FAIRSTAR (1957)
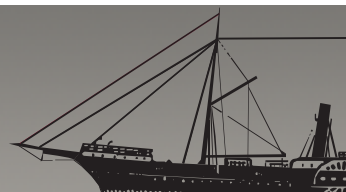
Base data at 1 September 1988. Last amended February 2010
* indicates entries changed during P&O Group service.

Type	Passenger ship
P&O Group service	1988-1997
P&O Group status	Owned by subsidiary company
Former name(s)	*Oxfordshire*
Registered owners*	Fairstar Shipping Corporation
Managers*	P&O Lines Ltd
Operators*	P&O Sitmar Cruises
Builders	Fairfield Shipbuilding & Engineering Company Ltd
Yard	Govan
Country	UK
Yard number	775
Registry	Monrovia, Liberia
Official number	2003
Call sign	5MXH
IMO/LR number	5267732
Classification society	Lloyd's Register
Gross tonnage*	21,619 grt
Net tonnage*	11,360 nrt
Deadweight*	7,722 tonnes
Length	185.76m (609.4ft) overall
Breadth	23.66m (77.6ft) extreme
Depth	17.38m (57.0ft) moulded
Draught	8.408m (27.6ft) maximum
Engines	4 Pametrada steam turbines
Engine builders	Fairfield Shipbuilding & Engineering Company Ltd
Works	Govan
Country	UK
Power	18,000 shp/13,240 kW
Propulsion	Twin screw
Speed*	18 knots (service); 20.93 knots (trials)
Passenger capacity	1,300
Cargo capacity	None
Crew	
Employment*	Cruising from Australian ports

Career

15.12.1955:	Launched by Mrs Dorothea Head, wife of the Minister of Defence.
29.01.1957:	Ran trials.
13.02.1957:	Completed as the troop transport *Oxfordshire* for Bibby Line Ltd, Liverpool. Original specifications were 20,586 grt, 8,500 dwt. Buildt for service under Ministry of Defence contract. 500 passengers, 1,000 troops, 409 crew.
28.02.1957:	Maiden voyage Liverpool/Dakar/Cape Town/Durban/Singapore/Hong Kong.
02.1963:	Following the termination of her trooping charter at the end of 1962, she was chartered for six years to Fairline Shipping Corporation, Liberia, for UK/Australia emigrant service, with an option to acquire.
20.05.1963:	Arrived at Wilton-Fijenoord NV, Schiedam, The Netherlands, for conversion to a passenger liner/cruise ship at a final cost of £4.5 million.
03.1964:	After disagreement with Bibby Line over what changes could be made under the charter, she was purchased by Fairstar Shipping Corporation, and renamed *Fairstar.*
05.1964:	Conversion completed by Harland and Wolff Ltd, Southampton. 1,868 first class passengers, 21,619 grt.
19.05.1964:	Sailed from Southampton on her first commercial voyage to Brisbane.
01.1965:	Began occasional cruises from Southampton, and later from Sydney.
07.1973:	Last line voyage departure from Southampton.
20.08.1973:	Commenced service as a full-time cruise ship, mostly from Sydney for the Australian market. 1,300 passengers.
1974:	Unsuccessful cruise season from Southampton.
11.1984:	Boiler trouble caused her to miss a total eclipse of the sun off Noumea for which a special cruise itinerary had been planned.
1986:	Extensive refit at Singapore.
01.09.1988:	Sitmar Cruises (owners of Fairstar Shipping Corporation) purchased by The Peninsular and Oriental Steam Navigation Company (P&O Lines Ltd, managers). Operated by P&O Sitmar Cruises.
19.04.1989:	Dry-docked and overhauled at Sembawang Shipyard, Singapore.
21.12.1990:	Re-measured. Now 21,620 gt, 11,361 nt, deadweight 6,106 tonnes, capacity 1,390 passengers, speed 18 knots.
01.01.1991:	Management transferred to P&O Sitmar Cruises. Operating company now P&O Australia Ltd.
19.06.1991:	While cruising off Vietnamese coast, air-conditioning, lighting and main engines failed in turn. Towed to Vung Tau by P&O Australia's offshore tug/service vessel *Lady Sonia.* Passengers flown to Australia.
01.07.1991:	Managers P&O Sitmar Cruises dropped the 'Sitmar' element from their name.
01.03.1992:	Now operated by P&O Australia under the P&O Cruises name.
01.07.1992:	Correct deadweight 8,800 tonnes. Speed 16.5 knots.
1994:	Inaugurated new Sydney passenger terminal at Darling Harbour.
n.d.:	Re-measured. Now 23,180 gt, 12,480 nt.

11.02.1997:   Sold to Rugby Enterprises Inc, British Virgin Islands, and renamed
Ripa for delivery voyage to Indian shipbreakers.
10.04.1997:   Broken up at Alang, India.

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