



Ship Fact Sheet



TASMANIA (1884)

Base data at 27 June 1884. Last amended November 2008

* indicates entries changed during P&O Group service.

Type	Passenger liner
P&O Group service	1884-1887
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	237
Registry	Greenock, UK
Official number	87411
Signal letters	JLSG
Classification society	Lloyd's Register
Gross tonnage*	4,488 grt
Net tonnage*	2,649 nrt
Deadweight	3,800 tons
Length	121.97m (400.3ft)
Breadth	13.77m (45.2ft)
Depth	8.81m (28.9ft)
Draught	7.617m (25ft 0in)
Engines	Compound inverted direct-acting steam engine
Engine builders	Caird & Co Ltd
Works	Greenock
Country	UK
Power	4,195 ihp
Propulsion	Single screw
Speed	14 knots (service); 15.5 knots (trials)
Passenger capacity	107 first class, 44 second class
Cargo capacity	5,512 cubic metres (194,700 cubic feet)
Crew [1887]	161: 16 deck officers and ratings, 40 Asian seamen; 52 engineroom (46 Asians) and 53 purser's department (20 Asians)
Employment	Indian and Far Eastern service

Career

- 17.05.1884: Launched.
- 21.06.1884: Registered.
- 26.06.1884: Ran trials.
- 27.06.1884: Delivered as *Tasmania* for The Peninsular and Oriental Steam Navigation Company. She was the first of four sisters, being followed by *Chusan* (also 1884), and the triple-expansion-engined *Coromandel* and *Bengal* (both 1885). A development of *Rosetta* built in 1880, they had accommodation which, though simpler than that of their Australian contemporaries, was beautifully finished and very popular.
- 26.07.1884: Re-measured. 4,493 grt, 2,655 nrt.
- 30.07.1884: Maiden voyage London/Calcutta and return. Her second trip was to Bombay and Hong Kong, and she made another round voyage to Calcutta and four to Sydney, on two occasions returning via Bombay.
- 17.04.1887: Wrecked on Les Moines rock, 5.5km (3.5 miles) off the south coast of Corsica, when on a voyage from Bombay to London. The forepart quickly sank, and the passengers and crew were forced to seek refuge right aft. In spite of heavy seas, most of the women and children were got away in the ship's own boats and landed at Roccapini Cove, or picked off the wreck the following day (18th) by the British steam yacht *Norseman* and the French steamer *Perseverant* and taken to Ajaccio. All 120 passengers survived and were picked up from that port by P&O's *Chusan* two days later, together with the 126 surviving crew - 35 members of the crew were lost, including the Commander, Captain Charles Perrins, who was killed by falling wreckage, the Fifth Officer and a quartermaster who were washed overboard, and 32 lascar seamen, most of them engineroom crew.
- 15.07.1887: The P&O Board resolved to abandon the wreck, which was breaking up badly.
- 08.08.1887: The formal investigation into the loss placed the blame primarily on the Second Officer, who was on watch and responsible for navigation at the time of the wreck (though he claimed he was steering a course laid down by the Commander). His Master's certificate was suspended for two years.

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