

A HISTORY OF THE BRITISH INDIA STEAM NAVIGATION COMPANY LIMITED

The founding father of the British India Steam Navigation Company was an enterprising Scot by the name of William Mackinnon.

Born in 1823 in Campbeltown, Kintyre, William Mackinnon arrived in Calcutta in 1847 having elected not to pursue a promising partnership with a Portuguese East India merchant for whom he had worked in Glasgow.

It is useful at this point to take a brief look at the history of the East India Company in order to set the scene for William Mackinnon's arrival in India. The East India Company was founded for the purpose of trading with India and the East Indies, and it received its original charter from Queen Elizabeth in 1600. It soon had trading posts at Madras, Bombay and Calcutta, but, for more than a century, it was involved in long and bitter commercial struggles with European rivals, notably the French. The genius of Robert Clive changed all that when, in the mid-eighteenth century, he masterminded the downfall of the French and laid the foundations for the rule of the East India Company. A private trading company had, in effect, become the owner of an empire. Corruption and self interest among those responsible for running the East India Company led to the British Parliament gradually taking control of the business of governing India, and, after the Indian Mutiny in 1857, the India Act of 1858 transferred all the territories and powers of the East India Company to the Crown. From that moment, the government of India was directed by a Secretary of State in London, whilst the day-to-day administration became the responsibility of the Indian Civil Service.

William Mackinnon thus arrived in India at a time when the trading monopoly of the East India Company was in terminal decline, and opportunities for private enterprise were beginning to develop.

In December 1847, William Mackinnon entered into a partnership with Robert Mackenzie to run a business as general merchants. Robert Mackenzie had arrived in Calcutta in 1836, and, as well as making a success of his business as a general merchant, he became an agent for the India General Steam Navigation Company, which was one of the early steamship companies trading in the inland waters of eastern India.

The Mackinnon and Mackenzie partnership flourished, and, in 1849, they were joined by fellow Scots James Hall and Peter Mackinnon. The firm of Mackinnon, Mackenzie and Company then began to charter vessels to carry its merchandise on routes from Glasgow and Liverpool to Calcutta and from Calcutta to Australia and China.

Sadly, in 1853, Robert Mackenzie lost his life in a shipwreck off the coast of New South Wales whilst returning to Calcutta from a trip to Australia to further the interests of Mackinnon, Mackenzie and Company. Despite this obvious setback, the Company's shipping business continued to grow and prosper under the very able leadership of William Mackinnon, and, in 1853, he set up W Mackinnon and Company in Glasgow and Hall, Mackinnon and Company in Liverpool to handle the British end of the trade. The name of the latter company changed to Mackinnon, Frew and Company in 1858.

In 1854, the East India Company, at that time still nominally in charge of Burmese affairs, invited tenders for a contract to operate a mail service between Calcutta, Rangoon and Moulmein, and William Mackinnon and his associates set about winning it. To do so, however, they would have to acquire modern, reliable and fast ships and to form a new company to own and operate them.

1856 was indeed a busy year for William Mackinnon. To start with, he paid £10,000 to acquire a one third partnership in the Australian agency of Law, Dodd and Company, and then, on the 24th September, he registered the Calcutta and Burmah Steam Navigation Company Limited in Glasgow with an initial share capital of £35,000 in 700 shares of £50 each. Soon after its formation, this Company was awarded the contract to carry mail between Calcutta, Rangoon and Moulmein, and William Mackinnon wasted no time in acquiring two modern ships, the *Baltic* and the *Cape of Good Hope*, to enable it to operate this service. Details of the *Baltic* and *Cape of Good Hope*, and of all the other ships operated by the Calcutta and Burmah Steam Navigation Company and the British India Steam Navigation Company, are in Appendix 1.

The *Cape of Good Hope* had the honour of introducing the Company's fortnightly Calcutta-Rangoon-Moulmein service, and she commenced the inaugural voyage from Calcutta on 23rd March 1857. The service had hardly begun, when the Indian Mutiny occurred, and the *Cape of Good Hope* was requisitioned by the Bengal Government for the carriage of troops. She performed her role as a troop ship well with two important consequences: firstly, the Indian Government came to rely on the Company, and its successor the British India Steam Navigation Company, for the carriage of troops by sea, and, secondly, William Mackinnon and his associates were not slow to recognise the financial rewards of such contracts.

With the Indian Mutiny crushed in September 1857, the *Cape of Good Hope* returned to join the *Baltic* on the mail service, and they were later joined by a brand new and purpose built ship, the *Burmah*. The service proved to be both popular and profitable, and, despite the loss of the *Cape of Good Hope* and her intended replacement, the *Calcutta*, the Company continued to grow and prosper.

In 1860, William Mackinnon purchased the *Governor Higginson* from what was in effect a rival company, the Bay of Bengal Steamship Company, which had been formed in 1858 to provide a shipping service between Calcutta and Madras. The service could not be made to pay, and it was withdrawn. Ever the resourceful businessman, William Mackinnon was developing plans to provide shipping services to ports around the entire sub-continent of India, and so, despite advice to the contrary from his business associates, he decided to re-establish the Calcutta to Madras service using the *Governor Higginson*. Although, in the short term, he too failed to make this service pay its way, the experience served to prove that, whilst shipping services such as this were needed, they could not be run without Government subsidy. He had also of course bought out a potential rival, and he would take advantage of similar opportunities in the future to remove other likely competitors.

William Mackinnon found an enthusiastic supporter for his plans in Sir Henry Frere, who was then a senior British official in the Bengal Government and who understood and accepted the requirement for Government subsidies. Sir Henry Frere introduced William Mackinnon to the Viceroy, Lord Canning, who showed a positive interest in William's plans, but the nature of Indian bureaucracy was such that the agreement of the Bombay Government was also required before any subsidies could be granted, and this was not forthcoming until Sir Henry Frere became the Governor of Bombay in 1863.

With the undoubted support of Sir Henry Frere and Lord Canning, William Mackinnon was sufficiently confident that his plans would now succeed, and so he and James Hall set off to Glasgow to raise the capital required and to change the name of their shipping company to more appropriately reflect its much enlarged role.

On the 28th October 1862, the British India Steam Navigation Company Limited, henceforth referred to as B.I., was registered in Glasgow with a capital of £400,000, and the Calcutta and Burmah Steam Navigation Company Limited passed into history.

William Mackinnon decided that B.I. should keep the distinctive funnel colours of its predecessor – black with two closely spaced white bands – but that the Company's badge should be changed from the Burmese peacock of its predecessor to the figure of

Britannia backed by a lion, both facing left, and with the lion's front right paw resting on a globe. For the house flag, he chose a white burgee surmounted by a red diagonal cross, and in 1863 he imposed a strict uniform code for officers.

Immediately upon its formation, B.I. contracted with the Indian Government for the provision of mail services on several new routes. Throughout its history, B.I. would receive many more Government contracts for the carriage of both mails and military personnel and equipment, and there is no doubt that these contracts were vital to the success of the Company. This solid commercial relationship between the Indian Government and B.I., based upon mutual trust and respect, enabled William Mackinnon and his associates to build up an extraordinarily large fleet of ships capable of transporting passengers and merchandise on a vast and intricate web of routes.

With the Calcutta-Rangoon-Moulmein service already firmly established, B.I. added the following 6 services in 1862. Those under Indian Government mail contract are in bold type:

Calcutta-Akyab via Chittagong.

Moulmein-Singapore.

Calcutta-Bombay via coastal ports (monthly).

Madras-Rangoon.

Bombay-Karachi (fortnightly).

Bombay-Persian Gulf (six-weekly).

It is interesting to note that, in the early days of coastal trading, B.I. ships that were not operating to a strict mail service timetable would sail close inshore, literally on the lookout for trade. Merchants would use crude signalling devices, such as flags on tall poles, to indicate that they had goods to transport.

B.I. first entered the trooping business in a serious way with the purchase of the *Australian* and the *Sydney* in 1863. These 2 vessels had been acquired by the East India Company in 1857 for use as troop ships, but, with the demise of the East India Company, the Indian Government no longer wished to own and operate ships for tasks which could be performed as, or even more, efficiently by private shipping companies. Quick to take advantage of such a business opportunity, William Mackinnon wasted no time in acquiring the *Australian* and the *Sydney* and, within a few months, B.I. was contracted by the Indian Government to supply these vessels to carry troops to take part in the New Zealand Land Wars. Also in 1863, B.I. was contracted by the Indian Government to provide a monthly Moulmein-Singapore mail service.

In 1864, as required by revisions to its contracts with the Indian Government, B.I. increased the frequency of the Bombay-Persian Gulf mail service to monthly and the Calcutta-Bombay via coastal ports mail service to fortnightly. Also in 1864, under a new contract with the Indian Government, B.I. introduced a monthly Madras-Rangoon mail service.

At the suggestion of William Mackinnon, his nephew, Archibald Gray, and Edwyn Sandys Dawes joined forces to establish a shipping agency called Gray, Dawes and Company in London in 1865. Both had been ships' officers, and William Mackinnon's faith in their potential as businessmen was borne out by the fact that Gray, Dawes and Company became a successful and important agent for B.I. It is interesting to note that Edwyn Sandys Dawes acquired the controlling interest of the New Zealand Shipping Company in 1889, which was another company to play a significant role in the training of deck and engineering cadets.

The Netherlands Indies Steam Navigation Company was formed as a Dutch flagged subsidiary of B.I. in 1866 to take advantage of Dutch Government contracts for mail services in the East Indies. In order to meet Dutch Government requirements, the ships belonging to this British company were registered at and managed from Batavia.

In 1868, nine ships from B.I. were employed to transport troops and supplies for the Abyssinian campaign. Three of these ships played an unusual role in that, due to a severe water shortage during the campaign, they were anchored off the African coast, and their condensing systems were used to supply the troops and their animals with 30,000 gallons of fresh water a day from sea water. In the same year, B.I. increased the frequency of its Bombay-Persian Gulf mail service to fortnightly as required by a revision to its contract with the Indian Government.

The Suez Canal was opened in 1869, and, in that same year, B.I. secured the contract for trooping from Britain to India, which up until then had been held by P & O. This success was no doubt due to William Mackinnon's foresight in purchasing

increasingly larger ships such as the *Dacca*, which, at that time, was the largest in the B.I. fleet and more than capable of holding her own against P & O competition. It is interesting to note that the B.I. ship, *India*, was the first ship to complete the North bound transit of the Suez Canal. B.I. also entered the pilgrim trade to Jeddah in 1869, using the *Coringa*, which was by then under the nominal ownership of one of the partners in Mackinnon, Mackenzie and Company.

In 1870, B.I. started a service between Calcutta, Port Blair (Andaman Islands) and Singapore, and its Moulmein-Singapore service was extended to Calcutta. Also in 1870, Gray, Dawes and Company became the registered owners of the *Shiraz*, which, to all intents and purposes, became part of the B.I. fleet even to the extent that it was painted in B.I. colours and flew the B.I. house flag.

However, in 1871, the *Shiraz* was transferred into the ownership of the Netherlands Indies Steam Navigation Company. In the same year, Gray, Dawes and Company became the registered owners of the *Ispahan*, which, like the *Shiraz*, was effectively a B.I. ship.

The *Arcot* was the first B.I. ship to be designed and built with a compound steam engine, and, on her maiden voyage in 1871, she was also the first B.I. ship to transit the Suez Canal South bound. In the same year, B.I. started a service between Rangoon and Moulmein.

As a result of a new contract with the British Government, B.I. started a monthly mail service in 1872 between Aden and Zanzibar. This service was designed to link with the P & O mail service from the United Kingdom to Aden. Also in 1872, the Calcutta-Akyab service was extended to Kyaukpyu.

A development of some note occurred in 1873 with the formation of British India Associated Steamers, henceforth to be referred to as B.I.A.S. This appears to have been a device whereby owners of ships could pool their resources under the management of W Mackinnon and Company, in Glasgow, and Gray Dawes and Company, in London. Also in 1873, the Calcutta-Akyab-Kyaukpyu service was extended to Sandoway, but in fine weather only, providing an indication of the treacherous nature of the Arakan coast.

In 1874, some 5 years after the opening of the Suez Canal, B.I. began its first Home Line service. The term Home Line was used by B.I. to differentiate between those of its services that operated to and from the United Kingdom and those Eastern

Services that did not. In this case, the service was between London and the Persian Gulf. On leaving London, this service called at Algiers, Port Said, Suez, Yanbu, Jeddah, Hodeida, Aden, Karachi, Bunder Abbas, Bushire and Basra. However, it was, initially, bedevilled by delays caused ostensibly by Arab officialdom, although the underlying reason may well have been the self interest of those wealthy Arabs involved in such things as the slave trade. Also in 1874, B.I. started a service between Zanzibar, the Comoros Islands and Nosy Bé (Madagascar).

In 1875, as required by a revision to its contract with the Indian Government, B.I. increased the frequency of its Bombay-Persian Gulf mail service to weekly. In the same year, B.I. started an Aden-Karachi service, and another Home Line service, this time operated by B.I.A.S., was introduced on a four-weekly basis between London and Calcutta. Also in 1875, B.I. took delivery of its first paddle steamer, the *Rangoon*, for use on the increasingly popular Rangoon-Moulmein service.

The frequency of the London-Calcutta service, operated by B.I.A.S., was increased to fortnightly in 1876. In the same year, B.I., under a contract with the Portuguese Government, extended the Aden-Zanzibar service to Mozambique, and, also in 1876, four B.I. ships were employed to support military activity in Malaya – the Perak Campaign.

The firm of Smith, Mackenzie and Company was formally established in Zanzibar in 1877, and its prime role was to act as agent for B.I. in East Africa.

In 1878, four B.I. ships were employed to transport troops to Malta for the war between Turkey and Russia.

In 1879, under a contract between B.I. and the Portuguese Government, Home Line ships started to make a monthly call at Lisbon so as to create links between Portugal, India and Mozambique. This was an interesting development in the light of the long standing contractual relationship between the Portuguese Government and P & O. In that same year, one B.I. ship was employed to support military activity in the Zulu War.

Taking into account the sheer size of the geographical area serviced by B.I., it is not surprising that there would be changes and developments in trading patterns, and that these would result in corresponding changes to B.I. services. For example, in 1881, B.I. started the following 5 new services:

Madras-Negapatam-Penang-Singapore.

Rangoon-Straits Coast.

Bombay-Lourenço Marques.

London-Calcutta. (Formerly operated by B.I.A.S. from 1876)

London-Queensland. (Under a mail contract with the Queensland Government and operated by B.I.A.S.)

Whilst in the same year: the Calcutta-Port Blair-Singapore service was extended to Rangoon; the Calcutta-Akyab-Kyaukpyu-Sandoway service was extended to Bassein; the Aden-Zanzibar-Mozambique service was withdrawn; and the Zanzibar-Comoros Islands-Nosy Bé service was also withdrawn.

Also in 1881, one B.I. ship was employed to support military activity in the Transvaal War.

It is, therefore, worth pausing at this point to review the astonishing progress that had been made by B.I. since it took over from the Calcutta and Burmah Steam Navigation Company Limited. After just 20 years of operation, one major service between Calcutta, Rangoon and Moulmein had been transformed into a whole range of services extending from Singapore to Britain and encompassing a great many ports on the coasts of Malaya, Burma, India, East Africa and the Persian Gulf, and a B.I.A.S. service had just begun to Australia. Whilst accepting that Government mail and trooping contracts played a major role in this development, it is extremely important to appreciate the size of the commercial trade that B.I. now serviced. The B.I. fleet had grown from 10 to 60 ships, and a glance at Appendix I shows that many of them were capable of carrying an astonishingly large number of deck passengers. India was, in effect, an exporter of labour on a massive scale. With work at home a scarce commodity, thousands of Indian labourers made regular voyages as deck passengers on B.I. ships to countries where work was plentiful. For example the rice fields and rubber plantations of Burma were a ready source of work. B.I. ships also carried huge quantities of cargo in the form of a wide variety of goods such as, for example, jute from India, rice and teak from Burma, and dates from Basra.

Military activity in Egypt in 1882 had a significant impact on B.I., as 19 of its ships were employed as military transports. Also in that year, B.I. began a service between Rangoon and Mergui.

In 1884: the Rangoon-Straits Coast service ended; the Bombay-Lourenço Marques service was reduced to Bombay-Mozambique; a Negapatam-Coconada-Moulmein-Rangoon service was introduced; and one B.I. ship was employed as a military transport to support the Gordon relief expedition.

B.I.A.S. was formally incorporated as a Limited Company in 1885. The B.I.A.S. house flag was based upon the B.I. house flag but with the addition of a dark blue ball superimposed over the middle of the red diagonal cross. In the same year, B.I., using the *Rajpootana*, introduced a monthly Calcutta-Australia service. On leaving Calcutta, this service called at Penang, Singapore and Batavia and then routed through the Torres Strait to call at Brisbane, Sydney, Melbourne and Adelaide. Typical outbound cargoes from India on this service were tea, gunnies, coir and kapok. A gunny was a coarse sack made from jute and used for carrying wheat from Australia. Typical inbound cargoes from Australia were horses for the Indian army and wheat. Also in 1885, twenty-nine B.I. ships were employed to support military activity in the Sudan, and 16 B.I. ships were employed to support military activity in Burma.

In 1888, B.I. introduced a Calcutta-Mauritius service. Two very large capacity ships for their time – the *Wardha* and the *Warora* – were purchased specifically for this service to carry sugar from Mauritius to India. Interestingly, mules destined for the Indian army were another export item from Mauritius. Also in this year, one B.I. ship was employed to support military activity in Persia.

In 1889, one B.I. ship was employed for military support in the Lushai Expedition.

A new London-Zanzibar service was started in 1890, whilst, in the same year, the Bombay-Mozambique service was withdrawn.

Dutch Government concerns about the Netherlands Indies Steam Navigation Company being a British company resulted in B.I. selling it to a Dutch company in 1891.

Sir William Mackinnon died on 22nd June 1893, and James Hall replaced him, temporarily, as Chairman of B.I. A man of strong religious conviction, boundless energy and blessed with a superb business brain, William Mackinnon undoubtedly ranks as one of the great Victorian entrepreneurs. Interestingly, a handwritten note found in the margin of one of the pages of a copy of George Blake's book – *B.I. Centenary 1856:1956* – stated that "*a story long current in the Company was to the effect that William Mackinnon in a speech to the shareholders at a meeting in London stated that the prosperity of B.I. was due to a strict*

observance of the Sabbath. What he did not say was "as a working day". It would appear that this note had been written by a long serving Master of B.I.!!

Duncan Mackinnon, a nephew of William Mackinnon, was appointed Chairman in 1894. In the same year, the following new services were introduced:

Madras-Negapatam-Penang-Singapore (Operated intermittently since 1881).

Calcutta-Australia (Operated intermittently since 1885).

Calcutta-Ceylon-Malabar Coast Ports-Bombay.

Bombay-Lourenço Marques.

Tuticorin-Colombo.

Rangoon-Chittagong.

Kyaukpyu-Ramree-Cheduba (Arakan Coast).

Mergui-Madras-Negapatam-Straits Ports.

Also in 1894, the mail contract with the Queensland Government for the London-Queensland service expired, but B.I. continued to operate the service.

The following 3 new services were introduced by B.I. in 1896:

Bombay-East Africa.

Calcutta-New Zealand.

Rangoon-Bombay.

In the same year, the Kyaukpyu-Ramree-Cheduba (Arakan Coast) service and the Mergui-Madras-Negapatam-Straits Ports service were withdrawn. Also in 1896, ten B.I. ships were employed for military support in Sudan.

B.I. introduced a Negapatam-Colombo-Calcutta-Rangoon service in 1897, and, also in that year, 2 B.I. ships were employed to support military activity in Uganda.

In 1898, one B.I. ship was employed to support military activity in the Sudan, and 3 B.I. ships were employed to support military activity in Crete.

The Boer War started in October 1899, and, in all, 39 B.I. ships were employed to support the British military involvement in this war.

Attempts by the Chinese "Boxers" in 1900 to eliminate foreigners living in China led to their suppression by an international military force. Thirty-nine B.I. ships were employed to support the British military element of this force. In the same year, one B.I. ship was employed to support British military activity in the Second Ashanti War in West Africa (Gold Coast). Also in 1900, the Calcutta-Mauritius service was extended to the Seychelles and to Aden.

In 1901, five B.I. ships were employed to support military activity in Somalia.

The following new services were introduced by B.I. in 1902:

Madras-Japan.

Lourenço Marques-Mozambique.

Calcutta-New Zealand (Operated intermittently since 1896).

Zanzibar-Lourenço Marques (But withdrawn the following year).

Chittagong-Maungdaw-Akyab (But withdrawn the following year).

In the same year, the Bombay-East Africa service was extended to Cape Town, whilst the Calcutta-Mauritius-Seychelles-Aden service reverted back to just a Calcutta-Mauritius service. It is interesting to note that, to meet growing demand, 2 new ships, the *Tara* and the *Taroba*, were introduced in 1902 to the Calcutta-Singapore service, and that they each had the capability to carry in excess of 5,500 deck passengers.

Also in 1902, four B.I. ships were employed to support military activity in Somalia.

The volume of trade on certain routes had grown to the extent that, by 1903, B.I. could start to operate separate fast and slow services on them to meet the varying levels of demand. For example, on such widely separated routes as those between Bombay and the Persian Gulf on the one hand and between Penang and Singapore on the other, B.I. offered a choice between a fast Mail Line service and a Subsidiary service that took longer but called at many more ports. In the same year the Bombay-East Africa service was shortened back to Durban.

Despite stiff competition from P & O, B.I. succeeded in re-negotiating and enhancing its mail service contracts with the Indian Government in 1904. Although P & O had retained the bulk of the direct mail services from London to Aden and Bombay, B.I. had become largely responsible for the wider distribution of the mails over a significant part of Asia and Africa – to the extent that its total contract mileage had reached the impressive figure of 417,860 miles. The year 1904 also saw the introduction of 2 new services:

Bombay-Karachi (Fast Mail Line).

Moulmein-Yeh-Tavoy-Palauk-Mergui-Bokpyin.

It is interesting to note that B.I. opened its Bombay-Karachi Fast Mail Line service with 2 new steam turbine driven ships, the *Lhasa* and the *Linga*. These vessels, powered by 3 single-stage turbines, could reach speeds of 19 knots.

Also in 1904, the Lourenço Marques-Mozambique service was withdrawn, and one B.I. ship was employed to support military activity in Somalia.

B.I. started to recruit apprentice deck officers in 1906, although another 10 years would elapse before the concept of formal cadet ship based training was introduced. As a consequence, the quality of the training over those first 10 years was far from uniform.

A new service between Calcutta and Japan was introduced by B.I. in 1907.

In 1908: a new Aden-Mombasa-Zanzibar service was introduced; the Moulmein-Yeh-Tavoy-Palauk-Mergui-Bokpyin service was extended to Victoria Point and Penang; and the Bombay-Lourenço Marques service was withdrawn.

The Rangoon-based, and locally owned, Bengal Steam Navigation Company competed for several years with B.I. in the Bay of Bengal trades, but, by 1910, it had succumbed to a fierce freight rate cutting war and become insolvent. B.I. acquired the 2 ships that it had used in this trade and renamed them *Zaida* and *Zira*.

In 1911, two B.I. ships were employed to support military activity in Persia.

Apcar and Company was a Calcutta-based business that was owned and managed by an Armenian family, and it comprised workshops, mines and a fleet of 5 ships that traded mostly between Calcutta, Singapore, Hong Kong, Amoy (Xiamen) and Japan. This business was purchased by B.I. in 1912, but the Apcar name was retained to enable the ships to continue to trade under Conference rules.

In 1912, the Calcutta-Japan service, which had operated intermittently from 1907, became a regular service.

In 1913, B.I. acquired the Currie Line, a Melbourne-based firm that owned 5 ships that primarily traded between Australia and India. In particular, the Currie Line had built its early success on the carriage of horses from Australia. However, changes to Australian manning regulations and other misfortunes had brought the Currie Line to the market, and, as always, the B.I. management were quick to snap up a competitor. In the same year, B.I. removed the last vestige of competition on the Australia-India trade by buying the *Cooeyanna* from McIlwraith, McEacharn and Company of Melbourne.

The year 1913 also saw the retirement of Duncan Mackinnon, who was replaced as Chairman by Lord Inchcape. James Lyle Mackay had joined B.I. as an assistant with Mackinnon, Mackenzie and Company in Calcutta in 1874, and, when he was created a Baron in 1911, he took the title Lord Inchcape.

In 1914, the Penang-Singapore (Fast) service was withdrawn.

At the start of the First World War, B.I. owned 126 ships. No less than 109 ships of the B.I. fleet were involved in supporting military activity during that war, and, of these, 25 were lost in action as indicated in Appendix 1. Right from the start, B.I. was involved in large-scale operations, and that pattern was to continue throughout the war. For example, in 1914, B.I. provided a convoy of 24 ships carrying 30,000 troops from Bombay to support the war effort. Horses played a major role throughout the First World War, and it is interesting to note that B.I. ships helped to carry more than 84,000 horses from Australia to India during the war years. "Merchant Adventurers 1914-1918" by F A Hook provides a historical record of the B.I. fleet's involvement in the First World War. Details of this book, which has a forward by Lord Inchcape, are at Appendix 2.

On the 1st October 1914, B.I. was taken over by P & O. There is no doubt that Lord Inchcape had been interested in an amalgamation of these two great concerns for many years, and that there were senior figures in both camps who shared his views. Nevertheless, it would appear that both Duncan Mackinnon, whilst Chairman of B.I., and Sir Thomas Sutherland, the then Chairman of P & O, were less than enthusiastic about brokering such a momentous deal. Lord Inchcape, who has been described as "a man with a mind as sharp-edged as a battle axe in large affairs", was undoubtedly the driving force behind the take over, and it is interesting to note that, with the retirement of Sir Thomas Sutherland soon after the take over, he became Chairman of P & O. The Joint Board, of which Lord Inchcape was Chairman, had 12 P & O and 8 B.I. Directors. Nevertheless, from a day-to-day operational standpoint, the 2 companies continued to appear to maintain separate identities.

In April 1915, P & O and B.I. jointly formed the Mazagon Dock Company in Bombay. Shipbuilding, repair and maintenance had been a way of life at Mazagon long before the arrival of P & O and B.I., albeit on a much smaller scale. However, from 1915, the site, which had the great advantage of being close to the open sea, was expanded and developed into a major shipbuilding, repair and maintenance facility. Also in 1915, B.I. introduced a Singapore-Bangkok service.

With the development of the Mazagon facility underway, B.I. turned its attention to the development of a similar facility on the East coast of the Indian sub-continent, and, in August 1916, the Garden Reach Workshops, Calcutta, was formed by B.I. in

conjunction with the Rivers Steam Navigation Company, which held 6% of the capital. B.I. had purchased some land, with a river frontage, at Garden Reach in May 1865, and work on the construction of repair shops there began the following year. It is worth noting that, although this site was some 5 miles down the Hooghly River from Calcutta, it was still the best part of 100 miles from the open sea. With the formation of the Garden Reach Workshops, Calcutta, in 1916, work began to expand and develop the site into a large-scale shipyard and repair facility, and this took some 10 years to complete.

The year 1916 also saw the introduction of the first B.I. cadet training ship – the *Berbera*. Over the next 55 years, B.I. designated a total of 13 different ships to act as cadet training ships, as indicated in the table below.

Ship	Period	Cadets
Berbera	1916 to 1917	25
Waipara	1917 to 1918	32
	1919 to 1923	36
Carpentaria	1917 to 1919	28
	1919 to 1924	30
Manora	1918 to 1919	16
Wangaratta	1919 to 1929	39
Woodarra	1919 to 1929	39
Australia	1929 to 1934	39
Nardana	1929 to 1939	39
Nerbudda	1934 to 1934	39
Devon	1934 to 1939	38
Waroonga	1939 to 1939	43
Chindwara	1950 to 1952	31
	1952 to 1959	39
	1959 to 1963	52
	1966 to 1971	16

Ship	Period	Cadets
Chantala	1950 to 1954	31
	1954 to 1959	39
	1959 to 1966	52
	1966 to 1971	16

Cadets serving in these ships took over the role of the deck crew whilst, at the same time, receiving a structured programme of training, which included classroom work under the guidance of a dedicated instructional officer. With the exception of the period that encompassed the Second World War and the years following it up to the arrival of the brand new *Chindwara* on the 24th January 1950, there were usually 2 cadet training ships in service at any one time, and, up until 1966, cadets could normally expect to spend their entire apprenticeship on a cadet training ship. Changes in training policy, designed to focus more on the development of management and leadership skills, then dictated that cadets would spend only a part of their apprenticeship on cadet training ships, and finally, in 1971, the principle of designated cadet training ships was abolished altogether.

Why the Company should chose to operate its first cadet training ship in the middle of the First World War remains a mystery, but the decision certainly turned out to have tragic consequences, as, on 25th March 1917, while on her way from Bombay to Marseille, the *Berbera* was torpedoed, and she sank with the loss of 3 cadets. Somewhat surprisingly, the Company then decided to operate 2 cadet training ships, and, in the same year as the loss of the *Berbera*, the *Waipara* and the *Carpentaria* were refitted to carry 32 and 28 cadets respectively. One cadet was killed when the *Waipara* was torpedoed and abandoned on 4th August 1918.

In October 1917, B.I. and P & O each purchased 50% of the shares of The Hain Steamship Company. Also in 1917, the London-Queensland service was suspended.

In 1919, B.I. started a London-Bombay service in conjunction with P & O, and, in the same year, B.I. resumed its London-Queensland service.

The number of ships in the B.I. fleet reached its peak of 161 in 1920, and, also in that year, B.I. extended its London-Zanzibar service to Beira.

The total gross tonnage of the B.I. fleet reached its peak of 831,533 gross tons in 1922.

In 1923, B.I. started 2 new services from Mombasa: one to Mikindini and the other to Lourenço Marques.

B.I. withdrew its London-Queensland service in 1924. In the same year, 3 new ships, the *Tairea*, *Takliwa* and *Talamba*, joined the B.I. fleet. This was the only time that a group of sister ships were given 3 funnels, although one was a dummy. Interestingly, these were the first B.I. ships to be registered in London as opposed to Glasgow.

In 1927, six B.I. ships were employed to support military activity in Shanghai.

The Arakan Flotilla Company operated launches, some sizeable, along the rivers and waterways of the Arakan coast. The services provided by these launches complemented those provided by B.I. along the Arakan coast, and so it is not surprising that B.I. took an opportunity to purchase the Arakan Flotilla Company from its Ellerman owners in 1928. The launches and associated infrastructure, such as maintenance facilities, were then absorbed into and became part of the B.I. organization.

Lord Inchcape died on 23rd May 1932. He was undoubtedly the driving force behind the success of B.I. and, latterly, P & O, and it is not surprising that he has been described as a forceful man of vast ambition, who possessed commercial genius in a phenomenal degree. He was replaced, as Chairman of P & O and B.I., by the Honourable Alexander Shaw, who, in 1937, became Lord Craigmyle.

The *Neuralia* had been operating as a permanent troop ship since 1925, and this had meant that she had been laid up each summer in Southampton Water. However, in 1932, B.I. used her during this “off-season” to operate schoolship cruises to the Baltic and Norwegian Fjords. These summer cruises became immensely popular, and they continued for many years after the Second World War.

P & O had acquired The Nourse Line in November 1917, but, in 1932, the majority of the shares in it were transferred from P & O to B.I.

In 1934, B.I. acquired a controlling shareholding in the Asiatic Steam Navigation Company.

The *Dilwara* and the *Dunera* were the first B.I. ships to be designed and built exclusively for the trooping role, and these sisters entered service in 1936 and 1937 respectively. Hitherto, B.I. had operated ships with a dual troopship/commercial capability. Both the *Dilwara* and the *Dunera* were painted in the colours traditionally reserved for troop ships: yellow funnel and white hull with blue band.

Lord Craigmyle retired in 1938, and he was replaced, as Chairman of P & O and B.I., by Sir William Currie.

At the outbreak of hostilities on 3rd September 1939, the B.I. fleet comprised 103 ships of which 55 were passenger ships and 48 cargo ships. By the end of the Second World War, B.I. had lost a total of 51 ships, of which 46 were lost due to enemy action, 4 were marine casualties and one was sunk as a blockship. Far more importantly, B.I. had lost 1,083 of its officers and men. In his book "Valiant Voyaging", Hilary St. George Saunders graphically describes the events surrounding the loss of these fine men and their ships. B.I. was also responsible to the Ministry of War Transport for managing 72 ships belonging to other concerns. Of these, 16 were lost during the Second World War, taking with them many more officers and men, some of whom were B.I. employees.

In 1946, ownership of the Eastern and Australian Steam Ship Company was shared equally between B.I., P & O, The Union Steamship Company and The Australasian United Steam Navigation Company.

The division of India, in 1947, into two self-governing Dominions – the Indian Union and Pakistan – was very badly handled by the British Government, particularly with regard to the delineation of boundaries between the two Dominions. As a consequence, there was a major breakdown of law and order, and vast numbers of Hindus and Muslims were forced to relocate. B.I. ships carried some 200,000 of these refugees.

In 1948, B.I. began a Persian Gulf-Australia service.

After 55 years of operation, the Colombo-Tuticorin service was withdrawn in 1949 because trade restrictions between newly independent India and Ceylon made it no longer viable.

In 1950, two B.I. ships were employed to support military activity in Korea.

The deck passenger had played a major role in the development of B.I. business, but, by the early 1950s, deck passenger numbers were in decline. For example, on the Apcar Line routes from Calcutta to Chinese and Japanese ports, a combination of political unrest and the advent of air travel led to the virtual elimination of the deck and cabin passenger business. In this example, Gurkha troops on passage between Calcutta, Malaya and Hong Kong then became the mainstay of the “passenger” traffic for the Apcar Line ships.

B.I. introduced a service between the Persian Gulf and Japan in 1951.

In 1953, the Arakan Flotilla Company, which had been reformed within the B.I. Group in 1940, was nationalised by the Burmese Government.

B.I. shareholdings in both The Nourse Line and The Hain Steamship Company were sold to P & O in 1955.

B.I. celebrated its centenary in 1956. By then, Indian Government regulations designed to create conditions favourable to its own shipping industry were taking effect to the extent that the days when B.I. had a virtual monopoly of Indian coastal services were gone forever. Thus by the middle of the twentieth century, B.I. services were more directed towards the longer intercontinental routes. Also in 1956, one B.I. ship was employed to support military activity during the Suez crisis.

The P & O and B.I. Boards were separated in 1957, but Sir William Currie remained Chairman of both.

Mackinnon, Mackenzie and Company ceased to be Managing Agents for B.I. on 30th September 1959, after acting in that role for nearly a century.

On the 1st April 1960, Sir Donald Anderson became Chairman of the P & O Group, and Mr E J Pakes became Chairman of B.I. In the same year, both the Mazagon Dock Company and the Garden Reach Workshops were sold.

The London-Zanzibar-Beira service was extended to Durban in 1962, and, on the 1st April of that year, Mr K M Campbell became Chairman of B.I.

The end of National Service in 1962, changes in Britain’s defence and foreign policy and developments in aviation all conspired to bring about the demise of the troopship and, with it, another significant element of B.I. business.

Reorganisation of the roles of the companies within the P & O Group in the latter part of the 1960s resulted in what could be euphemistically called the inter-Group transfer of ships. The container revolution was underway, and the B.I. fleet became the repository for general cargo ships that were no longer needed by other companies within the Group.

On a more positive note, B.I. experienced a growth in trade in the late 1960s on the Japan-Persian Gulf route, which resulted in the Company placing an order for 2 ships of a completely new design to transport the large and heavy materials required by the oil industry. The largest general cargo vessels in the B.I. fleet at the time, the *Amra* and *Aska* were each capable of handling loads of up to 300 tons. However, both were to pass into P & O ownership in 1973.

B.I. had a very brief flirtation with containerisation. The *Manora*, *Merkara*, *Morvada* and *Mulbera* were designed to carry up to 340 containers, but all 4 ships were transferred into P & O ownership in 1973, and, in any event, developments in containership technology soon left them obsolescent.

On 1st October 1971, B.I. was absorbed into the P & O Group, and, over the next few years, all but a very few B.I. ships passed formally into P & O ownership.

On 23rd May 1982, the last remaining ship to be still owned by B.I. – the *Dwarka* – was delivered to the breaker's yard, and a once great British shipping company faded into history.

No single event caused the downfall of B.I., but there is no doubt that political developments in its major trading areas were of great significance as were the effects of air travel and containerisation.

Acknowledgements

The author has used the books listed in the Bibliography at Appendix 2 as reference material. In particular, the author has drawn heavily on material in "BI British India Steam Navigation Company Limited" by W A Laxon and F W Perry. Sincere thanks go therefore to surviving author Bill Laxon for his kind permission to reproduce material from his excellent book. The book is published by Ninety North Limited, London in an electronic edition (ISBN 1 904503 00 4) and is available from <http://www.ninetynorth.com/books/index.html> or by email info@ninetynorth.com

**SHIPS
OF
THE CALCUTTA AND BURMAH STEAM NAVIGATION COMPANY LIMITED (C.B.)
AND
THE BRITISH INDIA STEAM NAVIGATION COMPANY LIMITED (B.I.)**

NAME	YEAR BUILT	PERIOD WITH COMPANY	TONS GROSS NET	DIMENSIONS L x B x D LOA FEET	REFRIGERATED CAPACITY CUBIC FEET (CARCASSES)	PASSENGERS	NOTES
BALTIC	1854	C.B. 1856-1862 B.I. 1862-1863	535 398	181.8 x 25.1 x 14.3		First Class in Poop.	Purchased for £12,000. Simple steam. IHP 350 11 knots. Wrecked.
CAPE OF GOOD HOPE	1854	C.B. 1856-1859	583 420	191.5 X 26.3 X 15.3		First Class in Poop.	Purchased for £12,500. Simple steam. NHP 120 9 knots. Sank after collision.
BURMAH	1858	C.B. 1858-1862 B.I. 1862-1863	787 535	229.5 x 29.2 x 16.3			Simple steam. IHP 700 10 knots. Wrecked.
CALCUTTA	1860	C.B. 1860-1860	527 358	182.8 x 27.3 x 14.6			Cost £17,500. Simple steam. NHP 150 9 knots. Wrecked on delivery voyage.

RANGOON	1860	C.B. 1860-1862 B.I. 1862-1871	498 353	204.6 x 27.3 x 14.8			Simple steam. NHP 120 10 knots.
GOVERNOR HIGGINSON	1856	C.B. 1860-1862 B.I. 1862-1868	599 365	208.0 x 27.1 x 16.2			Simple steam. NHP 150 9 knots.
MOULMEIN	1861	C.B. 1861-1862 B.I. 1862-1876	323 238	155.5 x 25.2 x 13.4			Simple steam. NHP 70 8 knots.
CORINGA	1861	C.B. 1861-1862 B.I. 1862-1868	584 436	199.8 x 27.5 x 15.8			Simple steam. NHP 150 10 knots.
INDIA	1862	C.B. 1862-1862 B.I. 1862-1880	1,059 656	239 x 30.2 x 19.1		28 First 600 Deck	Cost £26,000. 1,009 tons dead weight. Simple then Compound steam. IHP 705 then IHP 512 11.5 knots then 10.5 knots. First B.I. ship to transit the Suez Canal in 1870.
PENANG	1862	B.I. 1862-1878	699 531	218.8 x 28.0 x 16.7			Simple steam. NHP 150 10 knots.
KURRACHEE	1862	B.I. 1862-1877	510 347	185.0 x 25.5 x 14.4			425 tons dead weight. Simple steam. IHP 505 11 knots.
BUSSORAH	1862	B.I. 1862-1863	622 467	195.0 X 27.5 X 16.4			Simple steam. NHP 120 10.5 knots. Lost without trace on delivery.

PERSIA	1863	B.I. 1863-1864	786 581	220.4 x 29.2 x 17.3			Simple steam. NHP 150 9 knots. Foundered.
CHEDUBA	1863	B.I. 1863-1869	667 453	209.1 x 26.3 x 16.1			Cost £16,500. Simple steam. NHP 140 9 knots. Lost with all hands in cyclone.
AUSTRALIAN	1852	B.I. 1863-1866	1,401 735	225.0 x 34.0 x 22.5		48 First 72 Second 62 Steerage	Simple steam. NHP 300 10 knots.
SYDNEY	1852	B.I. 1863-1866	1,401 734	227.0 x 34.0 x 24.0		48 First 72 Second 62 Steerage	Simple steam. NHP 300 10 knots.
ORISSA	1863	B.I. 1863-1868	360 244	153.2 x 23.1 x 12.2		19 First	Cost £10,850 296 tons dead weight. Simple then Compound steam. IHP 385 10.5 knots
COMORIN	1863	B.I. 1863-1871	453 342	176.2 x 25.2 x 14.1			Simple steam. NHP 80 9 knots.
EUPHRATES	1863	B.I. 1863-1892	650 487 In 1871: 803 500	208.7 x 28.3 x 16.5 In 1871: Lengthened by 39		31 First 877 Deck	750 tons dead weight. Simple then Compound steam in 1871. NHP 120 9.5 knots. Abyssinian expedition.

ARABIA	1863	B.I. 1863-1893	1,027 698 In 1870: 1,080 675	239.2 x 30.2 x 19.1		512 Deck	1,300 tons dead weight. Simple then Compound steam. IHP 705 then IHP 643 11 knots then 10.5 knots.
BURMAH	1863	B.I. 1863-1887	1,025 697 In 1870: 1,081 675	239.2 x 30.2 x 19.5			1,300 tons dead weight. Simple then Compound steam. IHP 705 then IHP 628 11 knots then 10 knots.
PUNJAUB	1864	B.I. 1864-1884	1,030 700 In 1871: 1,080 686	239.1 x 30.2 x 19.0		34 First	Cost £29,500 860 tons dead weight. Simple then Compound steam. IHP 705 then IHP 600 9.5 knots. First B.I. exploratory voyage from Bombay to China in 1867.
CASHMERE	1864	B.I. 1864-1877	1,030 699 In 1872: 1,083 676	239.1 x 30.2 x 19.0		34 First	Cost £29,500 860 tons dead weight. Simple then Compound steam. IHP 705 then IHP 591 11 knots then 10.5 knots. Wrecked.
BUSHEER	1863	B.I. 1864-1891	792 617	216.0 x 29.2 x 16.8		42 Cabin 1,041 Deck	850 tons dead weight. Simple then Compound steam. NHP 107 then NHP 130 11 knots.
MADRAS	1864	B.I. 1864-1884 1887-1891	680 454	226.2 x 28.3 x 15.2		1,049 Deck	Simple then Compound steam. IHP 460 then IHP 385 12 knots. Wrecked in 1884, but rebuilt by new owners. Repurchased by B.I. in 1887.

ASIA	1865	B.I. 1865-1891	1,579 1,073 In 1873: 1,766 1,139	274.8 x 34.2 x 25.2		28 First 1,170 Deck	1,630 tons dead weight. 2,460 tons dead weight in 1873. Simple then Compound steam. IHP 970 then IHP 956 11 knots.
MAHRATTA	1865	B.I. 1865-1887	742 505	227.4 x 28.3 x 16.0			Simple steam. NHP 120 13 knots. Wrecked.
MARTABAN	1865	B.I. 1865-1872	515 390	193.4 x 26.0 x 14.5		18 First	Cost £16,800 450 tons dead weight. Simple steam. IHP 530 10.5 knots.
PEGU	1865	B.I. 1865-1865	444 312	183.5 x 25.2 x 14.0			Simple steam. NHP 120 10.5 knots.
SATARA	1866	B.I. 1866-1891	1,237 841 In 1875: 1,301 820	250.5 x 32.4 x 20.9		22 First 829 Deck	Simple then Compound steam. NHP 250 11 knots.
HIMALAYA	1867	B.I. 1867-1891	1,341 912	263.8 x 33.2 x 20.9		44 First 1,064 Deck	Simple then Compound steam. IHP 830 then IHP 810 10.5 knots.
DACCA	1867	B.I. 1867-1876	1,659 1,128 In 1876: 2,049 1,331	276.7 x 34.5 x 19.0 In 1876: Lengthened by 44		20 First	1,590 tons dead weight. Simple then Compound steam. NHP 300 12 knots. Wrecked.

ORIENTAL	1867	B.I. 1867-1893	1,481 1,007 In 1876: 1,496 939	263.6 x 32.0 x 19.2		44 First 880 Deck	Cost £44,000 1,600 tons dead weight. Simple then Compound steam. IHP 830 then IHP 814 10.5 knots then 11 knots.
SCOTIA	1857	B.I. 1867-1876	1,168 911	241.2 x 32.4 x 20.6			Simple steam. NHP 170 11.5 knots.
ABYSSINIA	1868	B.I. 1868-1886	1,129 717	249.8 x 30.2 x 18.8		30 First 10 Second	890 tons dead weight. Simple then Compound steam. IHP 689 then IHP 792 11.5 knots then 11 knots. Wrecked.
ETHIOPIA	1868	B.I. 1868-1873	1,132 719	250.0 x 30.2 x 18.9		30 First 10 Second	890 tons dead weight. Simple steam. IHP 745 11.5 knots. Wrecked.
AVA	1862	B.I. 1870-1872	278 207	141.4 x 23.3 x 11.9			Simple steam. NHP 60 11 knots.
AVAGYEE	1869	B.I. 1870-1891	427 247	196.4 x 23.8 x 12.5		13 First	130 tons dead weight. Simple then Compound steam. IHP 460 11 knots.
SHIRAZ	1870	B.I. 1870-1871 (See Note)	1,147 867	237.4 x 29.7 x 23.7			Owned by Gray, Dawes & Co. Compound steam. IHP 770 10 knots.

ARCOT	1870	B.I. 1871-1887	1,762 1,132	298.0 x 33.2 x 25.4		23 First 12 Second	Cost £38,200 1,270 tons dead weight. Compound steam. IHP 888 11 knots. Wrecked.
ISPAHAN	1871	B.I. 1871-1872 (See Note)	1,225 817	250.6 x 31.5 x 23.6			Owned by Gray, Dawes & Co. Compound steam. IHP 750 10 knots. Wrecked.
PATNA	1871	B.I. 1871-1901	1,764 1,132	297.8 x 33.2 x 25.4		25 First 12 Second 1,013 Deck	Cost £38,200 1,920 tons dead weight. Compound steam. IHP 943 11 knots.
BAGHDAD	1871	B.I. 1872-1898	1,272 815	251.5 x 31.5 x 23.6		46 First 13 Second 708 Deck	Cost £32,000 1,500 tons dead weight. Compound steam. IHP 750 10 knots.
ASSYRIA	1872	B.I. 1872-1902	1,495 969	269.8 x 30.6 x 24.2		23 First 16 Second 808 Deck	1,750 tons dead weight. Compound steam. IHP 884 11 knots.
CHALDEA	1872	B.I. 1872-1874	1,434 926	269.8 x 30.5 x 24.0			Compound steam. NHP 200 11.5 knots. Wrecked.
CALCUTTA	1872	B.I. 1872-1885	863 549	230.8 x 28.3 x 16.4		35 First 14 Second 969 Deck	914 tons dead weight. Compound steam. IHP 587 10 knots. Sank after collision.

COCONADA	1872	B.I. 1872-1899	862 547	230.4 x 28.3 x 16.4		35 First 14 Second 969 Deck	940 tons dead weight. Compound steam. NHP 120 11 knots.
AGRA	1872	B.I. 1872-1887	1,907 1,235	298.0 x 33.6 x 25.7		31 First 18 Second	Cost £45,100 1,950 tons dead weight. Compound steam. IHP 847 11 knots. Wrecked.
JAVA	1872	B.I. 1872-1904	1,465 943	270.2 x 30.8 x 24.0		30 First 20 Second	1,738 tons dead weight. Compound then Triple Expansion steam. NHP 180 11.5 knots.
VIBILIA 1873-1873 SOCOTRA	1872	B.I. 1873-1882	1,947 1,240	292.3 x 36.2 x 17.4		35 First 10 Second	Cost £45,500 2,500 tons dead weight. Compound steam. NHP 200 10 knots. Wrecked.
MECCA	1873	B.I. 1873-1898	1,450 936	270.0 x 31.1 x 24.5		26 First 24 Second 999 Deck	1,960 tons dead weight. Compound then Triple Expansion steam. IHP 1,042 then NHP 200 12 knots. Sank after collision with the LINDULA.
ALMORA	1873	B.I. 1873-1881 B.I.A.S. 1881-1893	2,608 1,714	350.4 x 36.4 x 28.1		41 First 18 Second	Cost £67,200 2,200 tons dead weight. Compound steam. IHP 1,550 12.5 knots.

AVA	1873	B.I. 1873-1879	2,600 1,709	350.2 x 36.4 x 28.0		41 First 18 Second	Cost £67,200 2,200 tons dead weight. Compound steam. IHP 1,395 11.5 knots. Sank after collision.
MALACCA	1864	B.I. 1873-1876	592 360	188.5 x 24.1 x 11.0			Cost £12,000 Compound steam. NHP 70 9 knots. Wrecked.
MADURA	1874	B.I. 1874-1912	1,942 1,266	316.8 x 33.5 x 25.4		32 First 26 Second	2,200 tons dead weight. Compound then Triple Expansion steam. IHP 1,164 then NHP 280 12 knots.
MALDA	1874	B.I. 1874-1912	1,945 1,269	317.7 x 33.6 x 25.3		32 First 26 Second	2,430 tons dead weight. Compound then Triple Expansion steam. IHP 1,164 then NHP 280 12.5 knots.
AFRICA	1874	B.I. 1874-1910	2,032 1,318	315.6 x 33.2 x 25.6		35 First 18 Second 1,184 Deck	Cost £61,350 2,270 tons dead weight. Compound then Quadruple Expansion steam. IHP 1,220 then IHP 1,583 12 knots then 13 knots.
ETHIOPIA	1874	B.I. 1874-1911	2,032 1,314	315.6 x 33.2 x 25.5		35 First 18 Second 1,233 Deck	Cost £61,350 2,352 tons dead weight. Compound then Quadruple Expansion steam. IHP 1,200 then IHP 1,523 12 knots then 13 knots.

CHYEBASSA	1874	B.I.A.S. 1874-1900	2,644 1,714	350.2 x 36.4 x 28.0		41 First 18 Second	Cost £64,000 2,200 tons dead weight. Compound steam. IHP 1,560 11 knots.
CANARA	1874	B.I. 1874-1904	1,903 1,229	298.0 x 33.3 x 25.7		27 First 24 Second 1,078 Deck	Cost £50,300 2,130 tons dead weight. Compound then Quadruple Expansion steam. IHP 1,100 then IHP 1,274 11.5 knots then 12 knots.
GOA	1874	B.I. 1874-1906	1,906 1,232	297.8 x 33.3 x 25.7		27 First 24 Second 1,153 Deck	Cost £50,300 2,130 tons dead weight. Compound then Quadruple Expansion steam. IHP 1,103 then IHP 1,454 11.5 knots then 12 knots. Foundered in cyclone.
MEDINA	1865	B.I. 1874-1888	811 524	217.7 x 24.8 x 19.0		12 First 500 Deck	805 tons dead weight. Compound steam. NHP 112 Twin screw. 10.5 knots.
RAJPOOTANA	1874	B.I. 1874-1902	2,030 1,312	315.8 x 33.2 x 25.6		40 First 20 Second 1,253 Deck	Cost £54,700 2,051 tons dead weight. Compound steam. IHP 1,189 12 knots.
KHANDALLA	1875	B.I. 1875-1903	2,040 1,318	316.0 x 33.2 x 25.7		40 First 20 Second 1,201 Deck	Cost £54,700 2,051 tons dead weight. Compound steam. IHP 1,202 12 knots.

UMBALLA	1875	B.I. 1875-1880	840 495	230.7 x 28.2 x 16.2		23 First 10 Second	782 tons dead weight. Compound steam. NHP 130 11.5 knots.
PUTTIALA	1875	B.I. 1875-1881	839 494	230.7 x 28.2 x 16.2		23 First 10 Second	782 tons dead weight. Compound steam. NHP 130 12 knots.
MERKARA	1875	B.I.A.S. 1875-1901	2,971 1,950	368.2 x 37.2 x 28.5		73 First 25 Second	Cost £81,600 3,297 tons dead weight. Compound steam. IHP 1,948 12.5 knots.
DORUNDA	1875	B.I.A.S. 1875-1894	2,977 1,943	368.5 x 37.2 x 28.5		73 First 25 Second	Cost £81,600 3,260 tons dead weight. Compound steam. IHP 2,183 13 knots. Wrecked.
AKOLA	1875	B.I. 1875-1880	578 316	201.1 x 25.1 x 14.1		20 First 8 Second	475 tons dead weight. Compound steam. NHP 120 10.5 knots.
VINGORLA	1875	B.I. 1875-1880	578 316	201.1 x 25.1 x 14.3		20 First 8 Second	475 tons dead weight. Compound steam. NHP 120 10.5 knots. Foundered.
COMMILLA	1875	B.I. 1875-1905	872 550	230.4 x 28.3 x 16.3		32 First 32 Second 1,194 Deck	845 tons dead weight. Compound steam. NHP 140 11.5 knots.

PACHUMBA	1875	B.I. 1875-1910	867 544	230.7 x 28.3 x 16.4		32 First 32 Second 1,120 Deck	845 tons dead weight. Compound steam. IHP 740 11 knots.
RANGOON	1875	B.I. 1875-1906	547 215	231.8 x 26.1 x 12.4		8 First 231 Deck	Compound steam. IHP 1,252 Paddle (First for B.I.). 14.5 knots.
NAVARINO	1873	B.I.A.S. 1877-1895	3,357 2,189	389.0 x 38.8 x 19.7			3,710 tons dead weight. Compound steam. IHP 1,600 12 knots.
ELDORADO	1873	B.I.A.S. 1877-1885	3,332 2,157	387.3 x 39.1 x 19.4			Compound steam. IHP 1,600 12 knots. Wrecked.
CHANDA	1877	B.I. 1877-1902	2,022 1,305	313.0 x 33.2 x 25.8		35 First 18 Second 1,142 Deck	Cost £44,500 1,996 tons dead weight. Compound steam. IHP 1,314 12 knots.
CHINSURA	1877	B.I. 1877-1883	2,033 1,320	316.1 x 33.2 x 25.8		35 First 18 Second	Cost £44,500 1,996 tons dead weight. Compound steam. IHP 1,246 11.5 knots. Wrecked.
PEMBA	1877	B.I. 1877-1902	1,536 987	280.2 x 31.5 x 23.7		27 First 16 Second 1,028 Deck	1,780 tons dead weight. Compound steam. IHP 1,268 12 knots.

MANORA	1878	B.I.A.S. 1878-1883	3,242 2,120	380.3 x 38.4 x 29.1		68 First 24 Second	Cost £72,500 3,536 tons dead weight. Compound steam. IHP 3,115 14.5 knots.
BYCULLA	1878	B.I. 1878-1911	1,464 1,114	264.4 x 32.2 x 21.7		6 Cabin 631 Deck	Cost £28,000 2,075 tons dead weight. Compound steam. IHP 649 10.5 knots.
COLABA	1878	B.I. 1878-1903	1,460 1,115	264.6 x 32.2 x 21.6		6 Cabin 713 Deck	Cost £28,000 2,075 tons dead weight. Compound steam. IHP 669 10.5 knots.
KILWA	1878	B.I. 1878-1903	1,552 994	280.2 x 31.6 x 23.7		37 First 18 Second 943 Deck	2,010 tons dead weight. Compound steam. IHP 1,400 12 knots.
PURULIA	1878	B.I. 1878-1903	1,554 993	280.2 x 31.6 x 23.7		37 First 18 Second 911 Deck	2,010 tons dead weight. Compound steam. IHP 1,316 11.5 knots.
SIMLA	1878	B.I. 1878-1902	1,615 1,039	280.9 x 32.2 x 23.9		27 First 12 Second 793 Deck	1,800 tons dead weight. Compound steam. IHP 1,100 12 knots.
CHILKA	1878	B.I. 1878-1904	1,944 1,497	285.0 x 35.2 x 23.9		19 First 1,047 Deck	Cost £34,200 2,801 tons dead weight. Compound steam. IHP 1,173 11.5 knots.

CHUPRA	1878	B.I. 1878-1905	1,944 1,497	285.0 x 35.2 x 23.9		19 First 1,044 Deck	Cost £34,000 2,801 tons dead weight. Compound steam. IHP 1,222 11.5 knots.
CULNA	1879	B.I. 1879-1904	1,984 1,533	285.0 x 35.0 x 23.9		19 First 1,212 Deck	Cost £35,000 2,765 tons dead weight. Compound steam. IHP 1,124 11.5 knots.
CHINDWARA	1879	B.I. 1879-1904	1,983 1,539	285.0 x 35.2 x 23.9		19 First 1,104 Deck	Cost £35,000 2,765 tons dead weight. Compound steam. IHP 1,113 11.5 knots.
SIRDHANA	1879	B.I. 1879-1911	2,661 2,040	310.2 x 39.1 x 24.9		20 First 13 Second 2,054 Deck	Cost £45,700 2,040 tons dead weight. Compound steam. IHP 1,382 11 knots.
SCINDIA	1879	B.I. 1879-1909	2,661 2,040	310.0 x 39.1 x 24.9		20 First 13 Second 1,571 Deck	Cost £45,900 2,040 tons dead weight. Compound steam. IHP 1,367 11.5 knots.
ELLORA	1879	B.I. 1879-1907	1,970 1,513	285.0 x 35.2 x 23.9		11 First 1,242 Deck	2,734 tons dead weight. Compound steam. IHP 1,195 11.5 knots.
HENZADA	1880	B.I. 1880-1907	2,078 1,578	284.6 x 35.2 x 24.1		23 First 10 Second	2,970 tons dead weight. Compound steam. IHP 1,270 11.5 knots.

HUZARA	1880	B.I. 1880-1904	2,078 1,578	284.6 x 35.2 x 24.1		23 First 10 Second	3,030 tons dead weight. Compound steam. IHP 1,219 11 knots.
BOOLDANA	1880	B.I. 1880-1920	2,823 2,134	332.2 x 40.2 x 25.5		30 First 12 Second 1,733 Deck	Cost £49,100 4,080 tons dead weight. Compound steam. IHP 1,788 11.5 knots.
BHUNDARA	1880	B.I. 1880-1907	2,899 2,263	319.9 x 40.3 x 25.9		30 First 12 Second 1,709 Deck	Cost £46,400 4,270 tons dead weight. Compound steam. IHP 1,665 11.5 knots.
KERBELA	1880	B.I. 1880-1905	1,937 1,501	284.7 x 35.2 x 23.8		31 First 12 Second	Cost £38,800 2,780 tons dead weight. Compound steam. IHP 1,118 11 knots.
BANCOORA	1881	B.I. 1881-1906	2,880 2,245	322.8 x 40.3 x 25.9		30 First 12 Second	Cost £46,250 4,270 tons dead weight. Compound steam. IHP 1,796 11.5 knots.
CAMORTA	1881	B.I.A.S. 1881-1883 1886-1891 B.I. 1891-1902	2,097 1,355	285.2 x 35.2 x 24.1		20 First 10 Second	2,790 tons dead weight. Compound steam. NHP 201 10 knots. Foundered in cyclone.
KANGRA	1881	B.I. 1881-1905	1,952 1,480	284.7 x 35.2 x 23.8		31 First 12 Second	Cost £38,000 2,780 tons dead weight. Compound steam. IHP 859 10.5 knots.

QUETTA	1881	B.I.A.S. 1881-1890	3,302 2,147	380.0 x 40.3 x 29.0		76 First 32 Second	Cost £70,100 Compound steam. IHP 2,944 13 knots. Wrecked.
COMPTA	1881	B.I.A.S. 1881-1883	2,094 1,589	285.2 x 35.2 x 24.1			2,790 tons dead weight. Compound steam. NHP 200 11 knots.
ROMA	1873	B.I.A.S. 1881-1898	2,617 1696	333.8 x 38.3 x 27.8			3,450 tons dead weight. Compound steam. IHP 2,500 10.5 knots.
INDIA	1881	B.I. 1881-1892 1903-1905 B.I.A.S. 1892-1903	4,065 2,634	390.0 x 42.2 x 21.6		81 First 34 Second	Cost £85,900 4,320 tons dead weight. Compound steam. IHP 2,821 14 knots.
DACCA	1881	B.I.A.S. 1882-1890	3,909 2,545	390.0 x 43.6 x 27.6		75 first 32 Second 300 Migrants	Compound steam. IHP 2,800 14 knots. Wrecked.
GOORKHA	1882	B.I. 1882-1906	4,104 2,660	390.0 x 42.2 x 21.6		81 First 34 Second	Cost £84,000 4,320 tons dead weight. Compound steam. IHP 2,855 14 knots.
REWA	1882	B.I.A.S. 1882-1884 B.I. 1884-1905	4,017 2,623	390.0 x 43.6 x 27.6		78 First 32 Second	4,180 tons dead weight. Compound steam. IHP 2,833 14 knots.

BULIMBA	1882	B.I.A.S. 1882-1888 B.I. 1899-1923	2,510 1,607	315.8 x 38.2 x 25.1		37 First 16 Second 1,361 Deck	Cost £56,300 3,220 tons dead weight. Compound steam. NHP 317 11 knots.
GOLCONDA	1882	B.I. 1883-1884	2,112 1,357	285.0 x 36.2 x 23.7		29 First 17 Second 1,600 Deck	Compound steam. IHP 1,080 10.5 knots.
NERBUDDA	1883	B.I. 1883-1911	2,977 1,948	320.0 x 42.1 x 25.0		32 First 12 Second 1,807 Deck	Cost £59,000 4,060 tons dead weight. Compound steam. IHP 1,984 12 knots.
WAROONGA	1883	B.I.A.S. 1883-1888 B.I. 1899-1913	2,513 1,609	315.8 x 38.2 x 25.1		37 First 16 Second 1,300 Deck	Cost £54,400 3,220 tons dead weight. Compound steam. NHP 317 12 knots.
NOWSHERA	1883	B.I. 1883-1911	2,962 1,938	320.0 x 42.1 x 25.0		32 First 12 Second 1,806 Deck	Cost £57,300 4,060 tons dead weight. Compound steam. IHP 2,252 12.5 knots.
GOALPARA	1882	B.I. 1883-1912	2,114 1,355	285.0 x 36.0 x 23.7		29 First 17 Second 1,598 Deck	3,000 tons dead weight. Compound steam. IHP 1,226 12 knots.
NUDDEA	1883	B.I. 1883-1911	2,964 1,940	320.0 x 42.1 x 25.0		32 First 12 Second 1,695 Deck	Cost £56,500 4,060 tons dead weight. Compound steam. IHP 2,250 12 knots.

SIRSA	1883	B.I. 1883-1908	2,610 1,691	310.0 x 39.2 x 25.0		28 First 13 Second 2,261 Deck	3,586 tons dead weight. Compound steam. IHP 1,569 11.5 knots.
SECUNDRRA	1884	B.I. 1884-1904	2,610 1,691	310.0 x 39.2 x 25.0		28 First 13 Second	3,386 tons dead weight. Compound steam. IHP 1,927 11 knots. Wrecked.
MANORA	1884	B.I.A.S. 1884-1884 B.I. 1884-1907	4,707 3,040	410.0 x 45.2 x 21.7		76 First 30 Second	Cost £79,700 5,385 tons dead weight. Compound steam. IHP 3,935 15.5 knots.
NEVASA	1884	B.I. 1884-1906	2,950 1,932	320.0 x 42.1 x 25.0		32 First 12 Second 1,812 Deck	Cost £60,400 4,060 tons dead weight. Compound steam. IHP 2,123 12 knots.
LOODIANA	1885	B.I. 1885-1910	3,269 2,148	340.1 x 42.2 x 25.6		31 First 12 Second 2,023 Deck	Cost £57,500 4,360 tons dead weight. Triple Expansion steam. IHP 2,373 12.5 knots. Missing/Foundered.
MERGUI	1885	B.I. 1885-1904	244 126	140.0 x 21.1 x 9.5 150.0		100 Deck	Compound steam. NHP 54 9.5 knots. Wrecked.
LALPOORA	1885	B.I. 1885-1913	3,269 2,140	340.1 x 42.2 x 25.6		32 First 12 Second 2,017 Deck	Cost £57,500 4,370 tons dead weight. Triple Expansion steam. IHP 2,437 13 knots.

LAWADA	1885	B.I. 1886-1912	3,269 2,148	340.1 x 42.2 x 25.6		32 First 12 Second 1,957 Deck	Cost £57,500 4,440 tons dead weight. Triple Expansion steam. IHP 2,440 13 knots.
LANDAURA	1886	B.I. 1886-1912	3,271 2,148	340.3 x 42.2 x 25.6		32 First 12 Second 2,000 Deck	Cost £50,100 4,440 tons dead weight. Quadruple Expansion steam. IHP 1,919 12 knots.
JUMNA	1886	B.I.A.S. 1886-1903 B.I. 1903-1908	5,191 3,377	411.4 x 48.2 x 32.0		87 First 30 Second 300 Emigrants	Cost £94,900 5,640 tons dead weight. Quadruple Expansion steam. IHP 3,273 14.5 knots.
UMBALLA	1880	B.I. 1886-1896	1,908 1,240	269.7 x 35.2 x 24.4		1,446 Deck	2,786 tons dead weight. Compound steam. IHP 1,150 10.5 knots.
PALITANA	1886	B.I. 1886-1922	2,998 1,956	335.0 x 40.2 x 18.8		31 First 15 Second 2,046 Deck	4,000 tons dead weight. Triple Expansion steam. IHP 2,441 12.5 knots.
PUTIALA	1886	B.I. 1886-1914	2,998 1,956	335.0 x 40.2 x 18.8		31 First 15 Second 1,883 Deck	4,000 tons dead weight. Triple Expansion steam. IHP 2,204 13 knots.
M. MEANATCHY	1881	B.I.A.S. 1887-1891 B.I. 1891-1911	2,111 1,368	290.0 x 36.4 x 25.8 299.5		16 First 12 Second	2,500 tons dead weight. Compound steam. NHP 320 11.5 knots.

RAMAPOORA	1887	B.I. 1887-1919	857 268	256.0 x 31.1 x 13.3		8 First 5 Second 1,590 Deck	700 tons dead weight. Triple Expansion steam. IHP 2,130 Paddle. 14.5 knots.
WARDHA	1887	B.I. 1887-1913	3,917 2,552	350.0 x 47.2 x 20.3		33 First 22 Second 2,262 Deck	5,050 tons dead weight. Triple Expansion steam. IHP 1,950 12.5 knots.
WARORA	1887	B.I. 1887-1911	3,920 2,554	350.0 x 47.2 x 20.3		33 First 22 Second 2,262 Deck	5,050 tons dead weight. Triple Expansion steam. IHP 1,750 11 knots.
KAPURTHALA	1887	B.I. 1887-1923	1,122 672	240.2 x 34.2 x 16.3		22 First 20 Second 1,566 Deck	Cost £29,700 1,270 tons dead weight. Triple Expansion steam. IHP 1,478 13.5 knots.
KARAGOLA	1887	B.I. 1887-1901	1,168 598	240.3 x 34.2 x 18.1		24 First 16 Second 1,459 Deck	1,330 tons dead weight. Triple Expansion steam. IHP 1,797 13.5 knots. Destroyed by fire.
TAROBA	1888	B.I.A.S. 1888-1894	4,938 3,234	410.4 x 46.1 x 29.5		76 First 28 Second	5,460 tons dead weight. Triple Expansion steam. IHP 4,500 15.5 knots.
KISTNA	1888	B.I. 1888-1921	1,115 481	240.2 x 33.2 x 16.5		26 First 22 Second 1,229 Deck	1,300 tons dead weight. Triple Expansion steam. IHP 2,220 13 knots.

LINDULA	1888	B.I. 1888-1914	3,346 2,199	350.4 x 42.1 x 25.9		43 First 22 Second 2,477 Deck	Cost £56,000 4,520 tons dead weight. Quadruple Expansion steam. IHP 2,318 13 knots.
GOLCONDA	1888	B.I. 1888-1916	6,037 3,960	422.0 x 48.1 x 24.0		80 First 28 Second	6,000 tons dead weight. Triple Expansion steam. IHP 4,360 13.5 knots. Mined and sank.
PUNDUA	1888	B.I. 1888-1920	3,305 2,156	350.1 x 42.2 x 26.5		35 First 23 Second 2,135 Deck	4,475 tons dead weight. Triple Expansion steam. IHP 2,800 13 knots.
PURNEA	1888	B.I. 1888-1923	3,306 2,156	350.0 x 42.2 x 26.5		35 First 23 Second 2,216 Deck	4,475 tons dead weight. Triple Expansion steam. IHP 2,899 14 knots.
MOMBASSA	1889	B.I. 1889-1916	4,662 3,039	404.0 x 47.3 x 25.1		36 First 20 Second	6,250 tons dead weight. Triple Expansion steam. IHP 3,000 12 knots. Torpedoed and sunk.
ASKA	1889	B.I. 1889-1912	450 181	190.0 x 29.0 x 11.6		356 Deck	430 tons dead weight. Triple Expansion steam. IHP 875 12.5 knots.
KATORIA	1889	B.I. 1889-1923	1,127 674	240.2 x 34.2 x 16.4		22 First 20 Second 1,163 Deck	Cost £32,700 1,270 tons dead weight. Triple Expansion steam. IHP 1,635 13.5 knots.

KAVLANA	1889	B.I. 1889-1890	1,125 558	239.8 x 34.2 x 16.6		24 First 20 Second	Triple Expansion steam. IHP 2,100 13.5 knots.
MEGNA	1889	B.I. 1889-1913	1,181 754	230.0 x 36.2 17.5			Cost £24,200 Triple Expansion steam. IHP 767 10 knots.
TARA	1890	B.I.A.S. 1890-1894	4,713 3,013	410.0 x 46.1 x 29.5		76 First 28 Second	5,410 tons dead weight. Triple Expansion steam. IHP 4,724 15 knots.
PALAMCOTTA	1890	B.I. 1890-1920	3,413 2,208	360.0 x 42.2 x 26.4		35 First 23 Second 1,000 Deck	4,620 tons dead weight. Triple Expansion steam. IHP 2,641 13 knots.
RASMARA	1890	B.I. 1890-1921	893 307	256.3 x 31.1 x 13.2		8 First 3 Second 1,600 Deck	600 tons dead weight. Triple Expansion steam. IHP 2,344 Paddle. (Last built for B.I.) 15.5 knots.
KASARA	1890	B.I. 1890-1923	1,195 505	239.8 x 34.1 x 16.6		26 First 22 Second	1,315 tons dead weight. Triple Expansion steam. IHP 2,313 14 knots.
VASNA	1890	B.I. 1890-1905	904 482	200.0 x 29.0 x 12.8		32 First 24 Second 1,000 Deck	770 tons dead weight. Triple Expansion steam. IHP 794 11 knots.
VITA	1890	B.I. 1890-1905	904 482	200.0 x 29.0 x 12.8		32 First 24 Second 1,000 Deck	770 tons dead weight. Triple Expansion steam. IHP 819 11 knots.

KOLA	1890	B.I. 1890-1914	1,192 498	250.0 x 34.2 x 18.0		22 First 16 Second	1,270 tons dead weight. Triple Expansion steam. IHP 2,292 14.5 knots.
FAZILKA	1890	B.I. 1890-1919	4,152 2,698	366.0 x 48.2 x 26.5		12 First 1,650 Deck	5,900 tons dead weight. Triple Expansion steam. IHP 2,453 12.5 knots. Wrecked.
VIRAWA	1890	B.I. 1890-1921	3,334 2,158	340.0 x 43.1 x 26.0		18 First	Cost £59,600 4,933 tons dead weight. Quadruple Expansion steam. IHP 1,628 10.5 knots.
PENTAKOTA	1890	B.I. 1890-1920	3,418 2,209	360.0 x 42.2 x 26.4		35 First 23 Second 1,015 Deck	4,620 tons dead weight. Triple Expansion steam. IHP 2,860 13 knots.
FULTALA	1890	B.I. 1890-1923	4,155 2,692	366.0 x 48.2 x 26.6		12 First 1,667 Deck	5,900 tons dead weight. Triple Expansion steam. IHP 2,450 11.5 knots.
VADALA	1890	B.I. 1890-1913	3,334 2,164	340.0 x 43.1 26.0		18 First	Cost £61,700 4,933 tons dead weight. Quadruple Expansion steam. IHP 1,648 11 knots.
AMRA	1890	B.I. 1890-1907	518 162	190.0 x 29.0 x 11.6		24 First	450 tons dead weight. Triple Expansion steam. IHP 875 12.5 knots.

JELUNGA	1890	B.I.A.S. 1890-1903 B.I. 1903-1908 1909-1914	5,186 3,371	410.5 x 48.2 x 30.5		80 First 42 Second 400 Emigrants	Cost £108,400 5,940 tons dead weight. Quadruple Expansion steam. IHP 4,622 16 knots.
BAWEAN	1886	B.I. 1891-1891	923 649	210.0 x 30.5 x 13.8			Triple Expansion steam. 10 knots.
AVOCA	1891	B.I.A.S. 1891-1903 B.I. 1903-1907	5,324 3,410	420.0 x 48.2 x 30.6 443.0		80 First 42 Second 400 Emigrants	Cost £105,000 6,220 tons dead weight. Quadruple Expansion steam. IHP 4,680 15.5 knots.
DUNERA	1891	B.I.A.S. 1891-1892 B.I. 1892-1922	5,420 3,507	425.4 x 48.2 x 30.6		76 First 28 Second	6,560 tons dead weight. Triple Expansion steam. IHP 4,328 14 knots.
DILWARA	1891	B.I.A.S. 1891-1903 B.I. 1903-1922	5,441 3,517	425.4 x 48.2 x 30.6		76 First 28 Second	Cost £109,700 6,560 tons dead weight. Triple Expansion steam. IHP 4,800 14 knots.
MUTTRA	1891	B.I. 1893-1922	4,644 2,985	375.0 x 46.7 x 20.7		27 First 1,982 Deck	Cost £42,000 6,430 tons dead weight. Triple Expansion steam. IHP 2,200 11 knots.
BEZWADA	1893	B.I. 1893-1913	5,000 3,270	400.0 x 48.0 x 19.7			Cost £48,200 7,275 tons dead weight. Triple Expansion steam. IHP 1,950 11.5 knots.
JAPAN	1872	B.I. 1893-1895	2,440 1,865	336.0 x 37.4 x 27.2			Compound steam. NHP 250 10 knots.

DWARKA	1894	B.I. 1894-1920	1,695 759	275.0 x 35.0 17.8		13 First 6 Second	Cost £40,400 1,420 tons dead weight. Triple Expansion steam. IHP 3,196 15.5 knots.
DUMRA	1894	B.I. 1894-1920	1,695 762	275.0 x 35.0 17.8		18 First 10 Second	Cost £40,700 1,420 tons dead weight. Triple Expansion steam. IHP 3,371 15.5 knots.
MATIANA	1894	B.I. 1894-1918	5,264 3,413	420.4 x 49.1 x 29.5		34 First 24 Second	Cost £83,100 7,220 tons dead weight. Triple Expansion steam. IHP 3,500 13 knots. Grounded then torpedoed and destroyed.
OBRA	1895	B.I. 1895-1925	5,456 3,496	410.0 x 50.7 x 29.2		593 Deck	Cost £53,200 8,257 tons dead weight. Triple Expansion steam. IHP 2,341 11.5 knots.
OKHLA	1895	B.I. 1895-1917	5,288 3,436	410.0 x 50.7 x 29.0			Cost £54,500 8,190 tons dead weight. Triple Expansion steam. IHP 2,177 11.5 knots. Struck mine and sank.
ONDA	1895	B.I. 1895-1924	5,247 3,410	410.0 x 50.6 x 29.0			Cost £54,600 8,002 tons dead weight. Triple Expansion steam. IHP 2,100 11.5 knots.

OKARA	1895	B.I. 1895-1923	5,291 3,439	410.0 x 50.6 x 28.9			Cost £53,100 8,340 tons dead weight. Triple Expansion steam. IHP 2,019 11 knots. Foundered in cyclone.
ONIPENTA	1896	B.I. 1896-1909	5,294 3,420	410.0 x 50.7 x 28.9			Cost £53,200 8,190 tons dead weight. Triple Expansion steam. IHP 1,986 11 knots. Wrecked.
OOLOBARIA	1896	B.I. 1896-1922	5,294 3,420	410.0 x 50.7 x 28.9			Cost £53,000 8,180 tons dead weight. Triple Expansion steam. IHP 2,204 11.5 knots.
ORISSA	1897	B.I. 1897-1923	5,436 3,525	410.0 x 50.7 x 28.9			Cost £54,500 8,500 tons dead weight. Triple Expansion steam. IHP 2,200 11.5 knots.
UMBALLA	1898	B.I. 1898-1917	5,310 3,426	410.0 x 50.7 x 29.0		6	Cost £62,400 8,340 tons dead weight. Triple Expansion steam. IHP 2,462 11 knots. Torpedoed and wrecked.
UJINA	1898	B.I. 1898-1922	5,310 3,426	410.0 x 50.7 x 29.0		6	Cost £63,000 8,190 tons dead weight. Triple Expansion steam. IHP 2,226 11.5 knots.

UGANDA	1898	B.I. 1898-1918	5,366 3,451	410.0 x 50.7 x 28.7		11 First 6 Second	Cost £63,000 8,430 tons dead weight. Triple Expansion steam. IHP 2,274 10.5 knots. Torpedoed and sank.
ULA	1898	B.I. 1898-1924	5,310 3,426	410.0 x 50.7 x 29.0		6	Cost £62,100 8,340 tons dead weight. Triple Expansion steam. IHP 2,316 11.5 knots.
UMTA	1898	B.I. 1898-1924	5,366 3,451	410.0 x 50.7 x 28.7		6 First 8 Second	Cost £62,300 8,472 tons dead weight. Triple Expansion steam. IHP 2,274 12 knots.
UPADA	1899	B.I. 1899-1923	5,257 3,382	410.0 x 50.7 x 28.8		9	Cost £67,100 8,087 tons dead weight. Triple Expansion steam. IHP 1,970 10 knots.
ZIBENGLA	1883	B.I. 1899-1910	4,215 2,690	389.0 x 46.0 x 23.7	(27,000)	20 First	Cost £140,900 Compound steam. IHP 4,000 13.5 knots.
ZAYATHLA 1899-1900 GWALIOR 1900-1911	1883	B.I. 1899-1911	4,219 2,692	389.0 x 46.0 x 23.7	(27,000)	20 First	Cost £138,600 Compound steam. IHP 4,000 13.5 knots.
ZAIDA	1884	B.I. 1899-1907	4,507 2,883	430.0 x 46.0 x 24.0	(34,000)	142 First 20 Second 1,800 Deck	Cost £154,200 Compound steam. IHP 4,000 13.5 knots.

ZAMANIA	1884	B.I. 1899-1911	4,541 2,893	430.0 x 46.0 x 24.0	(34,000)	168 First 26 Second 1,800 Deck	Cost £152,800 4,500 tons dead weight. Compound steam. IHP 4,000 13.5 knots.
URLANA	1899	B.I. 1899-1924	5,253 3,384	410.0 x 50.7 x 28.8		6	Cost £67,900 7,890 tons dead weight. Triple Expansion steam. IHP 2,156 10.5 knots.
ITAURA	1899	B.I. 1899-1922	5,197 3,363	410.0 x 50.7 x 28.9		6	Cost £75,000 8,200 tons dead weight. Triple Expansion steam. IHP 2,216 10 knots.
ISLANDA	1900	B.I. 1900-1917	5,237 3,361	410.0 x 50.8 x 28.8		6	Cost £78,000 8,110 tons dead weight. Triple Expansion steam. IHP 2,000 11.5 knots. Wrecked.
ITINDA	1900	B.I. 1900-1918	5,203 3,362	410.0 x 50.7 x 28.9		6 First 16 Second 1,154 Emigrants	Cost £77,700 8,100 tons dead weight. Triple Expansion steam. IHP 2,212 10.5 knots. Torpedoed and sank.
ITOLA	1900	B.I. 1900-1922	5,203 3,362	410.0 x 50.7 x 28.9		8 First 16 Second 1,488 Deck	Cost £77,400 8,115 tons dead weight. Triple Expansion steam. IHP 2,301 11 knots.

ISMAILA	1900	B.I. 1900-1922	5,265 3,381	410.0 x 50.8 x 29.0		9 First 8 Second	Cost £78,200 8,300 tons dead weight. Triple Expansion steam. IHP 2,000 11 knots.
IKHONA	1900	B.I. 1900-1905	5,252 3,383	410.2 x 50.7 x 28.8		6 Cabin 2,000 Deck	Cost £79,800 7,950 tons dead weight. Triple Expansion steam. IHP 2,300 10 knots. Sunk by Russian gunfire.
ITRIA	1901	B.I. 1901-1918	5,267 3,382	410.3 x 50.7 x 28.8		9 First 16 Second 2,050 Deck	Cost £80,500 8,110 tons dead weight. Triple Expansion steam. IHP 2,300 11 knots. Sank after collision.
BHADRA	1897	B.I. 1901-1919	599 243	195.0 x 32.0 x 11.5		8	Cost £17,200 590 tons dead weight. Triple Expansion steam. IHP 1,000 Twin screw. 11 knots.
SANGOLA	1901	B.I. 1901-1923	5,149 3,323	410.8 x 50.7 x 32.0		6 First 16 Second	Cost £91,000 8,122 tons dead weight. Triple Expansion steam. IHP 2,329 11.5 knots.
SHIRALA	1901	B.I. 1901-1918	5,238 3,400	410.0 x 50.7 x 28.8		9 First 16 Second 1,421 Emigrants	Cost £93,300 8,020 tons dead weight. Triple Expansion steam. IHP 1,772 10.5 knots. Torpedoed and sank.

HINDU	1894	B.I. 1901-1923	770 214	220.0 x 31.2 x 21.0		12 First 8 Second 687 Deck	Cost £25,000 610 tons dead weight. Triple Expansion steam. IHP 1,400 13 knots.
SANTHIA	1901	B.I. 1901-1923	5,151 3,322	411.0 x 50.5 x 32.0		9 First 16 Second 1,337 Emigrants or 2,204 Deck	Cost £91,000 8,139 tons dead weight. Triple Expansion steam. IHP 2,387 12 knots.
SATARA	1901	B.I. 1901-1910	5,156 3,327	410.8 x 50.7 x 29.1		9 First 16 Second 1,104 Emigrants	Cost £90,800 8,107 tons dead weight. Triple Expansion steam. IHP 2,367 11.5 knots. Grounded and foundered.
SURADA	1902	B.I. 1902-1918	5,236 3,354	410.0 x 50.5 x 32.0		9 First 16 Second 1,421 Emigrants	Cost £93,100 8,020 tons dead weight. Triple Expansion steam. IHP 2,295 11.5 knots. Torpedoed and sank.
SEALDA	1902	B.I. 1902-1923	5,382 3,438	411.0 x 50.5 x 32.0		9 First 1,376 Emigrants	Cost £101,300 9,100 tons dead weight. Triple Expansion steam. IHP 2,100 10.5 knots.
SOFALA	1902	B.I. 1902-1923	5,381 3,436	411.0 x 50.5 x 32.0		9 First 1,376 Emigrants	Cost £100,000 9,120 tons dead weight. Triple Expansion steam. IHP 2,100 11 knots.

TARA	1902	B.I. 1902-1927	6,322 3,651	445.0 x 53.8 x 33.0		38 First 32 Second 1,545 Emigrants or 5,691 Deck	Cost £147,200 7,310 tons dead weight. Triple Expansion steam. IHP 6,412 Twin screw. 14.5 knots.
TAROBA	1902	B.I. 1902-1924	6,309 3,657	445.0 x 53.8 x 33.0		38 First 32 Second 1,572 Emigrants or 2,444 Deck	Cost £147,000 7,310 tons dead weight. Triple Expansion steam. IHP 6,130 Twin screw. 15.5 knots.
BANGALA	1902	B.I. 1902-1924	3,933 1,935	373.0 x 45.2 x 29.3		41 First 36 Second 2,421 Deck	Cost £113,500 4,000 tons dead weight. Triple Expansion steam. IHP 5,500 15.5 knots.
BHARATA	1903	B.I. 1903-1923	4,039 1,950	373.0 x 45.0 x 29.3		42 First 32 Second 2,438 Deck	Cost £111,400 4,080 tons dead weight. Triple Expansion steam. IHP 5,000 15.5 knots.
BIHARA	1903	B.I. 1903-1905	3,935 1,932	373.4 x 45.2 x 26.6		38 First 36 Second 2,400 Deck	Cost £112,900 3,860 tons dead weight. Triple Expansion steam. IHP 5,710 16 knots. Wrecked.
YAMUNA	1903	B.I. 1903-1904	8,831 5,635	510.0 x 59.5 x 34.7 526.0		100 First 48 Second 800 Deck	Cost £114,900 10,800 tons dead weight. Triple Expansion steam. IHP 5,630 Twin screw. 13 knots.

TEESTA	1903	B.I. 1903-1927	6,296 3,428	445.0 x 53.5 x 33.0		38 First 32 Second 2,794 Deck	Cost £146,700 7,250 tons dead weight. Triple Expansion steam. IHP 5,371 Twin screw. 14 knots.
THONGWA	1903	B.I. 1903-1924	6,298 3,428	445.0 x 53.5 x 33.0		38 First 32 Second 2,800 Deck	Cost £146,700 7,250 tons dead weight. Triple Expansion steam. IHP 5,268 Twin screw. 14 knots.
WAIPARA	1904	B.I. 1904-1923	5,505 3,512 In 1909: 6,693 4,058	420.6 x 54.0 x 32.0	230,000	12 After 1909: 338 Emigrants	Cost £69,000 9,155 tons dead weight. Triple Expansion steam. IHP 2,966 12 knots. Refitted in 1917 to carry 32 cadets in the poop. Increased to 36 cadets in 1919.
LHASA	1904	B.I. 1904-1925	2,171 941	276.0 x 44.1 x 25.6 283.0		25 First 22 Second 1,215 Deck	Cost £68,000 1,420 tons dead weight. 3 x Steam Turbines. IHP 1,800 Triple screw. 16.5 knots.
LINGA	1904	B.I. 1904-1925	2,171 943	276.0 x 44.1 x 25.6 283.0		25 First 22 Second 1,236 Deck	Cost £67,000 1,420 tons dead weight. 3 x Steam Turbines. IHP 1,824 Triple screw. 17 knots.

LUNKA	1905	B.I. 1905-1924	2,171 943	276.0 x 44.1 x 25.6 283.0		39 First 22 Second 1,220 Deck	Cost £67,300 1,420 tons dead weight. 3 x Steam Turbines. IHP 1,825 Triple screw. 17 knots.
CARPENTARIA	1904	B.I. 1905-1924	5,766 3,756	436.3 x 53.2 x 32.8	280,100	4 300 Emigrants	Cost £73,900 8,860 tons dead weight. Triple Expansion steam. IHP 4,200 12.5 knots. Refitted in 1917 to carry 28 cadets in the poop. Increased to 30 cadets in 1919.
LAMA	1905	B.I. 1905-1923	2,175 940	275.0 x 44.0 x 25.6 283.0		39 First 22 Second 1,164 Deck	Cost £67,300 1,420 tons dead weight. 3 x Steam Turbines. IHP 1,800 Triple screw. 17.5 knots.
AMARAPOORA	1882	B.I. 1905-1915	192 100	131.5 x 18.2 x 9.3			Compound steam. NHP 62 Paddle. 6 knots.
QUEDA	1905	B.I. 1905-1923	7,703 4,944	455.2 x 58.1 x 33.0			Cost £70,600 12,093 tons dead weight. Triple Expansion steam. IHP 2,700 11.5 knots.
QUERIMBA	1905	B.I. 1905-1923	7,696 4,937	455.2 x 58.1 x 33.0			Cost £70,300 12,093 tons dead weight. Triple Expansion steam. IHP 2,700 11 knots.

QUILOA	1905	B.I. 1905-1923	7,697 4,942	455.2 x 58.1 x 33.0			Cost £70,900 12,093 tons dead weight. Triple Expansion steam. IHP 2,700 11 knots.
CANARA	1905	B.I. 1905-1932	6,012 3,889	430.6 x 54.2 x 34.8		11	Cost £72,500 9,230 tons dead weight. Triple Expansion steam. IHP 3,234 12.5 knots.
COLABA	1906	B.I. 1906-1925	6,019 3,899	430.6 x 54.2 x 34.8		11	Cost £72,600 9,187 tons dead weight. Triple Expansion steam. IHP 4,008 13 knots.
CHANDA	1906	B.I. 1906-1925	6,168 3,951	430.6 x 54.2 x 34.8		12	Cost £72,800 9,530 tons dead weight. Triple Expansion steam. IHP 3,800 13 knots.
CHUPRA	1906	B.I. 1906-1924	6,173 3,954	430.6 x 54.0 x 34.8		12	Cost £72,800 9,530 tons dead weight. Triple Expansion steam. IHP 3,800 13 knots.
REWA	1906	B.I. 1906-1918	7,267 3,979	456.0 x 56.2 x 29.8		100 First 65 Second 1,543 Troops	Cost £174,400 6,960 tons dead weight. 3 x Steam Turbines. SHP 9,344 Triple screw. 18.5 knots. Torpedoed and sank whilst acting as a Hospital Ship.

ROHILLA	1906	B.I. 1906-1914	7,114 3,970	460.3 x 56.0 x 30.6		100 First 67 Second	Cost £176,300 7,460 tons dead weight. Quadruple Expansion steam. IHP 8,000 Twin screw. 16.5 knots. Wrecked.
CULNA	1907	B.I. 1907-1923	6,143 3,964	430.5 x 54.0 x 34.8		16	Cost £76,200 9,299 tons dead weight. Triple Expansion steam. IHP 3,767 13.5 knots.
CHYEBASSA	1907	B.I. 1907-1938	6,249 3,992	430.2 x 54.0 x 34.8		16	Cost £76,300 9,540 tons dead weight. Triple Expansion steam. IHP 4,250 15 knots.
MAZAGON	1894	B.I. 1907-1913	4,997 3,280	400.0 x 48.0 x 21.8		49 First 49 Second	Cost £47,900 7,300 tons dead weight. Triple Expansion steam. IHP 2,500 12 knots.
BERBERA	1905	B.I. 1908-1917	4,352 2,792	375.0 x 47.2 x 30.2 386.7		29 First	Cost £42,400 6,766 tons dead weight. Triple Expansion steam. IHP 1,500 10.5 knots. Refitted in 1916 to be the first Cadet Training Ship and carried 25 cadets. Torpedoed and sank with the loss of 3 cadets.

ZAIDA	1900	B.I. 1910-1923	2,027 1,301	278.5 x 41.2 x 20.9		18 First 17 Second 1,171 Deck	Cost £38,500 2,474 tons dead weight. Triple Expansion steam. IHP 1,200 12 knots.
ZIRA	1900	B.I. 1910-1922	2,030 1,303	278.5 x 41.2 x 20.9		18 First 17 Second 1,160 Deck	Cost £38,500 2,474 tons dead weight. Triple Expansion steam. IHP 1,200 12 knots.
CHILKA	1910	B.I. 1910-1917	3,952 2,158	390.3 x 50.2 x 21.7		20 First 15 Second 4,671 Deck	Cost £75,500 4,180 tons dead weight. Triple Expansion steam. IHP 3,300 Twin screw. 14.5 knots. Destroyed by fire.
ABHONA	1910	B.I. 1910-1910	4,066 1,684	390.3 x 50.3 x 22.0		50 First 51 Second	Cost £116,000 2,780 tons dead weight. Quadruple Expansion steam. IHP 8,800 Twin screw. 17.5 knots. Foundered with all hands on delivery voyage.
COCONADA	1910	B.I. 1910-1933	3,958 2,162	390.5 x 50.2 x 21.7		20 First 15 Second 4,611 Deck	Cost £74,600 4,180 tons dead weight. Triple Expansion steam. IHP 3,300 Twin screw. 14.5 knots.

ARANKOLA	1911	B.I. 1911-1937	4,026 1,801	390.3 x 50.3 x 24.5		48 First 49 Second 1,250 Deck	Cost £115,500 2,800 tons dead weight. Quadruple Expansion steam. IHP 8,500 Twin screw. 17 knots.
ANGORA	1911	B.I. 1911-1937	4,299 1,926	390.8 x 50.0 x 24.5		50 First 48 Second 1,500 Deck	Cost £117,600 3,088 tons dead weight. 3 x Steam Turbines. SHP 8,575 Triple screw. 18.5 knots.
ELLENGA	1911	B.I. 1911-1947	5,000 2,706	410.0 x 53.0 x 27.3		50 First 50 Second 1,800 Deck	Cost £101,300 4,920 tons dead weight. Triple Expansion steam. IHP 6,700 Twin screw. 16.5 knots.
EDAVANA	1911	B.I. 1911-1933	4,999 2,900	410.4 x 52.5 x 25.5		50 First 39 Second 1,800 Deck	Cost £102,600 5,050 tons dead weight. Triple Expansion steam. IHP 6,200 Twin screw. 17 knots.
ELEPHANTA	1911	B.I. 1911-1939	5,292 2,695	410.0 x 52.3 x 28.0		50 First 39 Second 2,020 Deck	Cost £103,000 5,050 tons dead weight. Triple Expansion steam. IHP 6,200 Twin screw. 16 knots.

EGRA	1911	B.I. 1911-1950	5,109 2,345	410.0 x 52.8 x 24.7		50 First 36 Second 2,182 Deck	Cost £104,300 4,620 tons dead weight. Triple Expansion steam. IHP 7,000 Twin screw. 16.5 knots.
ELLORA	1911	B.I. 1911-1938	5,201 2,567	409.8 x 52.3 x 27.3		26 First 17/50* Second 1,928 Deck *From 1919	Cost £103,900 4,920 tons dead weight. Triple Expansion steam. IHP 6,700 Twin screw. 16.5 knots.
TORILLA	1911	B.I. 1911-1927	6,679 4,191	400.4 x 52.8 x 27.5		60 First 32 Second 2,234 Deck	Cost £83,200 7,240 tons dead weight. Triple Expansion steam. IHP 2,900 11.5 knots.
BARODA	1911	B.I. 1911-1944	3,172 1,899	330.4 x 46.2 x 25.5 343.0		12 First 24 Second 1,100 Deck	Cost £60,600 4,318 tons dead weight. Triple Expansion steam. IHP 2,255 12.5 knots. Destroyed by explosion and fire from nearby vessel.
ERINPURA	1911	B.I. 1911-1943	5,128 2,759	411.0 x 52.5 x 24.7		51 First 39 Second 2,359 Deck	Cost £108,600 4,750 tons dead weight. Triple Expansion steam. IHP 6,657 Twin screw. 16.5 knots. Bombed and sank.

EKMA	1911	B.I. 1911-1948	5,128 2,759	410.0 x 52.3 x 27.3		51 First 39 Second 2,257 Deck	Cost £100,900 4,750 tons dead weight. Triple Expansion steam. IHP 7,000 Twin screw. 16 knots.
BARALA	1912	B.I. 1912-1952	3,148 1,899	330.5 x 46.2 x 23.1 343.0		12 First 24 Second 1,100 Deck	Cost £60,700 4,318 tons dead weight. Triple Expansion steam. IHP 2,225 12 knots.
LIGHTNING	1891	B.I. 1912-1922	3,334 2,134	364.3 x 43.3 x 28.8		16 Cabin 1,334 Deck	Cost £60,000 4,100 tons dead weight. Triple Expansion steam. IHP 2,630 12 knots. "Apcar Service"
CATHERINE APCAR	1892	B.I. 1912-1922	2,727 1,730	351.0 x 40.0 x 27.8		14 First 6 Second 1,375 Deck	Cost £54,000 3,450 tons dead weight. Triple Expansion steam. IHP 2,000 11.5 knots. "Apcar Service"
ARRATOON APCAR	1896	B.I. 1912-1932	4,501 2,931	410.0 x 48.1 x 27.4		14 First 27 Second 1,618 Deck	Cost £68,000 6,800 tons dead weight. Triple Expansion steam. IHP 3,800 13 knots. "Apcar Service"

GREGORY APCAR	1902	B.I. 1912-1923	4,604 2,961	410.0 x 49.2 x 30.5		20 Cabin 1,802 Deck	Cost £75,000 6,780 tons dead weight. Triple Expansion steam. IHP 3,250 12.5 knots. "Apcar Service"
JAPAN	1906	B.I. 1912-1926	6,052 3,857	450.2 x 56.4 x 32.7		29 First 40 Second 2,748 Deck	Cost £88,000 8,640 tons dead weight. Triple Expansion steam. IHP 5,500 13.5 knots. "Apcar Service"
ARONDA	1912	B.I. 1912-1939	4,062 1,677	390.0 x 50.0 x 24.4		50 First 47 Second 1,250 Deck	Cost £116,700 3,000 tons dead weight. Quadruple Expansion steam. IHP 8,800 Twin screw. 17.5 knots.
BANKURA	1912	B.I. 1912-1941	3,159 1,905	330.8 x 46.2 x 23.5 343.0		12 First 24 Second 1,008 Deck	Cost £60,900 4,310 tons dead weight. Triple Expansion steam. IHP 2,255 12.5 knots. Destroyed as a result of bomb exploding on board and subsequent air attacks.
BARJORA	1912	B.I. 1912-1949	3,164 1,908	330.4 x 46.2 x 23.3 343.0		12 First 24 Second 1,100 Deck	Cost £61,100 4,318 tons dead weight. Triple Expansion steam. IHP 2,255 12 knots.

NEURALIA	1912	B.I. 1912-1945	9,082 5,656	480.5 x 58.1 x 30.8		128 First 98 Second 1919: 145 First 101 Second 1925: 50 Cabin 1,050 Troop/Deck	Cost £153,200 9,920 tons dead weight. Quadruple Expansion steam. IHP 6,000 Twin screw. 15.5 knots. Struck mine and sank.
CHANTALA	1913	B.I. 1913-1916	4,949 3,103	405.0 x 52.5 x 27.5			Cost £81,300 8,150 tons dead weight. Triple Expansion steam. IHP 2,300 11 knots. Torpedoed and sunk.
HYMETTUS	1906	B.I. 1913-1926	4,606 2,985	400.4 x 52.2 x 27.7		22 First 26 Second	Cost £66,700 7,320 tons dead weight. Triple Expansion steam. IHP 2,700 11.5 knots.
EURYALUS	1898	B.I. 1913-1923	3,570 2,308	360.0 x 45.7 x 26.8	8,096	22 First 24 Second 1919: 2,441 Deck	Cost £47,500 5,200 tons dead weight. Triple Expansion steam. IHP 2,400 11.5 knots.
NEVASA	1913	B.I. 1913-1948	9,070 5,652	480.4 x 58.1 x 30.8		128 First 98 Second 1920: 117 First 70 Second 1925: 50 Cabin 1,050 Troop/Deck	Cost £152,900 9,920 tons dead weight. Quadruple Expansion steam. IHP 6,000 Twin screw. 15.5 knots.

CHINDWARA	1912	B.I. 1913-1934	5,192 3,307	400.0 x 53.5 x 29.6			Cost £80,000 8,075 tons dead weight. Triple Expansion steam. IHP 3,155 10 knots.
CHAKRATA	1913	B.I. 1913-1933	5,682 3,642	420.5 x 54.5 x 31.3		2	Cost £94,900 9,040 tons dead weight. Triple Expansion steam. IHP 4,200 13 knots.
OZARDA	1913	B.I. 1913-1938	4,791 3,038	380.0 x 51.5 x 30.0		2	Cost £77,700 7,540 tons dead weight. Triple Expansion steam. IHP 3,155 13 knots.
MALDA	1913	B.I. 1913-1917	7,884 4,996	450.0 x 58.0 x 33.3		43 First 24 Second	Cost £117,700 11,120 tons dead weight. Triple Expansion steam. IHP 4,050 Twin screw. 13.5 knots. Torpedoed and sank.
GRACCHUS	1902	B.I. 1913-1923	3,760 2,411	360.7 x 48.8 x 27.5		36 First	Cost £64,750 5,734 tons dead weight. Triple Expansion steam. IHP 2,400 13 knots.
ITONUS	1898	B.I. 1913-1916	5,340 3,401	440.0 x 54.2 x 36.0 449.0		51 First 40 Second	Cost £110,000 7,320 tons dead weight. Triple Expansion steam. IHP 3,750 Twin screw. 13 knots. Torpedoed and sank.

MANORA	1913	B.I. 1913-1932	7,875 4,992	449.7 x 58.0 x 36.0		43 First 29 Second 1919: 69 One-class	Cost £118,100 11,120 tons dead weight. Triple Expansion steam. IHP 4,050 Twin screw. 12.5 knots. 1918: Refitted to carry 16 Cadets.
JANUS	1910	B.I. 1913-1932	4,824 3,078	400.4 x 53.6 x 27.5		45 First 32 Second 1919: 2,441 Deck	Cost £72,000 7,588 tons dead weight. Triple Expansion steam. IHP 2,900 12 knots.
ORNA	1913	B.I. 1913-1933	4,783 2,997	380.0 x 51.5 x 30.0			Cost £81,400 7,500 tons dead weight. Triple Expansion steam. IHP 3,040 13.5 knots.
COOEYANNA	1902	B.I. 1913-1923	3,922 2,496	375.0 x 47.0 x 28.0		6 First 12 Second 1,450 Deck	Cost £75,000 6,160 tons dead weight. Triple Expansion steam. IHP 2,500 12 knots.
CHINKOA	1913	B.I. 1914-1937	5,222 3,295	400.0 x 53.5 x 29.6			Cost £86,000 8,075 tons dead weight. Triple Expansion steam. NHP 588 10 knots.

MASHOBRA	1914	B.I. 1914-1917	8,173 5,166	449.4 x 58.2 x 32.8		89 or 66 First 40 or 63 Second	Cost £141,300 10,670 tons dead weight. Triple Expansion steam. IHP 4,050 Twin screw. 13.5 knots. Torpedoed and sunk.
BANDRA	1914	B.I. 1914-1951	3,284 1,877	330.4 x 46.2 x 23.1 342.7		12 First 21 Second 1,105 Deck	Cost £68,500 4,300 tons dead weight. Triple Expansion steam. IHP 2,255 12.5 knots.
TAKADA	1914	B.I. 1914-1938	6,949 4,223	430.1 x 58.2 x 31.0		50 First 52 Second 2,197 Deck	Cost £150,100 8,650 tons dead weight. Triple Expansion steam. IHP 5,200 Twin screw. 14 knots.
BARPETA	1914	B.I. 1914-1950	3,283 1,817	330.3 x 46.2 x 23.1 342.7		12 First 24 Second 1,189 Deck	Cost £70,100 4,250 tons dead weight. Triple Expansion steam. IHP 2,255 12.5 knots.
BAMORA	1914	B.I. 1914-1950	3,285 1,878	330.2 x 46.2 x 23.1 342.5		12 First 24 Second 1,156 Deck	Cost £70,100 4,250 tons dead weight. Triple Expansion steam. IHP 2,255 13 knots.

TANDA 1914-1914 MADRAS 1914-1920 TANDA 1920-1924	1914	B.I. 1914-1924	6,956 4,236	430.5 x 58.2 x 28.6 446.0		50 First 52 Second 2,715 Deck	Cost £149,200 8,650 tons dead weight. Triple Expansion steam. IHP 5,200 Twin screw. 14 knots. Served as a hospital ship and ambulance transport under the name of Madras.
MONGARA	1914	B.I. 1914-1917	8,203 5,138	450.1 x 58.3 x 32.8		89 or 66 First 40 or 63 Second	Cost £146,900 10,800 tons dead weight. Triple Expansion steam. IHP 4,400 Twin screw. 14 knots. Torpedoed and sank.
VARELA	1914	B.I. 1914-1951	4,645 1,932	390.1 x 53.3 x 26.5	3,100 from 1939	32 First 24 Second 1,292 Deck	Cost £119,200 5,160 tons dead weight. Triple Expansion steam. IHP 4,700 Twin screw. 15.5 knots.
ORMARA	1914	B.I. 1914-1938	4,742 2,978	380.0 x 51.5 x 30.0		8	Cost £72,400 7,530 tons dead weight. Triple Expansion steam. IHP 3,043 13 knots.
UMARIA	1914	B.I. 1914-1917	5,317 3,327	410.0 x 52.2 x 28.0		3	Cost £97,200 8,300 tons dead weight. Triple Expansion steam. IHP 2,900 13 knots. Sunk by submarine.

VARSOVA	1914	B.I. 1914-1949	4,691 1,956	390.1 x 53.3 x 26.5	3,100 from 1939	32 First 24 Second 1,160 Deck	Cost £119,000 5,160 tons dead weight. Triple Expansion steam. IHP 4,700 Twin screw. 16 knots.
CHAKDARA	1914	B.I. 1914-1933	3,055 1,581	330.7 x 46.1 x 24.5		12 First 24 Second 1,450 Deck	Cost £84,000 3,366 tons dead weight. Triple Expansion steam. IHP 3,200 15 knots.
CHILKANA	1914	B.I. 1914-1914	5,146 3,244	400.0 x 53.5 x 29.6		6	Cost £75,000 8,080 tons dead weight. Triple Expansion steam. IHP 3,043 12.5 knots. Sunk by gunfire (EMDEN)
MORVADA	1914	B.I. 1914-1933	8,193 5,120	450.0 x 58.2 x 35.5		89 or 66 First 40 or 63 Second	Cost £142,100 10,800 tons dead weight. Triple Expansion steam. IHP 4,100 Twin screw. 12.5 knots.
UMETA	1914	B.I. 1914-1915	5,312 3,325	410.5 x 52.0 x 28.0		3	Cost £97,200 8,300 tons dead weight. Triple Expansion steam. IHP 2,900 13 knots. Sunk by submarine.

VITA	1914	B.I. 1914-1949	4,691 1,955	390.1 x 53.3 x 26.5	1,900 from 1939	32 First 24 Second 2,694 Deck	Cost £119,700 5,160 tons dead weight. Triple Expansion steam. IHP 4,700 Twin screw. 15.5 knots.
NIRVANA	1914	B.I. 1914-1948	6,031 3,768	450.5 x 56.0 x 29.7		6	10,012 tons dead weight. Triple Expansion steam. IHP 3,492 12 knots.
MERKARA	1914	B.I. 1914-1932	8,228 5,198	450.0 x 58.2 x 35.5		89 or 66 First 40 or 63 Second	Cost £142,400 10,670 tons dead weight. Triple Expansion steam. IHP 4,050 Twin screw. 14 knots.
SIR HARVEY ADAMSON	1914	B.I. 1914-1947	1,030 528	219.7 x 35.1 x 11.3		12 First 12 Second 476 Deck	Cost £40,200 691 tons dead weight. Triple Expansion steam. IHP 700 Twin screw. 11 knots. Lost with all hands.
CHAKDINA	1914	B.I. 1914-1941	3,033 1,580	330.7 x 46.1 x 22.1		15 First 36 Second 1,619 Deck	Cost £84,000 3,366 tons dead weight. Triple Expansion steam. IHP 3,200 14.5 knots. Sunk by aircraft torpedo.

CHAKLA	1914	B.I. 1914-1941	3,081 1,727	330.5 x 46.2 x 22.3		12 First 32 Second 1,297 Deck	Cost £84,300 3,570 tons dead weight. Triple Expansion steam. IHP 3,800 14 knots. Bombed and sunk.
AUSTRALIA	1912	B.I. 1915-1936	7,531 4,725	482.3 x 62.5 x 32.1			12,060 tons dead weight. Triple Expansion steam. IHP 4,500 12.5 knots. Converted, in 1929, to carry 39 Cadets until 1934.
OHIO	1914	B.I. 1915-1915	8,719 5,548	445.0 x 61.2 x 27.5			12,200 tons dead weight. Triple Expansion steam. NHP 350 13 knots.
KAROA	1915	B.I. 1915-1950	6,631 3,229	425.0 x 55.6 x 31.4		44 First 64 Second 1,471 Deck	Cost £152,800 6,820 tons dead weight. Triple Expansion steam. IHP 6,800 Twin screw. 18 knots.
MATA HARI	1915	B.I. 1915-1924	1,020 511	220.0 x 35.2 x 13.0		8 Cabin 645 Deck	Cost £34,000 1,022 tons dead weight. Triple Expansion steam. IHP 850 10 knots.
KARAPARA	1915	B.I. 1915-1950	7,117 3,722	425.0 x 55.5 x 31.4		44 First 64 Second 1,490 Deck	Cost £152,800 6,820 tons dead weight. Triple Expansion steam. IHP 6,840 Twin screw. 17 knots.

MANDALA	1915	B.I. 1915-1934	8,246 5,190	450.0 x 58.2 x 35.5		81 or 66 First 38 or 61 Second	Cost £146,300 10,670 tons dead weight. Triple Expansion steam. IHP 4,050 Twin screw. 14.5 knots.
MANTOLA	1916	B.I. 1916-1917	8,246 5,190	450.4 x 58.2 x 32.7		81 or 66 First 38 or 61 Second	Cost £146,700 10,670 tons dead weight. Triple Expansion steam. IHP 4,050 Twin screw. 13.5 knots. Torpedoed and sank.
TANFIELD	1916	B.I. 1916-1948	4,515 2,771	385.2 x 52.9 x 28.8		2	Cost £175,600 7,500 tons dead weight. Triple Expansion steam. IHP 2,500 10 knots.
NIRPURA	1916	B.I. 1916-1918	7,640 4,841	450.5 x 56.0 x 37.7		6	Cost £92,400 11,650 tons dead weight. Triple Expansion steam. IHP 3,492 11 knots. Torpedoed and sank.
WARFIELD	1917	B.I. 1917-1943	6,060 3,807	415.0 x 52.5 x 36.5			Cost £261,400 9,800 tons dead weight. Triple Expansion steam. IHP 2,800 10 knots. Bombed and sank.

KARAGOLA	1917	B.I. 1917-1948	7,053 3,647	425.0 x 55.8 x 31.2		58 First 64 Second 1,050 Deck	Cost £152,800 6,770 tons dead weight. Triple Expansion steam. IHP 6,800 Twin screw. 16 knots.
VASNA	1917	B.I. 1917-1951	4,767 2,026	390.1 x 53.3 x 26.5	2,800 from 1939	29 First 27 Second 1,605 Deck	Cost £139,600 4,900 tons dead weight. Triple Expansion steam. IHP 6,350 Twin screw. 16 knots.
MARGHA	1917	B.I. 1917-1934	8,258 5,091	450.0 x 58.2 x 35.5		81 or 66 First 38 or 61 Second	Cost £262,900 10,670 tons dead weight. Triple Expansion steam. IHP 4,050 Twin screw. 13 knots.
POLESCAR	1914	B.I. 1919-1919	5,852 3,661	420.0 x 56.2 x 29.6			8,875 tons dead weight. Triple Expansion steam. IHP 2,300 12 knots.
BINFIELD	1919	B.I. 1919-1950	5,181 3,160	400.3 x 52.4 x 28.5 412.0			8,230 tons dead weight. Triple Expansion steam. IHP 2,800 11 knots.
NERBUDDA	1919	B.I. 1919-1936	7,911 4,958	450.0 x 58.2 x 40.0 465.0			11,250 tons dead weight. Triple Expansion steam. IHP 7,000 Twin screw. 16 knots. Cadet Training Ship from April to September 1934 carrying 39 cadets.

NOWSHERA	1919	B.I. 1919-1940	7,920 4,875	450.0 x 58.4 x 40.0 465.0			11,220 tons dead weight. Triple Expansion steam. IHP 7,000 Twin screw. 13 knots. Sunk by German raider.
HOMEFIELD	1919	B.I. 1919-1941	5,324 3,228	400.0 x 52.0 x 31.0 412.0			8,240 tons dead weight. Triple Expansion steam. IHP 3,000 11 knots. Bombed and sank.
JATTRA	1896	B.I. 1919-1922	371 151	150.9 x 26.1 x 11.0 156.0		4 Cabin 650 Deck	306 tons dead weight. Triple Expansion steam. IHP 640 Twin screw. 11 knots.
WINKFIELD	1919	B.I. 1919-1941	5,279 3,194	400.0 x 52.2 x 28.5 412.0			8,460 tons dead weight. Triple Expansion steam. IHP 2,800 11 knots. Struck mine and sank.
MASULA	1919	B.I. 1919-1952	7,261 4,454	449.7 x 58.2 x 35.5	20,200 from 1936	12	Cost £285,700 11,270 tons dead weight. Triple Expansion steam. IHP 4,050 Twin screw. 14.5 knots.
NUDDEA	1919	B.I. 1919-1936	7,928 4,956	450.0 x 58.2 x 40.0 465.0			11,190 tons dead weight. Triple Expansion steam. IHP 7,000 Twin screw. 15.5 knots.

WANGARATTA	1919	B.I. 1919-1929	7,987 4,698	450.0 x 58.5 x 37.1 465.0	368,600		10,150 tons dead weight. Triple Expansion steam. IHP 7,000 Twin screw. 13 knots. First B.I ship to be designed as a Cadet Training Ship and served in this role from July 1919 until April 1929, carrying 39 cadets.
HARESFIELD	1919	B.I. 1919-1942	5,299 3,212	400.0 x 52.0 x 31.0 412.0			8,240 tons dead weight. Triple Expansion steam. IHP 3,000 11 knots. Torpedoed and sank.
GOALPARA	1919	B.I. 1919-1941	5,513 3,216	400.2 x 52.3 x 31.0 412.0			8,140 tons dead weight. Triple Expansion steam. IHP 3,000 11.5 knots. Bombed and abandoned.
HATKHOLA	1917	B.I. 1919-1934	5,875 4,278	385.3 x 51.2 x 36.0		4	9,019 tons dead weight. Triple Expansion steam. IHP 3,800 12 knots.
WARAWALA	1917	B.I. 1919-1927	2,231 1,343	251.0 x 43.8 x 23.0			3,230 tons dead weight. Triple Expansion steam. IHP 1,250 10 knots.
HATARANA	1917	B.I. 1919-1942	7,522 4,592	445.0 x 58.1 x 34.0		6	10,488 tons dead weight. Triple Expansion steam. IHP 5,900 Twin screw. 15 knots. Torpedoed and sank.

GOGRA	1919	B.I. 1919-1943	5,181 3,151	400.2 x 52.3 x 28.4 412.0			8,110 tons dead weight. Triple Expansion steam. IHP 3,000 10.5 knots. Torpedoed and sank.
HATIMURA	1918	B.I. 1919-1942	6,666 4,169	412.5 x 55.5 x 34.4			10,950 tons dead weight. Triple Expansion steam. IHP 2,820 12 knots. Torpedoed and sank.
CRANFIELD	1919	B.I. 1919-1942	5,322 3,213	400.0 x 52.3 x 28.5 412.0			8,460 tons dead weight. Triple Expansion steam. IHP 2,800 10.5 knots. Torpedoed and sank.
WARLA	1918	B.I. 1919-1934	2,264 1,342	251.0 x 43.8 x 23.0			3,360 tons dead weight. Triple Expansion steam. IHP 1,200 10 knots.
WARORA	1918	B.I. 1919-1939	2,334 1,336	285.0 x 41.8 x 21.3			3,050 tons dead weight. Triple Expansion steam. IHP 2,300 11.5 knots.
GOLCONDA	1919	B.I. 1919-1940	5,316 3,203	400.2 x 52.3 x 31.0 412.0			8,198 tons dead weight. Triple Expansion steam. IHP 2,644 10.5 knots. Grounded and abandoned.
GORALA	1919	B.I. 1919-1924	5,221 3,155	400.2 x 52.3 x 28.4 412.0			8,100 tons dead weight. Triple Expansion steam. IHP 3,000 10.5 knots.

GAMBHIRA	1919	B.I. 1919-1939	5,257 3,196	400.2 x 52.3 x 31.0 412.0			8,200 tons dead weight. Triple Expansion steam. IHP 3,000 10.5 knots.
GAMBADA	1918	B.I. 1919-1938	5,307 3,253	400.2 x 52.4 x 28.5 412.0		4	8,310 tons dead weight. Triple Expansion steam. IHP 3,000 10.5 knots.
WAROONGA	1918	B.I. 1919-1934	2,340 1,341	285.0 x 41.8 x 21.3			3,060 tons dead weight. Triple Expansion steam. IHP 2,300 11.5 knots.
GARADA	1919	B.I. 1919-1936	5,333 3,218	400.2 x 52.3 x 31.0 412.0			8,179 tons dead weight. Triple Expansion steam. IHP 2,644 10.5 knots. Destroyed by fire.
WARINA	1918	B.I. 1919-1950	3,120 1,874	331.1 x 46.8 x 25.5 342.0			7,200 tons dead weight. Triple Expansion steam. IHP 2,300 11.5 knots.
GAIRSOPPA	1919	B.I. 1919-1941	5,237 3,227	399.2 x 52.2 x 28.5 412.0		4	8,150 tons dead weight. Triple Expansion steam. IHP 3,000 11.5 knots. Torpedoed and sank.

NARDANA	1919	B.I. 1919-1941	7,951 4,968	449.5 x 58.2 x 37.1 465.0			10,680 tons dead weight. Triple Expansion steam. LP Turbines added in 1929. IHP 7,000 Twin screw. 16.5 knots. Cadet Training Ship from August 1929 to September 1939 carrying 39 cadets. Torpedoed and sank.
GANDARA	1919	B.I. 1919-1942	5,274 3,185	400.2 x 52.4 x 28.4 412.0			8,200 tons dead weight. Triple Expansion steam. IHP 3,000 10.5 knots. Sunk by gunfire.
WARCUTA	1918	B.I. 1919-1925	2,499 1,488	303.0 x 43.0 x 23.0			4,037 tons dead weight. Triple Expansion steam. IHP 2,300 11.5 knots.
G HARINDA	1919	B.I. 1919-1943	5,306 3,213	400.2 x 52.3 x 31.0 412.0			8,140 tons dead weight. Triple Expansion steam. IHP 3,000 10.5 knots. Torpedoed and sank.
GURNA	1919	B.I. 1919-1948	5,248 3,228	399.3 x 52.2 x 28.5 412.0		1946-1948 30	8,120 tons dead weight. Triple Expansion steam. IHP 3,000 10.5 knots.
WAR LANCE 1919-1920 HATIPARA 1920-1939	1918	B.I. 1919-1939	8,182 5,040	445.0 x 58.4 x 40.1			11,560 tons dead weight. Triple Expansion steam. IHP 5,600 Twin screw. 12 knots.

WARIALDA	1918	B.I. 1919-1947	3,135 1,859	331.1 x 46.8 x 25.5 342.6			7,200 tons dead weight. Triple Expansion steam. IHP 2,300 11.5 knots.
WOODARRA	1919	B.I. 1919-1929	7,946 4,857	449.5 x 58.2 x 37.1 465.0	369,800		10,020 tons dead weight. Triple Expansion steam. IHP 7,000 Twin screw. 15.5 knots. Second B.I ship to be designed as a Cadet Training Ship and served in this role from November 1919 until August 1929, carrying 39 cadets.
GONDIA	1919	B.I. 1919-1922	5,286 3,232	400.2 x 52.3 x 28.4 412.0			8,050 tons dead weight. Triple Expansion steam. IHP 2,644 10.5 knots. Presumed to have foundered.
GAMARIA	1920	B.I. 1920-1949	5,255 3,232	399.5 x 52.2 x 28.5 412.0		4	8,110 tons dead weight. Triple Expansion steam. IHP 3,000 10.5 knots.
GAZANA	1920	B.I. 1920-1949	5,284 3,194	400.2 x 52.4 x 28.4 412.0			8,240 tons dead weight. Triple Expansion steam. IHP 2,900 10.5 knots.
GARBETA	1920	B.I. 1920-1939	5,327 3,205	400.2 x 52.3 x 31.0 412.0			8,179 tons dead weight. Triple Expansion steam. IHP 2,655 10.5 knots. Stranded and wrecked.

SIRSA	1920	B.I. 1920-1952	5,445 3,387	400.1 x 52.4 x 31.0 412.0		9 Cabin 650 Deck	Cost £252,200 7,975 tons dead weight. Triple Expansion steam. IHP 3,000 13 knots.
GARMULA	1920	B.I. 1920-1942	5,254 3,234	400.2 x 52.3 x 28.5 412.0		4	8,110 tons dead weight. Triple Expansion steam. IHP 3,000 12 knots. Torpedoed and sank.
BHADRA	1920	B.I. 1920-1929	600 285	195.0 x 32.1 x 11.5		4 First 650 Deck	466 tons dead weight. Triple Expansion steam. IHP 1,000 Twin screw. 10.5 knots.
SURADA	1920	B.I. 1920-1944	5,427 3,382	400.1 x 52.4 x 31.0 412.0		9 Cabin 650 Deck	7,975 tons dead weight. Triple Expansion steam. IHP 3,000 11.5 knots. Torpedoed and sank.
CHANTALA	1920	B.I. 1920-1941	3,129 1,428	330.2 x 46.0 x 22.2		10 First 38 Second 1,503 Deck	3,450 tons dead weight. Triple Expansion steam. IHP 3,000 14 knots. Struck mine and sank.
MUNDRA	1920	B.I. 1920-1942	7,275 4,461	450.2 x 58.1 x 32.8	20,600 from 1936	12	11,270 tons dead weight. Triple Expansion steam. IHP 4,050 Twin screw. 13.5 knots. Sunk by torpedo and gunfire.

MASHOBRA	1920	B.I. 1920-1940	7,288 5,117	450.0 x 58.3 x 35.5 465.2	6,614 from 1934	66 or 86 First 68 or 38 Second 1933: 129 One Class	10,660 tons dead weight. Triple Expansion steam. IHP 4,050 Twin screw. 13 knots. Bombed and destroyed.
MANELA	1921	B.I. 1921-1946	8,303 5,041	450.0 x 58.3 x 35.5 465.2	1,000	67 or 88 First 68 or 38 Second 1933: 135 One Class	10,695 tons dead weight. 2 x Steam Turbines. BHP 3,650 Twin screw. 14 knots.
NIRPURA	1921	B.I. 1921-1943	5,961 3,647	450.5 x 56.0 x 29.7		6	10,100 tons dead weight. Triple Expansion steam. IHP 3,492 12 knots. Torpedoed and sank.
NAGINA	1921	B.I. 1921-1943	6,551 4,090	433.0 x 57.4 x 32.8		8	10,513 tons dead weight. Steam Turbine. IHP 3,667 11 knots. Torpedoed and sank.
MADURA	1921	B.I. 1921-1953	8,975 5,464	465.2 x 58.3 x 36.0 485.0	1,000 6,185 from 1937	103 or 67 First 41 or 77 Second 1927: 127 or 91 First 1933: 170 One Class 1946: 176 One Class	Cost £541,600 11,080 tons dead weight. 2 x Steam Turbines. BHP 4,320 Twin screw. 13.5 knots.

MODASA	1921	B.I. 1921-1954	8,986 5,566	465.2 x 58.3 x 36.0 485.0	1,000	103 or 67 First 45 or 81 Second 1925: 133 or 97 First 1933: 178 One Class 1946: 183 One Class	Cost £560,200 11,045 tons dead weight. 2 x Steam Turbines. BHP 4,000 Twin screw. 13.5 knots.
DOMALA	1921	B.I. 1921-1940	8,441 5,134	450.0 x 58.3 x 32.9 464.0	1,000	60 or 83 First 71 or 41 Second 1928: 111 One Class 1934: 138 One Class	10,400 tons dead weight. Diesel BHP 4,000 Twin screw. 13.5 knots. First B.I. diesel ship.
MANTOLA	1921	B.I. 1921-1953	8,963 5,453	465.2 x 58.3 x 36.0 485.0	1,000 6,185 from 1937	103 or 67 First 41 or 77 Second 1927: 127 or 91 First 1933: 168 One Class 1946: 176 One Class	Cost £527,000 11,080 tons dead weight. 2 x Steam Turbines. BHP 4,320 Twin screw. 13 knots.
CHILKA	1922	B.I. 1922-1942	4,360 2,209	390.0 x 52.7 x 23.2		22 or 8 First 15 or 29 Second 3,031 Deck	4,420 tons dead weight. 2 x Steam Turbines. SHP 3,500 Twin screw. 14 knots. Sunk by gunfire.

DHARACOTTAH	1915	B.I. 1922-1933	237 107	115.4 x 23.9 x 8.5			Compound steam. IHP 403 Twin screw. 10 knots.
MALDA	1922	B.I. 1922-1942	8,965 5,453	465.2 x 58.3 x 33.5 485.0	1,000 6,185 from 1937	103 or 67 First 41 or 77 Second 1927: 127 or 91 First 1933: 180 One Class	11,081 tons dead weight. 2 x Steam Turbines. BHP 4,320 Twin screw. 12.5 knots. Destroyed by gunfire.
MATIANA	1922	B.I. 1922-1952	8,965 5,454	465.2 x 58.3 x 36.0 485.0	1,000 6,185 from 1937	103 or 67 First 41 or 77 Second 1927: 127 or 91 First 1933: 168 One Class 1946: 180 One Class	Cost £515,600 11,080 tons dead weight. 2 x Steam Turbines. BHP 4,320 Twin screw. 13.5 knots.
MULBERA	1922	B.I. 1922-1954	9,100 5,521	466.3 x 59.8 x 36.0 483.0	1,000	114 or 78 First 44 or 80 Second 1935: 158 One Class	Cost £511,000 10,950 tons dead weight. 2 x Steam Turbines. BHP 4,100 Twin screw. 13.5 knots.
ETHIOPIA	1922	B.I. 1922-1949	5,575 2,371	410.6 x 53.4 x 24.7		50 First 49 Second 2,557 Deck	4,650 tons dead weight. 2 x Steam Turbines. SHP 5,640 Twin screw. 16 knots.

NALGORA	1922	B.I. 1922-1941	6,579 4,101	433.0 x 57.4 x 32.8		8	10,523 tons dead weight. Steam Turbine. IHP 3,667 10.5 knots. Torpedoed and sunk.
HOWRA	1922	B.I. 1922-1948	6,709 4,096	412.2 x 55.8 x 34.7			Cost £277,000 10,320 tons dead weight. Steam Turbine. IHP 2,300 10.5 knots.
DUMRA	1922	B.I. 1922-1943	2,304 1,317	271.7 x 43.6 x 21.3 294.0		20 First 24 Second 306 Deck	3,050 tons dead weight. Diesel IHP 1,200 Twin screw. 11 knots. Torpedoed and sank.
DURENDA	1922	B.I. 1922-1956	7,241 4,471	450.1 x 58.3 x 32.8 464.3			£498,400 11,150 tons dead weight. Diesel BHP 3,750 Twin screw. 13.5 knots.
LADY BLAKE	1908	B.I. 1922-1930	1,097 531	220.5 x 37.1 x 13.0		15 First 24 Second	1,182 tons dead weight. Triple Expansion steam. IHP 950 Twin screw. 11 knots.
DWARKA	1922	B.I. 1922-1937	2,328 1,332	271.7 x 43.6 x 21.3 294.0		20 First 24 Second 306 Deck	Cost 260,200 2,980 tons dead weight. Diesel IHP 1,200 Twin screw. 10.5 knots.

DUMANA	1923	B.I. 1923-1943	8,428 5,110	450.0 x 58.3 x 32.9 464.0	1,000 6,710 from 1935	60 or 83 First 77 or 47 Second 1928: 111 One Class 1934: 140 One Class	10,400 tons dead weight. Diesel BHP 3,750 Twin screw. 13.5 knots. Torpedoed and sank.
NARINGA	1923	B.I. 1923-1948	6,607 4,118	433.0 x 57.4 x 32.8		8	Cost £199,100 10,568 tons dead weight. Steam Turbine. BHP 3,300 10 knots.
KHANDALLA	1923	B.I. 1923-1951	7,018 3,289	425.2 x 55.9 x 31.4		60 First 68 Second 1,061 Deck 1948: 152 Cabin	£283,600 6,662 tons dead weight. Triple Expansion steam. IHP 7,000 Twin screw. 16.5 knots.
DALGOMA	1923	B.I. 1923-1946	5,952 3,571	430.0 x 54.5 x 32.3		6	8,260 tons dead weight. Diesel BHP 3,600 Twin screw. 12.5 knots.
TALMA	1923	B.I. 1923-1949	10,000 6,154	450.0 x 59.3 x 31.5		60 First 74 Second 3,136 Deck	Cost £285,500 9,416 tons dead weight. Quadruple Expansion steam. IHP 5,000 14 knots.
KISTNA	1924	B.I. 1924-1951	1,466 672	278.3 x 40.0 x 14.2 287.0		4	Cost £79,800 1,974 tons dead weight. Diesel BHP 1,100 11.5 knots.

TILAWA	1924	B.I. 1924-1942	10,006 6,153	451.0 x 59.3 x 36.8		60 First 74 Second 3,156 Deck	9,416 tons dead weight. Quadruple Expansion steam. IHP 5,000 14 knots. Torpedoed and sank.
TAIREA	1924	B.I. 1924-1952	7,934 3,756	450.7 x 60.2 x 33.0 466.0		56 First 80 Second 3,262	£280,600 8,060 tons dead weight. Triple Expansion steam. IHP 7,700 Twin screw. 17 knots. First B.I. ship to be registered in London.
KOLA	1924	B.I. 1924-1951	1,538 729	278.3 x 40.0 x 14.2 287.0		6	Cost £78,600 1,974 tons dead weight. Diesel BHP 1,100 11.5 knots.
TAKLIWA	1924	B.I. 1924-1945	7,936 3,742	451.0 x 60.0 x 33.0 466.0		56 First 80 Second 3,302	8,060 tons dead weight. Triple Expansion steam. IHP 7,700 Twin screw. 16.5 knots.
TALAMBA	1924	B.I. 1924-1943	8,018 3,844	450.8 x 60.3 x 29.7		56 First 72 Second 2,777	8,100 tons dead weight. Triple Expansion steam. IHP 8,000 Twin screw. 17 knots. Bombed and sunk whilst acting as a hospital ship.

QUEDA	1925	B.I. 1925-1949	7,766 4,760	487.0 x 60.7 x 32.7		12	Cost £197,500 12,130 tons dead weight. Quadruple Expansion steam. IHP 5,290 12.5 knots.
SANTHIA	1925	B.I. 1925-1943	7,754 4,841	436.1 x 57.8 x 36.5		23 First 24 Second 2,842 Deck	9,597 tons dead weight. Triple Expansion steam. IHP 4,000 Twin screw. 13.5 knots. Caught fire and capsized at Calcutta.
QUERIMBA	1925	B.I. 1925-1951	7,769 4,772	487.0 x 60.8 x 32.7 501.8		10	Cost £218,300 12,130 tons dead weight. Quadruple Expansion steam. IHP 5,290 13 knots.
SHIRALA	1925	B.I. 1925-1951	7,841 4,872	436.1 x 57.8 x 36.5		30 First 32 Second 2,950 Deck	Cost £211,900 9,552 tons dead weight. Triple Expansion steam. IHP 4,400 Twin screw. 14 knots.
QUILOA	1925	B.I. 1925-1941	7,765 4,750	487.0 x 60.8 x 32.7			12,130 tons dead weight. Quadruple Expansion steam. IHP 5,290 13 knots. Wrecked by aerial bombing.

SIRDHANA	1925	B.I. 1925-1939	7,745 4,835	436.1 x 57.8 x 33.5		30 First 32 Second 2,914 Deck	Cost £212,700 9,527 tons dead weight. Triple Expansion steam. IHP 4,000 Twin screw. 14 knots. Hit mines and sank.
ROHNA	1926	B.I. 1926-1943	8,602 4,759	461.4 x 61.8 x 29.9 477.0		28 First 33 Second 100 Third 5,064 Deck Later: 3,851 Deck	9,400 tons dead weight. Quadruple Expansion steam. IHP 5,000 Twin screw. 14 knots. Sunk by radio controlled glider bomb. One of the early victims of this weapon.
RAJULA	1926	B.I. 1926-1973	8,478 4,702	462.0 x 61.8 x 41.0 476.8		30 First 30 Second 92 Third 5,113 Deck Later: 3,622 Deck 1947: 37 First 133 Second 1,727 Deck	£232,700 9,420 tons dead weight. Triple Expansion steam. IHP 5,200 Twin screw. 15 knots. No ship gave longer service to B.I.
JUNA	1927	B.I. 1927-1941	2,190 905	280.0 x 43.6 x 18.6		10 First 12 Second 742 Deck	2,160 tons dead weight. Triple Expansion steam. IHP 2,750 Twin screw. 14 knots. Bombed and sunk.

KENYA	1930	B.I. 1930-1946	9,890 4,646 1952: 12,150 7,140 1955: 12,478 7,373	471.3 x 64.2 x 25.3 493.0	13,500	66 First 180 Second 1,981 Deck 1952: 594 Cabin 944 Emigrants 1955: 28 First 1,173 Tourist 1961: 1400 One Class	8,470 tons dead weight. 1955: 5,210 tons dead weight. 2 x Steam Turbines. SHP 12,000 Twin screw. 18 knots.
KARANJA	1931	B.I. 1931-1942	9,891 4,646	471.3 x 64.2 x 29.4 486.5	13,500	66 First 180 Second 2,329 Deck	8,370 tons dead weight. 2 x Steam Turbines. SHP 12,000 Twin screw. 18 knots. Bombed and sunk.
DEVON	1915	B.I. 1934-1941	9,025 5,490	473.3 x 59.9 x 36.7 495.0	394,000	300 Emigrants	11,307 tons dead weight. Triple Expansion steam. IHP 5,000 Twin screw. 13 knots. Cadet Training Ship from September 1934 to August 1939 carrying 38 cadets. Sunk by German raider.

DILWARA	1936	B.I. 1936-1960	11,050 6,553 1950: 12,555 7,450	496.5 x 65.0 x 31.0 516.9	11,190	104 First 100 Second 164 Third 1,154 Troop/Deck 1950: 125 First 96 Second 104 Third 790 Troop/Deck	Cost £403,700 3,430 tons dead weight. 1950: 3,775 tons dead weight. Diesel BHP 11,880 Twin screw. 16 knots. First B.I. ship to be built solely for trooping duties.
DUNERA	1937	B.I. 1937-1967	11,161 6,634 1951: 12,615 7,563 1961: 12,620 7,430	496.5 x 63.2 x 31.0 516.9	11,190	104 First 100 Second 164 Third 1,157 Troop/Deck 1951: 123 First 95 Second 100 Third 831 Troop/Deck 1961: 187 Cabin 834 Children	3,819 tons dead weight. 1951: 3,675 tons dead weight. 1961: 3,675 tons dead weight. Diesel BHP 11,880 Twin screw. 16 knots. Built solely for trooping duties. Converted in 1961 for educational cruising.
SOFALA	1937	B.I. 1937-1955	1,031 491	231.7 x 37.3 x 21.0 244.7			Cost £53,000 1,385 tons dead weight. Diesel BHP 1,450 Twin screw. 11.5 knots.

ITINDA	1938	B.I. 1938-1959	6,619 3,964	426.8 x 57.6 x 32.0 442.8		1940 to circa 1946: 64 Cabin 668 Deck	Cost £187,600 8,700 tons dead weight. Triple Expansion steam with Low Pressure Turbine. IHP 3,050 13.5 knots.
ORNA	1938	B.I. 1938-1969	6,779 4,030	428.0 x 57.3 x 34.5 441.7		1940 to circa 1950: 57 Cabin 633 Deck	9,180 tons dead weight. Diesel BHP 3,060 14 knots.
INDORA	1938	B.I. 1938-1942	6,622 3,963	428.0 x 57.3 x 34.5 443.0			8,700 tons dead weight. Triple Expansion steam with Low Pressure Turbine. IHP 3,050 14 knots. Sunk by gunfire.
AMRA	1938	B.I. 1938-1965	8,314 3,993	444.6 x 61.3 x 25.2 461.1	4,100	45 First 50 Second 'A' 60 Second 'B' 2,327 Deck 1955: 222 Cabin 737 Bunked	6,326 tons dead weight. 2 x Steam Turbines. SHP 8,800 Twin screw. 18.5 knots.
WAROONGA	1914	B.I. 1939-1943	9,365 5,191	511.1 x 64.2 x 32.0	325,100	5 First 1,066 Steerage	£214,400 10,325 tons dead weight. Quadruple Expansion steam. IHP 8,493 Twin screw. 15.5 knots. Cadet Training Ship from August 1939 to September 1939 carrying 43 cadets. Torpedoed and sank.

ASKA	1939	B.I. 1939-1940	8,323 3,974	444.6 x 61.2 x 25.2 461.0		45 First 50 Second 'A' 60 Second 'B' 2,327 Deck	6,326 tons dead weight. 2 x Steam Turbines. SHP 8,800 Twin screw. 19 knots. Bombed and wrecked.
OZARDA	1940	B.I. 1940-1970	6,895 4,056	428.0 x 57.2 x 34.5 441.8			9,050 tons dead weight. Diesel BHP 3,400 13 knots.
ITRIA	1940	B.I. 1940-1958	6,845 4,035	427.9 x 57.5 x 32.1 442.5			Cost £211,400 9,000 tons dead weight. Triple Expansion steam with Low Pressure Turbine. IHP 3,270 12.5 knots.
ITOLA	1940	B.I. 1940-1958	6,793 3,969	426.8 x 57.6 x 32.0 442.8			Cost £204,200 8,420 tons dead weight. Triple Expansion steam with Low Pressure Turbine. IHP 3,500 11 knots.
ITAURA	1940	B.I. 1940-1958	6,793 3,969	426.8 x 57.6 x 32.0 442.8			Cost £203,800 8,420 tons dead weight. Triple Expansion steam with Low Pressure Turbine. IHP 3,500 11 knots.
FULTALA	1940	B.I. 1940-1942	5,051 2,828	419.5 x 54.3 x 37.6 441.8			8,765 tons dead weight. Diesel BHP 2,850 11 knots. Torpedoed and sank.

ISMAILA	1940	B.I. 1940-1958	6,793 3,969	426.8 x 57.6 x 32.0 442.8			Cost £206,400 8,420 tons dead weight. Triple Expansion steam with Low Pressure Turbine. IHP 3,500 11 knots.
IKAUNA	1941	B.I. 1941-1958	6,793 3,969	426.8 x 57.6 x 32.0 442.8			Cost £208,000 8,420 tons dead weight. Triple Expansion steam with Low Pressure Turbine. IHP 3,500 11 knots.
ARONDA	1941	B.I. 1941-1963	8,328 3,967	444.6 x 61.2 x 25.2 461.1	4,500	45 First 50 Second 'A' 60 Second 'B' 2,278 Deck	6,056 tons dead weight. 2 x Steam Turbines. SHP 8,800 Twin screw. 16.5 knots.
URLANA	1941	B.I. 1941-1943	6,852 4,004	420.0 x 57.0 x 34.5			9,170 tons dead weight. Triple Expansion steam with Low Pressure Turbine. IHP 3,270 11.5 knots. Stranded and wrecked.
UMARIA	1941	B.I. 1941-1943	6,852 4,004	420.0 x 57.0 x 34.5			9,170 tons dead weight. Triple Expansion steam with Low Pressure Turbine. IHP 3,270 13.5 knots. Torpedoed, abandoned and finally sunk by gunfire from an escort vessel.

CANARA	1942	B.I. 1942-1968	7,024 3,990	466.0 x 62.9 x 28.7 485.7	43,900 from 1949	24 1947: 12 then 9	9,875 tons dead weight. Diesel BHP 8,300 Twin screw. 15 knots.
CHYEBASSA	1942	B.I. 1942-1969	7,043 4,003	466.0 x 62.9 x 28.7 485.7	39,200 from 1948	24 1947: 12 then 9	9,890 tons dead weight. Diesel BHP 8,180 Twin screw. 15 knots.
CHANDA	1944	B.I. 1944-1969	6,957 3,903	465.8 x 62.9 x 27.7 484.8	44,000 from 1948	24 1947: 12 then 9	10,745 tons dead weight. Diesel BHP 7,896 15 knots.
CHUPRA	1944	B.I. 1944-1971	6,957 3,903	465.8 x 62.9 x 27.7 484.8	44,300 from 1948	24 1947: 12	10,700 tons dead weight. Diesel BHP 7,750 15 knots.
PACHUMBA	1945	B.I. 1945-1961	7,283 4,992	431.3 x 56.2 x 27.3 447.8		6	Cost £238,000 10,060 tons dead weight. Triple Expansion steam. IHP 2,500 11 knots.
PUNDUA	1945	B.I. 1945-1967	7,295 4,607	420.1 x 56.5 x 29.0 442.9			10,130 tons dead weight. Diesel BHP 2,500 11 knots.
PADANA	1945	B.I. 1945-1961	7,541 4,944	420.0 x 57.7 x 28.8 436.6		8	Cost £247,800 10,475 tons dead weight. Triple Expansion steam. IHP 2,500 11 knots.

PALIKONDA	1945	B.I. 1945-1959	7,434 5,181	431.3 x 56.3 x 27.3 447.8		12	Cost £247,800 10,100 tons dead weight. Triple Expansion steam. IHP 2,500 11 knots.
PALAMCOTTA	1945	B.I. 1945-1961	6,704 3,822	432.0 x 56.3 x 33.5 446.8			9,650 tons dead weight. Triple Expansion steam. IHP 2,500 11.5 knots.
PEMBA	1945	B.I. 1945-1960	7,449 5,216	431.0 x 56.3 x 27.3 449.0		12	Cost £246,200 10,200 tons dead weight. Triple Expansion steam. IHP 2,500 10.5 knots.
PENTAKOTA	1946	B.I. 1946-1961	6,704 3,845	432.0 x 56.2 x 33.5 446.8			Cost £281,500 9,650 tons dead weight. Triple Expansion steam. IHP 2,500 11.5 knots.
OBRA	1946	B.I. 1946-1962	5,695 3,161	430.1 x 57.5 x 28.0 446.0			9,200 tons dead weight. Triple Expansion steam with Low Pressure Turbine. IHP 3,825 13 knots. Last B.I. ship to be requisitioned by the Shipping Ministry's Liner Division.
OKHLA	1946	B.I. 1946-1961	5,697 3,161	430.1 x 57.5 x 28.0 446.0			9,200 tons dead weight. Triple Expansion steam with Low Pressure Turbine. IHP 3,825 14 knots.

URLANA	1946	B.I. 1946-1962	6,834 3,985	427.0 x 57.6 x 34.5 442.8			8,460 tons dead weight. Triple Expansion steam with Low Pressure Turbine. IHP 3,500 13.5 knots.
LANDAURA	1946	B.I. 1946-1965	7,289 4,171	432.6 x 58.3 x 32.1 447.0			9,750 tons dead weight. Diesel BHP 3,060 13 knots.
KILWA	1921	B.I. 1946-1956	2,653 1,545	310.3 x 44.2 x 20.9 321.5		11 First 18 Third 324 Deck	3,170 tons dead weight. Steam Turbine. BHP 1,600 11.5 knots.
UMARIA	1946	B.I. 1946-1964	6,835 3,985	427.0 x 57.6 x 34.5 442.8			8,460 tons dead weight. Triple Expansion steam with Low Pressure Turbine. IHP 3,500 13 knots.
DUMRA	1946	B.I. 1946-1973	4,867 2,669	382.3 x 54.8 x 23.6 398.7	5,000	20 First 30 Second 1,537 Deck	4,615 tons dead weight. Diesel BHP 4,200 15 knots.
ORMARA	1947	B.I. 1947-1962	5,417 2,992	427.5 x 57.5 x 38.0 441.5			9,200 tons dead weight. Triple Expansion steam with Low Pressure Turbine. IHP 3,670 13.5 knots.
SANGOLA	1947	B.I. 1947-1963	8,646 5,053	459.0 x 62.7 x 35.0 478.7	11,000	21 First 30 Second 'A' 40 Second 'B' 2,447 Deck 1954: 335 Bunked 995 Deck	8,930 tons dead weight. Diesel BHP 5,900 Twin screw. 15 knots.

PURNEA	1947	B.I. 1947-1971	5,340 3,000	415.6 x 55.3 x 37.0 431.8		6	8,930 tons dead weight. Diesel BHP 2,500 12.5 knots.
DWARKA	1947	B.I. 1947-1973 1975-1982	4,851 2,672	382.3 x 54.8 x 23.6 398.7	6,000 until 1979	20 First 30 Second 1,537 Deck 1977: Deck replaced by 455 Bunked 1979: 52 Cabin 534 Bunked 533 Deck	4,525 tons dead weight. Diesel BHP 4,200 15 knots.
KAMPALA	1947	B.I. 1947-1971	10,304 5,911	489.0 x 66.3 x 28.7 507.0	10,000	60 First 180 Second 2,441 Deck 1955: Deck replaced by 850 Bunked Finally: 308 Cabin	Cost £1,500,000 9,135 tons dead weight. 2 x Steam Turbines. SHP 9,700 Twin screw. 17 knots.
SIRDHANA	1947	B.I. 1947-1972	8,608 5,057	459.0 x 62.8 x 35.0 479.3	11,200	21 First 30 Second 'A' 40 Second 'B' 2,355 Deck 1955: 21 First 32 Second 30 Intermediate 333 Bunked 987 Deck	Cost £1,116,000 8,827 tons dead weight. Diesel BHP 5,900 Twin screw. 15 knots.

GARBETA	1941	B.I. 1948-1963	5,323 3,001	427.0 x 56.5 x 26.5 442.9			9,440 tons dead weight. Diesel IHP 2,500 11 knots.
GAMBHIRA	1939	B.I. 1948-1955	5,124 3,040	420.0 x 57.8 x 26.3 436.1			10,045 tons dead weight. Triple Expansion steam. IHP 2,100 11 knots.
GOALPARA	1943	B.I. 1948-1953	7,278 5,009	420.0 x 58.0 x 28.8 436.0			10,530 tons dead weight. Triple Expansion steam. IHP 2,500 11 knots.
DARA	1948	B.I. 1948-1961	5,030 2,766	382.3 x 54.8 x 23.9 398.7	5,000	20 First 30 Second 'A' 24 Second 'B' 1,377 Deck	4,465 tons dead weight. Diesel BHP 4,200 15 knots.
WARORA	1948	B.I. 1948-1964	3,668 1,936	350.0 x 49.8 x 25.0 364.0			5,530 tons dead weight. Diesel BHP 1,780 12 knots.
TABORA	1948	B.I. 1948-1953	390 276	147.9 x 27.1 x 10.0 157.0			440 tons dead weight. Diesel BHP 250 18.5 knots.

KARANJA	1948	B.I. 1948-1973 1975-1976	10,294 5,893	489.0 x 66.3 x 41.0 507.0	10,000	60 First 180 Second 75 Intermediate 2,208 Deck 1955: Deck replaced by 850 Bunked 1970: 124 Cabin 168 Economy 200 Third 316 Bunked	9,120 tons dead weight. 2 x Steam Turbines. SHP 9,700 Twin screw. 18 knots.
FULTALA	1948	B.I. 1948-1960	4,589 2,473	387.8 x 54.3 x 37.0 401.7			Cost £317,500 7,750 tons dead weight. Triple Expansion steam. IHP 1,525 11 knots.
WARLA	1949	B.I. 1949-1964	3,668 1,933	350.0 x 49.8 x 25.0 364.0			5,530 tons dead weight. Diesel BHP 1,780 12 knots.
CARPENTARIA	1949	B.I. 1949-1973	7,268 4,166	465.0 x 62.9 x 40.8 484.5	95,000	12	9,390 tons dead weight. Diesel BHP 6,800 16 knots.
TEESTA	1946	B.I. 1949-1950	522 308	143.0 x 27.1 x 18.0 148.3			385 tons dead weight. Diesel BHP 300 7.5 knots.
TANDA	1945	B.I. 1949-1950	522 308	142.6 x 27.1 x 16.0 148.1			385 tons dead weight. Diesel BHP 300 7.5 knots.

TORILLA	1945	B.I. 1949-1950	522 308	142.6 x 27.1 x 16.0 148.2			385 tons dead weight. Diesel BHP 300 7.5 knots.
CHANDPARA	1949	B.I. 1949-1970	7,273 4,154	465.0 x 62.9 x 40.8 484.5	94,000	12 Later: 9	9,350 tons dead weight. Diesel BHP 6,800 16.5 knots.
CHINDWARA	1950	B.I. 1950-1971	7,340 3,722	465.0 x 62.9 x 40.8 484.5	13,000	12 until 1959	9,574 tons dead weight. Diesel BHP 6,800 16.5 knots. Designed as a Cadet Training Ship and served in this role from January 1950 until June 1963. Initially, carried 31 cadets, but numbers had risen to 52 by February 1959. Cadet Training Unit from April 1966 until April 1971, carrying 16 cadets.
MOMBASA	1950	B.I. 1950-1961	2,213 1,090	250.0 x 43.1 x 19.0 265.8	2,000	8 First 16 Second 250 Deck	1,364 tons dead weight. Diesel BHP 1,600 Twin screw. 13.5 knots.
OLINDA	1950	B.I. 1950-1966	5,424 2,992	427.5 x 57.5 x 38.0 441.5			9,200 tons dead weight. Triple Expansion steam with Low Pressure Turbine. IHP 2,489 12.5 knots.

CHANTALA	1950	B.I. 1950-1971	7,349 3,788	465.0 x 62.9 x 40.8 484.5	13,000	12 until 1959	9,660 tons dead weight. Diesel BHP 6,800 16.5 knots. Designed as a Cadet Training Ship and served in this role from March 1950 until May 1966. Initially, carried 31 cadets, but numbers had risen to 52 by March 1959. Cadet Training Unit from May 1966 until April 1971, carrying 16 cadets.
DARESSA	1950	B.I. 1950-1964	5,180 2,805	375.0 x 54.8 x 26.5 398.5	10,000	26 First 60 Second 659 Deck 1962: 99 One Class	4,260 tons dead weight. Diesel BHP 4,200 16 knots.
ORDIA	1950	B.I. 1950-1963	5,449 3,010	427.5 x 57.5 x 28.5 441.5			9,200 tons dead weight. Triple Expansion steam with Low Pressure Turbine. IHP 2,436 13 knots.
CHILKA	1950	B.I. 1950-1972	7,132 4,016	465.0 x 62.7 x 40.8 484.5	13,000	12	9,614 tons dead weight. Diesel BHP 6,800 16.5 knots.

SANTHIA	1950	B.I. 1950-1966	8,908 5,089	450.0 x 62.8 x 35.0 479.3		25 First 68 Second 'A' 68 Second 'B' 1,619 Deck Later: 762 Deck 268 Bunked 1963: 141 One Class	8,590 tons dead weight. Diesel BHP 5,900 Twin screw. 16 knots.
MTWARA	1951	B.I. 1951-1953	2,629 1,366	286.2 x 46.1 x 19.5 298.0	2,000	20 or 26 First 28 or 40 Second 300 Deck	Cost £449,500 1,815 tons dead weight. Diesel BHP 4,000 Twin screw. 16.5 knots.
KENYA	1951	B.I. 1951-1969	14,437 8,042	516.7 x 71.4 x 38.5 539.8	25,000	174 or 150 First 99 or 128 Tourist 1967: 309 One Class	9,720 tons dead weight. 2 x Steam Turbines. SHP 11,200 Twin screw. 19 knots.
CHAKDINA	1951	B.I. 1951-1973	7,267 4,107	465.6 x 62.7 x 31.0 484.5	94,000	12	9,229 tons dead weight. Diesel BHP 6,800 17 knots.
CHAKDARA	1951	B.I. 1951-1972	7,132 4,027	465.0 x 62.9 x 40.8 484.5	12,000	12	9,650 tons dead weight. Diesel BHP 6,800 16.5 knots.
CHAKRATA	1951	B.I. 1951-1973	7,265 4,108	465.5 x 62.8 x 27.7 484.5	94,000	12	9,229 tons dead weight. Diesel BHP 6,800 16.5 knots.

UGANDA	1952	B.I. 1952-1972	14,430 8,034 1967: 16,907 8,827	516.7 x 71.4 x 35.0 539.8	25,000	167 First 133 Tourist 1967: 306 Cabin 920 Children	9,630 tons dead weight. 1967: 5,695 tons dead weight. 2 x Steam Turbines. SHP 11,200 Twin screw. 19.5 knots. Converted to an educational cruise ship in 1967/68
CHINKOA	1952	B.I. 1952-1972	7,102 3,987	465.5 x 62.9 x 27.7 484.5	12,000	12	9,670 tons dead weight. Diesel BHP 6,800 16 knots.
NUDEEA	1954	B.I. 1954-1972	8,596 4,106	493.0 x 67.3 x 42.0 514.3	29,000	4	10,270 tons dead weight. Steam Turbine. SHP 10,250 18.5 knots.
NOWSHERA	1955	B.I. 1955-1972	8,516 3,918	480.0 x 67.8 x 41.7 513.9	28,000	2	10,250 tons dead weight. Steam Turbine. SHP 10,250 18 knots.
NEVASA	1956	B.I. 1956-1972	20,527 11,496 1965: 20,160 10,880	560.7 x 78.3 x 57.0 609.3		220 First 110 Second 180 Third 1,000 Troop/Deck 1965: 308 Cabin 1,090 Children	6,810 tons dead weight. 1965: 6,333 tons dead weight. 2 x Steam Turbines. SHP 18,400 Twin screw. 20.5 knots. Converted to an educational cruise ship in 1964/65
NARDANA	1956	B.I. 1956-1963 1968-1972	8,512 3,913	480.0 x 67.7 x 41.7 514.8	28,000	2	10,140 tons dead weight. Steam Turbine. SHP 10,250 20.5 knots.

NYANZA	1956	B.I. 1956-1964 1968-1972	8,513 3,906 1968: 10,252/ 8,110 5,507/ 3,515	480.0 x 67.8 x 41.7 514.0	28,000	2	10,220 tons dead weight. 1968: 10,737/10,600 tons dead weight. Steam Turbine. SHP 10,250 21 knots.
WOODARRA	1957	B.I. 1957-1968	8,753 4,056	485.3 x 68.5 x 42.3 520.0		12	11,470 tons dead weight. Steam Turbine. SHP 10,850 20.5 knots.
WAROONGA	1957	B.I. 1957-1968	8,753 4,056	485.0 x 68.5 x 42.3 520.3		12	11,470 tons dead weight. Steam Turbine. SHP 10,850 20.5 knots.
QUEDA	1959	B.I. 1959-1969	13,252 7,312	534.0 x 72.0 x 39.5 560.0			19,045 tons dead weight. Steam Turbine. SHP 8,800 15.5 knots. Tanker.
BULIMBA	1959	B.I. 1959-1971	6,796 3,669	395.0 x 59.3 x 32.5 426.5	36,000		7,324 tons dead weight. Diesel BHP 5,800 17.5 knots.
ELLORA	1959	B.I. 1959-1969	24,340 14,597	660.0 x 90.4 x 48.0 690.6			37,120 tons dead weight. Steam Turbine. SHP 16,000 18 knots. Tanker.
BANKURA	1959	B.I. 1959-1971	6,793 3,693	395.0 x 59.3 x 32.5 426.1	42,600		7,274 tons dead weight. Diesel BHP 5,800 17.5 knots.

QUILOA	1960	B.I. 1966-1969	13,113 7,341	535.0 x 72.0 x 39.6 560.0			19,026 tons dead weight. Steam Turbine. SHP 8,800 16 knots. Tanker.
ELLENGA	1960	B.I. 1960-1970	24,246 14,480	660.0 x 90.4 x 48.0 690.7			37,140 tons dead weight. Later: 39,348 tons dead weight. Steam Turbine. SHP 16,000 18 knots. Tanker.
BARPETA	1960	B.I. 1960-1971	6,736 3,668	395.0 x 59.3 x 32.5 426.1	42,600		7,373 tons dead weight. Diesel BHP 5,800 18 knots.
BAMORA	1961	B.I. 1961-1971	6,745 3,671	395.0 x 59.3 x 32.5 426.1	42,600		7,323 tons dead weight. Diesel BHP 5,800 17.5 knots.
BOMBALA	1961	B.I. 1961-1971	6,745 3,671	395.0 x 59.3 x 32.5 426.1	42,600		7,326 tons dead weight. Diesel BHP 5,800 18 knots.
DEVONIA	1939	B.I. 1962-1967	12,796 7,166	497.0 x 63.3 x 30.9 516.8		194 Cabin 834 Children	3,497 tons dead weight. Diesel BHP 6,300 Twin screw. 14 knots. Converted on purchase to be an educational cruise ship.

HEBE	1962	B.I. 1962-1973	4,823 2,441	350.0 x 55.2 x 31.0 379.3			5,218 tons dead weight. Diesel BHP 5,500 17 knots. Built for long-term charter as Royal Fleet Auxiliaries and manned by the Royal Fleet Auxiliary.
BACCHUS	1962	B.I. 1962-1973	4,823 2,441	350.0 x 55.2 x 31.0 379.3			5,218 tons dead weight. Diesel BHP 5,500 17.5 knots. Built for long-term charter as Royal Fleet Auxiliaries and manned by the Royal Fleet Auxiliary.
CHAKLA	1954	B.I. 1964-1972	6,611 3,565	450.0 x 63.3 x 40.8 485.2			9,870 tons dead weight. Diesel BHP 7,500 16 knots.
TALAMBA	1964	B.I. 1964-1969	34,709 19,893	735.0 x 105.8 x 53.0 765.5			53,800 tons dead weight. Later: 59,697 tons dead weight. Steam Turbine. SHP 17,600 15.5 knots. Tanker.
NURMAHAL	1959	B.I. 1965-1972	6,024/ 8,388 3,389/ 4,858	450.5 x 62.5 x 37.9 481.8			9,628/12,107 tons dead weight. Diesel BHP 5,500 14 knots.

BUCCLEUCH	1965	B.I. 1965-1972	25,293 16,249	639.8 x 90.2 x 54.7 675.9			43,508 tons dead weight. Diesel BHP 14,450 15 knots. Bulk carrier. Operated and managed by Hain-Nourse Ltd.
SIRSA	1950	B.I. 1965-1971	6,722 4,009	410.4 x 55.3 x 28.8 431.8		13	10,090 tons dead weight. Diesel BHP 2,500 13 knots.
COTSWOLD	1966	B.I. 1966-1972	25,291 16,304	639.8 x 90.2 x 54.6 675.9			43,334 tons dead weight. Diesel BHP 14,450 15 knots. Bulk carrier. Operated and managed by Hain-Nourse Ltd.
JUNA	1952	B.I. 1967-1971	7,583 4,198	460.0 x 62.6 x 30.5 489.0	66,000		9,417 tons dead weight. Diesel BHP 8,500 18 knots.
JELUNGA	1953	B.I. 1968-1973	7,432 4,032	470.3 x 64.7 x 42.0 499.3	84,400		10,134 tons dead weight. Diesel BHP 9,000 15 knots.
HOWRA	1952	B.I. 1969-1972	6,211 3,526	432.9 x 59.0 x 39.5 460.3			10,177 tons dead weight. Diesel BHP 5,500 14 knots.
JUWARA	1952	B.I. 1969-1972	7,490 4,048	470.3 x 64.7 x 42.0 499.3	82,300		10,270 tons dead weight. Diesel BHP 9,000 15 knots.

WAIPARA	1956	B.I. 1969-1971	8,340/ 6,414 4,450/ 3,261	439.4 x 62.9 x 39.5 471.8	102,000	8	10,300/9,383 tons dead weight. Diesel BHP 7,200 15.5 knots.
AMRA	1969	B.I. 1969-1973	6,695/ 10,031 3,030/ 4,981	469.8 x 70.2 x 40.5 504.8			10,406/13,950 tons dead weight. Diesel BHP 11,600 17 knots.
TAIREA	1956	B.I. 1970-1973	8,199 4,438	470.0 x 64.8 x 29.0 499.7	34,500		11,302 tons dead weight. Diesel BHP 8,000 15.5 knots.
WARINA	1955	B.I. 1970-1971	8,573 4,828	439.4 x 62.9 x 39.5 471.9	102,000	8	9,369 tons dead weight. Diesel BHP 7,200 16 knots.
ASKA	1970	B.I. 1970-1973	6,695/ 10,031 3,030/ 4,981	469.8 x 70.2 x 40.5 504.8			10,406/13,921 tons dead weight. Diesel BHP 11,600 17 knots.
TEESTA	1956	B.I. 1970-1973	8,199 4,438	470.0 x 64.8 x 29.0 499.7	34,500		11,292 tons dead weight. Diesel BHP 8,000 15.5 knots.
TANDA	1954	B.I. 1970-1972	8,774 4,705	450.0 x 63.2 x 39.0 482.0	83,700		10,746 tons dead weight. Steam Turbine. SHP 6,800 14 knots.

MANORA	1970	B.I. 1970-1973	7,968/ 11,177 3,616/ 6,098	474.9 x 76.3 x 42.5 514.8	30,000		9,511/13,090 tons dead weight. Diesel BHP 17,400 22 knots.
MERKARA	1971	B.I. 1971-1973	7,233/ 11,142 3,474/ 5,947	474.9 x 76.3 x 42.5 514.8	28,000		9,511/13,090 tons dead weight. Diesel BHP 17,400 19 knots.
MORVADA	1971	B.I. 1971-1973	7,233/ 11,143 3,474/ 5,947	474.9 x 76.3 x 42.5 514.8	28,000		9,511/13,090 tons dead weight. Diesel BHP 17,400 19 knots.
MULBERA	1971	B.I. 1971-1973	7,233/ 11,143 3,474/ 5,947	474.9 x 76.3 x 42.5 514.8	28,000		9,511/13,090 tons dead weight. Diesel BHP 17,400 19 knots.
ZAIDA	1972	B.I. 1972-1973	6,088 2,478	402.0 x 64.1 x 38.5 433.8	269,000		6,893 tons dead weight. Diesel BHP 9,180 18 knots.

BIBLIOGRAPHY

TITLE	AUTHOR	PUBLISHER	PUBLISHED	ISBN
Merchant Adventurers 1914-1918	F A Hook	A & C Black Limited, London	1920	None
Valiant Voyaging	Hilary St. George Saunders	Faber and Faber Limited, London	1948	None
B.I. Centenary 1856-1956	George Blake	Collins, London	1956	None
Merchant Fleets British India S.N. Co	Duncan Hawes	TCL Publications	1987	0 946378 07 X
BI British India Steam Navigation Company Limited	W A Laxon F W Perry	Ninety North Limited Number 10 Coldbath Square London EC1R 5HL	2002	1 904503 00 4