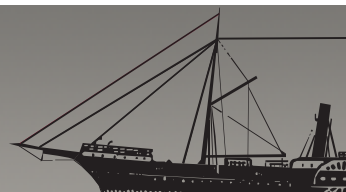




# Ship Fact Sheet



## NEPAUL (1876)

Base data at 1 May 1876. Last amended November 2008

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

Type	Passenger/cargo liner
P&O Group service	1876-1890
P&O Group status	Owned by parent company
Former name(s)	
Registered owners, managers and operators	The Peninsular and Oriental Steam Navigation Company
Builders	Alexander Stephen and Sons
Yard	Linthouse, Glasgow
Country	UK
Yard number	174
Registry	Glasgow, UK
Official number	73821
Signal letters	PMSQ
Classification society	Lloyd's Register
Gross tonnage*	3,536 grt
Net tonnage*	2,065 nrt
Deadweight*	2,156 tons
Length	114.32m (375.2ft)
Breadth	12.22m (40.1ft)
Depth	9.78m (32.1ft)
Draught	7.180m (23ft 7in)
Construction (if not steel)	Iron
Engines	Compound inverted direct-acting steam engines
Engine builders	Alexander Stephen and Sons
Works	Glasgow
Country	UK
Power	2,870 ihp
Propulsion	Single screw
Speed	14 knots
Passenger capacity*	117 first class, 38 second class
Cargo capacity*	3,168 cubic metres (111,900 cubic feet)
Crew	
Employment	UK/India service with some India/Far East and trooping voyages

**Career**

- Laid down as *Theodor Korner* for Deutsche Transatlantische Dampfschiffahrtsgesellschaft and originally intended as the eighth unit of the short-lived Adler Line Hamburg/New York service, she was bought on the stocks for £94,291 when the German concern failed. Little work had been done, so she could be easily modified to suit P&O's requirements.
- 30.03.1876: Launched.
- 01.05.1876: Registered as *Nepaul* for The Peninsular and Oriental Steam Navigation Company.
- 29.05.1876: Maiden voyage London/Southampton/Port Said/Suez/Galle/Calcutta.
- 01.11.1879: In attendance (until 19<sup>th</sup> November) at wreck of P&O's *Hindustan* south of Madras.
- 08.1882: Taken up as a transport during the Egyptian Campaign following the bombardment of Alexandria. She also made one trooping voyage Portsmouth/Plymouth/Madeira/Antigua/Barbados/Fayal/Plymouth/Portsmouth at the end of that year.
- 02.05.1883: Resumed commercial service.
- 23.07.1884: Re-measured. 3,550 grt, 1,970 nrt, deadweight 2,949 tons. 111 first class and 30 second class passenger capacity. Cargo capacity 3,192 cubic metres (112,737 cubic feet).
- 20.01.1887: Sank the anchored Chinese transport *Wan Nien Ching* in a collision in fog in the Yangtze river below Shanghai with the loss of 73 lives from the transport. *Nepaul* was docked for repairs to a leak in her bow. Although P&O claimed the Chinese ship was 8km (5 miles) from her reported position and making the wrong signals for a ship at anchor, the Supreme Court in Shanghai found against the Company; P&O proposed making an appeal but then agreed an out-of-court settlement for half their liability.
- 13.09.1888: Ran aground at night on Battoneau Island off Marseilles, when en route London/China. She was then beached in a shallow creek for passengers to be landed, at which point Captain Cole died, apparently of a heart attack. She was then towed stern first to Marseilles for inspection, while her passengers and baggage went by train to Brindisi to join another P&O ship.
- 07.11.1890: Left Calcutta for London with 13,000 packages of tea, 1,500 bags of wheat, 1,000 bags of rice, five boxes of indigo and nine passengers.
- 10.12.1890: Wrecked on Shagstone Rock about 3km (2 miles) off Plymouth at 1920hrs having missed the pilot in thick fog. There were no casualties, and the passengers and specie were taken off the following morning, but most of the cargo was ruined. The wreck was subsequently sold for £1,600 and broken up where it lay.

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