



Ship Fact Sheet



AMRA (1969) later STRATHCARRON

Base data at 14 November 1969. Last amended December 2009

* indicates entries changed during P&O Group service.

Type	General cargo liner
P&O Group service	1969-1979
P&O Group status*	Owned by subsidiary company
Former name(s)	
Registered owners*, managers* and operators*	British India Steam Navigation Company Ltd
Builders	Swan Hunter Shipbuilders Ltd
Yard	Readhead Shipyard, South Shields
Country	UK
Yard number	16
Registry	London, UK
Official number	338037
Call sign	GZCX
IMO/LR number	6922444
Classification society	Lloyd's Register
Gross tonnage	10,031 grt
Net tonnage	4,981 nrt
Deadweight	13,921 tons
Length	153.81m (504.8ft) loa inc b/b; 143.14m (469.8ft) b/p
Breadth	21.39m (70.2ft)
Depth	12.34m (40.5ft)
Draught	9.617m (31.5ft)
Engines	6-cylinder 2 SCSA Burmeister & Wain diesel engine
Engine builders	Harland & Wolff Ltd
Works	Belfast
Country	UK
Power	11,600 bhp
Propulsion	Twin screw
Speed	17 knots
Passenger capacity	Nil
Cargo capacity	18,757 cubic metres (662,500 cubic feet). Fitted with 300-ton Stulcken derrick
Crew	57
Employment	Japan/Gulf service

Career

- 30.06.1969: Launched by Mrs R B Adams, wife of a British India Managing Director.
- 14.11.1969: Delivered as *Amra* for the British India Steam Navigation Company. She and her sister *Aska* (later *Strathcarrol*) were intended to handle heavy and awkward cargoes to the Gulf.
- 01.10.1971: Management and operation transferred to P&O General Cargo Division.
- 19.04.1973: Ownership transferred to The Peninsular and Oriental Steam Navigation Company.
- 1975: P&O General Cargo Division begins trading as P&O Strath Services.
- 04.06.1975: Holed in collision with the Norwegian bulk carrier *Fernspring* in Kobe harbour, a Japanese watchman and docker being injured.
- 09.01.1976: Renamed *Strathcarron*, the last existing ship to be renamed for P&O Strath Services.
- 23.01.1977: Rescued crew of Panamanian ship *Gulf Star* which had sunk 560 km (350 miles) north-east of Singapore.
- 10.03.1978: Ownership transferred to Strick Line Ltd.
- 13.01.1979: Sold to Hyundai International Inc, South Korea, and named *Halla Pride*.
- 21.10.1979: Stranded in Busan Outer Harbour, South Korea, sustaining heavy bottom damage, when sailing from Busan with a cargo of steel products. Refloated and dry-docked at Ulsan for repairs.
- 1980: Transferred to Halla Maritime Corporation, South Korea.
- 1984: Sold to Hyundai Merchant Marine Co Ltd, South Korea, and renamed *Hyundai No.33*.
- 1985: Sold to South Korean shipbreakers.
- 12.06.1985: Arrived at Ulsan.
- 18.07.1985: Demolition commenced by Hyundai Precision Industry Co Ltd.
- 29.08.1985: Demolition completed.

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