



Ship Fact Sheet



ORAMA (1924)

Base data at 31 October 1924. Last amended April 2009

* indicates entries changed during P&O Group service

Type	Passenger liner
P&O Group service	1924-1940
P&O Group status	Owned by subsidiary company
Former name(s)	Originally to have been named <i>Oriana</i>
Registered owners	Orient Steam Navigation Company Ltd
Managers	Anderson Green & Company Ltd
Operators	Orient Line
Builders	Vickers-Armstrongs Ltd
Yard	Barrow-in-Furness
Country	UK
Yard number	598
Registry	Barrow, UK
Official number	146024
Signal letters	
Call sign	
Classification society	Lloyd's Register
Gross tonnage	19,777 grt
Net tonnage	11,942 nrt
Deadweight	10,150 tons
Length	200.49m (658.0ft) loa
Breadth	22.85m (75.0ft)
Depth	14.32m (47.0ft)
Draught	9.010m (29ft 7in)
Engines	Single-reduction-gearred Parsons steam turbines
Engine builders	Vickers-Armstrongs Ltd
Works	Barrow-in-Furness
Country	UK
Power	3,836 nhp
Propulsion	Twin screws
Speed	18 knots (service); 19.474 knots (trials)
Passenger capacity*	592 first class, 1,244 third class passengers
Cargo capacity	5,304 cubic metres (187,325 cubic feet) refrigerated
Crew	
Employment	UK/Australia mail service, and cruising

Career

- 25.05.1924: Launched by Winifred Cook, daughter of the Australian High Commissioner Sir Joseph Cook, deputising for her mother who was indisposed.
- 31.10.1924: Completed as *Orama* for Orient Steam Navigation Company. She was the first Orient new-build after the First World War and with her four sisters - *Oronsay* (1925), *Otranto* (1926), *Orford* (1928) and *Orontes* (1929) - was unusual in having no second class accommodation, only first and third. She was the fastest ship on the Australian Mail run until P&O's 'Straths' in 1931.
- 15.11.1924: Maiden sailing London/Brisbane.
- 02.1926: Called at Southampton on her outward voyage to Australia and became the first Orient Liner to make regular calls at the port.
- 10.1934: Her hull was painted corn colour as a test prior to the arrival of *Orion*. She reverted to her black hull after two voyages.
- 1935: Given the corn hull and green boot-topping that was adopted for *Orion* later that year, although she herself reverted to a black hull after two voyages. Passenger accommodation now 484 first class and 498 tourist class passengers.
- 04.1936: Had a long overhaul at Barrow, but en route for London was in collision with the Yugoslav steamer *Sveti Duje* off East Goodwin lightship and had to be docked at Tilbury for repairs.
- 02.09.1939: Off Minicoy Island homeward bound, ordered to proceed via the Cape because of the imminence of War.
- 14.10.1939: Requisitioned on arrival in London.
- 02.1940: One of the last British liners to call at an Italian port (Naples) before Italy declared war on the UK and France.
- 05.1940: Requisitioned as a troop transport for the evacuation of Norway.
- 30.05.1940: Sailed from Tilbury as an auxiliary transport for the British Expeditionary Force to Norway.
- 02.06.1940: Briefly aground in Scapa Flow.
- 08.06.1940: Sailing unescorted for the UK some 500km (310 miles) west of Narvik when she was spotted from the air and then sunk by gunfire by the German heavy cruiser *Admiral Hipper* and a torpedo from the destroyer *Hans Lody* (67°44'N-03°52'E) . *Orama* was not carrying troops at the time; 19 crew were killed, the remaining 279 or 280 (accounts differ) being landed at Trondheim as prisoners of war.

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