



Ship Fact Sheet



KHYBER (1945)

Base data at 9 September 1947. Last amended October 2009

* indicates entries changed during P&O Group service.

Type	General cargo liner
P&O Group service	1947-1964
P&O Group status	Owned by parent company
Former name(s)	<i>Mahanoy City Victory</i> and <i>Stanmore</i>
Registered owners, managers* and operators*	The Peninsular and Oriental Steam Navigation Company
Builders	Bethlehem Fairfield Shipyard Inc
Yard	Baltimore, Maryland
Country	USA
Yard number	2451
Registry	London, UK
Official number	181715
Signal letters	
Call sign	GBPZ
Classification society	Lloyd's Register
Gross tonnage	7,675 grt
Net tonnage	4,592 nrt
Deadweight	10,779 tons
Length	135.72m (445.3ft) loa
Breadth	18.92m (62.1ft)
Depth	10.51m (34.5ft)
Draught	8.686m (28.5ft)
Engines	2 double-reduction-gearred steam turbines
Engine builders	Westinghouse Electric and Manufacturing Co
Works	Pittsburgh, Pennsylvania
Country	USA
Power	6,000 shp
Propulsion	Single screw
Speed	15.5 knots
Passenger capacity	None
Cargo capacity	12,845 cubic metres (453,672 cubic feet)
Crew	73 (33 deck, 26 engineroom and 14 purser's crew)
Employment	London/Calcutta/Far East services

Career

- 24.02.1945: Launched.
- 26.03.1945: Delivered as *Mahanoy City Victory* for the United States War Shipping Administration.
- 1947: Sold to Stanhope Steamship Company Ltd (J A Billmeir & Co Ltd, managers), London, and renamed *Stanmore*.
- 09.09.1947: Purchased by The Peninsular and Oriental Steam Navigation Company and renamed *Khyber*, after the pass between British India and Afghanistan. P&O had previously used the name in 1914. It also bought her sister *Stanholme* and renamed her *Karmala*.
- 28.10.1951: Arrived at Aden from Colombo with major turbine failure. Towed to Suez by the salvage vessel *Protector*, thence to Gibraltar by the tug *Herakles*.
- 28.11.1951: Towed from Gibraltar by the tug *Rode Zee*.
- 05.12.1951: Arrived at King George V Dock, London.
- 1953: Chartered for a voyage to Cuba for sugar.
- 05.1960: Management and operation transferred to P&O Orient Lines.
- 24.04.1964: Sold to Dragon Steamship Co, Liberia, and renamed *Comet Victory*.
- 1968: Sold to Republic Steamship Co SA, Liberia and renamed *Ocean Comet*.
- 21.12.1969: Sold to Yung Tai Steel & Iron Works Ltd, Taiwan.
- 01.1970: Demolition commenced at Kaohsiung.

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