



Ship Fact Sheet



KENT (1918)

Base data at 08 August 1818. Compiled February 2009

* indicates entries changed during P&O Group service.

Type	Refrigerated cargo liner
P&O Group service	1918-1955
P&O Group status	Owned by subsidiary company
Former name(s)	
Registered owners, managers and operators	Federal Steam Navigation Company Ltd
Builders	Palmers' Shipbuilding & Iron Company Ltd
Yard	Jarrow
Country	UK
Yard number	867
Registry	
Official number	142611
Signal letters	
Call sign	
Classification society	Lloyd's Register
Gross tonnage	9,857 grt
Net tonnage	7,447 nrt
Deadweight	
Length	140.39m (460.6ft)
Breadth	19.14m (62.8ft)
Depth	10.63m (34.9ft)
Draught	
Construction (if not steel)	
Engines	Twin steam turbines single-reduction geared
Engine builders	Palmers' Shipbuilding & Iron Company Ltd
Works	Jarrow
Country	UK
Power	5,000 shp
Propulsion	Single screw
Speed	14 knots
Passenger capacity	10,726 cubic metres (378,800 cubic feet) refrigerated
Cargo capacity	
Crew	
Employment	UK/New Zealand service

Career

- 14.12.1917: Launched.
- 08.08.1918: Delivered as *Kent* for the Federal Steam Navigation Company.
- 08.08.1918/
04.04.1919: Taken up under the Liner Requisition Scheme.
- 12.08.1918: Missed by a torpedo, probably from U113, in the North Sea.
- 1924: Converted to oil fuel.
- 03.09.1925: Suffered a fire in No.2 hold at Auckland. The hold was flooded and the fire extinguished on the 4th.
- 21.04.1926: Grounded at Suez.
- 09.10.1927: Collided with the breakwater at New Plymouth, damaging her bow.
- 29.06.1934: Grounded at Port Alma.
- 25.03.1936: Collided with the steamer *Amble* at Gravesend.
- 10.06.1936: Suffered an engine breakdown in Kandavu Passage, bound Liverpool to Dunedin. She drifted for 2 days close to Mbenga Reef before limping into Suva.
- 14.06.1940/
18.04.1946: Requisitioned for the Liner Division.
- 1940: Took the Dutch Crown Jewels to the US for safety.
- 1941/1942: Carried stores to Australian forces in Singapore, Port Said and Haifa.
- 11.06.1942: Picked up 35 crew from the torpedoed steamer *American* off Honduras and landed them at Colon three days later.
- 21.09.1942: Collided with the motorship *Fernwood* while both ships were at anchor in New York.
- 10.07.1943: Suffered an engine room fire at Melbourne.
- 02.12.1943: Collided with the steamer *Empire Moonrise* on leaving New York for Wellington.
- 10.12.1944: Collided with the *Northumberland* at London.
- 16.01.1945: Mainmast collapsed and was replaced at London.
- 1948: Her Chief Refrigerated Engineer was lost overboard at Wyndham, North Australia, and presumed eaten by crocodiles. This was confirmed when his signet ring was recovered from a dead crocodile some months later.
- 16.08.1955: Arrived at Blyth, having been sold to British Iron & Steel Corporation and allocated to Hughes Bolckow Shipbreaking Co Ltd for demolition there.

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