



Ship Fact Sheet



TARTAR (1853)

Base data at 24 September 1853. Last amended November 2008

* indicates entries changed during P&O Group service.

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| Type | Passenger/cargo steamer |
| P&O Group service | 1853-1855 |
| P&O Group status | Owned by parent company |
| Former name(s) | |
| Registered owners, managers and operators | The Peninsular and Oriental Steam Navigation Company |
| Builders | Thomas & Robert White |
| Yard | Cowes, Isle of Wight |
| Country | UK |
| Yard number | |
| Registry | |
| Official number | 50663 |
| Signal letters | |
| Classification society | |
| Gross tonnage | 303 grt |
| Net tonnage | 171 nrt |
| Deadweight | |
| Length | 52.65m (172.8ft) |
| Breadth | 6.89m (22.6ft) |
| Depth | 3.53m (11.6ft) |
| Draught | |
| Construction (if not steel) | Wood |
| Engines | Trunk geared steam engine |
| Engine builders | |
| Works | |
| Country | |
| Power | 557 ihp |
| Propulsion | Paddles |
| Speed | 12 knots |
| Passenger capacity | |
| Cargo capacity | |
| Crew | |
| Employment | China coast feeder service |

Career

- 07.07.1853: Launched.
- 14.09.1853: Ran trials.
- 24.09.1853: Registered as *Tartar* for The Peninsular and Oriental Steam Navigation Company at a cost of £17,567. She had a shallow-draught wooden hull given great strength by her builders' patented diagonal planking and reinforced with iron scantlings. A Tartar is a member of a Turkic, largely Moslem people of southern Russia.
- 28.09.1853: Left Southampton for the Far East. She was towed for the first four days by *Cadiz* but spent much of the 136-day voyage to Singapore under sail.
- 04.06.1854: Sent to assist *Douro* which had run aground on the Paracels in the China Sea.
- 28.08.1855: Sold to the Admiralty for service as a despatch vessel and renamed *Coromandel*.
- 02.07.1857: Served as a tender at the battle of Fatshan Creek
- 1859: Sunk in the 'blood is thicker than water' action against the Peiho Forts but raised, repaired and returned to service.
- 1866: Sold to R Byrne & Company, Hong Kong.
- 1867: Sold to Kishu, Japan and renamed *Naruto*.
- 1868: Sold to Glover & Company, Hong Kong.
- 1869: Converted to screw propulsion.
- 1870: Following the bankruptcy of her owners, sold to Wright & Company, Nagasaki.
- 1870: Sold to Iwatani Shozo, Japan.
- 1870: Resold to Hunt & Company, (Netherlands Trading Society, managers), Japan, and extensively repaired.
- 1876: Sold to shipbreakers having been idle for some time at Yokohama. Reported to have been riddled with white ants.

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