



# Ship Fact Sheet



## CHUSAN (1852)

Base data at 2 April 1852. Last amended November 2008

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

Type	Passenger liner
P&O Group service	1852-1861
P&O Group status	Owned by parent company
Registered owners, managers and operators	The Peninsular and Oriental Steam Navigation Company
Builders	Miller, Ravenhill & Co Ltd
Yard	Walker-on-Tyne
Country	UK
Yard number	
Registry	London, UK
Official number	30713
Signal letters	QLWK
Classification society	Lloyd's Register
Gross tonnage*	750 grt
Net tonnage	529 nrt
Deadweight	
Length	57.89m (190.0ft)
Breadth	8.99m (29.5ft)
Depth	4.91m (16.1ft)
Draught	3.43m (11.3ft)
Construction (if not steel)	Iron
Engines	Direct-acting oscillating steam engines
Engine builders	Miller, Ravenhill & Co Ltd
Works	Walker-on-Tyne
Country	UK
Power	800 ihp
Propulsion	Single screw
Speed	9.5 knots
Passenger capacity	
Cargo capacity	
Crew	45
Employment	Australia/Singapore and other Eastern services

**Career**

- 25.10.1851: Launched for the Company, having been purchased on the stocks. She was the first ship built by Miller, Ravenhill at its new yard on Tyneside.
- 24.03.1852: Registered as *Chusan* for The Peninsular and Oriental Steam Navigation Company. Her name was taken from the Chou-shan archipelago off Shanghai and she was originally intended for a non-mail Calcutta/China service. She was fitted with one 32-pounder, one 18-pounder and four 12-pounder guns as well as swivel guns and small arms.
- 02.04.1852: Ran trials.
- 15.05.1852: Left Southampton via St Vincent, Cape Town and Port Phillip, to inaugurate the P&O mail service to Sydney.
- 03.08.1852: Arrived in Sydney to a tremendous welcome.
- 01.11.1852: Until April 1854 she and *Shanghai* provided the regular link between Australia and Singapore where the connection was made with the mail service between Suez and Hong Kong, before being replaced by the newer and more suitable *Bombay* and *Madras*.
- 05.1854: Calcutta/Straits and Hong Kong opium and mail service, until August 1856.
- 11.1854: Forced back to Singapore by the north-east monsoon when en route to Hong Kong. Mails taken on by *Ganges*.
- 11.1856/09.1857: Carried troops Bombay/Persian Gulf.
- 1857: Gross tonnage re-stated as 699 grt.
- 01.1858: Based in Hong Kong for services to Manila and Shanghai.
- 04.1860: Carried troops for Anglo/French expeditionary force to north-east China, for the capture of the Taku forts at Tientsin.
- 02.1861: China coastal service.
- 03.06.1861: Sold to R D Sassoon, Hong Kong.
- 08.1861: Stranded near Bush Island in the River Yangtze, but refloated and returned to service.
- 1865: Sold to J Gilfillan, Shanghai.
- 1866: Sold to Adrian and Co., Shanghai.
- 1867: Sold for £8,000 to the Matsuyama-han feudal clan in Japan, and renamed *Kofuyo*.
- 1868: Captured by Chosen-han, renamed *Kayo*, and fitted out as a warship for service with the Imperial Japanese Fleet.
- 1871: Reported stranded and taken over by the Japanese Government.
- 1872: Sold to C Farnham, Shanghai and reduced to a hulk.

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