



Ship Fact Sheet



NALDERA (1918)

Base data at 24 March 1920. Last amended March 2009

* indicates entries changed during P&O Group service.

Type	Passenger liner
P&O Group service	1920-1938
P&O Group status	Owned by parent company
Former name(s)	
Registered owners, managers and operators	The Peninsular and Oriental Steam Navigation Company
Builders	Caird & Co Ltd
Yard	Greenock
Country	UK
Yard number	330
Registry	Greenock, UK
Official number	142257
Signal letters	JTKQ
Call sign	GCTZ
Classification society	Lloyd's Register
Gross tonnage	15,825 grt
Net tonnage	8,794 nrt
Deadweight	8,680 tons
Length	177.00m (580.9ft)
Breadth	20.48m (67.2ft)
Depth	14.90m (48.9ft)
Draught	9.007m (29ft 6 ³ / ₄ in)
Engines	Quadruple-expansion steam engines
Engine builders	Caird & Co Ltd
Works	Greenock
Country	UK
Power	18,000 ihp
Propulsion	Twin screw
Speed	17.5 knots (service); 17.476 knots (trials)
Passenger capacity	426 first class, 247 second class
Cargo capacity	7,486 cubic metres (253,320 cubic feet) including 2,916 cubic metres (103,000 cubic feet) insulated
Crew	462 (12 officers, 16 engineers, 120 seamen, 101 firemen and 213 saloon crew)
Employment*	UK/Australia service

Career

- 03.11.1913: Ordered, but work on her and her sister *Narkunda* was suspended at the outbreak of war.
- 29.12.1917: Launched.
- 05.1918: Completed as a troopship, but never entered service. The Government seemed to have had no clear idea of what to do with her. Successive plans were apparently to make her an armed merchant cruiser with two low funnels, a fast cargo liner, a troopship, a hospital ship, and a seaplane carrier. It was said that in a few months she had been everything but a submarine!
- 24.03.1920: Ran trials and delivered as *Naldera* for The Peninsular and Oriental Steam Navigation Company at a cost of £1,001,714. She was the first P&O ship with three funnels and the last of 83 ships built by Caird's for P&O before the yard was taken over by Harland & Wolff. She was intended to have white upperworks but appeared with the conventional P&O buff; it is said that her 'old ivory' saloon decorations were criticised by inartistic passengers who thought they were merely dirty white. Unlike *Narkunda*, she remained coal-burning to the end of her career, although it had been intended to convert her to oil fuel in 1927, and she was the last coal-burning mail steamer in the P&O fleet.
- 10.04.1920: Left on her maiden voyage to Sydney and ran on the route until moving to the London/Bombay/Far East service in 1931.
- 29.07.1921: Ran into *Clan Lamont*, which was at anchor in Bombay harbour, needing two days' repairs to her bows.
- 11.1922: Shah of Persia was a passenger on a voyage to Bombay.
- 02.10.1924: Collided with steamer *Scotstoun* when docking at Tilbury.
- 07.1930: Hundreds of tons of frozen meat had to be jettisoned after No.2 hold flooded in bad weather between Fremantle and Colombo.
- 10.1934: Aground for 24 hours in the Suez Canal.
- 16.01.1937: Damaged her starboard screw while docking in Southampton, a replacement taking 36 hours to fit in dry-dock.
- 23.09.1938: Last arrival at Tilbury, from Kobe. Soon afterwards she was chartered by the Government to carry 2,000 members of the British Legion Volunteer Police across the North Sea en route for Czechoslovakia where they were supposed to monitor the plebiscite in the Sudetenland on the borders with Germany, but the agreement was repudiated by Hitler and the volunteers were stood down.
- 09.11.1938: Sold for £35,500 to P & W MacLellan Ltd, for demolition at Bo'ness.
- 11.11.1938: Delivered for demolition.

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