



Ship Fact Sheet



DECCAN (1868)

Base data at 15 December 1868. Last amended November 2008

* indicates entries changed during P&O Group service.

Type	Passenger liner
P&O Group service	1868-1889
P&O Group status	Owned by parent company
Former name(s)	Initially to have been named <i>Lahore</i> by P&O
Registered owners, managers and operators	The Peninsular and Oriental Steam Navigation Company
Builders	William Denny & Bros
Yard	Dumbarton
Country	UK
Yard number	124
Registry*	London, UK
Official number	60889
Signal letters	HLWG
Classification society	Lloyd's Register
Gross tonnage*	3,128 grt
Net tonnage*	1,834 nrt
Deadweight [1884]	2,750 tons
Length	112.22m (368.3ft)
Breadth	12.95m (42.5ft)
Depth	9.23m (30.3ft)
Draught [1884]	7.275m (23ft 10½in)
Construction (if not steel)	Iron
Engines*	Direct-acting inverted steam engines
Engine builders	R & W Hawthorn
Works	Newcastle-upon-Tyne
Country	UK
Power	2,584 ihp
Propulsion	Single screw
Speed	13.75 knots
Passenger capacity	182 first class, 82 second class
Cargo capacity*	1,688 cubic metres (59,629 cubic feet)
Crew	
Employment	Eastern services

Career

- 16.03.1868: Laid down for the yard's own account on speculation. P&O given first refusal, and initially intended to name her *Lahore*.
- 03.10.1868: Launched.
- 26.11.1868: Registered as *Deccan* for The Peninsular and Oriental Steam Navigation Company. Named after the volcanic plateau area of south central India.
- 11.12.1868: Trials on the Clyde.
- 15.12.1868: Left builders.
- 12.01.1869: Maiden voyage Southampton/Galle/Suez/Galle/Calcutta.
- 1870: Lost screw.
- 25.05.1872: Special tea voyage Shanghai/Woosung/Singapore/Aden/Port Said/Gravesend (arrived 16th July).
- 18.04.1874: Machinery breakdown outward bound from Southampton. Returned to port and then fitted with new engines by R & W Hawthorn by Palmer's at Jarrow. Their greater economy meant she could carry 500 tons more cargo. A new poop was built at the same time, and she was fitted with electric light, the first P&O ship to carry it.
- 14.02.1875: Returned to commercial service.
- 15.09.1875: Re-registered at Glasgow.
- 05.10.1875: Dropped her propeller 65km (40 miles) south of Gibraltar. *Pekin* was sent to relieve her on the Gibraltar/Bombay leg, and *Deccan* was towed back to Southampton by P&O's *Khedive*.
- 26.11.1877: Aground for 48 hours in the Suez Canal.
- 26.12.1879: When the new Orient Line was running its service to Australia via the Cape and publicising it as the 'cool weather route' avoiding the Red Sea, *Deccan* was put on a direct route London/Southampton/Port Said/Aden/Galle/Melbourne/Sydney in competition, but only for one voyage.
- 01.09.1880: Collided with and sank the Swedish barque *Adolf Andersha* in the Channel, but all her crew were saved.
- 29.12.1881: The last P&O ship to drop passengers at Southampton before the Company transferred to London.
- 23.08.1882: Taken up for three trooping voyages during the Egyptian Campaign.
- 11.12.1882: Returned to commercial service.
- 22.05.1884: Re-measured. 3,429 grt, 2,022 nrt; 85 first class and 20 second class passengers; cargo capacity 3,352 cubic metres (118,389 cubic feet).
- 24.09.1884: She and *Australia* took 85 officers and 1,550 men taken from the Guards and other top regiments from London to Alexandria to form the Camel Corps of the Egyptian Expedition. *Deccan* continued trooping until early in 1886.
- 07.03.1886: Returned to commercial service.
- 04.1889: Sold for £7,853 to Hajee Cassum Joosub, Bombay.
- 09.02.1892: Sailed from Mauritius for Bombay with a cargo of sugar and disappeared without trace.

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