



# Ship Fact Sheet



## WILLIAM FAWCETT (1828)

Base data at 27 March 1835. Last amended November 2008

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

Type Passenger/cargo liner  
P&O-related service 1835,1837-1838, 1840  
P&O Group status Owned by interested parties before Incorporation  
Former name(s)

Registered owners Richard Bourne and others  
Managers Willcox & Anderson  
Operators Peninsular Steam Navigation Company

Builders Caleb and James Smith  
Yard Queen's Dock, Liverpool  
Country UK  
Yard number

Registry\* Dublin, UK (No.43, 1832)  
Signal letters  
Classification society

Gross tonnage 206 grt  
Net tonnage  
Deadweight

Length 44.42m (145.8ft)  
Breadth 6.76m (22.2ft)  
Depth 4.54m (14.9ft)  
Draught  
Construction (if not steel) Wood

Engines Steam engines  
Engine builders Fawcett & Preston  
Works Liverpool  
Country UK

Power 140 hp  
Propulsion Paddles  
Speed

Passenger capacity  
Cargo capacity  
Crew

Employment London/Spain and Portugal

## Career

- 05.03.1828: Launched. Built for Joseph Robinson Pim of Dublin and William Fawcett of Liverpool - he was also co-owner of her engine-builders - for service between London, Cork and Dublin. As completed she was 40m (130ft) long and measured 185 tons.
- 12.1832: Purchased by Richard Bourne and others, Dublin and operated by their Dublin and London Steam Packet Company.
- 1835: Bourne and his associates joined forces with Willcox & Anderson, London shipbrokers, to begin a regular service from London to Spain and Portugal that later carried the name 'Peninsular Steam Navigation Company'.
- 27.03.1835: First of five sailings made that year on the Peninsular route, initially turning round at Lisbon but the last one (sailing on 23<sup>rd</sup> September) going as far as Gibraltar. Although never actually owned by P&O, *William Fawcett* has been traditionally considered the first P&O ship, as she was the first steamer owned by parties with an interest in the Company to undertake regular voyages on a scheduled line service to Spain and Portugal, although Bourne's *Royal Tar* had been chartered for a couple of voyages in 1834 and arguably should take precedence.
- Late 1835: Resumed service on the Dublin/London route.
- 1837: Returned to Peninsular Steam Navigation Company service for a single voyage to Northern Spain, repeating this early in 1838.
- 1838: Extensively refitted and re-registered in London. Made two voyages between Lisbon and Madeira.
- 1840: Referred to as bringing a party of passengers from Le Havre to join a P&O ship at Falmouth.
- 17.04.1845: Certificate cancelled after the vessel was broken up.

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