



Ship Fact Sheet



DEVANHA (1947)

Base data at 3 September 1947. Last amended October 2009

* indicates entries changed during P&O Group service.

Type	General cargo liner
P&O Group service	1947-1961
P&O Group status	Owned by parent company
Former name(s)	Built as <i>Tarbat Ness</i> , completed as <i>Lautoka</i>
Registered owners, managers* and operators*	The Peninsular and Oriental Steam Navigation Company
Builders	West Coast Shipbuilders Ltd
Yard	Vancouver
Country	Canada
Yard number	154
Registry	London, UK
Official number	157810
Signal letters	
Call sign	GFBL
Classification society	Lloyd's Register
Gross tonnage	7,367 grt
Net tonnage	4,387 nrt
Deadweight	10,190 tons
Length	129.34m (424.5ft)
Breadth	17.43m (57.2ft)
Depth	10.63m (34.9ft)
Draught	8.199m (26.9ft)
Engines	Triple-expansion steam engine
Engine builders	Dominion Engineering Works
Works	Montreal
Country	Canada
Power	2,250 ihp
Propulsion	Single screw
Speed	10.5 knots
Passenger capacity	
Cargo capacity	12,640 cubic metres (446,455 cubic feet) including 318 cubic metres (11,231 cubic feet) insulated
Crew	
Employment	Australia/India and later UK/India and Pakistan services

Career

- 29.05.1945: Launched as the Admiralty maintenance ship *Tarbat Ness* (F49), but no longer required at the end of the War and sold to Lautoka Steamship Ltd, Suva, Fiji for conversion to a general cargo ship.
- 01.1947: Delivered as *Lautoka* for the Lautoka Steamship Ltd.
- 03.09.1947: Purchased by the Peninsular and Oriental Steam Navigation Company Ltd from W R Carpenter & Co, Sydney and renamed *Devanha* from an Urdu word meaning 'hopelessly smitten by'. Placed on Australia/Calcutta and Chittagong service.
- 1949: Management transferred to British India Steam Navigation Company.
- 1952: Transferred to UK/India service.
- 30.10.1956: She was the nearest P&O ship to the Suez Canal (approaching Port Said outward bound) when it was closed by hostilities.
- 17.05.1957: Became the first P&O ship to pass through the reopened Canal, again outward bound.
- 05.1960: Management and operation transferred to P&O-Orient Lines.
- 11.04.1961: Sold to Fraternity Shipping Co Ltd (Liberty Shipping Co Ltd, managers), Hong Kong for about £105,000 and renamed *Fortune Canary*.
- 1964: Sold to Hai An Shipping Co Ltd, Hong Kong, and renamed *Wing An*.
- 1972: Sold to Hardware Manufacturing Corporation, Pakistan, for demolition.
- 24.01.1972: Arrived at Karachi.
- 04.1972: Demolition commenced.

- ends -