. Bischoff, Bremen on 21st Oct.1889. Rebuilt as a freighter, she sank on 16th Mar.1895 after catching fire in the North Atlantic en route Hamburg - Philadelphia. All aboard were saved by the British ship DELAWARE. [North Atlantic Seaway by N.R.P.Bonsor, vol.2,p.546] [Norddeutscher Lloyd, Bremen, vol.1 by Edwin Drechsel]

## The DONAU 1869-1889

The Erxmeyer brothers, Fredrick and Henry, and their brother-in-law, Johann Leham were on the D. Donau. Fred Erxmeyer was on the Donau from December 1868 to August 1, 1871. Henry Erxmeyer was on the Donau from April 1871 to August 1, 1871. Johann Leham was on the Donau starting in July 1871. I do not know when he left this ship.

Sailings for the Donau were not listed in 1868 per Abfahrtsdaten von Auswandererschiffen. Sailings from January 1869 to July 1871 were as follows. (European's list the day then the month).

1. 16.01.1869 Donau Nordd. Lloyd, Bremen Ernst, G. New York 143
2. 10.04.1869 Donau Nordd. Lloyd, Bremen Ernst, G. New York 707
3. 29.05.1869 Donau Nordd. Lloyd, Bremen Ernst, G. New York 730
4. 10.07.1869 Donau Nordd. Lloyd, Bremen Ernst, G. New York 477
5. 28.08.1869 Donau Nordd. Lloyd, Bremen Ernst, G. New York 749
6. 23.10.1869 Donau Nordd. Lloyd, Bremen Ernst New York 732
7. 29.01.1870 Donau Nordd. Lloyd, Bremen Ernst, G. New York 220
8. 19.03.1870 Donau Nordd. Lloyd, Bremen Ernst New York 643
9. 30.04.1870 Donau Nordd. Lloyd, Bremen Ernst New York 759
10. 11.06.1870 Donau Nordd. Lloyd, Bremen Ernst New York 479
11. 22.10.1870 Donau Nordd. Lloyd, Bremen Ernst New York 676
12. 24.12.1870 Donau Nordd. Lloyd, Bremen Ernst New York 95
13. 04.03.1871 Donau Nordd. Lloyd, Bremen Ernst New York 283
14. 15.04.1871 Donau Nordd. Lloyd, Bremen Ernst New York 730
15. 27.05.1871 Donau Nordd. Lloyd, Bremen Ernst New York 711
16. 15.07.1871 Donau Nordd. Lloyd, Bremen Ernst New York 714
17. 26.08.1871 Donau Nordd. Lloyd, Bremen Ernst New York 791

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DONAU (1) 1868 The DONAU was 2,896 gross tons, length 332ft x beam 40ft, clipper bows, one funnel, two masts, iron hull, single screw, speed 13 knots, accommodation for 60-1st and 700-3rd class passengers. Built by Caird & Co, Greenock, she was launched on 17th Oct.1868 for North German Lloyd, Bremen. Her maiden voyage started 16th Jan.1869 when she left Bremen for Southampton and New York and her last Bremen - New York sailing started on 16th Jan.1887. On 25th Sep.1889 she commenced her last Bremen - Baltimore voyage and was sold to H. Bischoff, Bremen on 21st Oct.1889. Rebuilt as a freighter, she sank on 16th Mar.1895 after catching fire in the North Atlantic en route Hamburg - Philadelphia. All aboard were saved by the British ship DELAWARE. [North Atlantic Seaway by N.R.P.Bonsor, vol.2,p.546] [Norddeutscher Lloyd, Bremen, vol.1 by Edwin Drechsel]



The *Little Western*, a 16 feet fishing dory, sailed from East Gloucester on June 12, 1880 bound for England and manned by George P Thomas and Fredrick Norman. She ran into several steamers who thought she was in distress. Coming upon the dory *Little Western* the *Donau* was delay an hour to determine that everything was okay.

The commander of the North German Lloyds steamship *Donau*, in a letter to the newspapers, complained of an hour's delay to his vessel, caused by his supposition that the dory *Little Western* contained shipwrecked persons. He says the experiment of crossing the Atlantic in small boats is now only a sporting venture, made for money and notoriety. Every shipmaster is morally obliged to investigate small boats, to discover whether they are cases of distress. It is to be feared that some shipmasters, after being fooled in the way he was in regard to the *Little Western*, may not pay attention to the cases of actual urgency if these sea tramps continue to cross the ocean.

Frank Leslie's popular Monthly Vol.12, 1881

The steamship *Donau* sailed to day for Europe with \$1,051,200 in specie, including \$5,000 for Harve. The whole amount was in Mexican dollars The Evening Telegram September 23, 1869 Philadelphia.

The steamship *Donau* arrived in New York from Bremen, January 10, 1871.

The steamship *Donau* from New York touched at Southampton, April 4, 1871.

### **Freight on the SS. Donau**

Exports cleared for foreign ports indicate the following shipments on the *Donau*.

1. March 27, 1871 *Donau* for Bremen - 50 pks Fur and Skins, 6 cases Oil Peppermint, 300 bbls Resin, - hhds Tobacco, 2 cases Cigars, 12 boxes Essential O-- , 50 bales Istle\*, 7 bbls Guts, 500 boxes Extract, 39 pl-- , Machinery, 632 bales Cotton, 69 Whalebones -- bbls Syrup, 292 bbls Shoe- pegs, 6 bbls Flour, 5 ke-- Caviar, March 27, 1871

\*a strong fiber from tropical American plants used for making rope.

2. August 7, 1871 *Donau* for Bremen 6 bales Furs, 555 tcs Lard, 4,399 bushels Wheat, 326 bbls Resin, 223 hhds. Tobacco, 1,020 seroons Tobacco, 13,694 bushels corn, 249 boxes Cheese.

Also 2,003 bags of Rio Coffee "by the *Donau*, were sold on private terms"

3. June 3, 1872 *Donau* from Bremen 3 cases Bromide Potass, 114 pks Aricurtural Implements, 136 bales of Tobacco, 37 pks Furs, 57 cases Tobacco, 8,955 bushels Corn, 100 boxes Spermaceti 4 pks Senna, 564 bbls Resin, 5 pks Hardware, 58 hhds Tobacco

**Norddeutscher Lloyd.**  
**Postdampfschiffahrt**  
**von BREMEN nach NEWYORK und BALTIMORE**  
 eventuell Southampton anlaufend

D. Strassburg	3. Juni	nach Baltimore	D. Bremen	18. Juni	nach Newyork
D. Newyork	4. Juni	" Newyork	D. Donau	21. Juni	" Newyork
D. Rhein	7. Juni	" Newyork	D. Frankfurt	24. Juni	" Baltimore
D. Berlin	10. Juni	" Baltimore	D. Kronpr. Fr. W.	25. Juni	" Newyork
D. America	11. Juni	" Newyork	D. Main	28. Juni	" Newyork
D. Weser	14. Juni	" Newyork	D. Braunschweig	1. Juli	" Baltimore
D. Leipzig	17. Juni	" Baltimore			

*Extra-Dampfer nach Newyork und Baltimore werden nach Bedarf expedirt.*

Passage-Preise nach Newyork: Erste Kajüte 165 Thaler, zweite Kajüte 100 Thaler, Zwischendeck 55 Thaler Preuss. Courant.  
 Passage-Preise nach Baltimore: Kajüte 135 Thaler, Zwischendeck 55 Thaler Preuss. Courant.

**von BREMEN nach WESTINDIEN via SOUTHAMPTON**  
 Nach St. Thomas, Colon, Savanilla, Curaçao, La Guayra und Porto Cabello mit Anschlüssen via Panama nach allen  
 Häfen der Westküste Amerikas, sowie nach China und Japan.

D. Graf Bismarck 6. Juni.

Nähere Auskunft ertheilen sämtliche Passagier-Expedienten in Bremen und deren inländische Agenten, sowie  
 Die Direction des Norddeutschen Lloyd.

**Norddeutscher Lloyd.**  
**Post-Dampfschiff-Fahrt**  
**von Bremen nach Newyork u. Baltimore**

D. Hanfa	Mittwoch	20. Juli	nach Newyork via Havre,
D. Rhein	Sonnabend	23. Juli	" Newyork " Southampton,
D. Ohio	Mittwoch	27. Juli	" Baltimore " Southampton,
D. Donau	Sonnabend	30. Juli	" Newyork " Southampton,
D. Newyork	Mittwoch	3. Aug.	" Newyork " Havre,
D. Deutschland	Sonnabend	6. Aug.	" Newyork " Southampton,
D. Baltimore	Mittwoch	10. Aug.	" Baltimore " Southampton,
D. Bremen	Donnerstag	11. Aug.	" Newyork direct.
D. Main	Sonnabend	13. Aug.	" Newyork via Southampton,
D. Hermann	Mittwoch	17. Aug.	" Newyork " Havre,
D. Weser	Sonnabend	20. Aug.	" Newyork " Southampton,
D. Berlin	Mittwoch	24. Aug.	" Baltimore " Southampton.

Passage-Preise nach Newyork: Erste Kajüte 165 Thaler, zweite Kajüte 100 Thaler, Zwischendeck 55 Thaler Preuss. Courant.

Passage-Preise nach Baltimore: Kajüte 135 Thaler, Zwischendeck 55 Thaler Preuss. Courant.

Fracht nach Newyork und Baltimore: 2. 2. mit 15% Primage per 40 Kubikfuß Bremer Maasse. Ordinaire Güter nach Uebereinkunft.

**von Bremen nach New-Orleans**  
**via Havre und Havana.**

D. Hannover	17. September.	D. Frankfurt	15. October.
D. Bremen	1. October.	D. Köln	29. October.

Passage-Preise nach New-Orleans und Havana: Kajüte 180 Thaler, Zwischendeck 55 Thaler Preuss. Courant.

Fracht nach New-Orleans und Havana: 2. 2. 10 s mit 15% Primage per 40 Cubikfuß.

**von Bremen nach Westindien**  
**via Southampton**

nach Colon, Savanilla, La Guayra und Porto Cabello, mit Anschlüssen  
 via Panama nach allen Häfen der Westküste Amerika's, so wie nach  
 China und Japan.

D. König Wilhelm I. 17. October. D. Kronprinz Fr. Wilhelm 17. Nov.  
 D. Graf Bismarck 17. December.

Passagepreise nach Colon und Savanilla 1. Kajüte 200 Thlr. Gr., 2. Kajüte 200 Thlr. Gr., nach La Guayra und Porto Cabello 1. Kajüte 225 Thlr. Gr., 2. Kajüte 215 Thlr. Gr.

Fracht nach Colon, Savanilla, La Guayra und Porto Cabello 2 B — und 5 Prozent per 40 Cubikfuß Bremer Maasse, zahlbar bei der Abladung in Bremen. Unter 2 1 — und 5 Prozent wird kein Connoissement gezeichnet. Nähere Auskunft ertheilen sämtliche Passagier-Expedienten in Bremen und deren inländische Agenten, so wie

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Die Direction des norddeutschen Lloyd.