



Ship Fact Sheet



HADDINGTON (1846)

Base data at 17 November 1846. Last amended November 2008

* indicates entries changed during P&O Group service.

Type	Passenger liner, later sailing store ship
P&O Group service	1846-1870
P&O Group status	Owned by parent company
Registered owners, managers and operators	The Peninsular and Oriental Steam Navigation Company
Builders	Thomas Vernon & Sons
Yard	Liverpool
Country	UK
Yard number	
Registry	London, UK
Official number	26365
Signal letters	PKTN
Classification society	Lloyd's Register
Gross tonnage*	1,500 grt
Net tonnage	1,167 nrt
Deadweight	
Length	66.21m (217.3ft)
Breadth	10.18m (33.4ft)
Depth	6.09m (20.0ft)
Draught	5.36m (17.7ft) [1852]
Construction (if not steel)	Iron
Engines	2-cylinder direct-acting oscillating steam engines
Engine builders	Bury, Curtis & Kennedy
Works	
Country	UK
Power	450 ihp
Propulsion	Single screw
Speed	10.5 knots
Passenger capacity	
Cargo capacity	
Crew	177 (1captain, 7 officers, 27 stewards and servants, 5 engineers, 9 firemen, 28 seamen, 10 native stewards, 60 native firemen, 30 native seamen)
Employment	Suez/Calcutta and other Eastern services. Later operated as a sailing store ship

Career

- 08.08.1846: Launched.
- 09.11.1846: Ran trials.
- 17.11.1846: Registered and left builders as *Haddington* for The Peninsular and Oriental Steam Navigation Company at a cost of £61,500. She was named after Thomas Hamilton, 9th Earl of Haddington, who was first Lord of the Admiralty 1841-1846. She was a sister to *Pottinger*.
- 05.12.1846: Maiden voyage from Southampton to Calcutta to take up service on the Calcutta/Suez mail run.
- 08.02.1852: Broke a shaft but towed back to Suez by the East India Company's *Ajdana*. Came home via Mauritius and the Cape for overhaul.
- 21.11.1852: On Southampton/Alexandria or Constantinople services, until reduced freight rates in 1853 led to a consideration of her profitability and it was decided she would not pay.
- 24.12.1852: Landed The Peninsular and Oriental Steam Navigation Company's first through passenger from Sydney at Southampton.
- 08.1854: Engines removed at Blackwall.
- 12.08.1854: Re-registered as a barque (1,460 grt). Thereafter used for training cadets, and to transport boilers and other heavy materials and occasionally coal to the East.
- 05/08.1857: Served in the Persian Gulf campaign.
- 1861: Carried five boilers to Hong Kong in 101 days, which saved P&O paying out £10,000 in cargo costs.
- 12.03.1862: When homeward bound from Hong Kong called at New York, P&O's first visit to North America.
- 1870: After the opening of the Suez Canal the stores service was put out to contract and junior officers were taken on after spending time under sail with other owners. *Haddington* was now surplus to requirements.
- 28.03.1870: Sold to Thomas S Haviside, London for £8,696. Traded to India, Hong Kong, Australia and around the Pacific.
- 1875: Sold to Liston Young, London, trading to Australia.
- 1880: Sold to Charles F Ellis, London.
- 1883: Sold to E B Hatfield, Liverpool.
- 1884: Sold to Adolphus E Kinnear, London.
- 09.02.1888: Destroyed by fire at sea in the Bay of Bengal in position 20°N-91°E, while on a voyage from Chittagong to New York with a cargo of jute.

FROM "NOTES OF THE OVERLAND JOURNEY TO THE EAST"
"Southern Literary Messenger", Richmond, Virginia, March 1854

On the morning of our departure from Suez we found our luggage, which had come the previous night on the backs of camels across the desert, high piled upon the quay and from which it was transferred to the steamer which lay in "the roads" two miles from the tavern. Hither we soon followed going down in a small steam tug through the winding and shallow channel.

When on board we found every thing alive with the bustle of preparation; the deck of the steamer presenting a confused mass of travellers, sailors and luggage, and it was not until the late afternoon that the immense accumulation was distributed among the host of owners and stored away below.

We sailed at 5 o'clock, and although the 8th of November, not a breath of air ruffled the waves or cooled the raging heat of the atmosphere, which, we were informed would become more and more oppressive as we proceeded down the waters of this ever dreaded sea.

As we proceeded on our voyage amid increasing heat and discomfort, the superior advantages of the *Haddington* in regard to *size* were apparent to our now much enlarged company, composed as it was of the passengers by the other steamer added to our own. The broad flush deck of the vessel, over which spread a thick protecting canopy, afforded an ample promenade to those in whom the weather had not engendered a lethargic indolence which rendered this to and fro movement too great an exertion.

The sleeping rooms were constructed with a view to the personal comfort of passengers, yet fell so far short of our requirements, that to lie at night pillowless upon the hard surface of the deck was found an agreeable change from the oven-like temperature below. Two tables extending the length of the main saloon were daily spread twice for the same meals, so strong are we in numbers if not in appetites, and there many of us first experienced the luxury of the *punka*, that air nurse of millions in the East. There too we learned that *lunch* was an unheard of meal in those latitudes, although its daily observance under the title of *tiffin* was by no means so, and by this we were initiated into the pungent mysteries of curry and its accompaniment of crispy *bomelow*. Perhaps it was to extend the enjoyment of these blessings that our discreet captain, Lovell, pushed us so slowly through the Red Sea, for we found our ship a most laggard one, rarely accomplishing over eight or nine miles an hour under the most favourable circumstances, during the whole trip to Aden and Ceylon. Although our slow progress was accounted for as the result of the intense heat of the atmosphere, which is unfavourable to rapid condensation, we were more inclined to attribute it to the tub-like qualities of the ship and the insufficiency of her mechanical force.

Our crew was a very large one, but being composed chiefly of lascars or native sailors of Hindostan, their united powers fell considerably short of that embraced in an ordinary crew of English Jacks. These dark-skinned natives of India pursued their duties nearly in a state of nakedness, and were only seen otherwise on Sunday mornings, when in

accordance with the rules of the navy, the officers and crew were mustered aft and carefully reviewed by the commanding officer. On this occasion the *sedus* appeared in white tunics and bright turkey red turbans over their closely fitting caps of straw. At other times these degenerate beings reminded me not a little of the scenes of savage life, as they sat in circles on the ground around a huge bowl of rice and curry, plunging their hands into the smoking pile and eating voraciously without plate or utensil. At night the resemblance was heightened, as their brown naked figures lay stretched about the forecastle in fantastic groupings. I regretted to see some of the *minor* officers of the vessel exercising a petty despotism over these poor and despised creatures, losing no opportunity to bestow upon them a volley of abusive epithets, delivered in no very choice Hindostanee, at other times kicking and cuffing them for not fully comprehending the purport of their own Saxon.

Our passengers numbered nearly 200, the majority of whom were English bound for India: these consisted of merchants having establishments in Bombay, Madras and Calcutta; army officers, and fortunate young men whose family influence at home had secured for them situations in the lucrative military and civil services of the East India Company. The number of ladies was large, considering the length and fatigue of such a journey, and it is a curious fact that the greater portion of them were unmarried, some twenty-five I believe - walking "in maiden meditation", if not "fancy free". Many of these had attached themselves to family parties whose point of destination was the same as their own, while others, without showing any anxiety in the matter, seemed to trust to chance for some protecting arm ere they reached their journey's end. A few were answering *en personne* the written avowals of ardent suitors in that distant land, the strict military regulations of which forbid leave of absence to the young cadet, even to prosecute his *affaires du coeur*, To the others their fate seemed unrevealed, although doubtless before now their fingers have been encircled by the marriage ring, and their softening influence has transformed the soldier's barracks into English homes.

- ends -