



# Ship Fact Sheet



## OSTERLEY (1909)

Base data at 11 December 1918. Last amended February 2009

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

Type	Passenger liner
P&O Group service	1918-1930
P&O Group status	Owned by a subsidiary company
Former name(s)	
Registered owners	Orient Steam Navigation Company Ltd
Managers*	Anderson, Anderson & Co <u>and</u> Frederick Green & Co
Operators	Orient Line
Builders	London & Glasgow Shipbuilding Company
Yard	Govan, Glasgow
Country	UK
Yard number	333
Registry	Glasgow, UK
Official number	128287
Signal letters	HPGN
Classification society	Lloyd's Register
Gross tonnage	12,129 grt
Net tonnage	6,871 nrt
Deadweight	8,528 tons
Length	168.46m (552.9ft) loa; 163.01m (535.0ft) b/p
Breadth	19.26m (63.2ft)
Depth	10.39m (34.1ft)
Draught	8.658m (28ft 5in)
Engines	Quadruple-expansion steam engines
Engine builders	London & Glasgow Shipbuilding Company
Works	Govan, Glasgow
Country	UK
Power	14,000 ihp
Propulsion	Twin screw
Speed	18 knots
Passenger capacity*	282 first class, 130 second class, 688 third class
Cargo capacity	7,493 cubic metres (264,640 cubic feet) including 2,681 cubic metres (92,940 cubic feet) refrigerated
Crew	
Employment	UK/Australia mail service

**Career**

- 20.01.1909: First attempt at launching, by Lady Jersey, was a failure as she stuck on the ways after only moving some 12m (40 ft).
- 26.01.1909: Finally entered the water.
- 16.06.1909: Registered.
- 22.06.1909: Delivered as *Osterley* for Orient Steam Navigation Company Ltd. With her elder sisters *Orsova* and *Otway* she completed the first trio of 12,000-ton ships ordered by Orient to compensate for the withdrawal of Royal Mail Line from their joint service to Australia.
- 06.08.1909: Maiden voyage London/Australia.
- 31.10.1909: Hit by Russian steamer *Roman* while moored in Port Said homeward bound, but only slightly damaged.
- 06.1911: Present at the Coronation Naval Review at Spithead.
- 1914: When war broke out she remained on the mail run, though often she sailed via the Cape.
- 04.1917: Requisitioned for trooping, initially remaining on the Australian route.
- 01.1918: Australia/Egypt/South Africa trooping.
- 07.1918: Switched to the North Atlantic.
- 29.07.1918: Opened fire on a submarine in the Atlantic.
- 01.1919: One commercial voyage to Australia before being reconditioned.
- 05.1919: Released from requisition.
- 27.09.1919: First post-war sailing for Orient Line. Now 282 first, 130 second and 688 third class passengers.
- 06/09.1922: Chartered to an American tourist agency for three Norwegian cruises out of New York.
- 1924: Stranded for a while in the Brisbane River, but refloated by tugs after discharging cargo into lighters
- 11.1928: Went to assistance of German barque *Pommern* in the India Ocean, standing by while a tug took the damaged sailing ship in tow.
- 1929: Taken off the Australian run and laid up.
- 03.1930: Sold to P & W MacLellan of Glasgow for £26,000, to be broken up.
- 14.04.1930: Arrived at Bo'ness for demolition.

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