



# Ship Fact Sheet



## KHYBER (1914)

Base data at 17 March 1914. Last amended November 2008

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

Type	Passenger/cargo liner
P&O Group service	1914-1931
P&O Group status	Owned by parent company
Former name(s)	
Registered owners, managers and operators	The Peninsular and Oriental Steam Navigation Company
Builders	Cammell, Laird & Co Ltd
Yard	Birkenhead
Country	UK
Yard number	794
Registry	UK
Official number	135564
Signal letters	JFDG
Call sign	GQRZ
Classification society	Lloyd's Register
Gross tonnage	8,946 grt
Net tonnage	5,660 nrt
Deadweight	10,940 tons
Length	146.37m (480.4ft)
Breadth	17.73m (58.2ft)
Depth	10.27m (33.7ft)
Draught	8.808m (28ft 10 <sup>7</sup> / <sub>8</sub> in)
Engines	Quadruple-expansion steam engines
Engine builders	Cammell, Laird & Co Ltd
Works	Birkenhead
Country	UK
Power	7,000 ihp
Propulsion	Twin screw
Speed	14 knots
Passenger capacity	71 first class plus 17 children, 66 second class
Cargo capacity	14,170 cubic metres (500,500 cubic feet)
Crew	192 (53 European, 139 Asian). Deck 18 European, 34 Asian; engine room 11 European, 79 Asian; purser's department 29 European, 26 Asian
Employment	UK/India and UK/Far East services

**Career**

- 29.11.1913: Launched, a difficult job as there was a wrecked steamer almost in the way, avoided by the careful use of drag chains.
- 17.03.1914: Ran trials and delivered as *Khyber* for The Peninsular and Oriental Steam Navigation Company at a cost of £196,346. She was the second of the six-strong K-class of 'superior intermediate steamers' designed for the Indian trade.
- 04.1914: Maiden voyage London/Yokohama.
- 08.1915: Fire in her cargo while in Tilbury Docks.
- 04.1917: Dropped a screw in the Mediterranean and had to be put back to Port Said.
- 10.1917: Requisitioned. She spent the whole war without attack or damage of any kind.
- 11.1918: Began repatriating prisoners-of-war and Belgian refugees, during the course of which duties she ran aground on a Norfolk sandbank. Later took Australian troops home.
- 09.1919: Returned to commercial service on the Bombay run.
- 1922: Damaged by a fire in sheds alongside at Marseilles.
- 1924: Overhauled at Falmouth before rejoining the Far East route.
- 06.1925: Re-measured. Tonnage 9,114 grt, 5,674 nrt. 92 first class plus 18 children passenger capacity. Cargo capacity 13,913 cubic metres (491,440 cubic feet).
- 1926: Laid up off Southend for a while.
- 10.1931: Sold for £16,250 to Tamizo Okushoji, Japan for demolition at Osaka.

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