



Ship Fact Sheet



CEYLON (1858)

Base data at 9 October 1858. Last amended April 2010

* indicates entries changed during P&O Group service.

Type	Passenger liner
P&O Group service	1858-1881
P&O Group status	Owned by parent company
Former name(s)	
Registered owners, managers and operators	The Peninsular and Oriental Steam Navigation Company
Builders	Samuda Brothers
Yard	Poplar
Country	UK
Yard number	
Registry	London, UK
Official number	22173
Signal letters	NKJD
Classification society	Lloyd's Register
Gross tonnage	2,110 grt
Net tonnage	1,140 nrt
Deadweight	
Length	93.27m (306.1ft)
Breadth	12.46m (40.9ft)
Depth	7.95m (26.1ft)
Draught	
Construction (if not steel)	Iron
Engines*	Direct-acting inverted steam engines
Engine builders	Humphrys & Tennant
Works	London
Country	UK
Power	2,054 ihp
Propulsion	Single screw
Speed	13 knots
Passenger capacity	130 first class, 30 second class
Cargo capacity	
Crew	
Employment	Southampton/Alexandria. Later Suez/India, Ceylon/Australia and Venice/Bombay services

Career

- 12.06.1858: Launched.
- 26.08.1858: Registered as *Ceylon* for The Peninsular and Oriental Steam Navigation Company.
- 09.10.1858: Sailed from her builders.
- 20.10.1858: Maiden voyage Southampton/Alexandria.
- 17.02.1862: Ran ashore on Alexandria Bar on the west side of Portland Bill in thick fog, losing her bowsprit and mainmast.
- 01.1863: Ran down the brig *Ridesdale* which was under tow in Southampton Water. The funnel of the towing tug *Aid* was also dislodged, falling and killing the pilot.
- 04.03.1863: Sprang a leak in heavy weather off Ushant outward bound for Alexandria, and returned to Southampton on 7th March to be dry-docked for repairs to the seal round the propeller shaft.
- 05.01.1864: Took disabled *Ellora* in tow to Malta, arriving the next day, and forwarded her mails and cargo to Alexandria.
- 1865: Fitted with compound engines (Wolf's double-cylinder design) by Humphrys & Tennant, London.
- 22.04.1867: Took disabled *Pera* in tow to Malta, arriving the next day.
- 16.01.1873: Completed re-boiling and substantial refit at Southampton.
- 13.07.1875: Aground for 24 hours in Hobson's Bay.
- 08.08.1875: Broke shaft between King George's Sound and Galle.
- 14.01.1881: Last arrival in Southampton from Alexandria.
- 1881: Sold for £9,235 to John Clark, London, for conversion into a yacht. Fitted with two cylinder compound engines manufactured by G Clark, Sunderland.
- 12.1883: Sold to Ocean Steam Yachting Co, Limerick, and became the first vessel to cruise around the world.
- 1885: Sold to Michael Drury-Lavin, London.
- 1892: Now operated by Polytechnic Touring Association.
- 1895: Sold to Robert Mitchell, London.
- 1896: Sold to Quintin Hogg, London.
- 1903: Sold to J E K Studd, London. Tonnages now 2,186 grt, 1,292 nrt.
- 12.1907: Sold to shipbreakers at Bo'ness.

"DAILY NEWS" 17 September 1881

A PLEASURE TRIP ROUND THE WORLD

A Company which has lately been formed, under the title of the Inter- Oceanic Yachting Company Limited), has bought from the Peninsular & Oriental Company their screw steamship CEYLON of 2,110 tons register in which it is proposed to make an expedition round the world for the pleasure of any persons who have time enough on their hands to join in it. The vessel, since its purchase, has been undergoing a complete refitting, and a large number of gentlemen interested in the undertaking assembled on board her yesterday afternoon for the purpose of making an inspection. The CEYLON is now lying in Victoria Dock where she may be seen by any persons who have an inclination to voyage in her. Her arrangements are all that can be desired. Beside the usual accommodation on vessels of her class a luxurious boudoir for the exclusive use of ladies, and a capital smoking room for gentlemen, are erected on the upper deck, while the berths are extremely convenient, two persons only being allotted to each cabin. The voyage will be commenced on October 15th and will terminate about July 7th, 1882, Captain R D Lunham commanding. Every accommodation has been made for conveying private servants of passengers and the vessel is so arranged that the latter will have the whole of the main deck to themselves, without being interfered with by the crew in any way. The charge for the entire cruise is £500 and £150 for the passengers and their servants respectively. Should the present speculation turn out a success, it is the Intention of the Company to organise a regular series to such entertaining and Instructive voyages.

- ends -