



# Ship Fact Sheet



## HINEMOA (1946)

Base data at 17 December 1946. Compiled October 2009

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

Type	Passenger/cargo liner
P&O Group service	1946-1967
P&O Group status	Owned by subsidiary company
Former name(s)	
Registered owners, managers and operators	Union Steam Ship Company of New Zealand
Builders	Vickers-Armstrong Ltd
Yard	Barrow-in-Furness
Country	UK
Yard number	945
Registry	Wellington, NZ
Official number	172877
Signal letters	
Call sign	
IMO/LR number	515102
Classification society	Lloyd's Register
Gross tonnage	6,911 grt
Net tonnage*	3,484 nrt
Deadweight	1,475 tons
Length	127.80m (419.3ft) loa
Breadth	17.74m (58.2ft)
Depth	7.52m (24.7ft)
Draught	5.181m (17.0ft)
Engines	2 steam turbines connected to 2 BTH electric motors
Engine builders	British Thomson-Houston Co Ltd
Works	Rugby
Country	UK
Power	13,000 shp
Propulsion	Twin screw
Speed	21 knots
Passenger capacity	740 passengers
Cargo capacity	62 cars
Crew	
Employment	Inter-island express service between Wellington and Lyttelton

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**Career**

- 30.05.1946: Launched.
- 17.12.1946: Delivered as *Hinemoa* to the Union Steam Ship Company of New Zealand. Because she had been ordered in 1939, she became the first vessel to be built for the Company post-war and the first post-war ocean liner from a British yard.
- 21.12.1946: Delivery voyage with 90 passengers. She replaced *Maori* on the inter-island service.
- 26.01.1947: Arrived at Wellington for a career free of serious incident.
- 15.02.1950: Left Wellington and ran into a gale; the 'worst in memory'. Her bridge was damaged by the seas and several saloon windows smashed. She made only 7 knots and was 8 hours late into Lyttelton.
- 09.1955: Re-measured. Now 3,480 nrt.
- 09.1958: Re-measured. Now 3,478 nrt.
- 1966: Out of service due to the switch to ro-ro ferries; for which she could not be converted.
- 23.08.1966: With her final sailing finished, she was laid up at Wellington.
- 12.10.1966: Used as a hotel ship during the visit of US President Lyndon Johnson.
- 23.08.1967: Sold to the Hydro-Electric Commission of Tasmania for use as floating power station and accommodation ship at Bell Bay, Tasmania. She was renamed *George H Evans*. Her main engines were disconnected from the screws and the power then generated was fed into the main grid network.
- 25.10.1967: Left Wellington for Bell Bay.
- 30.10.1967: Permanently moored at Bell Bay.
- 1969: Due to the onset of rain, the ship was hardly used and was eventually sold to the Hamersley Ore Co Ltd for use as a floating power station at Dampier, West Australia.
- 07.04.1969/ Towed from Bell Bay to Dampier by the tug *Tusker*.
- 08.05.1969:
- 12.02.1971: Sold to Fuji Marden & Co Ltd, Hong Kong, for demolition.
- 03.1971: Towed to Hong Kong by the tug *Salvonia*.

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