



Ship Fact Sheet



ORIANA (1960)

Base data at 15 November 1960. Last amended November 2009

* indicates entries changed during P&O Group service.

Type	Passenger liner
P&O Group service	1960-1986
P&O Group status*	Owned by subsidiary company
Former name(s)	
Registered owners*	Orient Steam Navigation Company Ltd
Managers*	P&O-Orient Management Ltd
Operators*	P&O-Orient Lines
Builders	Vickers-Armstrongs (Shipbuilders) Ltd
Yard	Barrow-in-Furness
Country	UK
Yard number	1061
Registry	London, UK
Official number	301235
Call sign	GVSN
IMO/LR number	5264742
Classification society	Lloyd's Register
Gross tonnage*	41,915 grt
Net tonnage*	22,354 nrt
Deadweight*	12,835 tons
Length	244.97m (804.0ft) loa; 225.47m (740.0ft) b/p
Breadth	29.61m (97.1ft)
Depth	12.75m (41.9ft)
Draught	9.750m (32.0ft)
Engines	2 x Pametrada double-reduction geared steam turbines
Engine builders	Vickers-Armstrongs (Engineers) Ltd
Works	Barrow-in-Furness
Country	UK
Power	65,000 shp
Propulsion	Twin screw and transverse thruster forward
Speed*	27.5 knots (service); 30.5 knots (trials)
Passenger capacity*	638 first class, 1,496 tourist class
Cargo capacity	4,749 cubic metres (172,500 cubic feet) including 1,557 cubic metres (55,000 cubic feet) refrigerated
Crew*	899 (115 deck, 65 engineering, 722 catering)
Employment	UK/Australasia and Pacific service, and cruising

Career

- 1956: The last passenger liner ordered for Orient Steam Navigation Company, and the first British-built liner with a bulbous bow, the first ocean liner with bow thrusters and a television system.
- 18.09.1957: Keel laid.
- 03.11.1959: Launched by Princess Alexandra of Kent.
- 21.10.1960: Visited at Barrow by HM Queen Elizabeth II after she had launched the nuclear submarine HMS *Dreadnought*.
- 04.11.1960: Left Barrow for trials and dry-docking at Falmouth.
- 13.11.1960: Achieved 30.64 knots over the measured mile off the Isle of Arran.
- 15.11.1960: Delivered as *Oriana* to the Orient Steam Navigation Company at a cost of £14,764,000. Entered service in Orient Line's 'corn' hull colours only later changing to P&O white. Her name derived from an Elizabethan madrigal describing the exploits of the mythical huntress Oriana in such a way as to make evident this was a veiled compliment to Queen Elizabeth I, and the two Elizabeths were symbolised by the double E monogram of *Oriana's* badge.
- 22.11.1960: Maiden voyage was a five-day shakedown cruise Southampton/Lisbon and back for Association of British Travel Agents convention members.
- 03.12.1960: Began first line voyage, Southampton/Melbourne/Sydney/San Francisco/Los Angeles and return to Southampton.
- 05.02.1961: On her first visit to San Francisco, the Mayor declared the day 'Oriana Day'.
- 03.12.1962: Suffered bow damage in a collision with the aircraft carrier USS *Kearsage* off Long Beach, which the subsequent enquiry blamed on *Oriana*. Three days repairs at Todd Shipyard in Los Angeles.
- 17.09.1963: Henry Frederick Jensen, the Mayor of Sydney, presented the Keys of the City to the Captain of the *Oriana* at the Overseas Passenger Terminal at Circular Quay, Sydney.
- 1964: Changed her livery from her original distinctive Orient Line 'corn' colour to P&O Line's white livery.
- 1965: Ownership transferred to The Peninsular and Oriental Steam Navigation Company.
- 1966: Film actor Cary Grant sailed from Los Angeles to Southampton to visit his mother in Bristol.
- 01.10.1966: Managers renamed P&O Lines Management Ltd; operators restyled P&O Lines.
- 21.05.1967: Grounded briefly when travelling southbound through the Suez Canal where she suffered minor propeller damage.
- 07.04.1968: Grounded in Gatun Lake, Panama Canal. Starboard propeller and shaft dragged back about 4m (12ft). Surveyed at Cristobal and repairs proposed at Port Everglades but due to poor weather it was decided to do the work at Southampton.
- 28.04.1968: Dry-docked at Southampton for replacement of stern tube, propeller shaft and propeller.
- 01.08.1970: Suffered an oil fire in the boiler room shortly after leaving Southampton en route for Australia. She was still in Southampton

- water and lost all power. She had to be towed back to port. Delayed for two weeks.
- 01.10.1971: Management and operation transferred to P&O Passenger Division.
1973: Capacity now 1,640 passengers on an 'open class' basis for cruises, later adopted for all voyages.
- 05.1978: Was a victim of a bomb hoax. An anonymous letter to P&O headquarters warned that a bomb was on board, which led to a rendezvous North of the Azores with an RAF Hercules aircraft carrying eight Royal Marine commandos and three bomb-disposal experts, though the proposed parachute jump was not carried out, as a search had found nothing.
- 31.03.1980: Re-measured. Now 41,920 grt.
12.11.1981: Sailed from the UK for cruises based in Sydney, unlike previous years not returning to Europe for the Northern summer but remaining permanently based in Australia.
- 31.03.1982: Re-measured. Now 12,750 tons deadweight.
31.12.1984: Re-measured. Now 41,910 grt, 12,027 tons deadweight.
07.1985: Host to the King and Queen of Tonga at a banquet to celebrate port extensions at Nuku'alofa.
07.1985: Re-measured. Now 12,220 tons deadweight.
07.08.1985: Announced that she was to be withdrawn in March 1986.
11.02.1986: Management transferred to P&O Lines Ltd.
27.03.1986: Docked at Sydney for the last time.
30.04.1986: Sold for \$9.4 million to Daiwa House Sales Co Ltd, Japan for service as a floating cultural attraction in Beppu Bay, Kyushu.
29.05.1986: Left Sydney towed by P&O's part-owned tug *Lady Lorraine*.
26.06.1986: Delivered at Sakai, Japan.
1995: Sold to Qinhuangdao Harbour Authority, China, for conversion into a maritime museum at the port 150km (95 miles) east of Beijing.
11.1998: Sold to Hangzhou Xihu Travel Culture Development Company and Hangzhou Jiefang Department Store Group for a reported \$5.8 million for refurbishment prior to mooring opposite the Bund, a tourist spot in Shanghai.
30.06.2002: Resold and arrived at Dalian, China.
17.06.2004: Badly damaged and flooded by storms at Dalian. Suffered a gash in her bow and was reported as being partially sunk and slanting.
05.2005: Towed to a shipyard in Zhangjiang, China.
09.08.2005: Demolition commenced.

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