



Ship Fact Sheet



ESSEX (1936) later PARINGA, then NORFOLK

Base data at 18 December 1936. Last amended September 2009

* indicates entries changed during P&O Group service.

Type	Refrigerated cargo liner
P&O Group service	1936-1962
P&O Group status	Owned by parent company
Former name(s)	Ordered as <i>Papanui</i>
Registered owners, managers* and operators*	The Peninsular and Oriental Steam Navigation Company
Builders	John Brown & Co Ltd
Yard	Clydebank
Country	UK
Yard number	545
Registry	London, UK
Official number	165362
Call sign	MMSD
Classification society	Lloyd's Register
Gross tonnage	11,063 grt
Net tonnage	6,521 nrt
Deadweight	13,923 tons
Length	167.98m (551.3ft) loa, 161.47m (530.0ft) b/p
Breadth	21.45m (70.4ft)
Depth	10.54m (34.6ft)
Draught	9.922m (32ft 6 ³ / ₄ in)
Engines	Two Doxford diesel engines
Engine builders	John Brown & Co Ltd
Works	Clydebank
Country	UK
Power	13,250 bhp
Propulsion	Twin screw
Speed	17 knots
Passenger capacity	
Cargo capacity	20,266 cubic metres (715,789 cubic feet) including 14,638 cubic metres (517,012 cubic feet) refrigerated
Crew	70
Employment	UK and Europe/Australia and New Zealand services

Career

- 25.05.1926: Ordered as *Papanui* for the New Zealand Shipping Company Ltd.
Ordered transferred to the Peninsular & Oriental Steam Navigation Company.
- 19.09.1936: Launched.
- 17.12.1936: Ran trials.
- 18.12.1936: Delivered as *Essex* for The Peninsular and Oriental Steam Navigation Company at a cost of £356,500, but bareboat chartered to and managed by Federal Steam Navigation Company Ltd.
- 11.08.1936: Sank the tug *Te Awhina* with her starboard screw while berthing at Auckland.
- 07.06.1940: Requisitioned for the Liner Division.
- 27.11.1940: Employed as a 'mechanical transport ship' until November 1944.
- 06.01.1941: Left Gibraltar in convoy for Malta.
- 16.01.1941: While berthed at Malta, she was hit by a bomb on her port side next to the funnel; 16 of her engine room crew were killed and 23 injured. Towed to Frenchman's Creek.
- 07.03.1941: Again damaged by bombing, the engine room being flooded to a depth of 9m (29.5ft). Moved to Rinella Creek to await repairs.
- 12.04.1942: Set on fire in an air attack and also damaged by falling masonry. She had to be beached.
- 01.07.1943: Moved from Grand Harbour and anchored off Gozo.
- 21.08.1943: Left Malta in tow of the tug HMS *Jaunty* for Algiers where she arrived on the 25th and left again for Gibraltar on the 29th with additional tug *Charon*.
- 01.09.1943: Arrived at Gibraltar for temporary repairs.
- 24.11.1943: Left Gibraltar in tow of the Dutch tug *Zwarte Zee*.
- 03.12.1943: Tow parted in heavy weather off Cape Finisterre, but reconnected on 4th.
- 11.12.1943: Arrived in Falmouth for repairs.
- 11.1944: Repairs completed.
- 04.1945: Took munitions to Australia, returning with apples from Tasmania and meat from New Zealand.
- 02.1946: Suffered severe engine trouble homeward-bound from Auckland.
- 30.05.1946: Returned to commercial service.
- 07.02.1947: Reverted to P&O management and operation and renamed *Paringa* for the UK/Australia trade.
- 17.05.1955: Returned to Federal management and operation.
- 24.05.1955: Renamed *Norfolk*.
- 01.09.1962: Sold for £127,000 to Toyo Menka KK, Japan, who began demolition at Yokosuka on the same day.

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