



# Ship Fact Sheet



## ORIENT (1879)

Base data at 13 September 1879. Last amended March 2010

\* indicates entries changed during P&O Group service.

Type	Passenger liner
P&O Group service	None
P&O Group status	Owned by subsidiary company before acquisition
Registered owners	Orient Steam Navigation Company Ltd
Managers	Anderson, Anderson & Company and Frederick Green & Company
Operators	Orient Line
Builders	John Elder & Co
Yard	Govan
Country	UK
Yard number	224
Registry	Glasgow, UK
Official number	82254
Signal letters	SQWH
Classification society	Lloyd's Register
Gross tonnage*	5,386 grt
Net tonnage	3,440 nrt
Deadweight	
Length	140.16m (460.0ft) loa, 135.74m (445.5ft) b/p
Breadth	14.11m (46.3ft)
Depth	10.66m (35.0ft)
Draught	
Construction (if not steel)	Iron
Engines*	Compound steam engines
Engine builders	John Elder & Co
Works	Glasgow
Country	UK
Power*	5,400 ihp
Propulsion	Single screw
Speed	15 knots
Passenger capacity	120 first class, 130 second class and 300 steerage, or 1,500 troops
Cargo capacity	
Crew	
Employment	UK/Australia mail services

**Career**

- 05.06.1878: Launched. The first ship ordered for Orient Steam, she was also the first specifically designed for the Australian mails and built to Admiralty armed merchant cruiser specification.
- 05.09.1879: Registered.
- 13.09.1879: Completed as *Orient* for Orient Steam Navigation Company. The largest ship in the World apart from the 20-year-old, 19,000-ton *Great Eastern*.
- 01.11.1879: Maiden voyage London/Melbourne/Sydney via the Cape (until 1883 contract voyages went out via the Cape, home via Suez). She was the biggest ship on the Australian route, and set a London/Adelaide record of 37 days 22 hours.
- 1880: On second outward voyage set a Plymouth/Cape Town record of 17 days 21 hours which stood for 10 years.
- 1881: Refrigeration fitted.
- 23.07.1882: Chartered as transport for the Egyptian campaign.
- 20.09.1882: Charter ended.
- 1884: Carried Orient Line's first consignment of South Australian mails.
- 1884: Electric light fitted, the first on any Australian run ship.
- 1895: Fire in bunkers at Melbourne put out by flooding until she grounded.
- 11.12.1897: Sent for major refit at Wallsend Slipway & Engineering Co, Wallsend-on-Tyne.
- 06.04.1898: Refit completed. Now fitted with 7,000 ihp triple-expansion engines with speed increased to 16.5 knots. Tonnage now 5,453 grt. Her four masts and two funnels had been replaced by two pole masts and a single taller funnel, and a forecastle and turtleback poop had been added.
- 06.1898: Returned to service.
- 13.10.1899: Taken up for Boer War trooping as Transport No.24.
- 10.11.1902: Finished trooping duties. She had carried 9,037 troops out and 9,859 home, also returned a contingent to New Zealand and repatriated Boer prisoners-of-war from St. Helena.
- 1903: Returned to mail service.
- 11.01.1910: Sold to Luigi Pittaluga fu Francesca to be broken up at Genoa. She was renamed *Oric* for the voyage under tow to the breakers' yard.

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