



Ship Fact Sheet



LADY MARY WOOD (1842)

Base data at 19 January 1842. Last amended November 2008

* indicates entries changed during P&O Group service.

Type	Passenger/cargo liner
P&O Group service	1842-1858
P&O Group status	Owned by parent company
Former name(s)	
Registered owners, managers and operators	The Peninsular and Oriental Steam Navigation Company
Builders	Thomas Wilson & Co
Yard	Liverpool
Country	UK
Yard number	
Registry	
Official number	
Signal letters	
Classification society	
Gross tonnage*	650 grt
Net tonnage	296 nrt
Deadweight	
Length	48.99m (160.8ft)
Breadth	7.77m (25.5ft)
Depth	5.06m (16.6ft)
Draught	
Construction (if not steel)	Wood
Engines	Side-lever steam engines
Engine builders	Fawcett, Preston & Co
Works	Liverpool
Country	UK
Power	250 ihp
Propulsion	Paddles
Speed	12 knots
Passenger capacity	60 first class, 50 second class
Cargo capacity	200 tons
Crew (East of Suez)	89 (26 European: Captain, 5 officers, 4 stewards/servants, 4 engineers, 3 firemen, 9 seamen. 63 Asian: 8 servants, 26 firemen, 23 seamen)
Crew (West of Suez)	40
Employment	Peninsular service. Later in the Far East

Career

- 07.04.1841: Name chosen, after the wife of Charles Wood, Secretary to the Admiralty (later Sir Charles and then the 1st Viscount Halifax).
- 16.09.1841: Launched.
- 19.01.1842: Registered as *Lady Mary Wood* for The Peninsular and Oriental Steam Navigation Company at a cost of £21,700.
- 02.02.1842: Maiden voyage Falmouth/Peninsula.
- 1842: Damaged on the rocks off Cape Tourinan in northern Spain; Captain Cooper attempted to cover up the incident, was suspended, warned and then reinstated.
- 1844: Narrowly avoided being run down at night by an unlit sailing ship, though she herself was carrying lights as had always been P&O practice even in the absence of legal compulsion.
- 1844: The first of the three ships used by the satirist William Makepeace Thackeray when making his celebrated 'Mediterranean cruise' - he travelled in her to Gibraltar, then on to Constantinople by *Tagus* and to the Holy Land in *Iberia*.
- 27.11.1844: Left Southampton for Calcutta to open the Galle/Hong Kong mail service.
- 27.07.1845: Left Galle for Penang, Singapore and Hong Kong (arrived 13th August).
- 13.08.1845: Arrived in Hong Kong.
- 07.1848: At Galle when a local revolt broke out. The speed with which she was able to reach Madras and return to Trincomalee with half a British battalion and a complete native regiment was a prime factor in containing the unrest.
- 11.03.1850: Opened an experimental Hong Kong/Amoy/Shanghai service, only to be met by Customs arrangements and lawsuits 'rigged' by sailing-shop operators fearful of the new competition. Fined \$200 for loading silk (a 'planted' consignment) at Woosung, where sailing ships loaded, but outside Shanghai harbour jurisdiction. Matters were sorted out in P&O's favour in the Hong Kong Supreme Court.
- 02.1851: Withdrawn from the run, which was closed until March 1852.
- 15.03.1851: Laid up at Calcutta.
- 06.11.1851: Opened Calcutta/Hong Kong service.
- 26.03.1852: Carried troops and stores Calcutta/Rangoon.
- 14.10.1854: Sent with party of Royal Navy seamen and Marines to search (unsuccessfully) for a French lady abducted by pirates after the barque *Caldera* was wrecked south of Macao.
- 1857: Gross tonnage re-stated as 553 grt.
- 12.1858: Sold to E C Wermuth, C S Van Heeckeren & Co., Samarang.
- 03.02.1859: Sailed from Hong Kong for Samarang where she was renamed *Oenarang*. Ran briefly between China and the Dutch East Indies
- 1862: Sold to W C de Vries, Batavia.
- 02.1866: Engines removed at Surabaya and she was reduced to a hulk.
- 1867: Broken up at Batavia

STEAM COMMUNICATION WITH CHINA

Copy of letter dated 27 January 1845 to Messrs. Zulueta & Co, Cadiz

Gentlemen,

With reference to your inquiries on this subject, I now beg to inform you, that we have signed a Contract with the Government to run a steamer once a month between Ceylon and Hong Kong and vice versa; the first departure to be from Ceylon 1st August next, or a few days earlier. The intermediate Ports of call will be Penang, where the stay will not exceed 6 hours, and Singapore where coals will be taken and a stay of 48 hours allowed.

The time including stoppages, will be between Ceylon, and Singapore, 8 days (eight days) and between Ceylon, and Hong Kong, 17 days (seventeen days). The steamers with the homeward mails, will leave Hong Kong on the 1st of every month (except in May, June, July, and August when the departures will be 5 days earlier). The "Lady Mary Wood", now on her way out to Calcutta is intended to run on the China line, and another steamer will be sent out to Ceylon in due time to run alternately with her.

We shall begin to book passengers for China and the intermediate ports, by our steamer from Southampton 20th June next. By our Contract with Government we have engaged to keep up a communication once a month between Suez and Ceylon, Madras, and Calcutta, and it is with this line that the China branch is connected.

A passenger leaving Southampton 20th June would arrive at Alexandria about 6th July, and would leave Suez in our steamer about 10th, would arrive at Ceylon (Galle) about 28th, and start in the steamer for Hong Kong say 29th, and arrive there about 15th August; say in all about 55 days from Southampton to Hong Kong.

The fixed days of departure of our Calcutta steamers is from Calcutta (Sandheads) 10th of every month except May, June, and July, when they will start five days earlier, and the run from Calcutta to Galle may be calculated at 7 days.

It is possible that Trincomalee may eventually be made the point of call for meeting the steamers on the China line.

The Calcutta line steamers will leave Suez for Ceylon on or about the 10th of every month.

In good time I shall advise you of the rates of passage money for Penang, Singapore and Hong Kong - in the mean time any suggestions from you calculated to bring the numerous passengers between Spain and Manilla will be very acceptable.

- ends -

In June 1846, the "Lady Mary Wood" and her consort will be replaced by two of the new iron steamers building expressly for the service.