



Ship Fact Sheet



DELTA (1859)

Base data at 8 October 1859. Last amended August 2011

* indicates entries changed during P&O Group service.

Type	Passenger liner
P&O Group service	1859-1874
P&O Group status	Owned by parent company
Former name(s)	
Registered owners, managers and operators	The Peninsular and Oriental Steam Navigation Company
Builders	Thames Iron Works and Shipbuilding Company
Yard	Blackwall
Country	UK
Yard number	66E
Registry	London, UK
Official number	27916
Signal letters	PTHB
Classification society	Lloyd's Register
Gross tonnage	1,618 grt
Net tonnage	1,020 nrt
Deadweight	
Length	98.80m (324.2ft) loa, 89.27m (293.0ft) b/p
Breadth	10.66m (35.0ft)
Depth	7.50m (24.6ft)
Draught	
Construction (if not steel)	Iron
Engines*	Oscillating steam engines
Engine builders*	John Penn & Sons
Works*	Greenwich
Country	UK
Power	1,612 ihp
Propulsion*	Paddles
Speed	14.5 knots
Passenger capacity	126 first class, 50 second class
Cargo capacity	
Crew	
Employment	Marseilles/Alexandria service

Career

- 02.07.1859: Launched.
- 08.10.1859: Ran trials and delivered as *Delta* for The Peninsular and Oriental Steam Navigation Company. Her engines had formerly been fitted to *Valetta*, in whose hull they proved too powerful. *Delta* and her half-sister *Massilia* (built by Samuda's at Poplar) were the last significant P&O paddlers, a response to the final Admiralty effort to bolster up the paddle system – they had feathering paddles, a great innovation for large ships.
- 11.1869: Carried British official guests, including three P&O Directors, from Marseilles for the opening of the Suez Canal. The first British vessel to steam on the waterway, as far as Lake Timsah.
- 28.12.1869: Broke down near Gibraltar. Mails forwarded to Southampton in *Tanjore*.
- 05.1874: Sold to the Japanese Government as a troopship for its Formosa campaign.
- 1875: Sold to Yubin Kisen Mitsubishi Kaisha and renamed *Takasago Maru*.
- 24.02.1875: First voyage on weekly Yokohama/Shanghai service, which also included the former P&O ships *Behar* and *Madras*.
- 07.1876: Laid up. Engines removed for use in a factory.
- 11.04.1877: Sailed from Yokohama with a cargo of rice from London.
- 1878: Re-engined by Lobnitz, Coulborn & Co, Renfrew, and converted to screw.
- 12.1878: Sailed for Japan.
- 1885: Transferred to Nippon Yusen Kaisha, Japan, a combination of Mitsubishi and another company.
- 1898: Sold to Centennial Alaska Transportation Co (C Nelson and Co), Seattle, USA, and renamed *Centennial*. Carried miners and stores to Alaska during the Klondyke Gold Rush.
- 10.1905: Captured by Japanese forces while attempting to run the blockade of Vladivostok during the Russo/Japanese war, but later released.
- 24.02.1906: Sailed from Muroran for San Francisco but never arrived.
- 1913: Seen by a Russian expedition abandoned and locked in the ice north of Sakhalin.

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