



Ship Fact Sheet



MALOJA (1923)

Base data at 25 October 1923. Last amended April 2009

* indicates entries changed during P&O Group service.

Type	Passenger liner
P&O Group service	1923-1954
P&O Group status	Owned by parent company
Former name(s)	
Registered owners, managers and operators	The Peninsular and Oriental Steam Navigation Company
Builders	Harland & Wolff Ltd
Yard	Belfast
Country	UK
Yard number	588
Registry	Belfast, UK
Official number	145437
Signal letters	KPQR
Call sign	GFBD
Classification society	Lloyd's Register
Gross tonnage	20,837 grt
Net tonnage	12,830 nrt
Deadweight	15,650 tons
Length	183.06m (600.8ft)
Breadth	22.36m (73.4ft)
Depth	16.03m (52.6ft)
Draught	10.613m (34ft 10in)
Engines*	Quadruple-expansion steam engines
Engine builders	Harland & Wolff Ltd
Works	Belfast
Country	UK
Power	13,300 ihp
Propulsion	Twin screw
Speed	16 knots
Passenger capacity*	327 first class, 329 second class
Cargo capacity	17,613 cubic metres (622,080 cubic feet)
Crew	423 (10 officers, 94 seamen, 22 engineers, 82 firemen, 215 saloon crew)
Employment	UK/Australia mail service

Career

- 29.11.1918: Ordered.
- 28.10.1920: Keel laid.
- 19.04.1923: Launched by Hon Elsie Mackay, daughter of P&O Chairman Lord Inchcape.
- 25.10.1923: Ran trials and delivered as *Maloja* for The Peninsular and Oriental Steam Navigation Company at a cost of £1,421,291. She and her earlier sister *Mooltan* were the largest ships that could comfortably pass through the Suez Canal at that time and reverted to quadruple-expansion steam engines in the interest of reliability. All cabins were above the main deck and all had portholes, there were special suites in the promenade deck in Louis XVI style, and particular attention was paid to the second class accommodation that was often neglected.
- 02.11.1923: Maiden sailing to Bombay.
- 18.01.1924: London/Colombo/Melbourne/Sydney service.
- 11.1924: Dockworkers strike delayed her departure and forced her to leave 6,000 tons of cargo in Australia.
- 03.1925: Ran aground in Adelaide.
- 1930: Fitted with Bauer-Wach exhaust turbines.
- 02.1931: Fire in No.7 hold shortly after leaving Bombay for London. It was quickly extinguished but her cargo was lost.
- 01.1933: Lost an anchor and 45 fathoms (82 metres) of chain when trying to load cargo from a lighter in Gibraltar Bay in severe weather.
- 12.1934: Carried a record mail shipment of 1,285 tons (40 cubic feet).
- 11.09.1939: Requisitioned by the Admiralty for service as an Armed Merchant Cruiser upon her arrival at Aden. She had been warned in Marseilles after which the bridge, wheelhouse and wireless room had been sandbagged and gas masks issued. She was converted at Bombay.
- 01.1940: Joined Northern Patrols.
- 03.1940: Intercepted German cargo ship *La Coruna* south of Iceland. She claimed to be the Japanese vessel *Taki Maru* and although the Captain suspected otherwise he was unable to send out a boarding party due to foul weather. As the weather cleared it became apparent that she was in fact German and was being scuttled. Her crew sent out a warning signal before abandoning ship and being picked up by *Maloja*, which then sank *La Coruna* with gunfire.
- 06.11.1941: Returned to her owners for service as a troopship. During the War her second (dummy) funnel was removed in order to improve the arc of her anti-aircraft guns. It was later replaced in a shorter form.
- 11.1942/12.1942: Took part in North African landings. Thereafter she followed the Allied campaign up Italy.
- 15.01.1947: Returned to her owners and reconditioned by R & H Green & Silley Weir at Royal Albert Dock, London.
- 10.06.1948: Re-entered commercial service.
- 08.1950: Assisted with the repatriation of Dutch nationals expelled from Indonesia.

19.02.1954: Last arrival at Tilbury.
02.04.1954: Sold for £165,000 to British Iron and Steel Corporation (Salvage) Ltd
and handed over to Thomas W Ward Ltd for demolition.

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