



Ship Fact Sheet



CEYLON (1894)

Base data at 20 July 1894. Last amended November 2008

* indicates entries changed during P&O Group service.

Type	Passenger/cargo liner
P&O Group service	1894-1913
P&O Group status	Owned by parent company
Former name(s)	
Registered owners, managers and operators	The Peninsular and Oriental Steam Navigation Company
Builders	Sir Raylton Dixon & Co Ltd
Yard	Middlesbrough
Country	UK
Yard number	355
Registry	Middlesbrough, UK
Official number	98785
Signal letters	NLBK
Classification society	Lloyd's Register
Gross tonnage	4,094 grt
Net tonnage	2,637 nrt
Deadweight*	5,850 tons
Length	114.26m (375.0ft)
Breadth	14.32m (47.0ft)
Depth	8.53m (28.0ft)
Draught*	7.535m (24.7ft)
Engines	Triple-expansion steam engine
Engine builders	T Richardson & Sons
Works	Hartlepool
Country	UK
Power	3,000 ihp
Propulsion	Single screw
Speed	13.5 knots (service); 14.3 knots (trials)
Passenger capacity	30 first class
Cargo capacity*	7,507 cubic metres (265,144 cubic feet)
Crew	51
Employment	London/Far East services

Career

- 09.04.1894: Launched, having been purchased by P&O for £62,341 after she had been on the stocks for over a year.
- 17.07.1894: Ran trials.
- 18.07.1894: Registered.
- 20.07.1894: Delivered as *Ceylon* for The Peninsular and Oriental Steam Navigation Company Ltd. Her name is the former English rendering of Sri Lanka, the island off the south-eastern tip of India and part of British India before 1947, formerly used by P&O in 1858. She was an efficient and profitable ship though with a reputation for rolling, finally solved by fitting bilge keels.
- 26.07.1894: Maiden voyage to Calcutta. She shipped 3,000 tons of iron and coal in Middlesbrough before completing loading in London.
- 12.12.1896: Inward bound from the Far East when she collided with and sank the Norwegian steamer *Venezia* at about 0930hrs in hazy weather in Lower Hope Reach when outward bound in ballast. The Norwegian ship was coming downstream at speed when she tried to cut across *Ceylon's* bows but was hit on the port side, the P&O vessel, which was doing only 3.5 knots, being only slightly damaged. The crew of *Venezia* were rescued by *Ceylon* and a tug.
- 1897: Escorted the King of Siam from Singapore to Venice in his new yacht.
- 14.02.1899: Cargo capacity 6,991 cubic metres (246,909 cubic feet).
- 22.03.1908: Ran aground en route from Antwerp to Flushing when hit by a lighter which was herself taking action to avoid another collision. Refloated with little damage.
- 04.1910: Deadweight 6,026 tons. Draught 7.643m (25ft 1in).
- 16.05.1913: Took on board mails and specie for Assaye which had caught fire in Singapore.
- 05.1913: Sold to Kishimoto Kabushiki Kaisha, Japan and renamed *Yamata Maru*.
- n.d.: Sold to Goshi Kaisha Kishimoto Shokai, Japan.
- 1915: Sold to Kawachi Goshi Kaisha, Japan.
- n.d.: Sold to Spanish owners and renamed *Moncada*.
- 12.1916: Sold to the French Government and renamed *Depute Pierre Goujon*.
- 12.11.1917: Torpedoed and sunk off Belle Ile in the Bay of Biscay by the German submarine U103.

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