



Ship Fact Sheet



UGANDA (1952)

Base data at 16 July 1952. Last amended November 2009

* indicates entries changed during P&O Group service.

Type	Passenger liner and later educational cruise ship
P&O Group service	1952-1986
P&O Group status*	Owned by subsidiary company
Former name(s)	Was to have been named <i>Karatina</i>
Registered owners, managers* and operators*	British India Steam Navigation Company Ltd
Builders	Barclay, Curle & Co Ltd
Yard	Whiteinch, Glasgow
Country	UK
Yard number	720
Registry	London, UK
Official number	184658
Call sign	GFRQ
IMO/LR number	5372094
Classification society	Lloyd's Register
Gross tonnage*	14,430 grt
Net tonnage*	8,034 nrt
Deadweight*	9,630 tons
Length	164.47m (539.8ft) loa, 157.43m (516.7ft) b/p
Breadth	21.76m (71.4ft)
Depth	10.66m (35.0ft)
Draught	7.684m (25ft 3½in)
Engines	Parsons steam turbines
Engine builders	Wallsend Slipway & Engineering Co Ltd
Works	Wallsend
Country	UK
Power	12,300 shp
Propulsion	Twin screw
Speed	16 knots (service); 19.52 knots (trials)
Passenger capacity*	167 first class, 133 tourist class
Cargo capacity	10,992 cubic metres (388,520 cubic feet)
Crew	287
Employment	UK/East Africa service 1952-1967. Educational cruising 1968-1983

Career

- 15.01.1952: Launched by Lady Hall, wife of Sir John Hathorn Hall, retired Governor of Uganda, then a British territory in East Africa. It had originally been intended to name her *Karatina*. She was essentially a sister to the earlier *Kenya* but had a taller and larger funnel.
- 16.07.1952: Ran trials and delivered as *Uganda* to the British India Steam Navigation Company Ltd.
- 02.08.1952: Maiden voyage London/Beira.
- 26.11.1952: Outward bound on her second voyage touched ground with her port propeller at Dar-es-Salaam and was forced to dry-dock at Diego Suarez.
- 05.04.1967: Arrived at Hamburg to be converted by Howaldtswerke Hamburg AG into an educational cruise ship at a cost of £2,800,000. Tonnages now 16,907 grt, 8,827 nrt; 5,695 tons deadweight; 306 cabin passengers and 920 dormitory berths.
- 15.02.1968: Redelivered after refit.
- 27.02.1968: Sailed from Southampton on her first voyage in her new role.
- 21.10.1969: While off Cape Trafalgar, but outside the 3-mile limit, several shells were fired from Spanish shore batteries and landed within half a mile of the ship.
- 01.10.1971: Management and operation transferred to P&O Passenger Division, but she retained British India Steam Navigation Company livery.
- 05.12.1972: Ownership transferred to The Peninsular and Oriental Steam Navigation Company.
- 01.1975: With the withdrawal of the larger, newer but more expensive *Nevasa*, the *Uganda* became P&O's only remaining educational cruise ship.
- 29.08.1976: Grounded briefly off Dundee.
- 10.04.1982: Requisitioned for service with the Falklands Task Force.
- 13.04.1982: Discharged her children and passengers at Naples. She proceeded to Gibraltar where she was converted for use as a hospital ship with 136 medical staff.
- 19.04.1982: Sailed for the South Atlantic. Nicknamed 'Mother Hen', she operated in conjunction with three Royal Navy survey ships that were converted to ambulance carriers.
- 12.05.1982: The first casualties, from the destroyer HMS *Sheffield*, were landed on station in the Falklands by helicopter. During the two-month period *Uganda* served as a hospital ship she treated 730 casualties, of whom 150 were Argentine prisoners, and carried out 504 surgical operations.
- 13.07.1982: Red crosses painted out and she became a troopship.
- 09.08.1982: Returned to Southampton carrying troops. Extensively refitted by Smith's Shiprepairers North Shields Ltd, at North Shields.
- 25.09.1982: Returned to commercial service.
- 11.1982: Chartered for a further two years as a store ship to operate between Ascension and the Falklands, pending completion of a new airport.
- 14.01.1983: Sailed for the Falklands after a new helicopter deck was fitted at Southampton.
- 11.1983/ Refitted at Falmouth.

12.1983:
25.04.1985: Arrived at Falmouth at the end of her charter.
04.05.1985: Laid up in the River Fal.
11.02.1986: Management transferred to P&O Lines Ltd.
29.04.1986: Sold to Triton Shipping Co, St. Vincent, and renamed *Triton*.
20.05.1986: Sailed from the River Fal.
15.07.1986: Arrived at Kaohsiung for demolition by An Hsiung Iron & Steel Co Ltd. Anchored outside the port subject to possible re-sale.
22.08.1986: Driven aground by typhoon Wayne. Reported lying on her side as late as March 1992, she is believed to have been subsequently broken up.

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