



Ship Fact Sheet



ULSTER QUEEN (1967)

Base data at 26 February 1971. Last amended January 2010

* indicates entries changed during P&O Group service.

Type	Roll-on/roll-off passenger ferry
P&O Group service	1971-1982
P&O Group status*	Owned by subsidiary company
Former name(s)	
Registered owners*, managers* and operators*	Belfast Steam Ship Company Ltd
Builders	Cammell Laird & Co (Shipbuilders & Engineers) Ltd
Yard	Birkenhead
Country	UK
Yard number	1823
Registry	Belfast, UK
Official number	305575
Call sign	
IMO/LR number	6703317
Classification society	Lloyd's Register
Gross tonnage	4,270 grt
Net tonnage	2,115 nrt
Deadweight	1,390 tons
Length	114.87m (377.0ft)
Breadth	16.45m (54.0ft)
Depth	9.06m (29.8ft)
Draught	4.130m (13.5ft)
Engines	2 x 12-cylinder 4 SCSA Pielstick Vee diesel engine
Engine builders	Crossley Premier Engines Ltd
Works	Manchester
Country	UK
Power	7,200 bhp
Propulsion	2 controllable-pitch propellers
Speed	17 knots
Passenger capacity	1,022 (428 berths)
Cargo capacity	
Crew	
Employment	Liverpool/Belfast ferry service

Career

- 29.03.1966: Keel laid.
- 01.12.1966: Launched by Lady Robinson, wife of Coast Lines' Chairman Sir Arnet Robinson.
- 31.05.1967: Delivered as *Ulster Queen* for Belfast Steam Ship Company Ltd, Belfast.
- 06.06.1967: Maiden voyage Liverpool/Belfast.
- 26.02.1971: Owners Belfast Steam Ship Company Ltd became a subsidiary of The Peninsular and Oriental Steam Navigation Company through their takeover of Coast Lines Group.
- 01.10.1971: Management and operation transferred to P&O Short Sea Shipping Ltd.
- 20.07.1974: A bomb exploded in the first class lounge 45 minutes after she arrived in Belfast, but caused only superficial damage and no injuries. The ship had been cleared after a telephone warning.
- 31.03.1975: Management and operation transferred to P&O Ferries.
- 21.09.1978: Ownership transferred to P&O Ferries Ltd.
- 10.12.1981: Sailed from Liverpool to Ostend to lay up awaiting sale.
- 22.04.1982: Sold to Pangloss Navigation Co Ltd, Cyprus, who proposed to rename her *Med Sea*, but this name was never officially registered.
- 1986: Renamed *Al Kahera*.
- 1987: Renamed *Ala-Eddin*.
- 1988: Sold to Sinbad Navigation Co Ltd (Hellenic Mediterranean Lines Limassol, managers) and renamed *Poseidonia*. Later transferred to Silkwave Maritime Co Ltd.
- 2000: Renamed *La Patria*.
- 2002: Renamed *Poseidonia*.
- 2005: Renamed *Al-Kafain* and was used to ferry pilgrims to and from Saudi Arabia.
- 02.11.2005: Suffered a fire after an explosion was reported in her engine room while off Hurgada. Attempts were made to take her in tow but she was swept southwards until she struck the reef at Sha'ab Sheer and sank, eventually coming to rest completely inverted. Only crew members were on board at the time and they were picked up by a passing vessel.

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