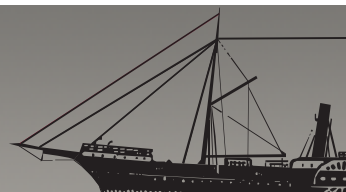




Ship Fact Sheet



DARA (1948)

Base data at 30 June 1948. Compiled October 2009
** indicates entries changed during P&O Group service.*

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| <i>Type</i> | Passenger/cargo liner |
| <i>P&O Group service</i> | 1948-1961 |
| <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> | Barclay, Curle & Co Ltd |
| <i>Yard</i> | Whiteinch, Glasgow |
| <i>Country</i> | UK |
| <i>Yard number</i> | 711 |
| <i>Registry</i> | London, UK |
| <i>Official number</i> | 181938 |
| <i>Signal letters</i> | GDTT |
| <i>Call sign</i> | |
| <i>Classification society</i> | Lloyd's Register |
| <i>Gross tonnage</i> | 5,030 grt |
| <i>Net tonnage</i> | 2,766 nrt |
| <i>Deadweight</i> | 4,465 tons |
| <i>Length</i> | 121.52m (398.7ft) loa; 116.52m (382.3ft) b/p |
| <i>Breadth</i> | 16.70m (54.8ft) |
| <i>Depth</i> | 7.28m (23.9ft) |
| <i>Draught</i> | 6.705m (22.0ft) |
| <i>Engines</i> | 5-cylinder 2 SCSA Doxford diesel engine |
| <i>Engine builders</i> | Barclay, Curle & Co Ltd |
| <i>Works</i> | Whiteinch, Glasgow |
| <i>Country</i> | UK |
| <i>Power</i> | 4,200 bhp |
| <i>Propulsion</i> | Single screw |
| <i>Speed</i> | 14 knots (service); 15.44 knots (trials) |
| <i>Passenger capacity</i> | 20 first class, 30 A second class, 24 B second class and 1,377 deck passengers |
| <i>Cargo capacity</i> | 141.5 cubic metres (5,000 cubic feet) refrigerated |
| <i>Crew</i> | |
| <i>Employment</i> | UK/India service |

Career

- 17.12.1947: Launched.
- 30.06.1948: Ran trials.
- 09.1948: Delivered as *Dara* for the British India Steam Navigation Company at a cost of £570,500. The name *Dara* comes from an island in Kowr-e-Musa, off Bandar-e-Shahpur, Iran.
- 07.04.1961: Arrived at Dubai while en route Basra to Bombay when a freak storm suddenly arose. The Panamanian ship *Zeus*, anchored nearby, was driven onto the *Dara*'s bow and Captain Charles Elson decided to take the ship out into deep water.
- 08.04.1961: When she was returning to Dubai at 0440hrs, there was an explosion in the shelter deck amidships. Fire was raging out of control throughout the centre part of the ship and she had to be abandoned. A certain amount of panic among crew and passengers caused several lifeboats to capsize. Although British, German, Japanese and Norwegian vessels were on hand, 238 passengers, crew and Dubai shore staff died out of a complement of 819.
- 10.04.1961: When the fire was controlled by Royal Navy and US Navy parties, *Dara* was taken under tow by the salvage tug *Ocean Salvor*, but she sank 5km (3 miles) off Dubai at 0920hrs in position 25°34'N-55°27'E. It was believed that the original explosion was caused by a bomb but no forensic evidence was discovered and no organisation claimed responsibility for the incident.

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