



# Ship Fact Sheet



## MULBERA (1922)

Base data at 21 June 1922. Compiled April 2009

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

Type	Passenger/cargo liner
P&O Group service	1922-1954
P&O Group status	Owned by subsidiary company
Former name(s)	
Registered owners, managers and operators	British India Steam Navigation Company Ltd
Builders	Alexander Stephen & Sons Ltd
Yard	Govan
Country	UK
Yard number	496
Registry	Glasgow, UK
Official number	146298
Signal letters	KMGR
Call sign	
Classification society	Lloyd's Register
Gross tonnage	9,100 grt
Net tonnage	5,521 nrt
Deadweight	10.950 tons
Length	147.21m (483.0ft) loa; 141.74m (466.3ft) b/p
Breadth	18.22m (59.8ft)
Depth	10.97m (36.0ft)
Draught	8.656m (28.4ft)
Engines	Two sets of three-stage Parsons turbines
Engine builders	Alexander Stephen & Sons Ltd
Works	Govan
Country	UK
Power	4,100 bhp
Propulsion	Twin screw
Speed	13.58 knots (trials)
Passenger capacity*	114 or 78 first class, 44 or 80 second class
Cargo capacity	28 cubic metres (1,000 cubic feet) refrigerated
Crew	
Employment	UK/East Africa service

**Career**

- 14.02.1922: Launched.
- 21.06.1922: Delivered as *Mulbera* for British India Steam Navigation Company at a cost of £511,000.
- 1924: Conveyed the Duke and Duchess of York to Kenya.
- 1930s: She had the first certificated female engineer, Miss Victoria Drummond, amongst her engineer staff.
- 08.06.1932: Collided with the British steamer *Zitella* at Kruisschans Sluis when inward bound to Antwerp.
- 11.10.1932: Fouled the pier head on entering King George V Dock, London. Although she stripped some facing tiles off the pier, the ship herself was little damaged.
- 22.08.1933: Ran aground on Ulenge Reef, Tanga, and was not refloated until the 24<sup>th</sup>, with the help of the *Dumra* and the tug *Kifaru*. The soft coral had prevented major damage.
- 1935: Passenger accommodation now 158 one-class.
- 03.1940: Requisitioned for the Liner Division.
- 12.12.1942: Sighted a periscope at 18°59'N-85°45'E.
- 1946: Passenger accommodation now 158 one-class.
- 1949: She returned to her East African run.
- 07.04.1954: Sold to British Iron & Steel Corporation for £64,000 and sent to Inverkeithing for demolition by Thomas W Ward Ltd which commenced the same month.

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