



# Ship Fact Sheet



## RANPURA (1925)

Base data at 8 April 1925. Last amended April 2009  
\* indicates entries changed during P&O Group service.

Type	Passenger liner
P&O Group service	1925-1944
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	532
Registry	Newcastle, UK
Official number	148119
Signal letters	KSHQ
Call sign	GKQX
Classification society	Lloyd's Register
Gross tonnage	16,601 grt
Net tonnage	9,279 nrt
Deadweight	9,000 tons
Length	167.06m (548.3ft) loa
Breadth	21.72m (71.3ft)
Depth	14.32m (47.0ft)
Draught	8.770m (28ft 9¼ in)
Engines	Quadruple-expansion steam engines
Engine builders	R & W Hawthorn, Leslie & Co Ltd
Works	Newcastle-upon-Tyne
Country	UK
Power	15,000 ihp
Propulsion	Twin screw
Speed	16.5 knots
Passenger capacity	305 first class, 282 second class
Cargo capacity	9,744 cubic metres (344,144 cubic feet)
Crew	357 (17 officers, 65 seamen, 20 engineers, 63 firemen, 192 saloon crew)
Employment*	London/Bombay mail service

**Career**

- 13.09.1924: Launched by Mrs C E Straker, wife of the Chairman of Hawthorn, Leslie.
- 21.03.1925: Ran trials.
- 08.04.1925: Delivered as *Ranpura* for The Peninsular and Oriental Steam Navigation Company at a cost of £943,842. She was built for the London/Bombay mail service together with her three later sisters *Ranchi* (from the same yard), *Rawalpindi* and *Rajputana* (both from Harland & Wolff, Greenock). The 'R' class was the last element of P&O's post-war rebuilding programme. Ranpura was a small princely state in the Bihar and Orissa province of British India, centred on the town of Ranpur.
- 1925: King Albert of the Belgians and Queen Elisabeth travelled aboard her.
- 17.05.1929: Made one return sailing to Australia, the only one of her class to visit that country before the Second World War.
- 1929: Stood by an Italian steamer in a heavy gale off Brest until relieved by a French warship.
- 1930s: Shifted to the Far East route when Bombay mails began to be carried by newer and faster ships on the Australian run.
- 06.04.1936: Ran aground in a gale when leaving Gibraltar carrying a large collection of Chinese art, which had been exhibited at Burlington House in London. She was refloated without difficulty, and resumed her voyage to Shanghai escorted by the destroyer HMS *Veteran*.
- 09.1937: Survived one of Hong Kong's worst-ever typhoons, which drove some 30 vessels ashore.
- 05.1939: Stopped by a Japanese cruiser 6.5km (4 miles) off Hong Kong. A boarding party was sent aboard to examine her papers, but the arrival of the destroyer HMS *Duchess* helped defuse the incident.
- 27.08.1939: While at Aden on an eastbound voyage, she was warned by telegram of the likelihood of war and was darkened as a precaution.
- 06.09.1939: Requisitioned on arrival at Colombo.
- 07.09.1939: Arrived at Calcutta for conversion to an Armed Merchant Cruiser. Her after funnel was removed, but as this caused ventilation problems, about 3.5m (11 feet) of it was later replaced. Eight 6-inch and two 3-inch guns were fitted.
- 01.1940: Began service in the eastern Mediterranean. In the spring of 1940 she was moved to the South Atlantic, but that summer she was sent to Belfast for a refit before 2½ years based at Halifax, Nova Scotia, on North Atlantic convoy escort duties.
- 11.1940: Replaced on one particular convoy by the armed merchant cruiser *Jervis Bay* that was sunk two days later by the German warship *Admiral Scheer*.
- 02.1942: Refitted at Baltimore and later that year moved to patrol and escort duties in the Indian Ocean.
- 08.12.1944: Sold to the Admiralty and converted to the fleet repair ship HMS *Ranpura*.
- 04.1946: Re-commissioned. Originally destined for the Pacific Fleet, she was

redeployed once she reached Malta and thereafter served largely in the Mediterranean.

- 10.1946: Stood by the damaged destroyers HMS *Saumarez* and *Volage* when they were mined off the Albanian coast.
- 10.1956/  
12.1956: Took part in the Suez operation.
- 11.1958: Laid up at Devonport.
- 04.1961: Sold for £200,000 to Italian shipbreakers.
- 25.05.1961: Arrived at La Spezia to be broken up.

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