



Ship Fact Sheet



ERINPURA (1911)

Base data at 24 June 1914. Compiled December 2008

* indicates entries changed during P&O Group service.

Type	Passenger/cargo liner
P&O Group service	1914-1943
P&O Group status	Owned by subsidiary company
Former names(s)	
Registered owners, managers and operators	British India Steam Navigation Company Ltd
Builders	William Denny & Bros
Yard	Dumbarton
Country	UK
Yard number	945
Registry	
Official number	132998
Signal letters	
Call sign	HVBL
Classification society	Lloyd's Register
Gross tonnage	5,128 grt
Net tonnage	2,759 nrt
Deadweight	4,750 tons
Length	125.27m (411.0ft)
Breadth	16.00m (52.5ft)
Depth	7.52m (24.7ft)
Draught	7.132m (23.4ft)
Engines	2 triple expansion steam engines
Engine builders	Denny & Co Ltd
Works	Dumbarton
Country	UK
Power	6,657 ihp
Propulsion	Twin screw
Speed	16.7 knots (trials)
Passenger capacity*	51 first class, 39 second class, 2,359 deck passengers
Cargo capacity	5,304 cubic metres (187,308 cubic feet)
Crew	110 (26 officers, 84 ratings)
Employment*	Calcutta/Straits service

Career

- 09.10.1911: Launched.
- 06.12.1911: Delivered as *Erinpura* for British India Steam Navigation Company at a cost of £108,606. She was the sixth ship of the E-class to be delivered with the other ships named *Ellenga*, *Edavana*, *Elephanta*, *Egra*, *Ellora* and *Ekma*.
- 24.06.1914: Takeover of British India Steam Navigation Company by The Peninsular and Oriental Steam Navigation Company agreed.
- 09.1914: Took part in the major convoy from India to Karachi.
- 24.12.1914: Grounded while crossing the Muhanrah Bar, off the Great Hanish Islands in the Red Sea, on her way up the river to Abadan. She was able to pull herself off by giving full power astern but could not stop before striking the opposite bank. Damage included a twisted rudder and rudder stock.
- 1914/ Continued on as a transport during the war.
- 08.1916:
- 08.1916: Taken up, along with her sister *Ellora*, as an Indian Expeditionary Force Hospital Ship with 475 beds and 104 medical staff. Employed mainly from Basra to Bombay.
- 11.1917/
- 06.1919: Became an ambulance transport.
- 15.06.1919: Ran aground on Mushejera Reef in the Red Sea enroute from Bombay to Marseilles. She struck the reef bow on and came to rest with her stem 27 feet out of the water. The call for help came from HMS *Topaze* which took the passengers and troops to Aden before returning with the Perim Salvage Co's tug *Meyun*. The *Erinpura* would not come free and she was abandoned with a skeleton maintenance staff on board.
- 1920: The Svitzer Salvage Company resumed salvage efforts, however, bad weather had split the starboard side forward and bottoms of Nos.1 and 2 holds had been crushed as she worked on the reef.
- 14.09.1920: The company felt that half a ship was better than no ship so the decision was made to cut her in half just forward of the bridge. The stern was refloated. The bow section was abandoned and the stern section with accommodation and engines was towed to Aden.
- 26.02.1921: Stern of *Erinpura* left Aden in tow of the *Waroonga* and *Kapurthala*.
- 05.03.1921: Arrived at Bombay where the stern was joined to its new bow (fabricated by Dennys) in the Mazagon Dockyard.
- 1923: *Erinpura* returned to service based in the Bay of Bengal, running from Madras to Rangoon or Singapore.
- 03.1940: Requisitioned for the Liner Division and had several periods as a Personnel Ship.
- 12.1941: Permanently serving as a Personnel Ship.
- 01.05.1943: While in convoy on her way from Alexandria to Tripoli and Malta with 179 crew, 11 gunners and 1,025 Basuto Pioneer Corps on board. She was struck by a bomb and sank in four minutes with the loss of 54 crew, three gunners and 600 of the Pioneers.

- ends -

