



Ship Fact Sheet



MANTOLA (1916)

Base data at 6 June 1916. Compiled December 2008

* indicates entries changed during P&O Group service.

Type	Passenger/cargo liner
P&O Group service	1916-1917
P&O Group status	Owned by subsidiary company
Former names(s)	
Registered owners, managers and operators	British India Steam Navigation Company Ltd
Builders	Barclay, Curle & Co Ltd
Yard	Glasgow
Country	UK
Yard number	514
Registry	
Official number	137815
Signal letters	JMSL
Call sign	
Classification society	Lloyd's Register
Gross tonnage	8,246 grt
Net tonnage	5,190 nrt
Deadweight	10,670 tons
Length	137.28m (450.4ft)
Breadth	17.73m (58.2ft)
Depth	9.96m (32.7ft)
Draught	8.503m (27.9ft)
Engines	2 triple expansion steam engines
Engine builders	Barclay, Curle & Co Ltd
Works	Glasgow
Country	UK
Power	4,050 ihp
Propulsion	Twin screws
Speed	13.7 knots (trials)
Passenger capacity	66 first class, 61 second class
Cargo capacity	
Crew	
Employment	Intended for the London/Bombay passenger service

Career

- 22.03.1916: Launched.
- 06.06.1916: Delivered as *Mantola* for British India Steam Navigation Company at a cost of £146,700. She was delivered late due to steel shortages and other priorities. She was the eighth of the M-class ships to be delivered along with her sisters *Malda*, *Manora*, *Mashobra*, *Mongara*, *Morvada*, *Merkara*, *Mandala* and *Margha*.
- n.d.: Her first voyage was for The Peninsular and Oriental Steam Navigation Company to India.
- 30.10.1916: Struck a mine off Aldeburgh while bound coastwise from Middlesbrough to London. A large hole was blown in No.1 hold but the damage was controllable and the ship was brought safely into port.
- 08.02.1917: Torpedoed by U81 230km (143 miles) south-west of Fastnet, bound London to Calcutta with general cargo. The explosion was abreast the bridge and burst the subsidiary steam pipes, so it was in clouds of steam and with high seas running that the passengers and crew embarked in the boats. As the steam abated, the ship showed no immediate signs of sinking, so a party reboarded but that provoked shelling from the submarine (which had resurfaced) and she had to be abandoned again until HMS *Laburnum* appeared on the scene.
- 09.02.1917: She was still afloat the in the morning and the warship made an attempt to tow her stern first but, in the rising seas, no headway could be made and she had to be abandoned for the third time, sinking soon after (49°55'N-12°25'W). Seven lives were lost when a lifeboat capsized during launching.

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