



Ship Fact Sheet



NEVASA (1956)

Base data at 12 July 1956. Last amended November 2009

* indicates entries changed during P&O Group service.

Type	Troopship. Later educational cruise ship
P&O Group service	1956-1975
P&O Group status*	Owned by subsidiary company
Former name(s)	
Registered owners, managers and operators*	British India Steam Navigation Company Ltd
Builders	Barclay, Curle & Co Ltd
Yard	Whiteinch, Glasgow
Country	UK
Yard number	733
Registry	London, UK
Official number	187433
Call sign	GPQV
IMO/LR number	5249948
Classification society	Lloyd's Register
Gross tonnage*	20,527 grt
Net tonnage*	11,496 nrt
Deadweight*	6,810 tons
Length	185.65m (609.3ft) loa; 170.84m (560.7ft) b/p
Breadth	23.86m (78.3ft)
Depth	17.38m (57.0ft)
Draught	8.105m (26.6ft)
Engines	Pametrada steam turbines
Engine builders	Barclay, Curle & Co Ltd
Works	Glasgow
Country	UK
Power	18,400 shp
Propulsion	Twin screw
Speed	18 knots
Passenger capacity*	220 first class, 100 second class, 180 third class, 69 NCO's and 931 troops
Cargo capacity	
Crew	409
Employment	Trooping 1956-1962. Educational cruising 1965-1975

Career

- 05.1953: Laid down.
- 30.11.1955: Launched by Mrs J A Boyd-Carpenter, wife of the then Minister of Transport.
- 12.07.1956: Delivered as *Nevasa* to the British India Steam Navigation Company and entered service as a troopship, initially on a 15-year charter. Her name comes from a town in Ahmednagar, India.
- 27.07.1956: Maiden sailing to Famagusta, Cyprus.
- 04.04.1957: White Paper foreshadowing the end of sea trooping.
- 04.10.1962: Last trooping voyage before the Army switched entirely to air transport.
- 13.10.1962: Laid up in the river Fal.
- 30.11.1964: Towed to Falmouth for conversion by Silley, Cox & Co Ltd, into an educational cruise ship at a cost of less than £1,000,000. Capacity now 308 cabin passengers and 1,090 students in dormitory berths, tonnages 20,160 grt, 10,880 nrt, 6,333 tons deadweight.
- 17.10.1965: Departed Falmouth.
- 28.10.1965: Left Southampton on her first cruise as an educational cruise ship, to the Atlantic Islands.
- 01.10.1971: Operation and management transferred to P&O Passenger Division, but she continued to carry British India Steam Navigation Company livery.
- 05.12.1972: Ownership transferred to The Peninsular and Oriental Steam Navigation Company.
- 11.01.1975: Arrived at Malta at the end of her final cruise. She was withdrawn due to unprecedented increases in operating costs: educational cruising had been a marginal activity for some time, and could not justify an expensive-to-operate steam turbine-propelled ship when the cost of fuel oil was rising enormously. She had operated almost 200 voyages, carrying nearly 188,000 children some 1,200,000km (745,000 miles). Towards the end of her career she undertook a number of cruises for philatelists, military battle enthusiasts and other 'specialist interest' groups.
- 30.03.1975: Arrived at Kaohsiung, Taiwan.
- 02.04.1975: Sold to Nan Feng Steel Enterprise Co Ltd, to be broken up.
- 10.06.1975: Demolition commenced.

MEMORANDUM TO THE EXECUTIVE COMMITTEE, 23RD DECEMBER 1974
EDUCATIONAL CRUISING - WITHDRAWAL OF '*Nevasa*'

The 1974/75 budget drawn up by Passenger Division in August showed that educational cruising would result in a loss of £142,000 before depreciation. This loss was made up of a loss of £250,000 in the first quarter when the previous year's rate structure still applied, but this was reduced by an estimated profit of £108,000 in the remainder of the year. Both *Nevasa* and *Uganda* were committed until their annual lay-ups early in 1975 and the earliest practicable date for withdrawing one or both ships was, in my opinion, January 1975 so that the first quarter loss could not be avoided. The Board were advised verbally of this on 6th November.

The loss in the first quarter is now estimated to have risen to £360,000, largely due to a shortfall in dormitory bookings from Canada. The heavy increase in the cost of the air travel has made school cruises from Canada rather expensive and as we depend on Canadian bookings to a considerable extent in cruises which are off-season for UK schools, we have had to re-assess the support which we could expect from Canada in 1975. We have also sounded out UK Educational Authorities with block bookings for 1975 and we have observed the trend of dormitory bookings for "open" cruises. It is now evident that we would not be justified in retaining both *Nevasa* and *Uganda* for the 1975 season. It is estimated that the retention of both ships could lead to a further loss of £152,000 for the nine months to 30th September 1975 making a loss of £512,000 before depreciation for 1974/75.

Although *Nevasa* is not such an old ship as *Uganda* she is less economic both as regards manning and fuel consumption, while the almost total absence of facility cabin accommodation makes her less suitable for Saloon passengers. The decision has therefore been taken to withdraw *Nevasa* and the shipyard at which she was booked for her annual lay-up was advised accordingly on 16th December which was the latest possible date.

Consideration was given to withdrawing both ships at the same time, either in January 1975 or in the autumn of 1975, but the most economic solution would appear to be to retain *Uganda* in operation at least until September 1975 and if the 1975 season proves successful on the one ship basis it should be possible to continue educational cruising for a further few years. The estimated result for *Uganda* over the period 1st January to 31st December 1975 is a cash profit of £139,000, less depreciation of £90,000 to give a net profit of £49,000. The overall result for educational cruising from 1st September 1974 to 31st December 1975 is consequently a cash loss of £221,000 to which must be added depreciation of £124,000, making a net loss of £345,000.

R B Adams

- ends -