



Ship Fact Sheet



RANCHI (1925)

Base data at 29 July 1925. Last amended April 2009

* indicates entries changed during P&O Group service.

Type	Passenger liner
Company service	1925-1953
P&O Group status	Owned by parent company
Former name(s)	
Registered owners, managers and operators	The Peninsular and Oriental Steam Navigation Company
Builders	R & W Hawthorn, Leslie & Co. Ltd
Yard	Newcastle-upon-Tyne
Country	UK
Yard number	534
Registry	Newcastle, UK
Official number	148130
Signal letters	KSTQ
Call sign	GLKW
Classification society	Lloyd's Register
Gross tonnage *	16,650 grt
Net tonnage *	9,316 nrt
Deadweight	9,000 tons
Length	173.59m (569.73ft) loa; 167.12 m (548.5ft) b/p
Breadth	21.72m (71.3ft)
Depth	14.32m (47.0ft)
Draught	8.760m (28 ft 9in)
Engines*	2 quadruple-expansion steam engines
Engine builders	Hawthorn, Leslie & Co Ltd
Works	Newcastle-upon-Tyne
Country	UK
Power	15,000 ihp
Propulsion	Twin screw
Speed	17 knots (service); 17.45 knots (trials)
Passenger capacity*	312 first class, 275 second class
Cargo capacity	9,744 cubic metres (344,144 cubic feet)
Crew	366 (including 202 saloon crew)
Employment	London/Bombay mail service and cruising. Post-war emigrant service to Australia

Career

- 24.01.1925: Launched by Lady Addis, wife of Sir Charles Addis, a P&O Director.
 29.07.1925: Delivered as *Ranchi* for The Peninsular and Oriental Steam Navigation Company at a cost of £919,080. Built with her sisters *Ranpura*, *Rawalpindi* and *Rajputana* for the London/Bombay mail service, she ran to the Far East when the former service ceased. The 'R'-class introduced to P&O the use of refrigerated spaces for the carriage of frozen stores such as fish and fruit. *Ranchi* also cruised in each of the years 1926-1931 until these voyages were taken over by the turbo-electric *Viceroy of India* and the three funnelled 'Strath's', proving very successful largely due to her handiness in restricted waters.
- 1930: Fitted with Bauer-Wach exhaust turbines and Wyndham heaters by R&H Green & Silley Weir in London, to improve both speed and economy.
- 08.1930: Re-measured. Now 16,738 grt, 10,098 nrt.
 27.08.1939: Requisitioned by the Admiralty for service as an armed merchant cruiser and converted at Bombay. Her after funnel was removed and eight 6-inch and two 3-inch guns were fitted. She sailed nearly 483,000km (about 300,000 miles) on patrol and escort duties with the East Indies and Eastern Fleets, service described as 'hellish hot and damn dull'.
- 16.03.1943: Returned to her owners to be refitted as a troopship by Thornycroft's at Southampton. She saw service in the Mediterranean, the Middle East and India, and followed the invasion of Italy.
- 11.1943: Flagship of an eastbound convoy north of Benghazi when a bomb was deflected by a wire span on the forecastle head and passed without exploding (though one soldier was killed) through a troops' latrine into the water.
- 08.1945: Allotted to the liberation of Malaya and after training Marines and Gurkhas at Cochin was earmarked as a blockship for a Malayan river, duty rendered unnecessary by the ending of the War.
- 03.07.1947: Derequisitioned having carried some 54,711 troops over 140,000km (86,000 miles).
- 07.08.1947: Suffered a fire in her boiler room at Southampton.
 13.09.1947: Towed from Southampton to North Woolwich.
 26.09.1947: Handed over to Harland & Wolff to be reconditioned for emigrant traffic to Australia. She retained the pre-War black hull colours like the other P&O migrant carriers and unlike the rest of the passenger fleet; her aft (dummy) funnel was not replaced.
- 07.06.1948: Redelivered to P&O.
 17.06.1948: Re-entered commercial service. She carried 950 outward-bound emigrants for the Government, and Tourist class P&O passengers homeward.
- 22.06.1948: Four-year contract as a migrant carrier signed.
 27.08.1950: Left Djakarta on the first of two homeward voyages on charter to the Dutch government to carry their nationals home from Indonesia.

Before she reached Amsterdam on 25th September no fewer than 37 children, including two sets of twins, had been born on board to the wives of Dutch military personnel.

- 03.1952: Suffered a fire while at Sydney. She sailed 11 days late.
07.01.1953: Sold for £200,000 to British Iron and Steel Corporation (Salvage) Ltd, for demolition, and allocated to John Cashmore Ltd.
18.01.1953: Arrived at Newport, Mon.
19.01.1953: Handed over at 1100hrs.

MEMORANDUM**Arrangements for Cruise "A" of the s.s. "Ranchi", 1926.**

Particulars of the ship's dimensions and draught have been sent to all agencies.

Lisbon

Messrs. James Rawes & Company are the company's agents at this port (Telegraphic address: RAWES, LISBON). The "Ranchi" can be put alongside the quay wall, as there is plenty of water at the spot where the Royal Mail and Pacific liners are berthed. The local pilot boat should be cruising in the south channel at the entrance to the Tagus, but in practice generally goes into Cascaes Bay at nightfall and anchors there until daylight. If Pilot is required at night burn a pilot flare, when a boat will be sent off with the Pilot. Two tugs to assist in going alongside are arranged for.

*Provisions*_ - Messrs. Morris Elias, Lda., who supply the Hain Line, will attend the steamer on arrival - letter attached. (See also supplementary memorandum).

Algiers

Messrs. J. Coudray & Fils are the Company's Agents at this port (Telegraphic address: COUDRAY, ALGER). The "Ranchi" will be able to be moored in the same way as the "Cathay", "Moldavia" type, that is to say, she will enter by the northern entrance and the pilot will board her off the light buoy moored off the end of the north breakwater. The vessel will be moored by the stern to the Mole AL-DJEFNA and connected to the quay by pontoons rigged end to end from the quay to the gangway - therefore, the passengers will be able to go on shore as they please.

The police authorities board the vessel and require a copy of the list of all passengers, showing nationality.

Corfu

Messrs. Woodley & Condi (Lloyd's Agency) are the company's representatives at this port (Telegraphic address: WOODLEY, CORFU). It is usual for the services of a pilot to be dispensed with as a boat is generally used for denoting the spot at which the steamer should anchor. There are no restrictions with regard to the use of the ships launches for landing passengers, but a gratuity has to be paid to the boatmen's fund of about 8d. per person. The anchorage will be at a depth of 14/15 fathoms, the spot being marked on the Admiralty Chart No.1450 of Corfu Roads. The approximate distance from the quay is about three cable lengths. We are informed that the harbour is accessible at all times of the day and night, the average depth varying from 12 to 17 fathoms. It is sheltered from all weathers, except north-west wind (blowing usually in the late summer months).

Pilotage charges are 2 guineas, and the charge for a boat denoting the anchorage is one guinea. Our agents state passports are not necessary for tourists landing and re-

embarking. Pratique is obtainable between sunrise and 11 p.m. If, on nearing Corfu, you should consider it necessary to employ a pilot, he would join the ship outside Cape Sidere (East point of the town fortress).

Kotor (Cattaro)

Agents - The Yugoslavia Express Agency, Ltd - Managers, Messrs. Hickie, Borman, Grant & Co., Ltd. (Telegraphic address: YUGEA, KOTOR). Pilotage- It is arranged for Captain Tomic (who has been previously employed to pilot the "SAMARIA" and "ORONSAY") to pilot the "RANCHI" in and out of Kotor on the 12th May. In ordinary weather he would meet the steamer off Punto d'Ostro, or in very rough weather opposite Porto Rose, just at the entrance inside the Bay of Kotor. The anchorage off this port is about half a mile off the town in about 10/11 fathoms. Landing and embarking at Kotor can be arranged by means of the ship's launches (the "ORONSAY" was able to effect the landing with her own launches).

Our agents state it is really unnecessary to take [a pilot] from Kotor to Dubrovnik (Ragusa) or Dubrovnik to Split (Spalato). At Split it is proposed a pilot should be employed for Split and Trogir (Trau).

Dubrovnic (Ragusa)

Agents as Kotor - (Telegraphic address: YUGEA, DUBROVNIK). Although Gruz (Gravosa) is mentioned in the printed itinerary, our agents strongly advise the ship to proceed direct to Dubrovnik. Anchorage between the Island of Lacroma and the mainland, about half a mile from the landing quay in 10 fathoms, - this being exactly the arrangement made for the "ORONSAY" last year, as it avoids the stay at a purely commercial port and a long drive to passengers overland.

The landing arrangements at Dubrovnik, it is suggested, should be carried out by the ship's launches, provided weather will permit. If, however, on arrival it is found necessary to employ local help, our agents will assist in the matter.

Split (Spalato)

Agents as Kotor - (Telegraphic address: YUGEA, SPLIT). A local pilot is arranged for. The depth of water in Split Harbour does not exceed 26 feet, therefore it will be necessary for the "RANCHI" to anchor outside the harbour. A local tender, the s.s. "KASTELLA", has been arranged for at this port - at a charge of 5,000 Dinars.

Trogir (Trau)

Agents as Kotor - (Telegraphic address: YUGEA, TROGIR). A local pilot is arranged for and as the stay is limited to some 4 hours, a local tender, the s.s. "KOZJAK", has been arranged for at a charge of 4,000 Dinars.

Venice

Messrs. Pardo & Bassani are the Company's agents at this port. Telegraphic address:

BASSANI, VENICE). The pilot will join before reaching the port of Lido, and will take the ship to her anchorage in St. Mark's Basin. Three or four tugs, as you may consider necessary, will be in readiness for turning the steamer in the middle of St. Mark's Basin, the space being very limited. The disembarkation of passengers, according to the local town authorities' regulation, must be effected only with gondolas, and small flags have been sent to the agents to be flown by the gondolas who will be paid by the company for this work.

Although the "RANCHI" is programmed to arrive at Venice at 8 a.m., it may be advisable for the ship to postpone her arrival until somewhat later, as it is not high water in Venice until mid-day on the 16th May. Great stress is laid by our agents on the necessity of their receiving information for the pilots of your time of arrival as much in advance as possible.

At this point it has been agreed to permit our agents to bring off some of the authorities, consuls and reporters to tea, but instructions have been given that the numbers are to be kept within limits, as our passengers cannot be inconvenienced. Please, therefore arrange accordingly.

Trieste

Messrs Richard Greenham & Company are the Company's Agents at this port (Telegraphic address: EDGAR GREENHAM, TRIESTE). A suitable berth alongside one of the quays has been arranged with the Harbour Master, so that the difficulty of landing will be overcome at this port. A special gangway for the landing of passengers from the ship to the quay has to be hired, at a nominal cost of about Lire 50/60 a day.

A government pilot will take the ship in and out of Trieste meeting the vessel a few miles out, and the harbour private pilots will meet the ship outside and conduct her to her moorings.

Messina

Messrs. Peirce Bros. are the company's agents at this port (Telegraphic address: PEIRCE, MESSINA). It is not necessary to employ a tug here, but a pilot will meet the ship at the entrance to the harbour. The steamers are moored by the stern to the quay, so that the distance from the ship's gangway to the landing place on the quay ranges from 100 to 150 yards only, but the rules of the port are that landing must be effected by means of shore boats.

Palma

Messrs. Gabriel Mulet e Hijos, Ld. are the Company's agents at this port (Telegraphic address: GAMULET, PALMA). At Palma the anchorage is in the open bay, and at this port the steamer must present for the customs a manifest saying "in lastre" (in ballast) also a passenger list in duplicate saying "in transit", crew list in duplicate and a Bill of Health vised by the Spanish Consul.

Landing by ship's launches. Time of arrival to be wirelessed, when pilot, if required, will

meet the ship. Should provisions be required a list in duplicate must be made out, and if possible, in Spanish.

Tangier

The agents at this port are Messrs. Smith, Imossi & Company, Manager, Mr C. E. Gerahty (Telegraphic address; GERAHTY, TANGIER). No tug is necessary at this port, but it is the custom of the company's ships to employ a pilot, and it has been arranged for a pilot to meet the ship and proceed ahead of her for the best position for anchoring. The distance to the landing place is about 1½ miles.

The landing arrangements can be made by the ship's launches, provided weather will permit, and this must be left until the ship's arrival, when Mr. Gerahty will give every assistance.

Supplementary Memorandum - Lisbon

Lisbon Agency advise us that it will be necessary for you to go up to the visiting station to obtain the health certificate before mooring. The berth arranged for the "RANCHI" is about a quarter of a mile to the westward of the quarantine station, so that she will have to drop down to it after she has obtained pratique. The agents will board the ship as soon as she is visited and before she moors alongside.

LONDON
30th April 1926

- ends -