



Ship Fact Sheet



BALLARAT (1911)

Base data at 1 November 1911. Last amended November 2008

* indicates entries changed during P&O Group service.

Type	Passenger liner
P&O Group service	1911-1917
P&O Group status	Owned by parent company
Former name(s)	
Registered owners and managers	The Peninsular and Oriental Steam Navigation Company
Operators	P&O Branch Line
Builders	Caird & Co Ltd
Yard	Greenock
Country	UK
Yard number	318
Registry	Greenock, UK
Official number	131851
Signal letters	HTPR
Classification society	Lloyd's Register
Gross tonnage	11,120 grt
Net tonnage	7,055 nrt
Deadweight	13,881 tons
Length	152.38m (500.1ft)
Breadth	19.14m (62.8ft)
Depth	11.52m (37.8ft)
Draught	9.661m (31ft 8½in)
Engines	2 quadruple-expansion steam engines
Engine builders	Caird & Co Ltd
Works	Greenock
Country	UK
Power	9,000 ihp
Propulsion	Twin screw
Speed	14 knots
Passenger capacity	302 permanent one class, 750 in temporary quarters
Cargo capacity	16,980 cubic metres (559,740 cubic feet) including 8,607 cubic metres (340,000 cubic feet) insulated
Crew	
Employment	UK/Australia emigrant service via the Cape of Good Hope

Career

- 23.09.1911: Launched by Mrs F C Allen, wife of the manager of the P&O Branch Line. When P&O bought Lund's Blue Anchor Line's emigrant service via the Cape in 1910 they immediately ordered five new ships, of which *Ballarat* was the first, with improved accommodation aimed at a higher quality of emigrant.
- 01.11.1911: Registered as *Ballarat* for The Peninsular and Oriental Steam Navigation Company. The name is from a town in Victoria and is Aboriginal for 'resting place'. P&O took over the service completely, renaming it the Branch Line (hence the Australian 'B' names used for their new tonnage), and running it separately from their other ships because Australian regulations required all-white crews. She began life with a Blue Anchor Line funnel, changing to P&O black in 1914. Her maiden voyage via the Cape set a London/Adelaide record of 37½ days.
- 1914: When war came served initially as an Indian transport.
- 08.1915: Carrying Australian troops.
- 25.04.1917: Torpedoed on the starboard side by the German submarine UB32, 40 km (24 miles) south by west from Wolf Rock. She was sailing as HM Ambulance Transport A70 on a voyage from Melbourne to London with 1,400 Australian troops (mostly reinforcements for the 2nd and 4th Australian Brigades in France) and a cargo of copper, antimony ore, bullion and general cargo. Despite 50 lookouts on each side and HMTBD *Phoenix* as escort the torpedo was not spotted, the starboard screw was smashed and the engine room flooded. Taken in tow by the destroyer HMS *Lookout* and HM Drifter *Midge*, she sank in 44 fathoms of water 12 km (8.5 miles) off the Lizard the following day. All 1,752 on board were saved.
- 12.1917: P&O Chairman Lord Inchcape negotiated £420,000 compensation for a ship that cost £176,109!

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