



# Ship Fact Sheet



## SARDINIA (1902)

Base data at 18 July 1902. Last amended November 2008

\* indicates entries changed during P&O Group service.

Type	Passenger/cargo liner
P&O Group service	1902-1925
P&O Group status	Owned by parent company
Former name(s)	
Registered owners, managers and operators	The Peninsular and Oriental Steam Navigation Company
Builders	Barclay, Curle & Co Ltd
Yard	Glasgow
Country	UK
Yard number	431
Registry	Glasgow, UK
Official number	115696
Signal letters	TMHJ
Call sign	
Classification society	Lloyd's Register
Gross tonnage	6,574 grt
Net tonnage	4,126 nrt
Deadweight	8,493 tons
Length	137.17m (450.2ft)
Breadth	15.91m (52.2ft)
Depth	9.32m (30.6ft)
Draught	8.284m (27ft 2¼in)
Engines	Triple-expansion steam engines
Engine builders	Barclay, Curle & Co Ltd
Works	Glasgow
Country	UK
Power	4,500 ihp
Propulsion	Twin screw
Speed	14 knots
Passenger capacity	79 first class, 64 second class
Cargo capacity	10,053 cubic metres (355,080 cubic feet)
Crew [1914]	162 (51 European, 111 Asian). Deck 18 European, 30 Asian; engine room 9 European, 56 Asian; purser's department 29 European, 25 Asian
Employment	'Intermediate' passenger services and trooping

**Career**

- 12.06.1902: Launched.
- 14.07.1902: Registered as *Sardinia* for The Peninsular and Oriental Steam Navigation Company at a cost of £130,917. The last of 5 sisters delivered in 1901 and 1902, after *Sicilia*, *Syria*, *Somali* and *Soudan*. First commercial voyage. Maiden voyage to South Africa as a transport.
- 1903: She had an unlucky record of losing propeller blades.
- 11.1917: Missed by a submarine's torpedo, and fired back though without detecting any hits.
- 04.02.1918: Torpedoed in the starboard bow by a German submarine while in a Mediterranean convoy. The 62 passengers and most of the crew transferred to an escorting warship, but Captain F G Cadiz, officers and 32 crew remained on board. Since it was felt that her forward bulkhead was in danger of collapse, she sailed astern at 3.5 knots the 98km (61 miles) to Oran where she was patched, proceeding then to Gibraltar and London for permanent repairs.
- 1919: Used for repatriating Australian troops before returning to her commercial career.
- 1920: Cargo fire at Marseilles.
- 1925: Cargo fire at Kobe.
- 23.02.1925: Sold to Kishimoto Kisen K K, Japan for Yen 150,000 for demolition at Osaka.

- ends -