



# Ship Fact Sheet



## IBERIA (1954)

Base data at 10 September 1954. Last amended November 2009

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

Type	Passenger liner
P&O Group service	1954-1972
P&O Group status	Owned by parent company
Former name(s)	
Registered owners, managers* and operators*	The Peninsular and Oriental Steam Navigation Company
Builders	Harland & Wolff Ltd
Yard	Belfast
Country	UK
Yard number	1476
Registry	London, UK
Official number	186127
Call sign	GBCN
IMO/LR number	5157781
Classification society	Lloyd's Register
Gross tonnage	29,614 grt
Net tonnage	15,960 nrt
Deadweight	10,056 tons
Length	219.05m (718.7ft) loa; 203.60m (668.0ft) b/p
Breadth	27.68m (90.8ft)
Depth	12.21m (40.1ft)
Draught	9.274m (30ft 5¼in)
Engines	Single-reduction-gearred steam turbines
Engine builders	Harland & Wolff Ltd
Works	Belfast
Country	UK
Power	42,500 shp
Propulsion	Twin screw
Speed	22 knots (service); 24.9 knots (trials)
Passenger capacity	697 first class, 735 tourist class
Cargo capacity	8.625 cubic metres (304,620 cubic feet) including 4,182 cubic metres (147,720 cubic feet) insulated
Crew	718
Employment	UK/Australia service

**Career**

- 21.01.1954: Launched by Lady McGrigor, wife of First Sea Lord Admiral Sir Rhoderick McGrigor.
- 07.09.1954: Ran trials.
- 10.09.1954: Delivered as *Iberia* to The Peninsular and Oriental Steam Navigation Company at a cost of £6,930,000.
- 28.09.1954: Maiden voyage London/Sydney.
- 11.06.1955: Began first summer season of Mediterranean cruises.
- 27.03.1956: At about 0130hrs, she was rammed broadside-on on the port side by the tanker *Stanvac Pretoria* in heavy seas about 275km (170 miles) off Colombo, receiving damage to her promenade and boat decks. Temporary repairs made in Colombo.
- 16.04.1956: Extensive repairs begun at Cockatoo Dockyard, Sydney.
- 26.04.1956: Work completed.
- 04.1957: Paid a call at St. Paul Island in the Indian Ocean 'to give passengers something to talk about rather than something to grumble about'. This was the first call there by a P&O ship since *Malacca* rescued the crew of HMS *Megaera*, which ran aground on the island in 1871.
- 15.02.1959: Ran aground northbound in Suez Canal.
- 02.1960/  
03.1960:  
05.1960: First trans-Pacific voyages. Management transferred to P&O-Orient Management Ltd and operated by P&O-Orient Lines.
- 15.01.1961: Docked for refit and modernisation. She was fitted with full air-conditioning and stabilisers by J I Thornycroft & Co, Southampton at a cost of £500,000.
- 27.03.1961: Work completed.
- 17.10.1961: Suffered complete electrical failure whilst leaving Auckland requiring five days repairs.
- 12.08.1962: Struck a sandbank near Port Tewfik damaging a blade of her port propeller.
- 1966: Passenger capacity revised to 651 first class, 733 tourist class.
- 1966: Managers and operators restyled P&O Lines.
- 10.06.1966: Sailing for Yokohama from Kobe, she had to put back for repairs to a turbine coupling. The voyage was delayed by four days.
- 19.01.1967: Collided with quayside at Funchal, Madeira damaging bow plates 2.5m (8ft) above the water line.
- 02.10.1968: Held up for two days at Funchal with a power system breakdown.
- 16.11.1968: Her No.2 boiler-room forced-draught fan failed. Repairs made in Dakar delaying the voyage by 24 hours.
- 12.06.1969: Began final voyage from Tilbury before P&O's terminus moved to Southampton.
- 08.12.1969: Completed a voyage from Australia at Southampton during which her funnel caught fire at Pago Pago, there was an electrical failure at Honolulu, the starboard engine failed off Acapulco and one of the first-class baggage rooms was flooded with fuel oil at Curacao.
- 09.12.1969: Went into dry-dock for a two-week overhaul.
- 26.12.1969: Suffered stabiliser failure.

- 01.10.1971: Management and operation transferred to P&O Passenger Division.  
06.11.1971: Final voyage from the UK calling at Cherbourg, Panama, the USA, Canada and Sydney.  
04.02.1972: Withdrawal announced. She was the first of P&O's post-war passenger ships to be taken out of service as line voyages were run down, but took precedence over older vessels because of her poor mechanical performance.  
04.1972: Laid up at Southampton awaiting a buyer.  
28.06.1972: Sailed from Southampton for Taiwan after sale for scrap negotiated through Mitsui and Co Ltd.  
05.09.1972: Arrived at Kaohsiung.  
08.09.1972: Delivered to Tung Cheng Steel Corporation for demolition.  
17.10.1972: Demolition commenced.

#### **COMPANY' S FLEET ITEM NO. 6: IBERIA/STANVAC PRETORIA COLLISION**

I regret to have to report that the *Iberia*, outward bound to Australia, was in collision with the *Stanvac Pretoria*, bound for Bombay, at approximately 175 miles west of Colombo at 12.43 a.m. on the 29th March. The weather, we understand, was fine and clear.

The *Stanvac Pretoria* is a 10,000 ton tanker owned by A-C Tanker Company Inc. of Panama and New York and under bareboat charter to the Standard Vacuum Transportation Co. Ltd. of Kingsway, London.

I am glad to say the Commander has reported there were no casualties on board the *Iberia*. The point of contact was on the port side just abaft amidships and the damage sustained extends roughly to 80' of the boat deck and to a lesser degree on the promenade deck and "A" deck, with a distortion of frames on "D" deck.

The vessel was delayed in Colombo four days for essential temporary repairs and permanent repairs will be effected in Sydney, which it is estimated will require eighteen days. On the assumption that permanent repairs can be effected at Sydney in eighteen days we anticipate the vessel will now arrive in London on the 7th June, fifteen days later than programmed. We have therefore no alternative but to cancel her first cruise of twenty days which was programmed to leave London on the 2nd June, and it is hoped that the time available between her arrival in London and departure for the second cruise on the 23rd June will be utilised for turbine repairs, which had been arranged to take place after the cruising season.

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