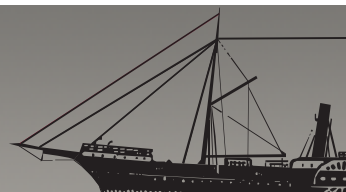




Ship Fact Sheet



BANGALORE (1867)

Base data at 10 June 1867. Last amended February 2010

* indicates entries changed during P&O Group service.

Type	Passenger liner
P&O Group service	1867-1886
P&O Group status	Owned by parent company
Former name(s)	
Registered owners, managers and operators	The Peninsular and Oriental Steam Navigation Company
Builders	William Denny & Brothers
Yard	Dumbarton
Country	UK
Yard number	122
Registry	London, UK
Official number	56802
Signal letters	HMFQ
Classification society	Lloyd's Register
Gross tonnage*	2,063 grt
Net tonnage	1,178 nrt
Deadweight [1883]	1,460 tons
Length	97.01m (318.4ft)
Breadth	11.70m (38.4ft)
Depth	8.04m (26.4ft)
Draught [1883]	6.194m (20ft 4in)
Construction (if not steel)	Iron
Engines*	Direct-acting inverted steam engine
Engine builders	Denny & Co
Works	Dumbarton
Country	UK
Power	2,255 ihp
Propulsion	Single screw
Speed	10 knots (service), 13.8 knots (trials)
Passenger capacity*	123 first class, 36 second class
Cargo capacity*	892 cubic metres (31,500 cubic feet)
Crew	
Employment	Initially on UK/Alexandria service. Later on Bombay/Australia, Alexandria/Venice and Bombay/Venice, and Bombay/Far East services

Career

- n.d.:* Laid down by William Denny & Brothers for their own account.
- 05.11.1866: Purchased by The Peninsular and Oriental Steam Navigation Company at a cost of £87,600.
- 21.03.1867: Launched.
- 10.06.1867: Registered as *Bangalore* for The Peninsular and Oriental Steam Navigation Company. Bangalore is an Indian city, capital of Mysore under British rule, now capital of Karnataka state.
- 17.03.1867: Ran trials.
- 20.07.1867: Maiden voyage Southampton/Alexandria/Marseilles/ Alexandria/ Southampton. Later in the year she set a long-standing record of 3 days, 14 hours, 20 minutes for the Southampton/Gibraltar run.
- 16.08.1871: Out to Bombay via Suez Canal.
- 18.12.1872: Bombay/Galle/King George Sound/Sydney service.
- 1874: London/India, Alexandria/Brindisi/Venice and Bombay/Hong Kong.
- 02.1875/ 11.1875: Fitted with new, more economical compound engines by her builders. A long poop was built to give more passenger space. Now 2,346 grt.
- 03.1876: Bombay/Melbourne service.
- 1877: Bombay/Venice and later Alexandria/Venice services.
- 1878: Chartered to the Indian Government to carry troops to Malwa, towing two sailing ships and carrying Headquarters staff.
- 1882: Bombay/Far East service.
- 08.1882: Broke down between Kobe and Yokohama, towed to latter by *Kwanko Maru*.
- 1883: Passenger capacity 35 first class, 31 second class. Cargo capacity 2,420 cubic metres (85,500 cubic feet)
- 1885: Employed as a troopship during the Egyptian Campaign between Bombay and Suakin and later Bombay/Karachi.
- 03.1886: Sold for £5,052 to Hajee Cassum Joosub, Bombay for the pilgrim trade.
- 1889: Sold to Baladina and Co, Bombay.
- 1890: Sold to Macbeth and Gray, Glasgow.
- 1891: Sold to Wilh Wilhelmsen, Norway and renamed *Coringa*. Fitted with quadruple expansion steam engines by Fleming and Ferguson, Paisley.
- 1895: Fitted with triple-expansion engines by North Eastern Marine Engineering Co Ltd, Sunderland.
- 18.03.1905: Abandoned by her crew and foundered off the Azores when on a voyage from Cadiz to Halifax, Nova Scotia.

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