



Ship Fact Sheet



MANTUA (1909)

Base data at 15 April 1909. Last amended November 2008

* indicates entries changed during P&O Group service.

Type	Passenger liner
P&O Group service	1909-1935
P&O Group status	Owned by parent company
Registered owners, managers and operators	The Peninsular and Oriental Steam Navigation Company
Builders	Caird & Co Ltd
Yard	Greenock
Country	UK
Yard number	316
Registry	Greenock, UK
Official number	127544
Signal letters	HNSR
Call sign	GLVP
Classification society	Lloyd's Register
Gross tonnage	10,885 grt
Net tonnage	5,906 nrt
Deadweight	7,060 tons
Length	164.53m (540.0ft)
Breadth	18.68m (61.3ft)
Depth	7.50m (24.6ft)
Draught	8.544m (28ft 0½in)
Engines	Quadruple-expansion steam engines
Engine builders	Caird & Co Ltd
Works	Greenock
Country	UK
Power	13,000 ihp
Propulsion	Twin screw
Speed	16.5 knots
Passenger capacity	403 first class, 198 second class
Cargo capacity	5,747 cubic metres (202,896 cubic feet) including 2,298 cubic metres (81,171 cubic feet) insulated
Crew	341 (145 European, 196 Asian). Deck 24 European, 51 Asian; engine room 16 European, 101 Asian; purser's department 123 European, 44 Asian
Employment	London/Australia and London/India services

Career

- 20.02.1909: Launched by Miss Bessie Caird. Her name is the English form of Mantova, a city and province in northern Italy.
- 15.04.1909: Registered as *Mantua* for The Peninsular and Oriental Steam Navigation Company at a cost of £308,053. She was one of the first P&O ships to be fitted with wireless from new.
- 04.06.1909: Maiden voyage from Tilbury to Colombo, Melbourne and Sydney.
1910: One voyage extended to Auckland (and another in 1911).
- 08.1914: Recalled from a Baltic cruise to avoid being trapped by the outbreak of War.
- 05.08.1914: Commissioned as an armed merchant cruiser, and converted in nine days with eight 4.7-inch guns.
- 13.08.1914: Joined the 10th Cruiser Squadron; apart from a special mission to Archangel she spent most of her AMC time on the Northern Blockade between the Faroes and Iceland.
- 06.1915: Captured the Norwegian-American liner *Kristianiafjord* and sent her under guard to Stornaway.
- 09.1916: Went to Harland & Wolff, Belfast for a refit lasting 5 months, now being dazzle-painted. Thereafter employed on UK/West Africa convoy escort duties.
- 06.10.1916: Intercepted the French barque *Quilotta* off the coast of Portugal. Each ship believed the other to be a German raider, and after failing to respond to *Mantua*'s signals, the French vessel replied to a warning shot by opening fire. *Mantua* had heavier armament, and *Quilotta* was sunk, the mistake only being discovered when *Mantua* picked up some survivors. The ensuing Court of Inquiry blamed both ships.
- 05.01.1919: Arrived at Barrow to be reconditioned by Vickers-Armstrongs.
- 21.01.1919: Decommissioned.
- 03.01.1920: Maiden post-war voyage to Australia. After 7 return trips transferred to Far East service to Shanghai and Japan.
1924: Her Captain died on board in Port Said, being replaced by another P&O Captain fortuitously travelling East as a passenger.
- 08.07.1935: Sold for £32,000 to China Shipbreakers Ltd, Shanghai.
- 09.08.1935: Last sailing from Tilbury.
- 15.09.1935: Arrived at Shanghai.
- 21.09.1935: Handed over to shipbreakers. She had a conspicuously happy career and was the last survivor of the pre-War M-class.

- ends -