



Ship Fact Sheet



STRATHEDEN (1937)

Base data at 16 December 1937. Last amended September 2009

* indicates entries changed during P&O Group service.

Type	Passenger liner
Company service	1937-1964
P&O Group status	Owned by parent company
Former name(s)	
Registered owners, managers* and operators*	The Peninsular and Oriental Steam Navigation Company
Builders	Vickers-Armstrongs Ltd
Yard	Barrow-in-Furness
Country	UK
Yard number	722
Registry	London, UK
Official number	165614
Call sign	GDGT
Signal letters	
Classification society	Lloyd's Register
Gross tonnage	23,722 grt
Net tonnage	14,127 nrt
Deadweight	11,000 tons
Length	202.33m (664.1ft) loa; 194.85m (639.5ft) b/p
Breadth	25.08m (82.3ft)
Depth	10.24m (33.6ft)
Draught	9.192m (30ft 2in)
Engines	Single-reduction-gearred Parsons steam turbines
Engine builders	Vickers-Armstrongs Ltd
Works	Barrow-in-Furness
Country	UK
Power	24,000 shp
Propulsion	Twin screw
Speed	20 knots (service); 21.8 knots (trials)
Passenger capacity*	448 first class, 563 tourist class
Cargo capacity	10,589 cubic metres (374,000 cubic feet)
Crew	563
Employment	London/Australia service and cruising as required

Career

- 10.06.1937: Launched by the Duchess of Buccleuch and Queensbury.
- 10.12.1937: Ran trials.
- 16.12.1937: Delivered as *Stratheden* for The Peninsular and Oriental Steam Navigation Company. She was the fourth of the five P&O '*Strath*' liners of the 1930s, essentially a repeat of *Strathmore* but with fewer uprights supporting the promenade deck and a funnel 2.75m (9.0ft) taller. She was the first P&O ship fitted out to carry chilled beef cargoes. Her name derives from the valley of the river Eden in Fifeshire.
- 24.12.1937: Maiden voyage London/Brisbane.
- 12.08.1939: Last cruise of the season to the Mediterranean.
- 01.09.1939: Resumed normal passenger line service to Australia.
- 19.03.1940: Requisitioned by the Ministry of Shipping (later Ministry of War Transport) for service as a troop transport.
- 1942: Carried Canadian troops to the Clyde from Halifax, Nova Scotia.
- 09.1942: Additional anti-aircraft guns fitted in Liverpool.
- 10.1942: Took part in troop-landing exercises off the Isle of Mull.
- 26.10.1942: Sailed from the Clyde as part of the second convoy for the landings at Algiers.
- 1943-1944: Trooping to the Middle East and India.
- 1945: Repatriated British troops including the 'Men of Arnhem' and some of the first Canadians to return home. During her War service she steamed 782,000km (485,000 miles) and carried some 150,000 service personnel without serious incident.
- 27.07.1946: Released to her owners and returned to builders to be reconditioned for ordinary passenger service.
- 29.05.1947: Redelivered to P&O. Passenger capacity now 527 first class, 453 tourist class.
- 06.1947: Made her first post-war sailing to Sydney.
- 1950: Chartered to Cunard Steam Ship Co Ltd, Liverpool, for four roundtrip voyages Southampton/New York in place of P&O's new *Chusan* which had been chartered but was delivered late.
- 13.03.1955: Went to the assistance of the Greek trawler *Iason* which was sinking 130km (90 miles) east of Cape Spartivento in heavy weather. Four Greek seamen were rescued but eight of the *Stratheden*'s crew were lost.
- 01.10.1955: Arrived at Tilbury with P&O's first post-war cargo of chilled beef.
- 04.1956: Carried Lady Churchill on the return leg of her cruise to Colombo.
- 12.1956: Suffered engine trouble at Melbourne and although she was able to return to London under her own steam she was forced to leave her passengers in Australia.
- 05.1960: Management and operation transferred to P&O-Orient Lines.
- 04.1961: Visited Cape Verde to commemorate the franking of a special stamp which carried an illustration of her.
- 1961: Refitted as a one-class ship with berths for 1,200 tourist class passengers.
- 12.1963: Chartered to Travel Sailings Association for four cruises.

- 23.12.1963: Supplied medical facilities for the survivors of the Greek liner *Lakonia*, which was on fire 290km (180 miles) north of Madeira.
- 18.02.1964: Sold to John S. Latsis, Greece, and renamed *Henrietta Latsi*.
- 1966: Renamed *Marianna Latsi*.
- 20.04.1967: Laid up at Eleusis, Greece.
- 1969: Sold to Terrestre Marittima SpA, Italy to be broken up
- 19.05.1969: Arrived at La Spezia, Italy, for demolition.
- 09.1969: Demolition commenced.

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