



# Ship Fact Sheet



## NUBIA (1854)

Base data at 24 August 1854. Last amended September 2011

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

Type	Passenger liner
P&O Group service	1854-1877
P&O Group status	Owned by parent company
Former name(s)	
Registered owners, managers and operators	The Peninsular and Oriental Steam Navigation Company
Builders	John Laird, Sons & Co
Yard	Birkenhead
Country	UK
Yard number	94
Registry	London, UK
Official number	25118
Signal letters	PDQL
Classification society	Lloyd's Register
Gross tonnage*	2,200 grt
Net tonnage	1,033 nrt
Deadweight	
Length	88.15m (289.3ft)
Breadth	11.58m (38.0ft)
Depth	8.35m (27.4ft)
Draught	
Construction (if not steel)	Iron
Engines	Oscillating geared steam engines
Engine builders	Fawcett, Preston & Co
Works	Liverpool
Country	UK
Power	1,422 ihp
Propulsion	Single screw
Speed	11 knots
Passenger capacity	
Cargo capacity	
Crew	
Employment	Southampton/Alexandria and later Suez/Calcutta services

**Career**

- 28.02.1854: Launched.
- 13.08.1854: Ran trials.
- 15.08.1854: Registered.
- 24.08.1854: Sailed from her builders as *Nubia* for The Peninsular and Oriental Steam Navigation Company at a cost of £65,750. *Nubia* is an antique name for northern Sudan.
- 04.09.1854: Entered service on the Southampton/Alexandria route. On her maiden voyage crew trouble after leaving Malta forced her to put back with five men in irons.
- 26.11.1854: Requisitioned for service in the Crimean War as a transport.
- 20.07.1855: Returned to her owners when she and *Alma* were released by special arrangement due to the urgent need to maintain P&O services East of Suez.
- 1856: Averaged a record 11 knots on her first voyage Calcutta/Suez.
- 1857: Gross tonnage re-stated as 2,095 grt.
- 1857: James Hartley, a founder director of P&O and also its insurance broker, died on board between Galle and Suez.
- 29.08.1858: Shaft failure near Aden. Towed to Suez by P&O *Bengal*.
- 27.11.1858: Shaft failure near Galle. *Bengal* (eastbound) took *Nubia's* mails and passengers to Suez while *Nubia* took *Bengal's* mails and passengers under sail to Madras and Calcutta.
- 1864: Owing in part to the ravages of white ants it was decided to build a new hull to take her engines and boilers.
- 10.1864: Driven ashore off the King of Oudh's Palace during the great Calcutta cyclone. Refloated and returned to service after only 7 days, with the new hull idea being scrapped.
- 1865: New boilers installed in Bombay.
- 07-10.09.1867: Collected passengers, mails and part of the cargo from *Surat* aground on the Sheratier Reef in the Gulf of Suez (she was refloated after nine days).
- 03.1870: After another mechanical failure (a cracked cylinder) towed into Bombay by the P&O tug *Colabah*. She then sailed to England via the Suez Canal with a cargo of cotton, the first Westbound P&O passage of the new waterway.
- 1873: Carried W G Grace and the English cricket touring team on their way to Australia. They were on board from Galle to Australia following their journey on board *Mirzapore* (1871) from Southampton to Galle.
- 05.09.1873: After returning to India via the Canal she was surveyed at Galle and pronounced unfit for service. Two months' repairs at Bombay were needed before she resumed the Australian route.
- 1874: Carried W G Grace and the English cricket touring team back to Galle on their way home from Australia. They completed their journey on board *Khedive* (1871).
- 05.04.1876: Left Bombay on her last voyage to London.
- 08.05.1876: Towed *Surat* from Lisbon to Southampton after she had broken her shaft.
- 04.12.1877: Sold for £8,250 to the London Schools Board for service with the

Shaftesbury Boys Home Society as a boys' training ship. Moored off Grays, Essex and renamed *Shaftesbury*, she was converted at a cost of £40,000 and trained 3,768 boys in nearly 30 years.

1903: Condemned.

1906: Sold to Dutch shipbreakers with outstanding bills of £12,000.

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