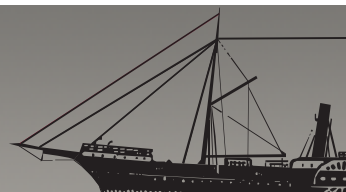




Ship Fact Sheet



VICEROY OF INDIA (1929)

Base data at 7 March 1929. Last amended June 2009

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

Type	Passenger liner
P&O Group service	1929-1942
P&O Group status	Owned by parent company
Registered owners, managers and operators	The Peninsular and Oriental Steam Navigation Company
Builders	Alexander Stephen & Sons Ltd
Yard	Glasgow
Country	UK
Yard number	519
Registry	Glasgow, UK
Official number	160238
Signal letters	LCTV
Call sign	GLVX
Classification society	Lloyd's Register
Gross tonnage	19,648 grt
Net tonnage	10,069 nrt
Deadweight	9,180 tons
Length	186.56m (612.3ft) loa; 178.58m (586.1ft) b/p
Breadth	23.22m (76.2ft)
Depth	13.89m (45.6ft)
Draught	8.607m (28ft 3in)
Engines	2 steam turbines driving electric generators feeding British Thompson Houston electric motors
Engine builders	Alexander Stephen & Sons Ltd
Works	Glasgow
Country	UK
Power	17,000 shp
Propulsion	Twin screw
Speed	19 knots
Passenger capacity	415 first class, 258 second class
Cargo capacity	6,165 cubic metres (217,752 cubic feet)
Crew	413 (14 officers, 19 petty officers, 59 seamen; 18 engineers, 53 firemen; 248 pursers and stewards; surgeon and 1 assistant)
Employment	UK/Bombay service, and cruising

Career

- 04.1927: Ordered. She was a 'one-off' vessel designed for the Bombay service but also became popular as a 'cruising yacht'. She was also the first European-owned turbo-electric vessel giving greater smoothness and better fuel consumption. She used 20 fewer engineroom staff than a conventional oil-burner of the same size, 100 less than a coal-burner and her success prompted similar installations in P&O's first two '*Strath's*'. All cabins were single berths with interconnecting doors, with extra rooms for 'ayahs' accompanying families, and much of her interior decoration had been designed by the Hon. Elsie Mackay, youngest daughter of Lord Inchcape, the P&O Chairman. She had magnificent public rooms in contrasting styles, and the first built-in swimming pool in the P&O fleet.
- 15.09.1928: Launched by Lady Irwin, wife of the Viceroy of India. It had been proposed to name her *Taj Mahal*, but this was changed because of the possibility of confusing letters etc with those sent to the Bombay hotel of the same name, and to avoid offence to a section of the Indian population.
- 08.01.1929: While fitting out at Shieldhall Wharf, she was damaged amidships by the steamer *Corinaldo* inward-bound from Canada in thick fog.
- 17.02.1929: Ran trials, averaging 19.6 knots.
- 07.03.1929: Delivered as *Viceroy of India* for The Peninsular and Oriental Steam Navigation Company at a cost of £1,090,987. She began a career as a popular cruise ship immediately after her maiden voyage, when she made a series of cruises in European waters, and cruised in most years before the War.
- 23.11.1929: Rescued the 25 crew of the Italian steamer *Maria Luisa*, sinking in the eastern Mediterranean.
- 02.1930: While berthed in Bombay, she was hit by the British India Steam Navigation Company's steamer *Warfield*, and though little damaged herself, demolished a crane on the quayside.
- 09.1930: Stood by the Greek ship *Theodoros Bulgaris* while her crew were rescued by another vessel after her cargo shifted in the Bay of Biscay.
- 31.12.1930: Rescued the crew of *Theodoros Bulgaris* (the same ship), again in the Bay of Biscay, before she sank.
- 09.1932: Broke the London/Bombay record with a time of 17 days 1 hour 42 minutes.
- 05.09.1935: Rescued 241 passengers from the White Star liner *Doric* following her collision with French steamer *Formigny* off Cape Finisterre.
- 10.04.1937: Ran aground in the Suez Canal during high winds and rain squalls, and after being freed by the Suez Canal Company tug *Hercule*, she ran aground again, damaging her rudder. After underwater inspection, she discharged all her passengers at Marseilles and was dry-docked for repairs at Malta.
- 11.02.1939: Made the first P&O call at Tristan da Cunha, while on a cruise in the South Atlantic, bringing back a report on the islanders' health and

wellbeing. The passengers presented the islanders with a sewing machine, a gramophone and a case of tea. Although no P&O ship had called at the island before, the Headman was apparently wearing P&O uniform buttons on his jacket.

- 11.08.1940: Rescued 279 passengers from the Cunard White Star liner *Ceramic* following her collision with the cargo liner *Testbank* off Cape Town.
- 12.11.1940: Requisitioned for service as a troopship and converted on the Clyde.
- 10.11.1942: Sailed from Algiers with 432 crew and 22 passengers after landing troops and vehicles for the North African campaign.
- 11.11.1942: Encountered the German submarine U407 on the surface recharging her batteries 50km (34 miles) off Oran. *Viceroy of India* (Captain S H French) was torpedoed and sank at 0807hrs in position 36°26'N-00°25'W. Two officers and two firemen were lost, the survivors being picked up by the destroyer HMS *Boadicea*.

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