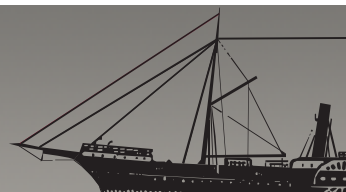




# Ship Fact Sheet



## ORSOVA (1954)

Base data at 8 March 1954. Last amended November 2009

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

Type	Passenger liner
P&O Group service	1954-1974
P&O Group status*	Owned by subsidiary company
Former name(s)	
Registered owners*	Orient Steam Navigation Company Ltd
Managers*	Anderson Green & Co Ltd
Operators*	Orient Steam Navigation Company Ltd
Builders	Vickers-Armstrongs Ltd
Yard	Barrow-in-Furness
Country	UK
Yard number	1021
Registry	London, UK
Official number	186017
Call sign	GNDL
IMO/LR number	5265772
Classification society	Lloyd's Register
Gross tonnage	28,790 grt
Net tonnage	15,878 nrt
Deadweight	11,940 tons
Length	220.24m (722.9ft)
Breadth	27.60m (90.6ft)
Depth	12.19m (40.0ft)
Draught	9.433m (30ft 11½in)
Engines	Single-reduction-geared steam turbines
Engine builders	Vickers-Armstrongs Ltd
Works	Barrow-in-Furness
Country	UK
Power	42,500 shp
Propulsion	Twin screw
Speed	22 knots (service); 26.08 knots (trials)
Passenger capacity*	685 first class, 800 tourist class
Cargo capacity	8,872 cubic metres (313,350 cubic feet)
Crew	
Employment	Joint Orient and P&O express service to UK/Australia

**Career**

- 14.05.1953: Launched by Lady Anderson, wife of Sir Colin Anderson, Chairman of her managers Anderson Green & Co Ltd. P&O's *Arcadia* was launched on the same day.
- 08.03.1954: Ran trials and delivered as *Orsova* to the Orient Steam Navigation Company Ltd at a cost of £5,776,000. She took her name from a small Danube town on the Romanian side of the frontier with Yugoslavia; her badge depicted a penstock or Watergate, inspired by a series of rapids below the town which were unnavigable for centuries and known as the 'Iron Gate'. *Orsova* was the first large ship to dispense with a conventional mast, and featured a 'Welsh Hat' steampipe on top of her funnel, to reduce soot.
- 17.03.1954: Maiden voyage London/Sydney.
- 27.04.1955: Began Orient's first round-the-World sailing London/Gibraltar/Port Said/Aden/Colombo/Fremantle/Adelaide/Melbourne/Sydney/Auckland/Suva/Vancouver/San Francisco/Los Angeles/Panama/Trinidad/Cherbourg/London.
- 24.05.1956: Ran aground at Port Phillip Bay, Melbourne and was refloated later the same day.
- 10.1956: A disillusioned Englishwoman and her ten children stowed away on a homeward voyage from Melbourne after only three months in Australia, but were put ashore at Adelaide.
- 1960: Began a ten-week refit by Vickers-Armstrongs, including general air-conditioning.
- 02.05.1960: Management and operation transferred to P&O Orient Lines, although she remained registered in the ownership of Orient Steam Navigation Co Ltd.
- 1964: Adopted a white P&O hull in place of Orient 'corn'-colour.
- 31.03.1965: Ownership transferred to The Peninsular and Oriental Steam Navigation Company.
- 01.10.1971: Management and operation transferred to P&O Passenger Division.
- 02.1971: Received bad publicity when two crew members appeared in a Sydney court charged with the attempted murder of the Master-at-Arms.
- 02.1972: Made a 240km (150 mile) mercy dash to help an officer with thrombosis on board the Americam tug *Tecumseh*. He was taken aboard *Orsova* and successfully treated.
- 11.1972: 300 passengers and crew taken ill with a mild form of dysentery. The crew were asked to undergo tests to find the origin of the outbreak but 212 Goanese stewards refused and were dismissed.
- 17.12.1972: Sailed on a first-class-only Christmas cruise after a 3-week refit, but there were still complaints about service as the number of skilled kitchen staff had been cut, and refunds were offered to all passengers.
- 08.1973: Withdrawal announced. Initially *Canberra* was to have been withdrawn with *Orsova* taking over her cruising programme but the decision was reversed due to an increase in demand for open-class

cruising; the cost of converting *Orsova* to provide this service was too great. Furthermore *Orsova* was older and had not lived down her recent 'bad press'.

- 10.1973: Her boats rescued three yachtsmen in difficulties during a sudden squall off Opatija, Yugoslavia.
- 25.11.1973: Arrived in Southampton for the last time.
- 14.12.1973: Left Southampton for Taiwan.
- 14.02.1974: Arrived at Kaohsiung.
- 15.02.1974: Sold to Nan Feng Steel Enterprise Co Ltd, Taiwan, for demolition.
- 17.12.1974: Demolition commenced.

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