



Ship Fact Sheet



DARESSA (1950)

Base data at 27 June 1950. Compiled October 2009

* indicates entries changed during P&O Group service.

Type	General cargo liner
P&O Group service	1950-1964
P&O Group status	Owned by subsidiary company
Former names(s)	
Registered owners, managers and operators	British India Steam Navigation Company Ltd
Builders	Barclay, Curle & Co Ltd
Yard	Whiteinch, Glasgow
Country	UK
Yard number	725
Registry	London, UK
Official number	183259
Call sign	GFSM
IMO/LR number	5086475
Classification society	Lloyd's Register
Gross tonnage	5,180 grt
Net tonnage	2,805 nrt
Deadweight	4,260 tons
Length	121.46m (398.5ft) loa; 114.30m (375.0ft) b/p
Breadth	16.70m (54.8ft)
Depth	8.07m (26.5ft)
Draught	6.583m (21.6ft)
Engines	5-cylinder 2 SCSA Doxford diesel engine
Engine builders	Barclay, Curle & Co Ltd
Works	Whiteinch, Glasgow
Country	UK
Power	4,200 bhp
Propulsion	Single screw
Speed	14 knots (service); 16.05 knots (trials)
Passenger capacity*	26 first class, 60 second class, deck passenger varied
Cargo capacity	5,428 cubic metres (191,688 cubic feet) including 309 cubic metres (10,912 cubic feet) refrigerated
Crew	
Employment	Bombay/Persian Gulf service

Career

- 03.04.1950: Launched.
- 27.06.1950: Completed as *Daressa* for the British India Steam Navigation Company. Her deck passenger limits were 659 (short voyage, fair weather) and 578 (short voyage, foul weather) and 251 long voyages. She was originally fitted out with air-conditioning in her public rooms, which was in contrast to her three sisters who received that amenity when they were refitted. Her name is a corruption of Dar-es-Salaam, an Arab word meaning 'haven of peace'.
- 04.11.1961: Involved in a collision with *President Arthur* at Karachi where she received stem and bow plate damage.
- 13.11.1961: Sailed to Hong Kong for repairs which took one month.
- 1962: Passenger accommodation now 90 one-class.
- 18.08.1964: Sold to Marivic Navigation Inc (part of the Chandris Group) and renamed *Favorita*.
- 1966: Transferred within the Chandris Group to International Cruises SA and reregistered under the Greek flag with the intention of conversion into a cruise ship.
- 1968: Sold to Guan Guan Shipping Company, Singapore, and renamed *Kim Hwa*.
- 1974: Sold to Fuji, Marden & Co for breaking up.
- 05.10.1974: Demolition commenced at Hong Kong.

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