



# Ship Fact Sheet



## MOLDAVIA (1922)

Base data at 19 September 1922. Last amended April 2009

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

Type	Passenger liner
P&O Group service	1922-1938
P&O Group status	Owned by parent company
Former name(s)	
Registered owners, managers and operators	The Peninsular and Oriental Steam Navigation Company
Builders	Cammell, Laird & Co Ltd
Yard	Birkenhead
Country	UK
Yard number	839
Registry	Liverpool, UK
Official number	145973
Signal letters	KMSJ
Call sign	GDVZ
Classification society	Lloyd's Register
Gross tonnage	16,543 grt
Net tonnage	10,179 nrt
Deadweight	12,225 tons
Length	168.31m (552.4ft)
Breadth	21.85m (71.7ft)
Depth	12.89m (42.3ft)
Draught	9.147m (30.1ft)
Engines	Six double-reduction-gearred Parsons steam turbines
Engine builders	Cammell, Laird & Co Ltd
Works	Birkenhead
Country	UK
Power	13,250 shp
Propulsion	Twin screw
Speed*	16 knots
Passenger capacity*	237 first class, 525 second class
Cargo capacity	21,053 cubic metres (743,595 cubic feet) including 4,126 cubic metres (145,716 cubic feet) insulated
Crew	335 (20 officers, 13 engineers, 23 seamen, 106 firemen, 125 saloon crew)
Employment	UK/Australia service

**Career**

- 05.12.1916: Ordered, but construction delayed by the War.
- 01.10.1921: Launched.
- 19.09.1922: Ran trials and delivered as *Moldavia* for The Peninsular and Oriental Steam Navigation Company at a cost of £1,246,380. She was the first P&O ship fitted with double-reduction-g geared steam turbines. She and her sister *Mongolia* were designed for the Australia run with a rather dated appearance - counter stern and a single funnel. She was named after a principality on the Danube, part of Romania since 1859. The name had been previously used by P&O in 1903.
- 13.10.1922: Maiden voyage Tilbury/Australia.
- 26.12.1923: Fire broke out in a cargo of fibre from Colombo as she approached Fremantle. The fire brigade had to flood the hold which destroyed not merely the cargo but also a substantial proportion of the passengers' heavy luggage.
- 20.02.1924: Carried P&O Chairman Lord Inchcape from Colombo to the UK.
- 1928: Fitted with a second (dummy) funnel in order to counter criticism of her design, although arguably she hardly looked any better. Boilers converted to burn oil fuel. Second class accommodation re-designated third class.
- 14.02.1929: Docking at Marseilles delayed by a blizzard.
- 1930: Cruised from Southampton.
- 04.1930: Changed to third class only (840 passengers) with Australian passages costing as little as £38.
- 08.1931: Now designated 'one-class Tourist' after refit at Tilbury.
- 1934: Steam superheaters and new screws fitted which increased her speed by a knot or so.
- 21.07.1935: Port turbine broke down after leaving Monte Carlo on a Mediterranean cruise. Repaired at Gibraltar naval dockyard.
- 1937: Chartered to carry guests to the Coronation Review at Spithead, much of which was marred by fog.
- 17.09.1937: Last departure from Sydney.
- 24.12.1937: Last arrival at Tilbury. Laid up pending sale.
- 05.04.1938: Sold for £38,000 to John Cashmore Ltd to be broken up.
- 11.04.1938: Handed over at Tilbury.
- 18.04.1938: Arrived at Newport, Monmouthshire for demolition.

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