



# Ship Fact Sheet



## BEHAR (1855)

Base data at 21 December 1858. Last amended November 2008

\* indicates entries changed during P&O Group service.

Type	Passenger liner
P&O Group service	1858-1874
P&O Group status	Owned by parent company
Former name(s)	Laid down as <i>Erie</i> then <i>Barcelona</i> and <i>Barcelone</i>
Registered owners, managers and operators	The Peninsular and Oriental Steam Navigation Company
Builders	John Laird, Sons & Co Ltd
Yard	Birkenhead
Country	UK
Yard number	133
Registry	London, UK
Official number	26995
Signal letters	PNKQ
Classification society	Lloyd's Register
Gross tonnage	1,603 grt
Net tonnage	1,090 nrt
Deadweight	
Length	80.74m (265.0ft)
Breadth	11.00m (36.1ft)
Depth	7.77m (25.5ft)
Draught	
Construction (if not steel)	Iron
Engines	Direct-acting horizontal steam engines
Engine builders	Fawcett, Preston & Co Ltd
Works	Liverpool
Country	UK
Power	900 ihp
Propulsion	Single screw
Speed	11 knots
Passenger capacity	
Cargo capacity	
Crew	
Employment	Eastern services

**Career**

- n.d.:* Laid down as *Erie* for the Canadian Steam Navigation Company but sold prior to launch.
- 01.09.1855:* Launched as *Barcelona* for Linea Vapores Correos Espanoles Trasatlanticos, Spain.
- 1856:* Sold to Compagnie Franco-Americaine (Gauthier Freres et Cie, managers), France, and renamed *Barcelone*.
- 26.11.1858:* Purchased by The Peninsular and Oriental Steam Navigation Company together with other ships that became *China*, *Ellora* and *Orissa*.
- 21.12.1858:* Registered and renamed *Behar* following a refit by her builders. Behar (or Bihar) is a state of northeast India, for most of British rule part of the Bengal presidency.
- 27.12.1859:* First of six voyages Southampton/Alexandria.
- 10.05.1860:* Left Southampton for St Vincent and Bombay.
- 11.06.1861:* Broke her shaft between Aden and Suez.
- 10.11.1865:* Broke her shaft again and towed to Penang by *Emeu*, thence to Singapore by *Ottawa*. On her return voyage fell in with *Emeu* which had dropped her screw leaving Bombay and returned the favour.
- 08/09.1866:* Aground in the Canton River.
- 07.1868:* Fitted with new boilers at Bombay.
- 02.11.1871:* Forwarded mails for *Rangoon*, sunk at Galle.
- 19.11.1874:* Sold for £19,564 to the Japanese Government and used as a troopship during the Formosan Campaign.
- 02.1875:* Renamed *Niigata Maru*. One of four ships (two of the others were formerly P&O's *Delta* and *Madras*) to open the first Japanese weekly liner service between Yokohama, Kobe, Nagasaki and Shanghai.
- 1877:* Sold to Mitsubishi Goshi Kaisha, Japan.
- 1878:* Fitted with compound steam engine by Lobnitz Coulborn and Co, Renfrew.
- 1885:* Sold to Nippon Yusen Kaisha, Japan.
- 1894:* Sold to K Owaki, Japan.
- 1896:* Sold to Oki Kikusaburo, Japan.
- 1897:* Sold to Yagi Sennosuke, Japan.
- 1897:* Sold to shipbreakers at Kobe.

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