



Ship Fact Sheet



AVA (1855)

Base data at 21 July 1855. Last amended November 2008

* indicates entries changed during P&O Group service.

Type	Passenger liner
P&O Group service	1855-1858
P&O Group status	Owned by parent company
Former name(s)	
Registered owners, managers and operators	The Peninsular and Oriental Steam Navigation Company
Builders	Tod & McGregor
Yard	Glasgow
Country	UK
Yard number	76
Registry	London, UK
Official number	22803
Signal letters	
Classification society	Lloyd's Register
Gross tonnage*	1,620 grt
Net tonnage	934 nrt
Deadweight	
Length	81.60m (267.8ft)
Breadth	10.73m (35.2ft)
Depth	7.50m (24.6ft)
Draught	
Construction (if not steel)	Iron
Engines	Trunk geared steam engines
Engine builders	Tod & McGregor
Works	Glasgow
Country	UK
Power	1,056 ihp
Propulsion	Single screw
Speed	12 knots
Passenger capacity	97 first class, 30 second class
Cargo capacity	
Crew	
Employment	Southampton/Alexandria and then Suez/Calcutta services

Career

- 03.05.1855: Launched.
- 29.06.1855: Registered.
- 21.07.1855: Ran trials and delivered as *Ava* for The Peninsular and Oriental Steam Navigation Company. *Ava* was the ancient capital of Burma.
- 20.08.1855: Left Southampton on maiden voyage to Alexandria, but broke a screw blade and towed to Malta by the paddle packet HMS *Medusa*, mails and passengers forwarded to Alexandria aboard *Valetta*.
- 01.10.1856: Left Southampton via Tristan da Cunha and Galle to Calcutta (arrived 16 December).
- 09.1856: Collided with Teignmouth brig *Blanche* and lost a quarter boat.
- 1857: Gross tonnage re-stated as 1,373 grt.
- 03.09.1857: Left Calcutta on Lord Elgin's mission to China.
- 07.12.1857: Returned to Calcutta where apparently unemployed until 10 February 1858.
- 16.02.1858: Wrecked on Pigeon Island, 25 km (15 miles) north of Trincomalee while en route from Calcutta to Suez with women and children refugees from the Indian Mutiny. She was to call at Trincomalee to land £250,000 in specie but her Captain failed to take soundings or to heave-to in poor weather. There were no casualties, and some mails were saved and forwarded by *Granada* while most of the specie and (more importantly) a replacement shaft for *Alma*, disabled at Aden, were recovered by divers from the steam frigate HMS *Chesapeake*.

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