

ORONTES (1929)

Base data at September 1929. Last amended February 2003.

** indicates entries changed during Group service*

<i>Type</i>	Passenger liner
<i>P&O Group service</i>	1929-1962
<i>P&O Group status</i>	Owned by subsidiary company
<i>Registered owners</i>	Orient Steam Navigation Company Ltd
<i>Managers *</i>	Anderson, Green & Company Ltd
<i>Operators*</i>	Orient Line
<i>Builders</i>	Vickers-Armstrongs Ltd
<i>Yard</i>	Barrow-in-Furness
<i>Country</i>	UK
<i>Yard number</i>	637
<i>Registry</i>	Barrow, UK
<i>Official number</i>	146027
<i>Signal letters</i>	LDPF
<i>Call sign</i>	GBXM
<i>Classification society</i>	Lloyd's Register
<i>Gross tonnage</i>	20,186 grt
<i>Net tonnage</i>	12,048 nrt
<i>Deadweight</i>	10,070 tons
<i>Length</i>	202.38m (664.2ft)
<i>Breadth</i>	22.85m (75.0ft)
<i>Depth</i>	14.41m (47.3ft)
<i>Draught</i>	9.191m (30ft 2in)
<i>Engines</i>	Parsons single-reduction geared steam turbines
<i>Engine builders</i>	Vickers-Armstrongs Ltd
<i>Works</i>	Barrow-in-Furness
<i>Country</i>	UK
<i>Power</i>	
<i>Propulsion</i>	2 screws
<i>Speed</i>	18 knots
<i>Passenger capacity *</i>	500 1 st class, 1,123 3 rd class
<i>Cargo capacity</i>	3,677 cubic metres (129,873 cubic feet)
<i>Crew</i>	464
<i>Employment</i>	UK/Australia mail service

Career

- 27.02.1929: Launched by Lady Anderson, wife of Sir Alan Anderson, Chairman of Orient Line. Her name is taken from a river - now the Asi - which rises in western Syria and flows into the Mediterranean in southern Turkey.
- 09.1929: Delivered. The fifth and last of Orient's generally similar new liners of the 1920's - preceded by *Orama* (1924), *Oronsay* (1925), *Otranto* (1926) and *Osterley* (1928) - she differed in having a raked stem where the others were straight.
- 05.09.1929: Served (with *Orford*) as one of the official ships for the Schneider Trophy seaplane races off Ryde Pier in the Solent.
- 13.09.1929: Maiden voyage a two-day shakedown from Southampton to Penzance.
- 25.09.1929: Maiden sailing on Australian service.
- 1930's: Converted to 463 first class and 518 tourist.
- 1933: Made a six-week cruise to the West Indies.
- 1934: Ran aground undamaged on the Gallipoli coast while on a cruise among the Greek Islands.
- 16.04.1940: Requisitioned for trooping.
- 18.05.1940: Divebombed without damage in the Downs en route for Australia. On her return voyage carried Australian service personnel and Wirraway aircraft to Singapore.
- 12.1942: Landed troops at Oran during the North African campaign.
- 06.02.1943: Parted forward cable during a squall in Glasgow docks and collided with P&O's *Strathaird*.
- 07.1943: Landed troops at Avola during Sicily landings.
- 1943: Landed troops at Salerno during the Italian campaign, after which she passed to US control for reinforcing the Italian Front.
- 1944: Trooping to the Far East in preparation for anticipated invasion of Japan.
- 1945: Carried French troops from Marseilles to Saigon to re-impose colonial rule in Indo-China.
- 09.03.1946: Quarantined at Southampton with a case of smallpox on board.
- 01.03.1947: Commenced a full refit of her accommodation by J I Thornycroft at Southampton.
- 04.1947: Released from Government service having carried 124,630 troops and sailed nearly 790,000 kilometres (490,000 miles).
- 14.05.1948: Rejoined the Australian service; 502 1st class, 618 "tourist B" class.
- 1953: Converted to "tourist one-class", 1,372 berths. She ran a one-class emigrant service until her withdrawal.
- 06.1957: First Orient ship to use the re-opened Suez Canal.
- 08.1958: Minor collision in the Thames with landing craft *Empire Baltic*.
- 05.1961: P&O acquires outstanding minority interest in Orient SNCo. Management and operation transferred to P&O-Orient Lines.
- 05.11.1961: Damaged when she hit the quayside while berthing at Marseilles.
- 12.12.1961: Withdrawal announced.
- 02.1962: Withdrawn.
- 05.03.1962: Sold for £282,000 to J F Ordas of Madrid, to be broken up at Valencia.

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