



Ship Fact Sheet



TAKADA (1914)

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	1914-1938
P&O Group status	Owned by parent company
Former names(s)	
Registered owners, managers and operators	British India Steam Navigation Company Ltd
Builders	Alexander Stephen & Sons Ltd
Yard	Govan
Country	UK
Yard number	457
Registry	
Official number	136274
Signal letters	
Call sign	JFCL
Classification society	Lloyd's Register
Gross tonnage	6,949 grt
Net tonnage	4,223 nrt
Deadweight	8,650 tons
Length	131.09m (430.1ft)
Breadth	17.73m (58.2ft)
Depth	9.44m (31.0ft)
Draught	8.199m (26.9ft)
Engines	2 triple expansion engines
Engine builders	Alexander Stephen & Sons Ltd
Works	Govan
Country	UK
Power	5,200 ihp
Propulsion	Twin screw
Speed	14 knots (trials)
Passenger capacity	50 first class, 52 second class, 2,197 deck passengers
Cargo capacity	12,564 cubic metres (443,693 cubic feet)
Crew	
Employment	Calcutta/Far East service

Career

- 17.12.1913: Launched.
- 17.03.1914: Delivered as *Takada* for British India Steam Navigation Company at a cost of £150,100. Her sister is *Tanda*.
- 24.06.1914: Takeover of British India Steam Navigation Company by The Peninsular and Oriental Steam Navigation Company agreed.
- 08.1914: Participated in the convoy from Karachi to Marseilles.
- 08.1915/04.1918: Converted into an Indian Expeditionary Force Hospital Ship with 450 beds. She was used mainly in the Mesopotamian campaign.
- 04.1918: Came under the Liner Requisition Scheme.
- 11.1918/12.1918: Employed in repatriating prisoners of war from Hull to Rotterdam.
- ND: Returned to the Indian Expeditionary Force as a transport and once again came under the Liner Requisition Scheme until January 1920.
- 1920: She was put back on her original service.
- 05.1921: Collided with the Ben liner *Bengloe* while the former was berthing at Singapore. *Bengloe* had considerable damage, although *Takada* received only minor damage.
- 25.08.1938: Sold for £12,300 to Van Heyghen Freres and demolished at Ghent.

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