



Ship Fact Sheet



ORIENTAL (1889)

Base data at 24 January 1889. Last amended November 2008

* indicates entries changed during P&O Group service.

Type	Passenger liner
P&O Group service	1889-1915
P&O Group status	Owned by parent company
Former name(s)	
Registered owners, managers and operators	The Peninsular and Oriental Steam Navigation Company
Builders	Caird & Co Ltd
Yard	Greenock
Country	UK
Yard number	248
Registry	Greenock, UK
Official number	93210
Signal letters	LBFS
Call sign	
Classification society	Lloyd's Register
Gross tonnage*	4,972 grt
Net tonnage	2,712 nrt
Deadweight	4,766 tons
Length	125.08m (410.5ft)
Breadth	14.63m (48.0ft)
Depth	7.92m (26.0ft)
Draught	8.246m (27ft 0 ³ / ₄ in)
Engines	Triple-expansion steam engines
Engine builders	Caird & Co Ltd
Works	Greenock
Country	UK
Power	6,000 ihp
Propulsion	Single screw
Speed	15.5 knots
Passenger capacity*	170 first class, 96 second class
Cargo capacity*	4,401 cubic metres (155,437 cubic feet)
Crew [1914]	132 (24 European, 108 Asian). Deck 10 European, 37 Asian; engine room 9 European, 44 Asian; purser's department 5 Europeans, 27 Asians
Employment	UK/India and Far East services

Career

- 05.12.1888: Launched by Miss Pettigrew, daughter of P&O's superintending engineer Mr John Pettigrew.
- 24.01.1889: Registered.
- 01.02.1889: Ran trials at over 16 knots and delivered as *Oriental* for The Peninsular and Oriental Steam Navigation Company. She and her sister *Peninsular* (1888) were dubbed the 'Pretty Sisters'. *Oriental* was capable of conversion to an armed merchant cruiser, but received no government subsidy for this capacity, which was never actually required.
- 03.1890: Cargo capacity 4,372 cubic metres (154,405 cubic feet).
- 11.12.1891: Made the first of seven voyages on the Australian service.
- 1893: Delivered mails to Hong Kong 27 days after it was despatched overland from London, a long-standing record.
- 1894: Refitted with a raised forecastle and turtle-back deck, increasing her tonnage to 5,284 grt. Served as a transport for the South African War.
- 05.07.1902: Struck *South Knuckle* in Bombay harbour when she went ahead instead of astern as ordered. Dry-docked for repairs 9th July to 4th August.
- 1904: Refitted and modernised.
- 1905/1906: Ran on the Bombay/Aden shuttle. Then transferred to Far East service.
- 1908: Yokohama/Shanghai shuttle service until 1913.
- 1911: Damaged by fire in Shanghai.
- 15.03.1912: Collided with a tug towing six lighters in a 1,000 foot string at Moji, damaging the tug but not *Oriental*. Stood by until help arrived.
- 1914: 142 first class and 96 second class passenger capacity.
- 1914: Damaged in collision with a Japanese ship *Hokuse Maru*, which sank. A Japanese enquiry found in favour of the P&O ship, but the owners of the other vessel brought a civil court case, which was not concluded, again in P&O's favour, until October 1924.
- 07.1915: Sold for £30,096 to Ho Hong Steam Ship Co., Singapore, but registered at Hong Kong, and renamed *Hong Kheng*.
- 03.1916: Sold to P A Lopicque et Cie, Hong Kong, and placed under the control of George Grimble.
- 07.1921: Transferred to the French flag and renamed *Song Hoi*. She was to have been an exhibition ship in Europe for Indo-Chinese goods, but the project never materialised.
- 10.1923: Sold to G T M Edkins, manager of the Yokohama branch of the Hong Kong and Shanghai Banking Corporation, to accommodate bank staff after the Yokohama earthquake of 1st September. Renamed *Tai Wai Foong*.
- 1924: Sold to Japanese shipbreakers.

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