



Ship Fact Sheet



ORONTES (1902)

Base data at 11 December 1918. Last amended February 2009

* indicates entries changed during Group service

Type	Passenger liner
P&O Group service	1918-1926
P&O Group status	Owned by subsidiary company at acquisition
Registered owners	Orient Steam Navigation Company Ltd
Managers*	Anderson Anderson & Company and Frederick Green & Company
Operators	Orient Line
Builders	Fairfield Company Ltd
Yard	Govan
Country	UK
Yard number	418
Registry	Glasgow, UK
Official number	115707
Signal letters	TPWN
Call sign	
Classification society	Lloyd's Register
Gross tonnage	9,028 grt
Net tonnage	4,622 nrt
Deadweight	
Length	156.54m (513.7ft) b/p
Breadth	17.73m (58.2ft)
Depth	10.49m (34.5ft)
Draught	
Engines	Quadruple-expansion steam engines
Engine builders	Fairfield Company Ltd
Works	Govan
Country	UK
Power	10,000 ihp
Propulsion	Twin screw
Speed	18 knots (service); 18.18 knots (trials)
Passenger capacity	320 first and second class, 323 third class
Cargo capacity	3,677 cubic metres (129,873 cubic feet) including 1,968 cubic metres (69,533 cubic feet) refrigerated
Crew	
Employment	UK/Australia mail service

Career

- 1901: Keel laid.
- 03.03.1902: Launched by Miss Devitt, daughter of Mr (later Sir) Thomas Devitt, an Orient Line Manager.
- 09.09.1902: Ran trials.
- 12.09.1902: Delivered as *Orontes* for Orient Steam Navigation Company. She was the first Orient Line ship with quadruple-expansion engines. Her name comes from a river in western Syria and Southern Turkey, now named the Asi.
- 24.10.1902: Maiden voyage. She made 53 return trips on the UK/Australia service.
- 1904/1905: Armed merchant cruiser subsidy received, though she never served as an AMC.
- 03.1909: Carried the Australian cricket team under M A Noble to England to defend the Ashes.
- 10.1916: Requisitioned as a troopship, although she has previously carried over 2,500 Australian troops to Suez.
- 08.1917: Taken up under the Liner Requisition Scheme and was put on the North Atlantic shuttle service.
- 12.1918: Employed to take 1,000 Australian invalids home and bring back 1,500 demobilised British troops from Bombay.
- 11.12.1918: The Peninsular and Oriental Steam Navigation Company acquired controlling interest in Orient Steam Navigation Company.
- 1919: Management transferred to limited company Anderson Green & Co Ltd.
- 25.10.1919: Resumed Australian runs.
- 19.02.1921: Sailed for Brisbane on her final Orient Line voyage and returned to London in June. She was laid up off Southend.
- 16.02.1922: Sold to the British World Trade Exhibition Company, for use as a floating exhibition centre for British industrial products for a world tour under the name *British Trade*. She was to have been converted at Hull, but the project failed and in August that year she reverted to Orient ownership and her original name. She did not resume trading, and was laid up at Hull and later in the Gareloch.
- 1926: Sold to breakers.

- ends -