



Ship Fact Sheet



CHINA (1856)

Base data at 16 November 1859. Last amended November 2008

* indicates entries changed during P&O Group service.

Type	Passenger liner
P&O Group service	1859-1882
P&O Group status	Owned by parent company
Former name(s)	Laid down as <i>Erie</i> . Then <i>Habana</i> and <i>Alma</i>
Registered owners, managers and operators	The Peninsular and Oriental Steam Navigation Company
Builders	John Laird, Sons & Co Ltd
Yard	Birkenhead
Country	UK
Yard number	117
Registry	London, UK
Official number	27199
Signal letters	
Classification society	Lloyd's Register
Gross tonnage	2,009 grt
Net tonnage	1,367 nrt
Deadweight	
Length	85.01m (279.0ft)
Breadth	11.09m (36.4ft)
Depth	9.23m (30.3ft)
Draught	
Construction (if not steel)	Iron
Engines*	Direct-acting inverted steam engines
Engine builders	Humphrys, Tennant & Co Ltd
Works	Deptford
Country	UK
Power	1,488 ihp
Propulsion	Single screw
Speed	11.5 knots
Passenger capacity	
Cargo capacity	
Crew	
Employment	Southampton/Alexandria and Suez/Bombay services

Career

- Laid down as *Erie* for Canadian Steam Navigation Company, Liverpool.
- 04.04.1855: Launched.
- 07.1855: Completed as *Habana* for Linea de Vapores Correos Espanoles Trasatlanticos, Spain.
- 1856: Sold to Compagnie Franco-Americaine (Gauthier Freres et Cie, Managers) and renamed *Alma*. Employed on the North Atlantic.
- 26.11.1858: One of four Laird-built sisters acquired by P&O as a 'job lot', she was renamed *China* and sent to Blackwall to be lengthened by 9.5 feet, overhauled and re-boilered.
- 16.11.1859: Registered.
- 19.11.1859: Left shipyard.
- 27.11.1859: Maiden P&O sailing from Southampton to Alexandria.
- 10.05.1860: Left Southampton via St Vincent to Bombay.
- 10.10.1864: Returned to the UK to receive compound engines (Wolf's double-cylinder design) by Humphrys & Tennant. (Arrived Blackwall 8th February 1865).
- 12.01.1866: Left Greenhithe, same day damaged in collision with a barque.
- 1866/1867: Southampton/Alexandria service.
- 31.08.1867: Left Southampton via Cape to Bombay.
- 22.07.1870: Broke shaft two days out of Bombay (returning 24th July). Mails to Suez by *Golconda*.
- 1874: Refit and new boilers in London.
- 16.01.1875: Machinery trouble after left Galle for Australia. Put back, sailed again 26th January.
- 1876/1877: Sydney/Melbourne shuttle.
- 09.05.1878: Scuttled in Bombay harbour when fire broke out in her cargo of cotton bound for Venice, causing £8,000 worth of damage.
- 26.08.1879: Shaft broke, towed into Hong Kong by *Khedive*.
- 1880/1881: Two pilgrim voyages Bombay/Jeddah before returning to the UK.
- 25.05.1881: Towed into Bombay by P&O tug *Timsah* after running out of coal.
- 07.06.1882: Sold for £6,775 to W Hartman, London who intended removing her engines and running her as a sailing ship, but abandoned the scheme when it was half completed.
- 08.1883: Sold to shipbreakers.

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