



Ship Fact Sheet



KILDARE (1972)

Base data at 17 October 1972. Last amended January 2010

* indicates entries changed during P&O Group service.

Type	Ore/bulk/oil carrier
P&O Group service	1972-1987
P&O Group status*	Owned by parent company
Former name(s)	
Registered owners*	The Peninsular and Oriental Steam Navigation Company
Managers* and operators*	P&O Bulk Shipping Division
Builders	Eriksbergs M/V A/B (Lindholmen Division)
Yard	Gothenburg
Country	Sweden
Yard number	649
Registry	London, UK
Official number	358610
Call sign	GPAK
IMO/LR number	7223675
Classification society	Lloyd's Register
Gross tonnage	83,714 grt
Net tonnage	64,441 nrt
Deadweight	152,994 tons
Length	291.64m (957.1ft) loa inc b/b; 278.79m (915.0ft) b/p
Breadth	45.15m (148.1ft)
Depth	23.00m (75.5ft)
Draught	16.910m (55.5ft)
Engines	8-cylinder 2 SCSA B&W diesel engine
Engine builders	Eriksbergs M/V A/B
Works	Gothenburg
Country	Sweden
Power	30,400 bhp
Propulsion	Single screw
Speed	16.25 knots
Passenger capacity	Nil
Cargo capacity	139,480 cubic metres (4,926,442 cubic feet)
Crew	
Employment	Employed on charter to Associated Bulk Carriers

Career

- 09.02.1969: Ordered.
- 22.11.1971: Keel laid.
- 07.07.1972: Undocked. Named by Mrs Jennie Lloyd, wife of a P&O Director.
- 17.10.1972: Delivered as *Kildare* for The Peninsular and Oriental Steam Navigation Company (P&O Bulk Shipping Division, managers).
- 04.05.1977: Suffered generator failure in the South China Sea when bound Tubarao/Japan with iron ore. Towed to Singapore.
- 04.01.1978: Ownership transferred to Orient Steam Navigation Company Ltd.
- 08.1978: Loaded a record 124,881 tons of coal at Hampton Roads, Virginia for Japan.
- 03.1981: Managers and operators restyled P&O Deep Sea Cargo Division.
- 1983: Management and operation transferred to P&O Bulk Shipping Ltd.
- 05.1985: Management transferred to P&O Ship Management Ltd, operation to P&O Bulk Carriers Ltd.
- 20.04.1986: Transferred to Hong Kong registry.
- 26.02.1987: Sold to Globewind Ltd Hong Kong (P&O Ship Management (Hong Kong) Ltd, managers) and chartered back to the company.
- 1989: Management transferred to Sealuck Shipping Co (Pte) Ltd, Singapore and renamed *New Phase*.
- 1990: Ownership transferred to Sycamore Shipping Ltd, Monrovia, Liberia, and renamed *Silver Cloud*.
- 21.01.1993: Arrived in mainland China to be broken up.

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