



Ship Fact Sheet



KENYA (1930) later HYDRA, then KEREN

Base data at 19 December 1930. Compiled June 2009

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

<i>Type</i>	Passenger/cargo liner
<i>P&O Group service</i>	1930-1946
<i>P&O Group status</i>	Owned by subsidiary company
<i>Former name(s)</i>	
<i>Registered owners, managers and operators</i>	British India Steam Navigation Company Ltd
<i>Builders</i>	Alexander Stephen & Sons Ltd
<i>Yard</i>	Govan
<i>Country</i>	UK
<i>Yard number</i>	529
<i>Registry</i>	
<i>Official number</i>	162509
<i>Signal letters</i>	LGQF
<i>Call sign</i>	
<i>Classification society</i>	Lloyd's Register
<i>Gross tonnage</i>	9,890 grt
<i>Net tonnage</i>	4,646 nrt
<i>Deadweight</i>	8,470 tons
<i>Length</i>	148.46m (487.1ft) loa; 143.56m (471.0ft) b/p
<i>Breadth</i>	19.50m (64.0ft)
<i>Depth</i>	8.83m (29.0ft)
<i>Draught</i>	
<i>Engines</i>	2 sets of three-stage Parsons turbines
<i>Engine builders</i>	Alexander Stephen & Sons Ltd
<i>Works</i>	Govan
<i>Country</i>	UK
<i>Power</i>	12,000 shp
<i>Propulsion</i>	Twin screw
<i>Speed</i>	18 knots (service); 18.2 knots (trials)
<i>Passenger capacity</i>	66 first class, 180 second class, 1,981 deck passenger
<i>Cargo capacity</i>	12,686 cubic metres (448,000 cubic feet) including 390.8 cubic metres (13,800 cubic feet) refrigerated
<i>Crew</i>	
<i>Employment</i>	Bombay/East African ports/Durban service

Career

- 27.08.1930: Launched.
- 06.12.1930: Ran trials.
- 19.12.1930: Delivered as *Kenya* for the British India Steam Navigation Company.
- 1940: Left Bombay in convoy for Europe and Government service.
- 23.07.1941: Renamed HMS *Hydra* while serving for the Royal Navy.
- 10.1941: Converted into a Landing Ship. She was renamed HMS *Keren* due to there already being a cruiser named *Kenya*. She carried 297 crew, 1,500 troops and was equipped with 24 landing craft. She has 1 6-inch, 1 3-inch and 12 20mm AA guns.
- 05.05.1942: Was present at the Diego Suarez Madagascar landings.
- 12.1942: Present at the North African landings.
- 07.1943: One of the assault ships at the Sicily invasion, Operation Husky. She was the Headquarter Ship for 'Bark East' Sector and carried the 231st Infantry Brigade.
- 03.04.1946: The British India Steam Navigation Company did not wish to reconvert the vessel after the War. She was purchased by the Admiralty for £475,000 who then sold her to the Ministry of Transport.
- 08.1948: Laid up at Holy Loch for sale.
- 02.1949: Broke adrift from her moorings in a gale went ashore. Later salvaged and repaired at her builders from which she emerged once again as *Kenya*.
- 05.1949: Bought by the Alva Steamship Company but still laid up at Holy Loch. She was relocated to Falmouth and then to Antwerp. She was renamed *Fairstone* later that year.
- 1950: Renamed *Kenya*.
- 10.1950: Left in tow for Falmouth.
- 03.1951: Left Falmouth, bound for Antwerp under her new name *Keren*. She was transferred to the associated Sitmar Line (Soc Italiana Transporti Marittimi) and was towed to Genoa for a refit.
- 1952: Renamed *Castel Felice*. Re-measured. Now 12,478 grt, 7,373 nrt, 5,210 tons. Her passenger capacity now 1,400.
- 06.10.1952: Placed on the Genoa/Sydney and Genoa/South America service.
- 13.07.1954: First sailing from Bremerhaven/Quebec.
- 28.01.1955: Her passenger accommodation was refurbished at Genoa and the capacity was altered to 1,173 tourist class.
- 06.04.1958: Made her first voyage Southampton/Sydney.
- 03.1960: Suffered damage to one of her propellers by touching the bank of the Suez Canal but at a reduced speed she was able to complete the voyage to Melbourne where repairs were carried out.
- 1961: Withdrawn for refit. Now 1,400 tourist class passengers.
- 1968: Ownership transferred to a newly-created subsidiary company named Passenger Line Service Inc.
- 15.08.1970: Suffered a fire over three decks while she was berthed at Southampton.
- 21.10.1970: Arrived at Kaohsiung and broken up after 40 years of service.

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