



Ship Fact Sheet



EURYALUS (1898)

Base data at 24 June 1914. Compiled November 2008

* indicates entries changed during P&O Group service.

Type	Passenger/cargo liner
P&O Group service	1914-1923
P&O Group status	Owned by subsidiary company
Former names(s)	
Registered owners, managers and operators	British India Steam Navigation Company Ltd
Builders	Palmers' Shipbuilding & Iron Co Ltd
Yard	Hebburn, Newcastle
Country	UK
Yard number	732
Registry	
Official number	101720
Signal letters	
Call sign	VBWR
Classification society	Lloyd's Register
Gross tonnage	3,570 grt
Net tonnage	2,308 nrt
Deadweight	5,200 tons
Length	109.72m (360.0ft)
Breadth	13.92m (45.7ft)
Depth	8.16m (26.8ft)
Draught	7.223m (23.7ft)
Engines	Triple expansion steam engine
Engine builders	Palmers' Shipbuilding & Iron Co Ltd
Works	Hebburn, Newcastle
Country	UK
Power	2,400 ihp
Propulsion	Single screw
Speed	11.5 knots
Passenger capacity	22 first class, 24 second class, [1919] 2,441 deck
Cargo capacity*	7,277.4 cubic meters (257,000 cubic feet) including 229.25 cubic meters (8,096 cubic feet) refrigerated
Crew	
Employment	India/Australia service

Career

- 16.06.1898: Launched.
- 08.1898: Completed as *Euryalus* for Archibald Currie & Co Pty of Melbourne at a cost of £47,500.
- 13.01.1900: During the Boer War she was fitted out at Melbourne as a South African trooper and sailed from that port with a contingent of Victorian troops.
- 1908: Fitted with a Linde ammonia machine and two insulated chambers to cater for refrigerated cargo.
- 12.03.1911: Damaged after striking the pier at Port Swettenham.
- 26.02.1913: *Euryalus* was taken over by British India Steam Navigation Company.
- 24.06.1914: Takeover of by British India Steam Navigation Company by The Peninsular and Oriental Steam Navigation Company agreed.
- 07.1914: Collided with the by British India Steam Navigation Company ship *Orissa* off Achipur and had to put back to Calcutta for dry-docking after discharging her cargo.
- 1917: Came under the Liner Requisition Scheme.
- 22.12.1923: Sold for £6,500 to Italian shipbreakers and subsequently broken up at Genoa.

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