MOREA (1908)

Base data at 4 November 1908. Last amended November 2008
* indicates entries changed during P&O Group service.

Type Passengers liner
P&O Group service 1908-1930
P&O Group status Owned by parent company
Registered owners, managers and operators The Peninsular and Oriental Steam Navigation Company
Builders Barclay, Curle & Co Ltd
Yard Whiteinch, Glasgow
Country UK
Yard number 471
Registry Glasgow, UK
Official number 128235
Signal letters HNJF
Call sign GLVJ
Classification society

Gross tonnage 10,890 grt
Net tonnage 5,960 nrt
Deadweight 6,925 tons

Length 164.53m (540.0ft)
Breadth 18.65m (61.2ft)
Depth 7.53m (24.7ft)
Draught 8.747m (28ft 8½in)

Engines Quadruple-expansion steam engines
Engine builders Barclay, Curle & Co Ltd
Works Glasgow
Country UK

Power 13,000 ihp
Propulsion Twin screw
Speed 16 knots

Passenger capacity 409 first class, 198 second class
Cargo capacity 5,709 cubic metres (201,644 cubic feet) including
1,928 cubic metres (68,103 cubic feet) insulated
Crew 341 (145 European, 196 Asian). Deck 24 European, 51 Asian; engineroom 16 European, 101 Asian; purser’s department 123 European, 44 Asian

Employment UK/Australia or UK/India services
Career

05.11.1907: Keel laid.
15.08.1908: Launched by Mrs Russell Ferguson, wife of the Managing Director of Barclay, Curle & Co Ltd.
02.11.1908: Registered.
03.11.1908: Ran trials.
04.11.1908: Delivered as Morea for The Peninsular and Oriental Steam Navigation Company at a cost of £309,692. Morea is an alternative name for the Peloponnesian peninsula in south-west Greece.
06.11.1908: Left builders. She cost £309,692. Although considered the best looking of the 10-strong ‘M’ class (of which she was the 6th), and handling well, she creaked and groaned a great deal until her propellers were changed.
1909: Fitted with ‘Marconi system of wireless telegraphy’.
1911/1912: Two voyages extended to Auckland.
09.1911: Offered assistance to Ellerman steamer Perim, disabled between Ushant and Plymouth, but steamer San Remo took the tow instead.
26.07.1914: Heard news of outbreak of war by radio from Cocos Island.
07.09.1914: En route for London from Sydney, her Lascar deck crew refused to serve west of Bombay, to which port she had been diverted to pick up mails and passengers owing to the exploits of the German light cruiser Emden. A company of Royal Engineers who had embarked at Colombo were utilised for mooring and unmooring, and passengers kept the public decks clean all the way to Tilbury.
End 1915: Taken up as an ambulance transport and Australian Expeditionary Force troopship.
03.1916: Returned to P&O for three return voyages UK/Australia.
19.05.1917: Requisitioned as an armed merchant cruiser (7 x 6-inch guns).
05.07.1917: Commissioned. Spent her time on convoy escort between Devonport and West Africa.
14.05.1918: Visited Rio de Janeiro on convoy duty, her only visit to the Americas.
19.05.1919: Refitting delays on the Clyde caused her to be nicknamed ‘HMS Neversail’. The Government redelivered her to P&O with a lump sum for refitting, and the Company moved her to Avonmouth for completion.
17.10.1919: Made P&O’s first post war passenger voyage on its own behalf London/Bombay/Adelaide/Melbourne/Sydney.
10.1922: Creaking and vibrating cured by fitting of new screws by Harland & Wolff.
03.09.1930: Sold to Summers & Co, Kobe for demolition.

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