

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. |

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|-----------------------|------|--|--------------|---------------------|--|----------------------|---|
| 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. |

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|------------|------|-------------------|--------------------------------------|---|--|--------------------------------------|--|
| 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. |

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|----------|------|--------------------------------|--|---------------------|--|------------------------|---|
| 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. |

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|----------|------|-------------------|--|---|--|------------------------|---|
| 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. |

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|-----------|------|---------------------------------|--|---------------------|--|-----------------------|---|
| 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. |

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|----------|------|---------------------------------|----------------|---------------------|--|-------------------------------------|--|
| 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. |

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|---------------------------------|------|--|----------------|---------------------|--|-----------------------------------|---|
| 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. |

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|----------|------|-------------------|----------------|---------------------|--|-------------------------------------|---|
| 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. |

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|------------|------|-----------------------|----------------|---------------------|--|-------------------------------------|--|
| 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. |

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|----------|------|-----------------------|----------------|---------------------|--|-------------------------------------|--|
| 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. |

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|----------|------|-----------------------|----------------|---------------------|--|-------------------------------------|--|
| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |
| SECUNDRA | 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. |

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| 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. |

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| 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. |

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| 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 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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" |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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|---------|------|-------------------|-----------------|------------------------------|--|-------------------------------------|---|
| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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| 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. |

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|----------|------|-------------------|------------------------------------|-------------------------------|--|--|--|
| 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. |

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| 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. |

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| 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. |

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| 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. |

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