



Ship Fact Sheet



RUAHINE (1909)

Base data at 7 September 1916. Last amended December 2008

* indicates entries changed during P&O Group service.

Type	Passenger/cargo liner
P&O Group service	1916-1949
P&O Group status	Owned by a subsidiary company
Former name(s)	
Registered owners, managers and operators	The New Zealand Shipping Company Ltd
Builders	William Denny & Bros
Yard	Dumbarton
Country	UK
Yard number	880
Registry	Plymouth, UK
Official number	124582
Signal letters	HPVS
Call sign	GLYM
Classification society	Lloyd's Register
Gross tonnage*	10,758 grt
Net tonnage*	6,283 nrt
Deadweight	9,940 tons
Length	151.43m (497.0ft) loa, 146.44m (480.6ft) b/p
Breadth	18.37m (60.3ft)
Depth	9.78m (32.1ft)
Draught	8.988m (29.5ft)
Engines	Triple-expansion steam engines
Engine builders	Denny & Co
Works	Dumbarton
Country	UK
Power	7,815 ihp
Propulsion	Twin screw
Speed	12.5 knots (service); 15.9 knots (trials)
Passenger capacity	56 first class, 88 second class and 126 third class
Cargo capacity	250 emigrants in temporary berths 13,956 cubic metres (492,933 cubic feet) including 7,773 cubic metres (274,549 cubic feet) refrigerated
Crew	
Employment	UK/New Zealand service

Career

- 19.08.1909: Launched by Mrs C W Dawes, wife of the Chairman of the New Zealand Shipping Company.
- 06.11.1909: Delivered as *Ruahine* for the New Zealand Shipping Company Ltd at a cost of £169,000. She was NZSCo's first 10,000 ton ship and the first of three sisters - *Rotorua* and *Remuera* followed - comprising the third generation of passenger steamers built for the Company.
- 25.10.1909: Registered at Plymouth to G T Haycraft & T R Westray.
- 25.11.1909: Left London on her first New Zealand sailing to Wellington.
- 27.01.1911: Collided with the steamer *Beacon Grange* at Las Palmas, bound London to Wellington.
- 28.06.1911: Ownership transferred to New Zealand Shipping Company.
- 16.03.1912: Unsuccessfully attempted to tow the sinking P&O liner *Oceana* into shallow water after she had been in collision off Beachy Head.
- 22.12.1913: Struck near the stern by the steamer *Maori* while berthed at Wellington.
- 24.10.1914: Sailed from Wellington for London but returned on the 25th leaking through a meat port door which had been damaged in the collision with *Maori* and not properly repaired.
- 07.09.1916: Takeover of the New Zealand Shipping Company by The Peninsular and Oriental Steam Navigation Company agreed.
- 13.03.1917: Taken up under the Liner Requisition Scheme. Carried New Zealand troops to the UK in both 1917 and 1918.
- 17.03.1917: Missed by a torpedo from U 81 270km (170 miles) south-west of the Fastnet.
- 29.03.1917: In collision with the steamer *Vesla* at New York while both vessels were at anchor.
- 27.07.1920: In collision with the harbour ferry *Duchess* at Wellington.
- 1920: Accommodation rebuilt. Now 10,839 grt, 6,856 nrt.
- 02.12.1920: Sailed from London to resume passenger service to New Zealand, but now going via the Panama Canal and picking up passengers at Southampton.
- 1923: Boilers converted for oil fuel.
- 04.1923: First ship to use the new Wellington floating dock.
- 21.06.1924: Suffered a fire at London.
- 1926: Re-measured. Now 10,870 grt, 6,872 nrt.
- 23.09.1926: Collided with the steamer *Automedon* in the Thames when outward bound for Wellington.
- 1933: Now 220 tourist class passengers.
- 15.01.1938: Collided with the steam collier *Corsea* in London.
- 04.02.1938: Collided with the tanker *Broomdale* at Glasgow.
- 1938: Reduced to cargo-only.
- 04.05.1938: Laid up in the Fal until 6th October 1939.
- 30.03.1940: After cargo and evacuee voyages to New Zealand, requisitioned for the Liner Division of the Ministry of Shipping, later Ministry of War Transport, but served as a Personnel Ship from 24th January 1941 to 10th November 1941. Then fitted out to carry 1,500 troops. Her war service included 25 Atlantic envoys.

- 01.1941: Bombed with minor damage while in Avonmouth.
- 06.04.1946: Released to her owners. Now 140 tourist class berths. Took Sir Bernard and Lady Freyburg out to New Zealand where he was appointed Governor-General.
- 02.09.1948: Left London on her last New Zealand sailing to Auckland. Laid up at Hull on her return.
- 05.04.1949: Sold for £50,000 to Ragruppamento Armatore Fratelli Grimaldi, Genoa, renamed *Auriga* on 7th April 1949 and registered at Naples. Rebuilt at Genoa for the Naples/South America service.
- 1954: Chartered to Chargeurs Reunis for Far East service.
- 18.01.1957: Laid up at Naples.
- 22.03.1957: Arrived at Savona and sold for £247,000 to be scrapped there by ARDEM.

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