



Ship Fact Sheet



POONA (1905)

Base data at 10 February 1905. Last amended November 2008

* indicates entries changed during P&O Group service.

Type	Passenger/cargo liner
P&O Group service	1905-1924
P&O Group status	Owned by parent company
Former name(s)	
Registered owners, managers and operators	The Peninsular and Oriental Steam Navigation Company
Builders	Barclay, Curle & Co Ltd
Yard	Glasgow
Country	UK
Yard number	451
Registry	Glasgow, UK
Official number	121202
Signal letters	HBVD
Classification society	
Gross tonnage	7,626 grt
Net tonnage	4,878 nrt
Deadweight*	10,682 tons
Length	146.16m (479.7ft)
Breadth	17.43m (57.2ft)
Depth	9.93m (32.6ft)
Draught*	8.354m (27ft 5in)
Engines	Triple-expansion steam engines
Engine builders	Barclay, Curle & Co Ltd
Works	Glasgow
Country	UK
Power	5,000 ihp
Propulsion	Twin screw
Speed	14 knots
Passenger capacity	12 first class
Cargo capacity	14,091 cubic metres (497,702 cubic feet) including 3,475 cubic metres (122,722 cubic feet) insulated
Crew	117 Total (26 European, 91 Asian). Deck 15 European, 30 Asian; Engineerroom 10 European, 51 Asian, Purser's department 1 European, 10 Asian
Employment	UK/Far East and UK/Australia cargo services

Career

- 24.12.1904: Launched.
- 30.01.1905: Registered as *Poona* for The Peninsular and Oriental Steam Navigation Company at a cost of £103,943.
- 10.02.1905: Left her builders and loaded for her maiden voyage to China and Japan.
- 1906: Refrigerating machinery fitted, and in the same year inaugurated a new Australian cargo service.
- 1910: Refused entry to the Mersey with a cargo of Chinese pork and poultry, owing to a dock strike, and was forced to unload on the Continent.
- 08.1912: Deadweight 10,711 tons. Draught 8.366m (27ft 5½in).
- 16.12.1913: In Sydney sent her fire crew to help put out a fire aboard the British India steamer *Janus*.
- 03.12.1916: Sailed from London bound for Calcutta.
- 06.12.1916: Struck a mine in the English Channel 15km (9 miles) south of Beachy Head. Her forward hold quickly flooded and because of transverse cracks there was a likelihood she might break amidships, so her crew took to the boats. Later reboarded by some officers and six seamen, she was towed stern-first for 40 hours by the destroyer HMS *Exe* and two tugs to Spithead in worsening sea conditions. Despite having to wait 24 hours for a berth she was dry-docked in time, repaired and returned to service.
- 1921: Had a fire on board when in the London Docks.
- 08.10.1924: Sold for £18,000 to F Pittaluga fu G, Italy, for demolition.
- 15.10.1924: Handed over and renamed *Po*. She loaded a cargo of coal at Barry for Genoa.
- 10.11.1924: Arrived in Genoa for discharge and breaking up.

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