

VICEROY OF INDIA (1929)

Base data at 7 March 1929. Last amended April 2003.

** indicates entries changed during Group service*

<i>Type</i>	Passenger liner
<i>P&O Group service</i>	1929-1942
<i>P&O Group status</i>	Owned by parent company
<i>Registered owners, managers and operators</i>	The Peninsular and Oriental Steam Navigation Company
<i>Builders</i>	Alexander Stephen & Sons Ltd
<i>Yard</i>	Glasgow
<i>Country</i>	UK
<i>Yard number</i>	519
<i>Registry</i>	Glasgow, UK
<i>Official number</i>	160238
<i>Signal letters</i>	LCTV
<i>Call sign</i>	GLVX
<i>Classification society</i>	Lloyd's Register
<i>Gross tonnage</i>	19,648 grt
<i>Net tonnage</i>	10,069 nrt
<i>Deadweight</i>	9,180 tons
<i>Length</i>	186.56m (612.3ft) o/a, 178.58m (586.1ft) b/p
<i>Breadth</i>	23.22m (76.2ft)
<i>Depth</i>	12.64m (41.5ft)
<i>Draught</i>	8.607m (28ft 3 in)
<i>Engines</i>	2 steam turbines driving electric generators feeding British Thompson Houston electric motors.
<i>Engine builders</i>	Alexander Stephen & Sons Ltd
<i>Works</i>	Glasgow
<i>Country</i>	UK
<i>Power</i>	17,000 shp
<i>Propulsion</i>	2 screws
<i>Speed</i>	19 knots
<i>Passenger capacity</i>	415 first class, 258 second class
<i>Cargo capacity</i>	6,165 cubic metres (217,752 cubic feet)
<i>Crew</i>	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, 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.
- 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, 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. 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, hit by the BI 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*, 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*

- 12.11.1940: following her collision with the cargo liner *Testbank* off Cape Town. 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 U.407 on the surface recharging her batteries 50 kilometres (34 miles) off Oran. *Viceroy of India* (Captain S H French) was torpedoed and sank at 0807 hrs in position 36.26N, 00.25W. Two officers and two firemen were lost, the survivors being picked up by the destroyer HMS *Boadicea*.

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