



# Ship Fact Sheet



## HIMALAYA (1892)

Base data at 24 June 1892. Last amended November 2008

\* indicates entries changed during P&O Group service.

|  |   |
|--|---|
| Type   | Passenger liner   |
| P&O Group service                            | 1892-1916 and 1919-1922   |
| P&O Group status                             | Owned by parent company   |
| Former name(s)                               |   |
| Registered owners,<br>managers and operators | The Peninsular and Oriental Steam Navigation<br>Company   |
| Builders                                     | Caird & Co Ltd  |
| Yard   | Greenock  |
| Country                                      | UK  |
| Yard number                                  | 266   |
| Registry                                     | Greenock, UK  |
| Official number                              | 99776   |
| Signal letters                               | MQDN  |
| Call sign                                    |   |
| Classification society                       | Lloyd's Register  |
| Gross tonnage                                | 6,898 grt   |
| Net tonnage                                  | 3,597 nrt   |
| Deadweight*                                  | 4,443 tons  |
| Length                                       | 141.86m (465.6ft)   |
| Breadth                                      | 15.90m (52.2ft)   |
| Depth  | 8.04m (26.4ft)  |
| Draught                                      | 8.227m (27ft 0in)   |
| Engines                                      | Triple-expansion steam engines  |
| Engine builders                              | Caird & Co Ltd  |
| Works  | Greenock  |
| Country                                      | UK  |
| Power  | 10,000 ihp  |
| Propulsion                                   | Single screw  |
| Speed  | 18 knots  |
| Passenger capacity                           | 265 first class and 144 second class  |
| Cargo capacity*                              | 4,177 cubic metres (147,537 cubic feet)   |
| Crew [1914]                                  | 249 (84 European, 165 Asian). Deck 23 Europeans, 42<br>Asians; engineroom 11 European, 82 Asian; purser's<br>department 55 European, 41 Asian |
| Employment                                   | UK/Australia and later UK/India and UK/China services   |

**Career**

- 27.02.1892: Launched.
- 13.06.1892: Registered.
- 24.06.1892: Ran trials and delivered as *Himalaya* for The Peninsular and Oriental Steam Navigation Company Ltd. Constructed to Admiralty requirements regarding internal subdivision and watertight bulkheads, for which a £3,375 annual subsidy was paid. She and her sister *Australia* were developments of the 1887/8 'Jubilee' class, designed for the Australian or Indian mail services. She had the finest saloons yet put on long-distance routes, and very complete bathroom facilities, which were highly popular with Australian travellers.  
Shakedown voyage with 200 guests London/Cherbourg/Cowes/London
- 16.10.1892: Maiden voyage London/Bombay during which she had to halt for no less than 6 occasions (including repairs at Port Said) due to engine trouble. Broke the Bombay/Brindisi record on her return voyage.
- 06.01.1893: First Australian sailing.
- 05/06.1893: Broke by 17 hours the Australian mail record set by her sister *Australia* in the previous month.
- 05.04.1899: Cargo capacity 3,781 cubic metres (133,532 cubic feet).
- 03.1903: Deadweight 4,813 tons.
- n.d.: Insulated cargo capacity 1,763 cubic metres (62,278 cubic feet).
- 09.10.1908: Last Australian sailing, thereafter she operated on the India and Japan services.
- 10.1910: Several cases of plague reported on board when she was bound for Bombay, and after great public outcry, not helped by the fact that P&O had no alternative ship available, the full fares (a total of £8,975/11/7d) were refunded as compensation for the passengers' anxiety.
- 08.1914: Requisitioned by the Admiralty for service as an armed merchant cruiser and converted at Hong Kong. Eight 4.7-inch guns were fitted. Her war duties included patrolling the China Sea and surveillance of German shipping at Manila - colliers bound for their Eastern fleet. She also defended the Suez Canal against Turkish attack and patrolled the Red Sea.
- 14.11.1914: Fired blank rounds in order to stop the British steamer *Loongsang* off the Philippines, prompting adverse comment in the local Press.
- 09.1915: Ordered home.
- 21.06.1916: Sold to the Admiralty and fitted with 6-inch guns, an aircraft deck and a seaplane at Simonstown, South Africa. Spent the rest of the War off East Africa or on convoy escort duties.
- 06.1919: (Possibly) resold to the company.
- 1921: Laid up at Southampton.
- 03.1922: Sold to the Board of Trade, London.
- 04.1922: Sold through Stelp & Leighton Ltd, London to German shipbreakers.
- 11.05.1922: Arrived at Bremen to be broken up.

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