



Ship Fact Sheet



DELHI (1864)

Base data at 12 April 1864. Last amended November 2008

* indicates entries changed during P&O Group service.

<i>Type*</i>	Passenger/cargo liner
<i>P&O Group service</i>	1864-1881
<i>P&O Group status</i>	Owned by parent company
<i>Registered owners, managers and operators</i>	The Peninsular and Oriental Steam Navigation Company
<i>Builders</i>	Money Wigram & Sons
<i>Yard</i>	Blackwall
<i>Country</i>	UK
<i>Yard number</i>	
<i>Registry</i>	London, UK
<i>Official number</i>	48666
<i>Signal letters</i>	VTQH
<i>Classification society</i>	
<i>Gross tonnage</i>	2,178 grt
<i>Net tonnage</i>	1,285 nrt
<i>Deadweight</i>	
<i>Length</i>	95.46m (313.3ft) b/p.
<i>Breadth</i>	11.58m (38.0ft)
<i>Depth</i>	8.01m (26.3ft)
<i>Draught</i>	
<i>Construction (if not steel)</i>	Iron
<i>Engines</i>	Tandem horizontal compound direct-acting steam engines (Wolf's double cylinder design)
<i>Engine builders</i>	Ravenhill, Salkeld & Co
<i>Works</i>	London
<i>Country</i>	UK
<i>Power</i>	2,286 ihp
<i>Propulsion</i>	Single screw
<i>Speed</i>	13 knots (trials 13.6 knots)
<i>Passenger capacity*</i>	12
<i>Cargo capacity</i>	
<i>Crew</i>	
<i>Employment</i>	Eastern services

Career

- 16.09.1863: Launched. Named after the ancient capital of India (restored to that status in 1912).
- 23.01.1864: Registered as *Delhi* for The Peninsular and Oriental Steam Navigation Company. She had unusual horizontal compound engines with surface condensers and superheaters, but this machinery was somewhat before its time and was not particularly satisfactory in service; though economical she lacked the cargo capacity to be profitable as a freighter.
- 12.04.1864: Maiden sailing Southampton/Alexandria.
- 15.12.1864: Called at Lisbon with weather damage, sailing again 18th December.
- 08.07.1865: Sent out to Calcutta for services to Suez and Hong Kong.
- 08.08.1868: Machinery repairs in Bombay before returned to the UK and had new boilers fitted.
- 03.03.1869: Southampton/Alexandria service.
- 02/06.1870: Substantially altered at Southampton. Passenger accommodation increased to 26 first class, 45 second class.
- 14.07.1870: The first P&O ship to pass eastwards through the Suez Canal, moving to the Bombay/Suez and Bombay/Hong Kong services
- 27.12.1874: Took mails from *Surat* disabled at Port Said.
- 01.1876: Laid up in Royal Albert Dock, London, and used as an accommodation ship for relief crews.
- 10.1881: Sold for £5,350 to Robert Chambers, Glasgow.
- 1882: Fitted with new two cylinder compound engine manufactured by Hutson and Corbett, Glasgow.
- 1883: Sold to Raeburn and Verel, Glasgow.
- 1891: Sold to Delhi Steam Ship Co Ltd (J D Pauling, manager), Glasgow.
- 1892: Sold to R B Stoker, West Hartlepool.
- 1894: Sold to T E Hawks, Newcastle.
- 1895: Sold to G B Pas & Co, Holland, for demolition.

LETTER FROM LIEUTENANT HENRY CURLING, ROYAL ARTILLERY

From Europa, near Gibraltar, after an outward passage in Delhi in March 1869

My Dear Mama,

I have been slow in writing but I found it unprofitable to write on board ship; the screw shook the vessel so much and she rolled so that you would occasionally have to steady yourself with one hand. Will you direct your letters as above as *Europa* is two miles from the town of Gibraltar. I will now begin from where the ship left the Docks.

The *Delhi* is a very long and comparatively narrow ship and consequently rolls very much; in this respect the paddle vessels are far superior but they are much slower. She is by no means one of the fastest vessels in the P&O fleet, or the best, but

compared with the vessels I have seen before (is) very comfortable. The cabins look very pretty and are arranged as in the following sketch though I am afraid I have not made it very clear. There are 4 berths in a cabin, two on each side, one above the other. I had a cabin with Cotton and found it very comfortable. The partitions are made like ventilators so there is a regular gale of wind blowing through the berths at night. The berths are very narrow and sometimes the vessel rolled so much you nearly fell out of them. There are only 6 Officers and about 70 men in the crew: the bands have been done away with but there is a fiddle which is always played when there is any work to be done by the crew on deck and a harp, so that in the evening we had a little music.

There were only 21 First class passengers on board, 9 of whom were going to Gibraltar. They all came on board in the Docks and we started very punctually and steamed about a mile down to a buoy where we were moored till the tender came off with the mails. A good many people came off and left by the tender. It was very cold on deck as an East wind was blowing. We lunched while we were waiting for the tender.

We let the buoy at a little after three and steamed out to sea. At 4 o'clock the Dinner bell went and we all went below. The dinner was pretty good but not much better than on board the London/Ramsgate boats. The bread and butter was always excellent. The pilot went ashore off the Needles about 5 o'clock and as we had now got into the channel we began to roll a great deal. It was very cold & snowed now and then so I went below to my berth. I was not actually ill but was not well enough to eat anything but tea and toast until Tuesday, and generally spent the day in my berth as it was difficult to walk on deck.

Next morning we were off Ushant (in France) and we pitched rather more. Almost everybody was ill and there were only 7 at dinner on Sunday and Monday. There was no service on Sunday although we had a clergyman on board. We went full speed on Sunday and Monday except for a short time on Saturday night when we passed through a snowstorm.

On Tuesday morning the vessel was much steadier and the weather warmer. I felt quite well and enjoyed breakfast very much. Hot toast is brought you in your berth at 7 o'clock, a bell goes for breakfast at 9: it is a hot meal and very good. Lunch of bread, cheese, cold meat is at 12.30: dinner is at 4, tea at 7 and supper at 9. Any amount of beer, claret, sherry etc can be obtained at meals, but at no other time.

We amused ourselves playing ships quoits and walking the deck. In the evening the coast of Spain came in sight and we passed some very fine rocks, the Desertas, I think they called them. The evening was lovely and we had some music. There are very few Ladies on board and they never came out of their cabins. The ports were all shut as soon as we left Southampton & were not opened till we got to Gib, so we were almost in the Dark. The Mail steamer was kept beautifully clean, quite like a yacht, and I should think that in calm weather and when full of passengers a voyage must be very pleasant.

You cannot imagine what a horrid row there is at nights, the rolling of the ship, the creaking of the screw and the men on deck taking in sail or setting it, together with the

water bubbling in at the ports and the noises made by the sheep and fowls on deck. I did not sleep at all the first night and very little any of the other nights. The steamer was quite dry, not a drop of water comes on deck, but she rolls dreadfully. A gale must be horrible and I don't think I could ever stand a voyage for pleasure in a small vessel.

At meals the table was divided into little square partitions into which the plates were put to prevent them rolling off the table.

We had a very good passage and the Officers said that they seldom had more than one bad passage in the year. The Officers all have cabins on deck, the butcher, baker, cooks, all have shops on deck with their names labelled over them. I talked a good deal to the Officers: they live very comfortably but their pay is very small. The Captain only gets about 600 a year, and the second mate (Uncle Alfred is a 2nd Mate) about 90£. On the Indian station of course they get more.

We had 3 passengers for Gibraltar who were going on tours through Spain. One of them was in the Guards, another a Chairman of some Indian Railway and I don't know who the other was. The Indian passengers were all either Officers, Civil Service, or Engineers. The steamer only stopped at Gib 3 hours, as she did not coal.

None of the Officers knew Uncle Alfred, but they had not been on the other line. There were 30 or 40 sheep and any amount of Ducks and Fowls on board, as one Regiment gets all its mutton from England.

Monday 22nd. I will just write a few line before sending this to the post. The mail steamer arrives this evening and the mail is not made up until then. It is beautifully clear this morning and the mountains covered with snow stand out very clear as well as Ceuta which is just opposite.

In the summer time we are much troubled with mosquitos, every one has curtains to their beds. Ants are also a great nuisance it is said as well as house flies and centrepeeds (I don't know how to spell the word). We have a boat club, and a very good boat, also a very good bathing place and library.

They make beautiful carpets here; they are very small and something like Turkey carpets & are I believe expensive. Table covers & rugs are also very pretty. Give my love to Papa & the Girls & Willy and believe me, ever,

Your affect. Son

Henry T Curling

Let me know if you receive this in your next letter as I send it into town per my servant, who seems very steady.

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