



# Ship Fact Sheet



## MARMORA (1903)

Base data at 20 November 1903. Last amended August 2011

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

Type	Passenger liner
P&O Group service	1903-1916 and 1917-1918
P&O Group status	Owned by parent company
Registered owners, managers and operators	The Peninsular and Oriental Steam Navigation Company
Builders	Harland & Wolff Ltd
Yard	Belfast
Country	UK
Yard number	350
Registry	Belfast, UK
Official number	116011
Signal letters	VJDS
Call sign	
Classification society	Lloyd's Register
Gross tonnage	10,509 grt
Net tonnage	5,239 nrt
Deadweight	5,613 tons
Length	161.61m (530.4ft)
Breadth	18.37m (60.3ft)
Depth	7.77m (25.5ft)
Draught	8.062m (26ft 5½in)
Engines	Quadruple-expansion steam engines
Engine builders	Harland & Wolff Ltd
Works	Belfast
Country	UK
Power	13,000 ihp
Propulsion	Twin screw
Speed	17 knots
Passenger capacity	367 first class, 187 second class
Cargo capacity	6,606 cubic metres (233,320 cubic feet) including 2,384 cubic metres (84,205 cubic feet) insulated
Crew [1914]	327 (133 European, 194 Asian). Deck 24 European, 51 Asian; engine room 15 European, 101 Asian; purser's department 107 European, 42 Asian
Employment	UK/Australia mail service

**Career**

- 09.04.1903: Launched.
- 20.11.1903: Delivered as *Marmora* for The Peninsular and Oriental Steam Navigation Company at a cost of £344,084. Third of the celebrated 'M' class. Named after the Sea of Marmora (otherwise Marmara) between the Black Sea and the Aegean. She was the first P&O ship fitted with quadruple-expansion steam engines.
- n.d.: Maiden voyage London/Bombay.
- n.d.: First voyage on the London/Australia run.
- 1908: Carried the Princess Royal, the Duke of Fife and their family to Egypt.
- 03.08.1914: Hired by the Admiralty for service as an armed merchant cruiser. Attached to the Cape Verde division of the Tenth Cruiser Squadron.
- 1915: With HMS *Highflyer* and the armed merchant cruiser HMS *Empress of Britain* unsuccessfully searched the West African coast for the German auxiliary cruiser *Kronprinz Wilhelm*.
- 11.1916: Compulsorily purchased by the Admiralty, but the Company successfully contested its right to do so.
- 02.1917: Ownership restored to The Peninsular and Oriental Steam Navigation Company, though this made no difference to her employment.
- 23.07.1918: Torpedoed and sunk by the German submarine UB64 in position 50°24'N-08°48'W, off the south coast of Ireland. She was on a voyage from Cardiff to Dakar, Senegal, on Admiralty service. 10 crew were lost.

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