3908

# 1933-34

STEAMERS & MOTORSHIPS UNDER 300 TONS,
TRAWLERS, TUGS, DREDGERS ETC

SAILING VESSELS

SHIPOWNERS, ETC.

VOL. I.

## Characters used for Classification etc:—

[ ] Vessels built of Iron or Steel according to the Rules in force since 1868.

[ ] Iron or Steel vessels built for a special purpose.

[ ] Iron vessels with shelter planking than required for [ ].

[ ] Iron Vessels built according to Rules in force between 1861 & 1871.

[ ] Wood or Composite Vessels.

Figure 1 affixed to a character signifies that vessel is well and sufficiently equipped; a line under character (thus, A —) that the equipment differs from that required by the Rules.

Words "with Preferred" under the character signify that the Surveyor assigned to a conviction of vessel's class.

## Classification of the late Underwriters' Registry.

| | |
|---|---|
| A1* A1. | Characters of Iron, Steel, or Composite Vessels built according to the Rules of Underwriters' Registry. |

Vessels in Red have been built under supervision of Surveyors to Underwriters' Registry.

Classification Columns, where left blank Iron Vessels never Classed by the Society.

... F (Sailing Vessels), Col. 1 (Steamers), ... date ... indicate that the Vessel had a ... at one time, but is has been withdrawn Owner's request.

... Column, 1* signifies the classification ... Underwriters' Registry, and the letters ... c, &c., indicate the letters and equipment ... in the Rules.

... line with date under it in Classification ... (thus 1.11) indicate that vessel's character was suspended from Register Book at ... special reasons, from reported failure, ... vessel was not entitled to retain her classification; a red line with date (thus, [ ]) ... withdrawal of class because of non-compliance with Society's Rules.

... Classification Column, without character, ... that the Class has expired, or has ... from absence of Survey, or non-... of Iron.

... a packing of iron, specially, &c., is made ... a closed vessel the character is ... (thus — [ ])

... Classification Column signifies that the ... was built under Special Survey.

... Boilers and Machinery of steamers, or ... of auxiliaries certified by the ... Surveyors to Lloyd's Register.

... —Internal Combustion Engines certified ... Engineer Surveyors to Lloyd's Register ... in good condition after modified Survey.

... —Lloyd's Machinery Certificate covering ... the internal combustion engines have been ... by the Surveyors to Lloyd's Register ... conformity with the Occasional Survey ... requirements, the date being that on which the ... portion of the Survey was held.

... —Boilers and Machinery surveyed and ... to be satisfactory by the Engineer ... to Lloyd's Register.

... Donkey Boiler Surveyed and reported to be ... satisfactory by the Engineer Surveyor to ... Lloyd's Register.

... Special Survey of Machinery or Boilers having ... —Refrigerating Machinery Certificate ... that the Refrigerating machinery, ... and spare gear are fitted in accordance with the Rules and were found in good ... by the Surveyors to Lloyd's Register ... mentioned.

... —The ✠ signifies the Special Survey ... the Refrigerating appliances during construction, by the Surveyors to Lloyd's Register. —Boilers and Cleaning gear at a Machine ... by Lloyd's Register.

... —Boilers and Cleaning gear under ... of the Society's Officers or a ... recognised by Lloyd's Register.

... —Special Survey. ... —Damaged. ... Condemned. ... —Half Time Survey.

... of Survey only satisfies in the vessel's ... of efficiency of that year.

## Key to Abbreviations.

| | |
|---|---|
| AFT | After Peak Tank. |
| Asp | Asphalted. |
| B DD | Bridge Deck 30 feet long. |
| BH | Bulkheads. |
| BK 6" | Bar Keel, 6 inches in depth. |
| C | Copper. |
| CB | Copper Bolts (instead of Treenails, see section 49 (Rules for Wood Vessels). |
| CellDB | Cellular Double Bottom. |
| Cem | Cemented. |
| CF, CF, and CF | Copper Fastenings. |
| Comp | Composite. |
| DB | Double Bottom. |
| Dd | Decks Doubled. |
| D.F | Direction Finder (Wireless). |
| DF&S | Decks Felted and Sheathed. |
| 2 Dks (Prot. deck) | 2 Iron Decks, the upper one being sheathed with wood. |
| 2 or 3 Dks | Two or Three Decks laid. |
| DT | Deep Tank. |
| F DD | Forecastle 30 feet. |
| FD | Flush Deck. |
| FK | Flat Keel. |
| FP | Flush Poop. |
| FPT | Fore Peak Tank. |
| F & YW | Felt & Yellow Metalled. |
| GIB | Galvanized Iron Bolts. |
| H | Deck Houses. |
| IB | Iron Bolts. |
| NK 30" | New Keelson. |
| lgth | Lengthened. |
| lrg | Large repairs. |
| Mat | Materials. |
| MT | Midship deep Tank. |
| ND | New Deck. |
| NK | New Keel. |
| NTops | New Top-sides. |
| NW | New Water. |
| P DD | Poop 30 feet. |
| PBH | Partial Bulkheads. |
| Pad | Paddle Steamer. |
| Q DD | Raised quarter deck or Break 40 feet long. |
| RPD DD | Raised fore deck 30 feet long. |
| Sd | Screw. |
| STD | Stern repairs. |
| 2 or 3 t+B | Two or three tiers of Beams with or without Decks on them. |
| WB | Water Ballast. |
| Z | Zinc. |

## Machinery.

| | |
|---|---|
| C. | Compound. |
| T. | Triple expansion. |
| Q. | Quadruple expansion. |
| H. | Horizontal. |
| O. | Oscillating. |
| D. | Diagonal. |
| L. | Lever. |
| S SB | 3 Single ended Boilers. |
| S DB | 3 Double ended Boilers. |
| FD | Forced Draught or Induced Draught. |
| 6 cf | 6 Corrugated Furnaces. |
| 4 pf | 4 Plain Furnaces. |
| 4 cf | 4 Ribbed Furnaces. |
| GS 100 | 100 square feet of Grate Surface. |
| HS 3000 | 3000 square feet of Heating Surface. |
| Cy | Cylinders, with reaction profiles. |
| 4 S.C. | 4-stroke cycle. |
| 2 S.C. | 2-stroke cycle. |
| SA | Single acting. |
| DA | Double acting. |

(Oil and Gas Engines.)

Figures below 5—Working Pressure of Main Boilers in lb per square inch.

Figures below 10—Working Pressure of Donkey Boilers in lb per square inch. The letter c or c prefixed to 10 indicates the pressure of pint or mechanical donkey boiler respectively.

Mchy 47. ... Machinery fitted 1870.

Ref Mchy ... Fitted with Refrigerating Machinery, see List at end of Register.

SR ... Single Reduction Gear fitted between Main Engines and Screw Shafting.

DR ... Double Reduction Gear fitted between Main Engines and Screw Shafting.

CL ... Tail Shaft fitted with Continuous Liner.

OG ... Tail Shaft fitted with an approved Oil Retaining Gland at after end of Stern Bush.

NHP ... Nominal Horse Power by formula given on page xxxv of Key.

BHP ... Nominal Horse Power by Official Register in the case of British Vessels.

NE&B ... New Engines and Boilers.

NDB ... New Donkey Boiler.

Pr. B ... Press Boiler.

In Col. 15 letters + and + in parentheses indicate the Material of Boilers—(See Key, page xxxvi.)

Comp ... Compounded.

Tpd ... Tripled.

Qpd ... Quadrupled.

In Col. 16 (Sailing Vessels) Col. 15 (Steamers) the capital letters represent the various Register Societies in which Vessels are classed, if not classed in Lloyd's Register. (See Key page xxxvi, for full explanation.) "RT 111 L.R." indicates that a Board of Trade Passenger Certificate has been granted, expiring in July, 1919.

For complete explanation of Remarks, &c., see Key at commencement of Register, —Vol. 1, page xxxiii.

# INDEX TO THE NAMES OF STEAMERS AND MOTORSHIPS UNDER 300 TONS, TRAWLERS, TUGS, DREDGERS, ETC., ALSO SAILING VESSELS, CONTAINED IN THE SUPPLEMENT TO LLOYD'S REGISTER OF SHIPPING. No. 12.


## A

| Name. | No. in Supplement. |
|---|---|
| . Bilsen | 03030 |
| . Kappelhoff | 17796 |
| alje | 17721 |
| ohl Lauof Lentil | 17711 |
| ...ma | 17740 |
| ...kian Cross | 17750 |
| ...ller | 17704 |
| ...dmiral Sir John Lanford | 17730 |
| ...dolf Hitler | 17708 |
| ...drian II. | 17722 |
| ...ster | 17745 |
| ...gnola | 17724 |
| ...lowskiy | 17713 |
| ...kita Maru | 17718 |
| ...ki Maru | 17746 |
| ...lantra (110 tons) | 17709 |
| ...lantra (165 tons) | 17723 |
| ...lantrus | 17702 |
| ...lbert William | 03086 |
| ...lcazar | 17719 |
| ...lcide II. | 03007 |
| ...lexandra | 17731 |
| ...lexandrite | 17732 |
| ...lfa | 17738 |
| ...lferez | 17709 |
| ...lfonso XIV | 17717 |
| ...lhadite | 17739 |
| ...lhamada | 17732 |
| ...ma (100 tons) | 17707 |
| ...ma (186 tons) | 17729 |
| ...ma on Cornelia | 17726 |
| ...mne | 03001 |
| ...no | 17742 |
| ...nality | 17724 |
| ...pelio | 17727 |
| ...pharos | 17741 |
| ...rab | 17739 |
| ...rbo | 17725 |
| ...rkhosa | 03003 |
| ...rie van der Zwan | 17737 |
| ...rild | 17743 |
| ...rlita | 17730 |
| ...rmana | 17744 |
| ...rmstrong | 17728 |
| ...rplume | 17748 |
| ...rran | 17714 |
| ...rsenal | 17722 |
| ...ston Villa | 17733 |
| ...taraxa | 17702 |
| ...rtchuko | 17747 |
| ...rtemis | 17719 |
| ...rtillero | 17724 |

## B

| Name. | No. in Supplement. |
|---|---|
| ...adra | 17802 |
| ...ldric | 17813 |
| ...lenka | 17801 |
| ...lerina | 17814 |
| ...lerge III | 03700 |
| ...lerry Castle | 17810 |
| ...lerjne | 17800 |
| Bayern | 17815 |
| Bayfleet | 17803 |
| Bekanoen | 17816 |
| Bengali | 17811 |
| Bergenske III. | 17819 |
| Bertha | 17808 |
| Bertha E. Way | 17804 |
| Betsane | 17802 |
| Beverwijk 24 | 17809 |
| Beverwijk 25 | 17819 |
| Bieff | 17821 |
| Bremen | 17817 |
| Brenton | 17820 |
| Bunkoma IV | 17805 |
| Burgemeester Woldringh van der Hoop | 17812 |

## C

| Name. | No. in Supplement. |
|---|---|
| C. H. Metger | 17812 |
| Cael | 17834 |
| Cala Antio | 17830 |
| Cala Marsal | 17826 |
| Cape Balhaut | 17809 |
| Cape Nyemetski | 17832 |
| Cape Warwick | 17813 |
| Cir Craig | 03001 |
| Carlora | 17803 |
| Carl Fisser | 17821 |
| Carl River | 17819 |
| Carl Thiele | 17804 |
| Carnarvon Castle | 17833 |
| Cascade | 17840 |
| Cervantes Saavedra | 17827 |
| Charles Balvin | 17806 |
| Charles Ribière | 17807 |
| Cherbourgeois No. 2 | 17835 |
| Cherbourgeois No. 3 | 17837 |
| Cherbourgeois No. 4 | 17838 |
| Cherbourgeois No. 5 | 17836 |
| Cherbourgeois No. 6 | 17839 |
| Chermoner | 17841 |
| Chiapas | 17829 |
| Chishima Maru | 17828 |
| Chosen Maru No. 8 | 17801 |
| Chosen Maru No. 10 | 17807 |
| Cipro | 17822 |
| Claudje | 17806 |
| Claus Ehrling | 17820 |
| Coburg | 17833 |
| Codero | 17814 |
| Commandant Louis Richard | 17811 |
| Compagnon | 17843 |
| Concordia | 17815 |
| Concordia Constans | 17831 |
| Coopersteer | 17818 |
| Corona | 17825 |
| Coriolanus | 17824 |
| Cornelia Klassen | 17836 |
| Cornelia Marinus | 17817 |
| Corsend | 17840 |
| Craig Island | 17805 |
| Cruising Queen | 17847 |

## D

| Name. | No. in Supplement. |
|---|---|
| Dagny | 18016 |
| Daniel Baron | 18008 |
| Danube Shell II | 18020 |
| Dauzle | 02905 |
| Dedy | 18021 |
| De Vrouw Dirkje | 18013 |
| Deerhound | 18006 |
| Delia | 18025 |
| Del-Mar-Va | 18016 |
| Delos | 18011 |
| Der Gloria | 18022 |
| Derby County | 18004 |
| Dimsdoone No. IV | 02901 |
| Dervish | 18017 |
| Devonshire | 18018 |
| Diligent | 18002 |
| Dinard | 18005 |
| Dirk | 18006 |
| Dr. Eichelbaum | 18007 |
| Dr. Mariers | 18013 |
| Dorsera | 18009 |
| Dorothea | 02905 |
| Douglas E. Parks | 18015 |
| Drainpe | 18014 |
| Dunscrem | 02906 |
| Dracho | 02907 |
| Drumbeald | 02902 |
| Dyserer Castle | 18012 |

## E

| Name. | No. in Supplement. |
|---|---|
| Elbh Germaine | 18118 |
| Elbon Wing | 18107 |
| El Kadri | 18112 |
| Electric Star | 18111 |
| Elgbrand | 18114 |
| Elie | 18113 |
| Elizabeth | 18109 |
| Else Wilhelme | 18115 |
| Emily | 18117 |
| Emily II | 18102 |
| Ena | 18102 |
| Enrietta | 18110 |
| Enrico | 18109 |
| Erna Lorenzen | 18116 |
| Erschwerkenbeck | 18101 |
| Esperanza | 18119 |
| Eton | 18104 |
| Excelsior II. | 18105 |
| Expatlow 29 | 18106 |

## F

| Name. | No. in Supplement. |
|---|---|
| Faun | 18204 |
| Fiamorlo | 18208 |
| Flamingo | 18205 |
| Formosa 85 | 18207 |
| Franz Thiele | 18201 |
| Friedr. Beuss | 18202 |
| Friedrich Lockner | 18209 |
| Frontier | 18206 |
| Fuji Maru | 18210 |
| Fusilier | 18203 |

## G

| Name. | No. in Supplement. |
|---|---|
| G.W.R. No. 1 | 18304 |
| G.W.R. No. 2 | 18305 |
| Gambeh | 18307 |
| Gaumick | 18322 |
| Gebrenders | 18313 |
| Gefion | 18302 |
| Geier | 18305 |
| General von Trotzkowski | 18324 |
| George B. Cheel | 18320 |
| Gertrud | 18323 |
| Geyve | 18310 |
| Gillian | 18325 |
| Giovanniso B. | 18311 |
| Gloriita | 18306 |
| Gladiator | 18319 |
| Globe | 18309 |
| Gloria | 18314 |
| Glory | 18321 |
| Golden Grain | 18326 |
| Gorgon | 18312 |
| Grampian | 18316 |
| Gretje | 18315 |
| Guadalete | 18317 |
| Gunner | 18308 |
| Gwenabe | 18318 |
| Gylfe | 18301 |

## H

| Name. | No. in Supplement. |
|---|---|
| H. Brandfeldt | 18404 |
| Habicht | 18406 |
| Hammoos | 18414 |
| Hanover No. 1 | 04307 |
| Hanover No. 2 | 04301 |
| Hasselfred | 18408 |
| Hassel | 18409 |
| Harry Hawk | 18413 |
| Hayabusa Maru | 18405 |
| Heinrich Bruns | 18405 |
| Helena | 18412 |
| Helene | 18407 |
| Helletta | 18413 |
| Henderson | 18416 |
| Hermann Söhle | 18415 |
| Hessen | 18410 |
| Hilda | 18417 |
| Hilma | 18418 |
| Hinrich-Wilhelm | 18402 |
| Hirona | 18425 |
| Hors Wessel | 18420 |
| Huddersfield Town | 18407 |
| Hugina | 18422 |
| Huntington | 18411 |
| Hunkiown | 18421 |
| Hydra | 18424 |
| Hygrade No. 2 | 04304 |

## I

| Name. | No. in Supplement. |
|---|---|
| Ibainabal | 18503 |
| Ida | 18502 |
| Ibsen | 18501 |
| Ingegerd | 18506 |
| Interstate No. 4 | 04401 |
| Irene | 18503 |
| Italia | 18504 |

## J

| Name. | No. in Supplement. |
|---|---|
| Jacobs Jantra | 18613 |
| Jacoelan | 18604 |
| Janneje | 18607 |
| Jens Elfandt | 18605 |
| Jesse Wallcraft | 18601 |
| Jeune Denise | 18610 |
| Joh. den Dalk Jacob | 18614 |
| Johann Wessels | 18608 |
| Johanna Maria | 18611 |
| John Bolton | 18602 |
| John Rennie | 18612 |
| Joy Bell III. | 18608 |
| Juni | 18615 |
| Junior | 18600 |
| Jutland | 18606 |

## K

| Name. | No. in Supplement. |
|---|---|
| Kalbe | 18706 |
| Kapitän Steuaner | 18707 |
| Karolin | 18717 |
| Kiana | 18715 |
| Kilian | 18701 |
| Kinsiabad | 18713 |
| King of England | 18714 |
| King Shing | 18710 |
| Kingston Alalite | 18705 |
| Kingston Andalusite | 18716 |
| Kingston Galena | 18719 |
| Kirikle | 18708 |
| Kosan Maru | 18702 |
| Kosdor | 18703 |
| Kopaten | 18709 |
| Kornelia | 18718 |
| Kosdor Maru No. 2 | 18712 |
| Kosdor Maru No. 3 | 18711 |
| Kuckuck | 18704 |
| Kutubtari | 18720 |

## L

| Name. | No. in Supplement. |
|---|---|
| La Bretonnière | 18825 |
| La Verge aux Roses | 18815 |
| Lady Adelaide | 18819 |
| Lady Lilian | 18803 |
| Lady Wolseley | 18820 |
| Langwith | 18808 |

INDEX TO THE NAMES OF STEAMERS AND MOTORSHIPS UNDER 300 TONS, TRAWLERS, TUGS, DREDGERS, ETC., ALSO SAILING VESSELS, CONTAINED IN THE SUPPLEMENT TO LLOYD'S REGISTER OF SHIPPING—*continued.*


| Name | No. in Supplement |
|---|---|
| Le Chasse-Marée | 18906 |
| Le Cid | 18921 |
| Lestro | 18912 |
| Lekviiara | 18922 |
| Les Fiirlaingar | 18904 |
| Letche | 18924 |
| Lieutenant Boyse | 18810 |
| Lieth Seaforth | 18816 |
| Lord Lloyd | 18905 |
| Lord Plender | 18909 |
| Lord Wakefield | 18918 |
| Lorenzo | 18912 |
| Louise-Annie | 18911 |
| Loyalist | 18902 |
| Lusayar | 18914 |
| Luxerne | 18907 |
| Lusanne | 18901 |
| Lusitania | 18917 |

**M**

| Name | No. in Supplement |
|---|---|
| Maldwine-Louise | 18914 |
| Man Kiu | 18906 |
| Man Kung | 18901 |
| Man Yeung | 18908 |
| Marano | 18919 |
| Mare Nostrum | 18906 |
| Margaretha | 18911 |
| Margaretha en Maria | 18910 |
| Margretha Maria | 18915 |
| Marguerite Rose | 18909 |
| Maria Devozione | 04801 |
| Maria S. S. della Catena | 18916 |
| Marie | 18912 |
| Marie Josette | 04802 |
| Martha | 18902 |
| Mavis Rose | 18914 |
| Mazo | 18910 |
| Minden | 18907 |
| Ministerialdirektor Merill | 18904 |
| Mollen | 18917 |
| Morsø | 18905 |

**N**

| Name | No. in Supplement |
|---|---|
| Napoli | 18909 |
| Nassau | 18906 |
| Nederland IV. | 18911 |
| Nederland V. | 18910 |
| Neptune | 18904 |
| Neuve | 18913 |
| New Coast | 18901 |
| Nye Dagsbladet | 18912 |
| Nowo | 18903 |
| Noordam | 18907 |
| Nordale | 18902 |
| North Star | 18905 |
| Nuria | 18908 |

**O**

| Name | No. in Supplement |
|---|---|
| O. P. No. 1 | 05004 |
| O. P. No. 2 | 05005 |
| Ocean 2 | 18101 |
| Ocean Transport No. 2 | 05002 |
| Ocean Transport No. 4 | 05001 |
| Odin | 18105 |
| Oil Transfer No. 24 | 05006 |
| Oldin Times | 18106 |
| Olympe | 18104 |
| Omar | 05003 |
| Orilla | 18102 |
| Oskar Luerssen | 18103 |

**P**

| Name | No. in Supplement |
|---|---|
| Palmen | 18209 |
| Panini Restana | 18211 |
| Pleader | 18207 |
| Pembroke Castle | 18206 |
| Petite Yvette | 18207 |
| Pere-nella | 18213 |
| Phyllis Rosalie | 18210 |
| Praia da Victoria | 18205 |
| President Theodore Tissier | 18201 |
| Pressers (423 tons) | 18204 |
| Pressers (218 tons) | 18208 |
| Prinsder Nederlanden | 18203 |
| Prinses Juliana | 18212 |
| Punch | 18214 |

**Q**

| Name | No. in Supplement |
|---|---|
| Queen Margaret | 18202 |
| Queen's Cross | 18201 |

**R**

| Name | No. in Supplement |
|---|---|
| R.A.F.A. Acquarius | 19410 |
| R. Walther Darré | 19408 |
| Ragdahl | 19411 |
| Ramsden | 19416 |
| Rapel | 19403 |
| Rass | 19401 |
| Rechtsdelft | 19405 |
| Redcloud | 19410 |
| Regent | 19413 |
| Rotline | 19412 |
| Ridderfjorden | 19413 |
| Rijnstroom I | 19407 |
| Rijnstroom II | 19406 |
| Rijnstroom III | 19409 |
| River Lepre | 19404 |
| Robert the Bruce | 19418 |
| Rochor | 19417 |
| Rock | 19414 |
| Rockflower | 19402 |
| Rockland No. 1 | 01001 |
| Rosina | 19415 |
| Rudderman | 19411 |

**S**

| Name | No. in Supplement |
|---|---|
| S. Cristoro Express | 19524 |
| S. Spiridione | 05404 |
| Sachem | 19547 |
| St. Amandus | 19514 |
| St. Andronicus | 19529 |
| St. Arcadius | 19501 |
| St. Attalos | 19506 |
| Saint Barnabe | 19504 |
| St. Fidelis Trader | 19541 |
| St. Foris | 19537 |
| St. Peters | 05401 |
| Saint Simon | 19535 |
| Sakina | 19519 |
| Salvatore | 19500 |
| Sancho II. | 19518 |
| Sandhaven II | 19526 |
| Sandra Mara | 19553 |
| Sainrose | 19527 |
| Schichau | 19555 |
| Schwan | 19506 |
| Scotsman | 19545 |
| Seaford No. 77 | 05406 |
| Seamew C. | 19521 |
| Senshi Maru | 19548 |
| Serra Branca | 19509 |
| Servic | 19549 |
| Severn Carrier | 19509 |
| Severn Carrier 2 | 05405 |
| Severn Transport | 19537 |
| Shell | 19539 |
| Sheffield Wednesday | 19513 |
| Shiolbern | 19503 |
| Shinsei Maru | 19547 |
| Shinyeisan Maru No. 2 | 19543 |
| Shipperja | 19502 |
| Shipperja | 19501 |
| Sigurda | 19504 |
| Sir Guthrie Russell | 19505 |
| Sir John Lister | 19523 |
| Sir Simon | 19511 |
| Skalaborg | 19549 |
| Skarvanes | 19528 |
| Skogrose | 19507 |
| Smok | 19502 |
| Sollstam | 19544 |
| Solillo | 19546 |
| Spaniard | 19529 |
| Spartan | 19503 |
| Sperber | 19508 |
| Sporn | 19510 |
| Starbank | 19513 |
| Steady | 19512 |
| Stetin | 19517 |
| Strasse | 19502 |
| Styrsö Express | 19525 |
| Sunyoshi Maru | 19554 |
| Sunlight | 19507 |
| Superman | 19504 |
| Sussex Corla | 19526 |
| Sutherness | 19508 |
| Sveta Terezija | 19510 |

**T**

| Name | No. in Supplement |
|---|---|
| T. B. Ferree | 19542 |
| Tasso | 19514 |
| Taifun | 19507 |
| Takashima Maru No. 2 | 19508 |
| Takashima Maru No. 3 | 19509 |
| Tankfalet | 19530 |
| Tanlan | 19517 |
| Tarsarco | 19528 |
| Tartario | 19506 |
| Tasle | 19505 |
| Tempo | 19519 |
| Tessco 324 | 05501 |
| Tessco 325 | 05502 |
| Thelma | 19511 |
| Thelma F. | 19504 |
| Thor | 19510 |
| Thracian | 19525 |
| Thrasaha | 19511 |
| Thyra | 19518 |
| Tilly | 19513 |
| Tinder | 19529 |
| Tito | 19525 |
| Toni | 19513 |
| Tio | 19531 |
| Tomadering | 19516 |
| Towfeck | 19513 |
| Tupo Maru No. 18 | 19527 |
| Treto Toraiter | 19523 |
| Triadia | 19502 |
| Trustel | 19502 |
| Tsuru Maru | 19501 |
| Tulip | 19531 |
| Tuscanan | 19520 |
| Tuyuna | 19524 |
| Two Gulstacken | 19525 |

**U**

| Name | No. in Supplement |
|---|---|
| U. D. M. No. 1 | 05401 |
| U. D. M. No. 2 | 05402 |

**V**

| Name | No. in Supplement |
|---|---|
| Valinda | 19501 |
| Verpstone | 05701 |

**W**

| Name | No. in Supplement |
|---|---|
| Wachtel | 19503 |
| Whitstone | 05403 |
| Wightson | 19501 |
| Wiesska | 19502 |

**Z**

| Name | No. in Supplement |
|---|---|
| Zodiacal | 19502 |
| Zwarte Zee | 19504 |

# Lloyd's Register of Shipping.

For convenience in calling without the use of vessels' names, consecutive numbers are given throughout.

In the current Register, the numeration starts at 00001 (A in Sail); continues at 06001 (A in Steamers and Motorships under 300 tons, Trawlers, &c.); and finishes at 33551 (Z in Steamers and Motorships of 300 tons and over).

Vessels entered in the Supplementary portion will be similarly numbered as part of the same series, A in the Supplement—Sail—starting with 00601; A in the Supplement—Steamers and Motorships under 300 tons, Trawlers, &c. —starting with 17701; and A in the Supplement—Steamers and Motorships of 300 tons and over —starting with 33501.

ANDREW SCOTT,
Secretary.

July, 1931.

# LLOYD'S REGISTER OF SHIPPING.

# REGISTER BOOKS AND PUBLICATIONS ISSUED BY THE COMMITTEE OF LLOYD'S REGISTER.

**LLOYD'S REGISTER OF SHIPPING**, issued annually in *July*. This Book contains the Names, Classes, and detailed information concerning the Vessels classed by Lloyd's Register and the late Underwriters' Registry for Iron Vessels; particulars, as far as possible, of ALL SEA-GOING VESSELS in the World, and of all iron and steel vessels trading on the North American Lakes, of 100 tons and upwards; the dead-weight capacity of Steamers and Hulks; lists of vessels carrying Petroleum in bulk, and Cable Steamers; particulars of vessels fitted with Refrigerating Appliances, and a list of Foreign Mail Steamers; together with a list of Owners of Ships recorded in the Register Book.

In the Appendix will be found lists of Subscribers arranged according to place of residence and alphabetically (in the former list descriptions of Subscribers' businesses are entered), details of Dry and Wet Docks, Floating Docks, Pontoons, Patent Slipways, Tidal Harbours, Quays, &c., in all parts of the World; a list of Telegraphic Addresses of all kinds, &c., connected with Shipping (with the Telegraphic Codes generally employed), so far as ascertained; a list of Steamers of 100 tons and upwards arranged according to nationality and gross tonnage; detailed Statistics respecting Merchant Shipping; lists of Shipbuilders, with names of existing Vessels built by each; list of fast Merchant Steamers; Index to Changes of Names of Vessels, &c., &c.

A list is also printed in the Appendix of the Members and Subscribers of Lloyd's, and of its Agents to Lloyd's.

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FOUNDED 1760. RE-CONSTITUTED 1834.

UNITED WITH THE

UNDERWRITERS' REGISTRY FOR IRON VESSELS IN 1885.

From 1st July, 1933, to the 30th June, 1934.

## VOL. I.

### STEAMERS AND MOTORSHIPS UNDER 300 TONS, TRAWLERS, TUGS, DREDGERS, &c.

ALSO

### SAILING VESSELS, LIST OF SHIP OWNERS, &c.

The Register—which is printed solely for the information of Merchants, Shipowners, Underwriters, and others, being Subscribers or Members—contains the names, classes, and other useful particulars relating to vessels classed by the Society, and those classed by the Underwriters' Registry for Iron Vessels. It also includes, as far as possible, the names, dimensions, &c., of all other Merchant Vessels of the World, of 100 tons and upwards, some of which, although not classed by the Society, are classed elsewhere.

The conditions regulating the classification of Vessels in the Register are contained in the Society's Rules.

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OFFICE: 71, FENCHURCH STREET, LONDON.

1933

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1961.

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*1st July, 1933.*

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One by the Danish Committee.
One by the Japan Committee.

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*1st July, 1933.*

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**SENIOR ENGINEER SURVEYOR.**
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*Office, 95, Bothwell Street, Glasgow, C.2.*
*1st July, 1933.*

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# LLOYD'S REGISTER

AND THE

# BRITISH CORPORATION REGISTER.

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T. R. TROTAN, R.N.

1st July, 1933.

# LLOYD'S REGISTER OF SHIPPING.

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1933-1934.

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C. S. TIBBEMELLER, *Secretary*, Hartford Fire Insurance Co., Hartford.

† Chevalier de la Légion d'Honneur.

CHIEF SURVEYOR FOR THE UNITED STATES AND CANADA.

JAMES PERRIN.

Office: 17, *Battery Place, New York.*
*1st July*, 1933.

# LLOYD'S REGISTER OF SHIPPING.

## COMITE FRANÇAIS, 1933-1934.

GEORGES PHILIPPAR, C.✱ *Président.*

[redacted] GASTON BERTIN, O.✱ *Vice-Président.*

GASTON BERTIN, O.✱
*Armateur, Amateur.*
*Expert près du Tribunal de la Seine.*
*Expert à la Société des Nations.*
*Administrateur-Directeur Général de la Fraudin, Compagnie d'Assurances contre les risques de transports et les accidents du trait cargo.*
*Administrateur-Délégué de la Société pour le Commerce entre la France et les Pays d'Outre-Mer (Anciennement Fould & Cie.).*
*Administrateur de la Société Générale de Transports Maritimes à Vapeur, de la Société de Conservation Mécanique Frigorifique Balzer, de la Société des Doubles Frigorifiques du Havre, et de la Société de Transports Frigorifiques.*

H. DE WAYRIN, O.✱
*Maître de Forges.*
*Membre de la Commission de Direction du Comité des Forges de France.*
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PAUL DROPSIE.
*Administrateur-Directeur de la Compagnie d'Assurances Maritimes "La Sécurité."*

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*Ingénieur du Génie Maritime.*
*Administrateur des Chantiers Navals Français.*
*Président des Ateliers Mécaniques de Normandie.*
*Vice-Président de la Société Nouvelle des Ateliers Pacific-Assis.*
*Président de la Société Industrielle des Liaisons Electriques.*

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*Président de la Compagnie de Navigation Cyprien-Fabre.*
*Président de la Compagnie Générale de Navigation à Vapeur.*
*Vice-Président des Chargeurs Réunis.*
*Administrateur de la Cie. de Nav. Sud-Atlantique.*
*Administrateur de la Compagnie Française de l'Afrique Occidentale.*
*Administrateur de la Société des Transbordements Maritimes.*
*(Vice-Président du Comité Central des Armateurs de France).*

R. FRESSANGES.
*Administrateur-Directeur des Compagnies d'Assurances Maritimes "Centrale" et "L'Ouest."*
*Administrateur de l'Air Liquide.*

HUBERT GIRAUD, O.✱
*Président du Conseil d'Administration de la Société Générale de Transports Maritimes à Vapeur.*
*Administrateur-Délégué de la Cie. de Nav. France-Amérique.*
*Administrateur de la Compagnie de Navigation Paquet, et des Chantiers et Ateliers de Provence.*
*Administrateur de la Compagnie des Chemins de Fer P.L.M.*
*Président honoraire de la Chambre de Commerce de Marseille.*
*(Vice-Président du Comité Central des Armateurs de France).*
*(Vice-Président du Syndicat Marseillais de la Marine Marchande).*

[redacted]

J. GRADOS.✱
*Armateur, Malaca Grosses.*

PAUL HUPPE, O.✱
*Capitaine au long cours.*
*Secrétaire Général honoraire du Comité Central des Armateurs de France.*
*Ancien expert maritime près le Tribunal Civil de la Seine.*
*Administrateur de l'Association Typistes, de la Société Générale des Huiles de Pétrole, et de la Société des Ateliers de Réparations Maritimes Bollard Creighton & Cie.*

L. MARCHAL, O.✱
*Administrateur-Délégué de la Société Nationale d'Affrètements.*

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*(Président honoraire du Comité Central des Armateurs de France).*

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*Président des Sociétés Françaises de Constructions Navales et Aéronautiques.*
*Président de la Société Franco-Chinoise de Constructions Mécaniques et Métallurgiques Kin-Sin.*
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*(Président du Comité Central des Armateurs de France).*

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*Président de la Compagnie Auxiliaire de Navigation.*
*Président de la Compagnie Africaine d'Armement.*
*Président de la Société Anonyme de Navigation Hélicoïdale.*
*Administrateur de la Compagnie des Messageries Maritimes.*
*Administrateur de la Société des Services Commerciaux des Messageries Maritimes.*

[redacted]

H. PILLET, O.✱
*Directeur Général Délégué de la Compagnie Générale Transatlantique.*
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*Administrateur de la Société Maritime Nationale.*

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*Armateur Maritime.*

F. ZIEGEL, O.✱
*Ingénieur du Génie Maritime (C.A.E.).*
*Administrateur-Délégué de la Société Anonyme Française.*
*Ingénieur Conseil de l'Air Liquide.*

[redacted]

SECRÉTAIRE
JEAN TANIL.

*Bureaux, 66, Boulevard Haussmann, Paris.*
*1er July, 1933.*

C.✱ Commandeur de la Légion d'Honneur.
✱ Chevalier de la Légion d'Honneur.
O.✱ Officier de la Légion d'Honneur.

# LLOYDS REGISTER OF SHIPPING.

## SWEDISH COMMITTEE.

1933–1934.

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GUNNAR CARLSSON, *Vice-Chairman.*

~~CARL ARLSOFF, Finnboingen Aktiebolaget Ocean, Gothenburg.~~

H. ARLSOFF, Kockums Mekaniska Verkstads Aktiebolag, Malmö.

E. R. BOHMAN, Rederiaktiebolaget Svenska Lloyd, Gothenburg.

GUSTAF BORIN, Aktiebolaget Svenska Ostasiatiska Kompaniet, Gothenburg.

GUNNAR CARLSSON, Rederiaktiebolaget Transatlantic, Rederiaktiebolaget Transpacific, and Rederiaktiebolaget Transmark, Gothenburg.

REAR-ADMIRAL HANS EKMAN, Stockholm Rederiaktiebolag Svea, Stockholm.

HUGO HAMMAR, D.Eng., Aktiebolaget Götaverken, and Elektriska Svetsningar A.-B., Gothenburg.

CAPTAIN HENRIK INGEBRIGT, Aktiebolaget Transmarin, Hälsingborg.

CAPTAIN S. GUST. JARNOS, Ångfartygsaktiebolaget Tirfing, Gothenburg, and Ångbåtsaktiebolaget Fern, Kristiansand.

CAPTAIN-GENERAL AXEL ADELBERT JOHNSON, Rederiaktiebolaget Nordstjernan, Stockholm, and Avesta Jernverks Aktiebolag, Avesta.

ROLAND LUNDIN, Svenska Ångfartygs Assuradörsförening, Gothenburg.

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CLARE WARLUND, Stora Kopparbergs Bergslags Aktiebolag, Domnarfvets Jernverk, Domnarvet.

PRINCIPAL SURVEYOR FOR SWEDEN:

V. C. BOLIN.

*Office:* *Brunnsparken, Parkleoplatsen 6, Gothenburg.*

*1st July, 1933.*

# LLOYD'S REGISTER OF SHIPPING.

## HOLLAND COMMITTEE.

1933–1934.

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M. C. Korteweg, *Deputy-Chairman.*

F. A. Andersen, Hollandsche Stoomboot Maatschappij, Amsterdam.

J. W. C. Dekkers, Erhardt & Dekkers, Rotterdam.

D. C. Eijbert, Jr., Rotterdamsche Droogdok Maatschappij, Rotterdam.

J. Fockelaer, Koninklijke Hollandsche Lloyd, Amsterdam.

H. Gerkroe, Nederlandsche Scheepsbouw Maatschappij, Amsterdam.

M. C. Korteweg, Stoomvaart Maatschappij "Nederland," Amsterdam.

A. A. Pyt, *Directeur*, Nederlandsche Transport Verzekering Maatschappij, Rotterdam.

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A. Stuurman, Lloyd's Agent, Amsterdam.

Mr. Jan Pieter A[illegible], Koninklijke Maatschappij "de Schelde," Flushing.

S. M. D. Vaartjes, Koninklijke Nederlandsche Stoomboot Maatschappij, and Koninklijke West-Indische Maildienst, Amsterdam.

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J. Ruppersberg Wiersma, Nederlandsche-Amerikaansche Stoomvaart Maatschappij, Rotterdam.

J. H. Wilton, Wilton's Engineering & Shipway Co. Rotterdam.

**PRINCIPAL SURVEYOR FOR HOLLAND:**

H. Lauxwerscher.

Office: Willemskade, 11a, Rotterdam.

*1st July, 1933.*

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## DANISH COMMITTEE.

1933–1934.

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H. P. Christensen, *Deputy-Chairman.*

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Consul-General Johan Hansen, C. K. Hansen, Copenhagen.

Chr. Hvidt, De Private Assurandører, Copenhagen.

Svend Jacobsen, Den Kjøbenhavnske Sø-Assurance Forening, Copenhagen.

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Marius Nielsen, *Marius Nielsen & Son*, Copenhagen.

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SENIOR SURVEYOR AT COPENHAGEN:
C. H. Kruchoffer.

*Office: Nl. Anne Plads 19, Copenhagen, K.*
*1st July, 1933.*

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1933–1934

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S. Adachi, *President*, Asano Shipbuilding Co., Tokio.

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H. Hanada, *Director*, Mitsubishi Shipbuilding Co., Tokio.

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T. Mera, D.Eng., Naval Architect, Kobe.

N. Motoma, D.Eng., *Managing Director*, Mitsubishi Shipbuilding Co., Nagasaki.

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S. Shiraki, *President*, Osaka Fire and Marine Insurance Co., Osaka.

~~S. Suzuki, Managing Director, Nippon Yusen Kaisha, Tokio.~~

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W. Ueda, *Director*, Nippon Marine Insurance Co., Osaka.

~~N. Yamamoto, Naval Architect, D.Eng., Member of Teiji Kyokai, Osaka.~~

K. Yamashita, *President*, Yamashita S.S. Co., Kobe.

~~TECHNICAL ADVISER TO THE JAPAN COMMITTEE.~~

~~T. Terazawa, D.Sc., D.Eng.~~

PRINCIPAL SURVEYOR FOR ~~JAPAN~~ THE FAR EAST
H. Japan Cor.

Office: 12, *Akashi Machi* (*Mokoi Building*), *Kobe.*
*1st July*, 1933.

# LLOYD'S REGISTER OF SHIPPING

AND THE

# REGISTRO ITALIANO NAVALE ED AERONAUTICO.

## NOTICE.

In pursuance of the wishes of the Italian Government, an amalgamation was effected between the two Italian Classification Institutions, previously known as the Registro Navale Italiano, with headquarters at Genoa, and the Veritas Adriatico, with headquarters at Trieste, in order to establish one Italian register of shipping, under the name of the Registro Italiano, now known as Registro Italiano Navale ed Aeronautico.

An Agreement, which came into operation on the 1st April, 1922, was arrived at between the Registro Italiano and Lloyd's Register, with the object of facilitating the classification of vessels with both Societies in the interests of shipowners, shipbuilders and underwriters.

Under the terms of this Agreement, Italian shipowners, while securing the national classification for their vessels, are, at the same time, in a position to have Lloyd's Register class with as little inconvenience and expense as possible.

With this object, the Agreement provides that each Institution will give every facility for the assignment of its classification to vessels classed, or intended to be classed, by the other Society, provided the standard of strength and security is not inferior to that required by its own Rules, each Institution reserving to itself the right of confirming the class by means of surveys by its own Surveyors.

In order to obviate delays and inconvenience to shipowners and shipbuilders, the surveys of the two Societies will, as far as possible, be held simultaneously, and the Surveyors of both Registers are required to co-operate in entire harmony, and to hold jointly the surveys which they have to carry out.

## REGISTRO ITALIANO NAVALE ED AERONAUTICO.

Registered Office & President's Office: ROME. Management Office: GENOA.

### CONSIGLIO DI AMMINISTRAZIONE:

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Ammiraglio di squadra Riserva Navale On. Giovanni Bacci, Senatore del Regno.

*Vice Presidenti:*

Gr. Uff. Edoardo Montuori.

Gr. Uff. Dr. Ing. Michele Filetti.

*Membri di diritto:*

On. Ammiraglio Giovanni Bacci (*predetto*), Presidente del Comitato Direttivo di R.I.N. ed A.

On. Marchese Ferdinando Del Carretto di Novello, Senatore del Regno, Presidente del Consiglio Superiore della Marina Mercantile.

Tenente Generale di Porto Ispettore Cav. di Gr. Cr. Guido Trotanei, Direttore Generale della Marina Mercantile (Ministero delle Comunicazioni).

Cav. di Gr. Cr. Dr. Ing. Giuseppe Rota, Senatore del Regno, Generale Ispettore del Genio Navale nella Riserva, Presidente della Verifica Nazionale per le esperienze di architettura navale in Roma.

Dott. Comm. Marino Molfese, Capo dell'Ufficio Aviazione Civile e Traffico Aereo (Ministero dell'Aeronautica).

Dott. Gr. Uff. Arnoldo Crespi, Ispettore Generale delle Ferrovie, Tramvie ed Automobili (Ministero delle Comunicazioni).

Comm. Alberto Quarani, Maggior Generale Genio Navale, R.N. Consulente Tecnico del Comitato Direttivo di R.I.N. ed A.

On. Avv. Cav. di Gr. Cr. Roberto De Vito, Senatore del Regno; Consulente Economico del Comitato Direttivo di R.I.N. ed A.

Colonnello di Porto Cav. Uff. Enrico Cravosera, Rappresentante del Ministero delle Colonie per gli affari concernenti le stesse.

Dott. Comm. Bruno De Mori, Direttore Generale della Unione Italiana di Riassicurazione.

*Membri nominati da S.E. il Ministro per le Comunicazioni:*

Gr. Uff. Giorgio Pecheri, Generale Ispettore del Genio Navale R.N.

On. Dott. Comm. Ferruccio Lantini, Deputato al Parlamento, Esperto in materia Commerciale.

Gr. Uff. Dr. Ing. Michele Filetti (*predetto*), Esperto in materia di Navigazione Marittima.

Dr. Ing. Cav. Eco Morsiondo, Professore stabile di macchine termiche presso la R. Scuola di Ingegneria Navale di Genova.

Dr. Ing. Cav. Mario Gleizeses, Professore stabile di Architettura Navale presso la R. Scuola di Ingegneria di Napoli, Sezione Navale.

Dr. Ing. Comm. Ernesto Mellini, Ispettore Superiore presso l'Ispettorato Generale delle Ferrovie, Tramvie e Automobili, Esperto in materia di Navigazione Interna.

(*For continuation see over*)

# REGISTRO ITALIANO NAVALE ED AERONAUTICO.

## CONSIGLIO DI AMMINISTRAZIONE (continua).

*Membri nominati da S.E. il Ministro per l'Aeronautica:*

S.E. Gr. Uff. Prof. Arturo Crocco, Tenente Generale del Genio Aeronautico-Direttore Superiore degli Studi ed Esperienze Aeronautiche-Accademia d'Italia.

On. Ing. Comm. Giulio Costanzi, Maggior Generale Genio Aeronautico, Consigliere di Stato.

Comm. Avv. Antonio Arrighoni, Professore di Diritto Aeronautico nella Scuola Superiore Aeronautica presso la R. Scuola di Ingegneria di Roma.

*Membri in rappresentanza di Enti corporativi:*

*Federazione Fascista degli Armatori:*

On. Avv. Giovanni Pala, Deputato al Parlamento, Presidente della Confederazione Nazionale Fascista Imprese Trasporti Marittimi ed Aerei, per la Federazione Fascista Armatori della Sicilia.

On. Ing. Comm. Giuseppe Lozzano, per la Federazione Fascista Armatori di Linea del Tirreno.

Avv. Comm. Gio. Batta Brunet, Presidente della Federazione Fascista Armatori di navi da carico del Tirreno per detta Federazione.

Comm. Guido Cortelier, per la Federazione Fascista Armatori Adriatico Orientale.

Dott. Giuseppe Calzavara, per la Federazione Fascista Armatori Adriatico Occidentale.

*Confederazione Nazionale Fascista Gente del Mare e dell'Aria:*

On. Dott. Vito Blasi, Deputato al Parlamento, Presidente della Confederazione.

On. Ettore Lolla, Deputato al Parlamento, Commissario Ministeriale dell'Associazione Nazionale Fascista Ingegneri ed Operai della Navigazione Aerea.

*Federazione Nazionale Fascista Imprese Trasporti Aerei:*

Dott. Ing. Guido Sacerdote, Direttore Generale, Società Anon. di Navigazione Aerea.

*Confederazione Generale Fascista dell'Industria Italiana:*

*Per le Industrie Navali e Meccaniche:*

Gr. Uff. Dr. Ing. Cesare Sacerdote.

On. Uff. Dr. Ing. Ettorre De Vito.

*Per le Industrie Idroaeree:*

Cav. di Gr. Cr. Dr. Ing. Giorgio Falck.

*Per le Industrie di Costruzioni Aeronautiche:*

Comm. Dr. Ing. Alessandro Marchetti.

*Confederazione Nazionale Fascista del Credito e dell'Assicurazione:*

*Per le imprese di assicurazione marittima:*

Gr. Uff. Edoardo Morpurgo (*prodetto*), Presidente delle Assicurazioni Generali.

Dr. Comm. Claudio Ortolani, Direttore delle Assicurazioni Generali.

Avv. Comm. Franco Stuto Cima, Direttore, Unione Italiana di Sicurtà Marittima.

Comm. Dr. Attilio Cassi, Vice Presidente dell'Istituto di Sicurtà e Globo.

*Per le imprese di assicurazione aeronautica:*

Dr. Gr. Uff. Arnaldo Feldman di Rattalma, Vice Presidente della Riunione Adriatica di Sicurtà.

*Sindacato Nazionale Fascista Ingegneri:*

Dr. Ing. Comm. Giulio Trucchi.

Dr. Ing. Cav. Arturo Bari.

*Referendario del Consiglio e Membro con voto consultivo:*

Gr. Uff. Dr. Ing. Domenico Barbucelli, Direttore del Registro Italiano Navale ed Aeronautico.

## COMITATO DIRETTIVO:

*Presidente:*

On. Ammiraglio Giovanni Sechi (*prodetto*).

*Consulente Tecnico:*

Comm. Alberto Quagli (*prodetto*).

*Consulente Economico:*

On. Avv. Cav. di Gr. Cr. Ettorre De Vito (*prodetto*).

*Il Direttore di R.I.N. ed A.:*

Gr. Uff. Dr. Ing. Domenico Barbucelli (*prodetto*).

## COMITATO TECNICO:

### Sezione Navale:

*Membri nominati da S.E. il Ministro delle Comunicazioni:*

Dott. Ing. Luigi Barberis, Maggior Generale del Genio Navale R. Marina.

Dr. Ing. Leonardo Pia, Professore R. Scuola d'Ingegneria di Napoli (Sezione Navale).

Cav. Riccardo Matteri, Tenente Colonnello di Porto.

*Membri nominati dal Consiglio d'Amministrazione:*

Dr. Ing. Ettorre Gorri.

Dr. Ing. Giuseppe Lozzano.

Dr. Ing. Cesare Sacerdote.

Gr. Uff. Dr. Ing. Domenico Barbucelli, Direttore del Registro Italiano Navale ed Aeronautico.

### Sezione Aeronautica:

*Membri nominati da S.E. il Ministro dell'Aeronautica:*

Dr. Ing. S. E. G. Arturo Crocco, Tenente Generale del Genio Aeronautico-Direttore Superiore degli Studi e delle Esperienze Aeronautiche-Accademia d'Italia.

Dr. Ing. Arduino Fiora, Maggior Generale del Genio Aeronautico-Direttore Generale Costruzioni e Approvvigionamenti Ministero Aeronautico.

*Membri nominati dal Consiglio d'Amministrazione:*

Dr. Ing. Aristarco Aragnari, Professore di Macchine Termiche presso la R. Scuola di Ingegneria di Roma.

Dr. Ing. Giulio Caproni, Presidente della Società Caproni, Milano.

### Membri Aggiunti:

Comm. Avv. Antonio Arrighoni (*prodetto*).

Prof. Giulio Arnaldi, Tenente Colonnello del Genio Aeronautico.

Dr. Ing. Mosanto Ferretti, Professore di Aerodinamica e Meccanica Applicata presso la R. Scuola di Ingegneria di Torino.

## DIRETTORE DELL'ISTITUTO:

Gr. Uff. Dr. Ing. DOMENICO BARBUCELLI.

# LIST OF SURVEYORS.

# LLOYD'S REGISTER OF SHIPPING.

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Principal Surveyors on the Chief Ship Surveyor's Staff — [redacted] / W. Watt, J. S. Bridge

Chief Engineer Surveyor of Lloyd's Register — S. F. Dorey, D.Sc., M.Inst.C.E.

Principal Surveyors on the Chief Engineer Surveyor's Staff — A. A. A. Chalmers / W. D. Dick, B.Sc.

Special Surveyor for Research — W. Thomson, B.Sc.

Consultant for Research — R. C. Laird, D.Sc., M.Inst.C.E.

Ship Surveyors on the Chief Ship Surveyor's Staff.

E. Pope
R. J. L. Ward, B.Sc.
[redacted]
J. S. Gardner
W. A. Brydon
C. W. Blackledge
W. M. Balfour, B.Sc.
S. T. Boyden, M.Sc.
T. Pratt
J. G. Burlinson
S. J. Robson
J. M. Murray, B.Sc.
H. S. Newton, B.Sc.
H. G. S. Kennedy, B.Sc.
C. L. Roberts

Engineer Surveyors on the Chief Engineer Surveyor's Staff.

G. D. Kirkle
J. G. F. Young, B.Eng.
T. E. H. McIrvin
V. Lockey, M.Eng.
J. R. Beveridge, B.Sc.
[redacted]
[redacted] / W. J. Ferguson, M.Eng. / J. L. Knowles
[redacted]
G. H. Forsyth, B.Sc.
H. N. Poulterton

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G. O. Walsh

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Principal Surveyor — G. M. Shaw

Ship Surveyors.

[redacted]
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E. S. Johnson, B.Sc.
C. H. Starks, B.Sc., A.F.C.
W. T. Hudson
T. E. Sowden, B.Sc.
G. Stanbbary
H. E. Gillie

Ship and Engineer Surveyors.

G. A. Laing / A. Ewing / W. H. Chapman
[redacted]
C. N. Hanna
R. W. Coomber
H. McCritch / A. W. Oxford
W. Kinder
C. W. Ford, B.Sc.

Refrigerating Engineer.

D. Gemmell

SURVEYOR FOR THE SUB-DISTRICTS OF IPSWICH, LOWESTOFT AND YARMOUTH.

Ship and Engineer Surveyor — H. Y. Bell.

(Address, 93, Constable Road, Ipswich)

(Telephone No. [illegible])

## OUTPORTS.

Aberdeen, with *Banff, Peterhead, Fraserburgh and Orkney Islands* — Ship and Engineer Surveyor: F. Fitzgerald

Ship Surveyor — (Office, 184, Regent Quay, Aberdeen) — T. Richardson

(Telegraphic No. [illegible])

Barrow, with *Cleveras, Whitehaven, Workington and Maryport* — Ship and Engineer Surveyor — Ship Surveyor: W. Crain / J. Hodgson

(Office, [illegible] Street, Barrow)

(Telegraphic No. [illegible])

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(Office, Dock Chambers, Barry Dock) (Telephone No. [illegible])

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(Office, 37 & 39, Scottish Provident Institution Buildings, Donegall Square West) (Telephone No. [illegible])

*Ship Surveyors* — G. R. Edgar, R.N.; J. L. Rennie; A. F. Cook

**Berwick** (see under Cardiff.)

**Bideford**, with *Clovelly, Instowe, and Morwenstow* — *Ship and Engineer Surveyor* — J. W. Gwynne
(Office, 19, Queen Square, Bideford) (Telephone No. [illegible])

**Cardiff**, with *Appledore, Bideford, and adjacent ports* — *Ship Surveyors* — R. Cheetham (*Principal Surveyor for the British Channel Ports*); E. G. Brinchlecombe
(Office, Bristol House, Bristol House Annex, Square, Cardiff) (Telephone, Station, Telegraphic Address [illegible])

*Electrical Engineer Surveyors* — T. Miller; ~~[illegible]~~; T. D. Holdron

**Dover** — *Engineer Surveyor* — *D. McQueen; *Ship Surveyor* — *D. Campbell
(Address, Southern Railway Marine Factory, Sandgate Street) (Telephone, Holborn, [illegible]; Telegraphic Address, [illegible])

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**Dublin** — *Ship and Engineer Surveyor* — R. B. Grier
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**Dundee**, with *Arbroath, Montrose, & Perth* — ~~*Ship and Engineer Surveyor*~~ ~~W. H. Copeman~~; *Ship Surveyor* — J. S. Thomson
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*Ship and Engineer Surveyors* — H. Moffat, R.N.; G. C. Tann
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**Fleetwood** (see Liverpool.)

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*Inspector of Foreign for the Clyde district* — C. S. Porter

*Special Surveyor for Steel* — W. E. Lewis, R.N.

*Surveyor for Construction Office* — ~~[illegible]~~; R. K. Macmillan

**Greenock and Port Glasgow**, with *Gourock and Rothesay* — *Ship Surveyors* — A. P. W. McNab (*Principal Surveyor*); E. Dunnette; K. Inglis, R.N.; H. L. Pelham
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*Ship and Engineer Surveyors* — W. G. Minchin; J. Dairy

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(Office, Bank Chambers, 3, Freeman Street, Grimsby) (Telephone No. [illegible])

*Ship Surveyors* — F. H. Palmer; J. H. Allen

**Hartlepool and West Hartlepool**
(Office, 40, Church Street, West Hartlepool) (Telephone No. [illegible]; Telegraphic Address [illegible])

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| *Ship and Engineer Surveyor* (Office, Orchard Chambers, Church Street, Sheffield.) (Telephone No. [illegible]) | M. A. Black |
| SOUTHAMPTON, *and South Coast from Littlehampton to Bridport, inclusive, also the Isle of Wight and its Channel Islands* ... ... ... ... | J. McMillan |
| *Shipping Engineer Surveyors* (Office, 11 to 13, Oxford Street, Southampton) (Telephone No. [illegible]) | L. E. Horne, R.N.R. J. Anderson |
| *Ship Surveyor* ... ... | J. W. Robertson |

SUNDERLAND AND PEARAH

| | |
|---|---|
| *Ship Surveyors* ... ... (Office, 15, Fawcett Street, Sunderland) (Telephone No. [illegible]) | A. Pickworth, A.M. (Principal Ex-officio) C. Bartlett |
| *Ship and Engineer Surveyors* | W. H. Fraser M. Caldwell |
| *Inspector of Fireplace* ... | Jervis Dale |
| SWANSEA, *with Llanelly, Neath and Port Talbot* ... ... ... ... *Ship and Engineer Surveyors* (Office, Lewis's Buildings, Adelaide Street, Swansea) (Telephone No. [illegible]) | J. E. Sellen J. F. Robson H. Mell. Paice |

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BAR SURVEYOR — H. C. Hoag

BALTIMORE, MD. — ~~Ship Surveyor~~ — ~~[illegible]~~
*Ship and Engineer Surveyor* (Office, 1321-27, Wilson Building) — C. Hastie (Telegrams, [illegible]; Telephone No. [illegible])

BOSTON, MASS., *including Providence, R.I.* — *Ship and Engineer Surveyor* (Office, Rooms 926-927, 131, State Street, Boston) — *E. Howard Murphy (Telegrams, [illegible]; Telephone No. [illegible])
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NEW ORLEANS, LA. — *Ship and Engineer Surveyor* ~~[illegible]~~ — *A. W. Haring (Telegrams, [illegible]; Telephone No. [illegible])
(Address, [illegible], Milne Building)
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*Ship and Engineer Surveyor* (~~Office, 1315, Bourse Building~~; [illegible], 1106, Lex Street) — M. Dickson (Telegrams, [illegible]; Telephone No. ~~[illegible]~~ [illegible])

PITTSBURGH, PA. — *Surveyor for Steel-boiling Boilers* (Office, 1313, Englewood Street) — *W. J. Fleming (Telegrams No. [illegible]; Telephone [illegible])
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PORTLAND, MAINE. — *Ship and Engineer Surveyor* (Address, Room 28, Libby Memorial Building, 516, Fore Street; P.O. Box ~~[illegible]~~ 141) — *W. Stewart (Telegrams, [illegible]; Telephone, [illegible] ~~[illegible]~~ [illegible])
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PORTLAND, OREGON, *including both shores of the Columbia River and all ports in Oregon* — *Ship and Engineer Surveyor* (Office, Railway Exchange Building, Stark & Fourth Street) — *L. Harwood (Telegrams, [illegible]; Telephone, [illegible])
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SAN FRANCISCO, CAL. — *Ship Surveyor* — D. Millar (Telegrams, [illegible])

*Ship and Engineer Surveyor* (Office, Matson Building, 215, Market Street) — F. G. Archbold (Telegrams, [illegible]; Telephone, [illegible])

SEATTLE, WASH., *with Tacoma, Bellingham, Grays Harbor and all ports in Washington Territory; and including the Washington shore of the Columbia River*

*Ship and Engineer Surveyor* (Office, 1208, Dexter Horton Building, Seattle) — W. Smith (Telegrams, [illegible]; Telephone No. [illegible])
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## LATVIA.

| | | |
|---|---|---|
| Riga | *Ship and Engineer Surveyor* (Address, Jurmalas Ielas [illegible], Riga) | *A. Ozols (Telegraph, [illegible]) |

## ESTONIA.

| | | |
|---|---|---|
| Tallinn | *Ship Surveyor* (Address, Merejõuleiu Saun, V. Pikaänt 10, Tallinn, Estonia) | *Paul Gerretz (Telegraph, [illegible]) (Telephone [illegible]) |

## NORWAY.

| | | |
|---|---|---|
| Bergen | *Ship and Engineer Surveyor* (Office, Nordnesfjøiden Kjøbing. 1, Bergen) | A. A. Eide, Jun., S.M. (Telegraph, Surveyor) (Telephone No. [illegible]) |
| Oslo, with a district extending from Halden to Lindesnes | *Ship and Engineer Surveyors* (Office, Tullinsgaten 30, Oslo, Norway) | F. H. Eide<br>F. Eide, S.M. (Telegraph, Surveyor) (Telephone No. [illegible]) |

## SWEDEN.

| | | |
|---|---|---|
| Gothenburg, with a district extending from Strömstad to Falkenberg and from Varberg to Kalmar, inclusive | | T. C. Dåre, S.T.M., S.D. (Principal Surveyor for Sweden) |
| | *Ship and Engineer Surveyors* | K. G. Amnäs<br>K. G. Bernelius |
| | *Ship Surveyors* (Office, Stortorget, Packhuset 5, Gothenburg) | S. Tornstedt<br>K. G. Hjorquist (Telegraph, Surveyor) (Telephone No. [illegible]) |
| Halmstad, with a district extending from Halmstad to Landskrona, inclusive | *Ship and Engineer Surveyor* (Office, Kungsgatan 5, Halmstad) | E. T. Åkesson (Telegraph, Surveyor) (Telephone No. [illegible]) |
| Malmö, with a district extending from Malmö to Gerlabrunn, inclusive | *Ship and Engineer Surveyor* (Office, Kungsgatan 5, Malmö) | G. A. Sandén (Telegraph, Surveyor) (Telephone No. [illegible]) |
| Stockholm, with a district including Gävle and Norrköping, with intermediate ports, and also Visby | *Ship and Engineer Surveyor* (Address, Stampen [illegible], Stockholm) | K. J. Andersson<br>~~[illegible]~~ (Telegraph, [illegible]) (Telephone No. [illegible]) |

## FINLAND.

| | | |
|---|---|---|
| Helsingfors | *Ship and Engineer Surveyor* (Address, Nylandsgatan [illegible]) | *Onnim Tylack (Telegraph, Surveyor) |
| | *Ship and Engineer Surveyor* (Address, Fredrikgatan 3) | *K. E. Ekfeld |

## DENMARK.

| | | |
|---|---|---|
| Copenhagen | *Ship and Engineer Surveyors* | C. H. Krieffer<br>L. F. Kiesen<br>K. L. Jensen |
| | *Ship Surveyors* (Office, Øst. Anlæg Plads 10, Copenhagen, K.) | J. B. Macleod, M.C.<br>S. Vandrup<br>W. D. Lydersen, S.M. (Telegraph, Surveyor) (Telephone No. [illegible]) |

## POLAND.

| | | |
|---|---|---|
| Gdynia | *Ship Surveyor* (Office, Gdańska-Sopiego-Polska, S.A., Gdynia) | J. C. Dykes (Telegraph, Surveyor) (Telephone No. [illegible]) |

## DANZIG.

| | | |
|---|---|---|
| Danzig | *Ship Surveyor* (Resident at Gdynia) | J. C. Dykes |

## GERMANY.

| | | |
|---|---|---|
| Hamburg, with the River Elbe, Lübeck, Rostock, and parts on Schleswig-Holstein and Mecklenburg | | A. Chisholm, S.M. (Principal Surveyor for Germany) |
| | *Ship Surveyors* | C. H. F. Pryen<br>T. C. C. Goering<br>F. H. Ohlsen |
| | *Ship and Engineer Surveyors* (Office, Neuhof 1, Hamburg) | F. C. M. Witt<br>F. A. Krüdschöll<br>H. K. Schneider (Telegraph, Surveyor) (Telephone No. [illegible]) |
| Aschersleben | *Ship and Engineer Surveyor* (Residence, Hohenstaufenstr. 6, Aschersleben) (See also under Bremen) | V. F. J. Schwenck (Telegraph, Surveyor) (Telephone No. [illegible]) |
| Bremen, with Bremerhaven, Emden and surrounding parts | *Ship and Engineer Surveyor* | A. H. A. Carstensen<br>~~[illegible]~~ (Telegraph, Surveyor) (Telephone [illegible]) |
| | *Ship and Engineer Surveyor* (Resident at Aschersleben) | V. F. J. Schwenck |
| Düsseldorf | *Ship and Engineer Surveyors for Underbuilding duties and Inspection of Fairways, etc., in Germany* (Office, Regierungsstr. 17, Düsseldorf) | E. Hanne<br>M. Berg<br>F. Schmitt<br>J. Quast (Telegraph, Surveyor) (Telephone No. [illegible]) |
| | ~~*Ship and Engineer Surveyor*~~ | ~~J. Quast~~ |
| Elbing | *Ship Surveyor* (Resident at Gdynia) | J. C. Dykes |
| Königsberg | *Ship Surveyor* (Resident at Gdynia) | J. C. Dykes |
| ~~Lübeck~~ | ~~*Ship and Engineer Surveyor*~~ | ~~J. Quast~~ |
| Stettin, with Swinemünde, Stralsund and neighbouring parts, also Berlin and vicinity | *Ship and Engineer Surveyor* (Office, Bollwerk 15) | N. A. Stolle (Telegraph No. [illegible]) |

## HOLLAND.

| | | |
|---|---|---|
| Amsterdam, including Leiden and inclusive of all parts north of the rivers Rhine and Lek | | ~~[illegible]~~ |
| | *Ship and Engineer Surveyors* | H. P. Burghardt, S.M.<br>M. P. Jonker (Telegraph, Surveyor) (Telephone No. [illegible]) |
| | *Ship Surveyor* (Office, Prins Hendrikkade 30, Amsterdam) | |
| Rotterdam, with Zeeland, and including rivers Rhine, Lek, Holland Yssel and also south of these rivers | | R. Leeuwenburg (Principal Surveyor for Holland) |
| | *Ship Surveyors* | L. Vaijk<br>J. van Harwerden<br>C. Lekker<br>L. H. Wolterinejer<br>P. H. van der Wend |

## SURVEYORS AT OTHER PORTS ABROAD—*continued.*

### HOLLAND—*continued.*

| | | |
|---|---|---|
| ROTTERDAM—*continued.* | *Ship and Engineer Surveyors* (Office, Wilhelmshaven 118, Rotterdam; Post Box 755) | J. J. Schoo<br>A. Bijle<br>C. H. Bouma<br>[illegible]<br>(Telegrams, Chief Engineer; Telephone No. [illegible]) |

### BELGIUM.

| | | |
|---|---|---|
| ANTWERP, *including all places in Belgium and the Dutch port Terneuzen* | *Ship and Engineer Surveyors* | W. G. McKinley<br>F. L. Rabery<br>H. C. Rogers, M.A. |
| | *Ship Surveyors* (Office, Money House, Quai de Rome 1, Antwerp) | W. E. Wray<br>A. G. Lenac, B.Sc.<br>T. H. McIlvenna<br>R. Lancelin<br>(Telegrams, Survey; Telephone No. [illegible]) |

### FRANCE.

| | | |
|---|---|---|
| PARIS (Office, 90, Boulevard Haussmann, Paris.) | | *H. L. M. Poincet<br>(Telegrams, Lloydsrey; Telephone No. [illegible]) |

(Communications should be addressed to Mr. Jean Tard).

| | | |
|---|---|---|
| BORDEAUX, *with a district including La Rochelle, Royanne and intermediate ports* | *Ship and Engineer Surveyor* (Office, 1, Rue Lafayette) | R. Rouge<br>(Telegrams, Survey; Telephone No. [illegible]) |
| BOULOGNE-SUR-MER, *Ship and Engineer Surveyor* (Address, 14, rue de la Tour Notre Dame) | | *A. Gombert<br>(Telephone No. [illegible]) |
| BREST | *Ship and Engineer Surveyor* (Address, Guipavas, Finistère) | *L. A. Gouallard |
| DUNKIRK, *with Calais and Gravelines* | *Ship and Engineer Surveyor* (Office, 14, Place du l'Ouest, Dunkirk) | O. J. Trechmann<br>(Telegrams, Lloydsrey; Telephone No. [illegible]) |
| HAVRE, *with a district including Honfleur, Fécamp, and Caen* | *Ship Surveyor* | J. L. Dorion |
| | *Ship and Engineer Surveyor* (Office, 146, Rue Victor Hugo, Havre) | J. Milet<br>(Telegrams, Chief Engineer; Telephone No. [illegible]) |
| MARSEILLES, *and all French ports on the Mediterranean* | *Ship Surveyor* | J. W. Stuart |
| | *Ship and Engineer Surveyor* (Office, 8, rue de la République) | W. H. Waggett<br>(Telegrams, Lloydsrey; Telephone No. [illegible]) |
| NANCY, *with a district including Alsace and Lorraine* | *Surveyor for Steel-testing duties* (Address, 21, Avenue Maréchal Foch) | *E. C. Aynard<br>(Telegrams, Lloydsrey) |
| NANTES, *with all ports on the coast between Brest (not including that port) and Sables d'Olonne* | *Ship and Engineer Surveyor* (Office, 41, Quai de la Fosse, Nantes) | R. J. Eastlope<br>(Telephone No. [illegible]) |
| ROUEN, *with a district including Dieppe* | *Ship Surveyor* (Office, 14, rue de Fontenelle, Rouen) | V. M. Lindsleter<br>(Telegrams, Lloydsrey; Telephone No. [illegible]) |

### FRANCE—*continued.*

| | | |
|---|---|---|
| ST. ETIENNE, *Creusot and district* | *Surveyor for Steel-testing duties* | *C. Fréchon<br>(Telephone No. [illegible]) |

### SWITZERLAND.

| | | |
|---|---|---|
| WINTERTHUR | *Ship and Engineer Surveyor* (Office, 1, Anton Graffstrasse) | W. G. Vallin |

### SPAIN AND PORTUGAL.

| | | |
|---|---|---|
| BARCELONA | *Ship and Engineer Surveyor* (Office, Paseo de Colon 11) | G. J. Thomas<br>(Telegrams, Lloydsrey; Telephone No. [illegible]) |
| BILBAO, *with a district including Tigh, Zarol and Cerdeña* | *Ship Surveyors* | R. Crawford<br>F. de Rosas |
| | *Ship and Engineer Surveyors* (Address, Calle de Dueso de Bilbao No. 21; Apartado de Correos No. 104) | J. C. Kendall<br>G. Dixon<br>(Telegrams, Survey; Telephone No. [illegible]) |
| CADIZ, *with a district including Seville, Huelva, Malaga and Almeria* | *Ship Surveyor* (Address, Hotel de Francia, Cadiz) | R. Langlands<br>(Telegrams, [illegible]) |
| VALENCIA | *Ship Surveyor* (Office, Paseo Cano, 14, Grao Valencia) | A. E. Nash<br>(Telegrams, Surveyor, Grao Valencia; Telephone No. [illegible]) |
| LISBON | *Ship and Engineer Surveyor* (Address, P. Duque da Terceira, 34-4°) | G. T. B. Scollard<br>(Telegrams, Lloydsrey; Telephone No. [illegible]) |

### GIBRALTAR.

| | | |
|---|---|---|
| GIBRALTAR, *with a District including Tangier, Ceuta, Tetuan, Rio Martin, Melilla and Villa Sanjurjo.* | *Ship and Engineer Surveyor* (Address, [illegible]) | *W. J. Matthews<br>(Telegrams, Lloydsrey) |

### ITALY.

| | | |
|---|---|---|
| ANCONA | *Acting Ship and Engineer Surveyor* (Address, Via Pontelli) | *G. Badia<br>(Telegrams, Surveyor, Ancona) |
| FIUME | *Ship and Engineer Surveyor* (Address, Piazza Dante 1-111) | Z. A. Gargovic<br>(Telegrams, Lloydsrey; Telephone No. [illegible]) |
| GENOA | | J. S. Ormiston, R.Sc.<br>(Principal Surveyor for Italy) |
| | *Ship Surveyors* | Cav. Dott. Ing. L. Aroldi<br>C. A. Townsend |
| | *Ship and Engineer Surveyors* | ~~Ass. Sly. Surveyor~~<br>A. T. Griffith<br>Dott. Ing. A. Grassilli<br>G. de C. Ballardie, M.Sc. |
| | *Surveyor for Steel-testing duties* (Office, Piazza Caricoli, 87, Genoa, III) | A. S. Massolli<br>(Telegrams, Surveyor; Telephone No. [illegible]) |
| LEGHORN, *with district from Jesi (not including that port) to Civita-Vecchia* | *Ship and Engineer Surveyor* (Office, Via Roosevelt 38, Leghorn) | *Antonio Gotti<br>(Telegrams, Surveyor, Leghorn) |

## ITALY—continued.

| | | |
|---|---|---|
| MESSINA (see NAPLES) | | |
| NAPLES, including *Torre and Palermo* | *Ship and Engineer Surveyor* (Address, Via A. Depretis 10, Naples, 150) | *A. Tedaro |
| | *Sub-Office of Messina for the ports of Messina, Syracuse and Catania* ... *Assistant Ship and Engineer Surveyor* (Address, Pass. Messina) | *Guido Bottari |
| TRIESTE, with *Pola and the Coast North of Pola; also Venice* | | J. S. Gyldenkerne, R.N. |
| | *Ship Surveyors* | M. Costantini, R.N.<br>Ing. M. Micali<br>A. C. Hunter, R.N. |
| | *Ship and Engineer Surveyors* (Office, Via Mazzini 5, Trieste, III; Casella postale No. 1) | L. Nespoli<br>Cav. M. Scalvenzio<br>N. Gegiosso<br>A. Cus |

## YUGOSLAVIA.

| | | |
|---|---|---|
| SPLIT | *Ship and Engineer Surveyor* (Address, Willcocks Obala 16, Split, Yugoslavia) | A. J. Brown |
| SIBAK | *Ship and Engineer Surveyor* (Address, Tomislavova Ulica 4/11, Sibak) | E. A. Gregorić |

## CZECHO-SLOVAKIA.

| | | |
|---|---|---|
| PRAGUE | *Ship and Engineer Surveyor for steel testing duties* ... (Office, Hybernska 3, Prague XIX) | Ing. F. Kovacher |

## AUSTRIA.

| | | |
|---|---|---|
| VIENNA | *Ship and Engineer Surveyor for Steel testing duties, etc., in Austria, Hungary, Poland, German Upper Silesia, Czecho Slovakia and East of railway line Tetschen-Bodbach, and also including Czech Silesia* ... (Office, Hochschlagstrasse No. 20[illegible], Kolonitzplatz, Vienna IV/3) | Hans Kellner<br>H. L. Jung |

## MALTA.

| | | |
|---|---|---|
| MALTA | *Ship and Engineer Surveyor* (Address, P.O. Box 86) | *L. J. Calabretta |

## GREECE.

| | | |
|---|---|---|
| PIRAEUS AND SYRA | *Ship and Engineer Surveyors* (Address, 61, Odos Xenoki, Piraeus) | E. G. Xenos, O.B.E.<br>M. Bonnie |

## TURKEY.

| | | |
|---|---|---|
| SMYRNA | *including the Dardanelles, Sea of Marmora, and the Dardanelles (Constantinople)* *Ship and Engineer Surveyor* (Address, Hemphillsian Bros. Bros. [illegible] Smyrna, Turkey) | J. L. Smith |

## ROUMANIA.

| | | |
|---|---|---|
| BRAILA | | *J. Corbu |

## CANADA.

| | | |
|---|---|---|
| CHIEF SURVEYOR FOR THE UNITED STATES AND CANADA (Office, 17, Battery Place, New York) | | Julian French |
| HALIFAX, N.S. | *Ship and Engineer Surveyor* (Office, 27, Parrsboro Building) | T. Moss |
| MONTREAL AND QUEBEC, with a district including *the Upper St. Lawrence* | *Ship and Engineer Surveyor* (Office, 204, Lord of the Woods Building, Montreal) | G. Allan |
| ST. JOHN, N.B. | *Ship and Engineer Surveyor* | *C. E. Dalton |
| TORONTO, ONT., with a district including [illegible] *Ship and Engineer Surveyor* (Address, 123, Arlington Avenue, Toronto, 19) | | *John Stephen |
| VANCOUVER, B.C. | including *Victoria, Vancouver Island, and all ports in British Columbia* ... *Ship and Engineer Surveyor* (Office, 1218, Marine Building, Vancouver, B.C.) | A. Boyd |

## NEWFOUNDLAND.

| | | |
|---|---|---|
| ST. JOHN'S | *Ship and Engineer Surveyor* (Office, Marine and Fisheries Department, Customs House) | D. M. Macfarlane |

## PANAMA CANAL ZONE.

| | | |
|---|---|---|
| BALBOA, with a *district including all ports in the Panama Canal Zone* | *Ship and Engineer Surveyor* (Office, 216, Pacific Steamship Building, Balboa, P.O. Box 5[illegible]) | J. Short |

## DUTCH WEST INDIES.

| | | |
|---|---|---|
| CURAÇAO, including *Aruba* | *Ship and Engineer Surveyor* (Address, Handelskade 5, Willemstad, P.O. Box [illegible]) | E. S. Wichlaars |

## BRITISH WEST INDIES.

| | | |
|---|---|---|
| KINGSTON (JAMAICA) | *Ship and Engineer Surveyor* (Address, Royal Mail Building, Port Royal Street) | *[illegible] |

## CUBA.

| | | |
|---|---|---|
| HAVANA | *Ship and Engineer Surveyor* (Address, San Pedro 1 (Altos), Apartado 842) | *F. T. [illegible] |

## SOUTH AMERICA.

| | | |
|---|---|---|
| BAHIA BLANCA | *Ship and Engineer Surveyor* (Address, Puerto Galvan) | *D. C. Bruce (Telegraph, Bruce, Galvan) |
| BUENOS AYRES AND ROSARIO ALSO MONTE VIDEO | *Ship and Engineer Surveyors* (Office, Calle 25 de Mayo 118, Buenos Ayres) | J. C. G. Williamson<br>A. J. Mallinson<br>A. W. Englemann<br>A. Daintith<br>(Telegraph, Surveyor, Telephone No. [illegible]) |
| GEORGETOWN, DEMERARA | *Ship and Engineer Surveyor* (Address, 12, Water Street) | *A. G. Sterling |
| MAGALLANES, CHILI | *Ship and Engineer Surveyor* (Address, Calle Roca 874, Casilla, 101) | *J. Dickson (Telegraph, Dickson) |
| RIO DE JANEIRO | *Ship and Engineer Surveyor* (Office, Rua Sta Pedro 5, 2nd floor, Caixa Postal 562) | *H. E. Inman (Telegraph, Surveyor, Rio de Janeiro; Telephone No. [illegible]) |
| TALCAHUANO, CHILI, with a district extending from Tabo in the north to Chiloe in the south | *Ship and Engineer Surveyor* (Address, ~~Calle Colon 848~~, ~~Casilla 2001~~ Casilla 101) | *J. E. Alfaro (Telegraph, Alfaro) |
| VALPARAISO | *Ship and Engineer Surveyor* (Address, Casilla ~~1019~~ 110) | *~~A. F. Smith~~ T. H. [illegible] (Telegraph, ~~Southlogic~~ [illegible], Valparaiso) |

## NORTH AFRICA.

| | | |
|---|---|---|
| ALGIERS | *Ship and Engineer Surveyor* (Office, 71, Boulevard Carnot) | *Dessar Paton (Telegraph, Surveyor) |

## EGYPT AND RED SEA.

| | | |
|---|---|---|
| ADEN | *Ship and Engineer Surveyor* (Address, Hodjeiff) | *G. H. Nunn (Telegraph, Shipdom) |
| ALEXANDRIA | *Ship and Engineer Surveyor* (Address, 5, Rue Bolourchi) | *H. Bishop (Telegraph, Surveyor, Telephone Nos. 487 & 848 B) |
| PORT SAID | *Ship and Engineer Surveyor* (Address, P.O. Box 9) | *J. Harvey (Telegraph, Harvey, Telephone No. 446) |

## SOUTH AFRICA.

| | | |
|---|---|---|
| CAPE TOWN | *Ship and Engineer Surveyor* (Address, Thomson Watson's Buildings, Adderley Street) | *J. Wood (Telegraph, Shipdom) |
| EAST LONDON | (Address, 6, South Street, West Bank, East London) | *N. W. P. McLeod (Telegraph, McLeod, West Bank, East London) |
| PORT ELIZABETH | *Ship and Engineer Surveyor* (Address, Harbour Works) | *H. McG. Richardson (Telegraph, Richardson, Harbour, Port Elizabeth) |
| PORT NATAL | *Ship and Engineer Surveyor* (Address, Rennie's Buildings, 204, Smith Street, Durban, P.O. Box 170) | A. H. Boyle, D.S.C. (Telegraph, Shipdom, Durban; Telephone No. 165) |

## MAURITIUS.

| | | |
|---|---|---|
| MAURITIUS | *Ship and Engineer Surveyor* (residing at Port Louis) | *K. S. Macdonald (Telegraph, Macdonald, Port Louis, Mauritius) |

## INDIA, CEYLON, BURMAH, SIAM, COCHIN-CHINA, AND STRAITS SETTLEMENTS.

| | | |
|---|---|---|
| BASSORAH | *Ship and Engineer Surveyor* (Office, Chartered Bank Lane) | *T. H. Pollard (Telegraph, Pollard) |
| BOMBAY | *Ship and Engineer Surveyors* (Office, Exchange Building, Apollo Road, Ballard Estate) | H. P. Southwell (Telegraph, Surveyor, Telephone No. [illegible]) |
| CALCUTTA | *Ship and Engineer Surveyors* (Office, 24, Dalhousie Square) | B. Pankin<br>E. Oxley<br>(Telegraph, Professor) |
| COLOMBO | *Ship and Engineer Surveyor* (Address, ~~[illegible]~~ 31, Queen's Dock, Port) | *H. S. Melton (Telegraph, Surveyor) |
| KARACHI | *Ship and Engineer Surveyor* (Address, Mercantile Marine Department, Custom House) | *H. O. Webb (Telegraph, Surveyor) |
| PENANG | *Acting Ship and Engineer Surveyor* (Address, Office of the Surveyor of Ships) | *~~[illegible]~~ J. J. Vanden |
| RANGOON | (Address, 106, Monkhouse Street) | *~~R. F. Taylor~~ R. F. R. Taylor (Telegraph, Taylor) |
| SAIGON | *Ship and Engineer Surveyor* | |
| SINGAPORE | *Ship and Engineer Surveyor* (Address, 2, Laidlaw Building, Battery Road) | J. Wormald, R.N. (Telegraph, Surveyor, Telephone No. [illegible]) |

## EAST INDIAN ARCHIPELAGO.

| | | |
|---|---|---|
| BATAVIA | (Address, Kolon Straat 35, Batavia, C) | * L. Reinkoul (Telegraph, Reinkoul, Surveyor) |
| MANILA, P.I., and ports in the Philippine Islands | *Ship and Engineer Surveyor* (Address, Rooms 212-218, G. de los Reyes Building, Calle Dasmarinas, Manila) | *C. B. Nelson (Telegraph, Surveyor) |
| SABANG | (Address, Captain of the Port, Sabang) | *A. van der Burgh |
| SOURABAYA | *Ship and Engineer Surveyor* (Address, Gebouw N.V. Internationale Crediet & Handelsvereeniging "Rotterdam," Willemsplein) | P. F. Willemse (Telegraph, Surveyor) |

## HONG KONG.

| | | |
|---|---|---|
| HONG KONG | *Ship and Engineer Surveyors* (Office, 1, Alexandra Buildings, P.O. Box 4[illegible]) | T. S. Harrison<br>~~G. H. Macdonald and~~ C. Stephenson, R.N. (Telegraph, Marine, Telephone No. [illegible]) |

## CHINA.

| | | |
|---|---|---|
| DALNY, MANCHURIA | *Ship and Engineer Surveyor* (Address, 5, Nigashibanno-Cho, P.O. Box 17) | J. Rim (Telegraph, Surveyor) |
| HANKOW | *Ship and Engineer Surveyor* (Address, 1, Bazar Building, Rue Dubail, French Concession) | *F. Allan (Telegraph, ~~Allanhow~~ [illegible]) |
| SHANGHAI | *Ship and Engineer Surveyors* (Address, Glen Line Building, 5, Peking Road) | G. Pickering ~~J. Lockhart~~ (Telegraph, ~~Surveyor~~) |
| TIENTSIN | *Ship and Engineer Surveyor* (Address, c/o Burmes & Co., Liddell's Buildings, Taku Road) | *R. G. Lapper (Telegraph, Surveyor) |

## SURVEYORS AT OTHER PORTS ABROAD—*continued.*

### JAPAN.

| | | |
|---|---|---|
| KOBE | *Ship Surveyor* (Office, 30, [illegible] (Medical Building)) | H. Jasper Cox<br>H. H. Parker, M.B. |
| | *Ship and Engineer Surveyors* | H. A. Garrett<br>A. D. Morrison<br>R. E. Moore |
| | *Assistant Surveyors* | F. Ju<br>K. Kishiguni |
| NAGASAKI (Office, Consulate-Gen. P.O. Box No. 40.) | *Ship and Engineer Surveyor*<br>*Assistant Surveyor* | H. D. Buchanan<br>T. Kuniki |
| YOKOHAMA | *Ship Surveyor*<br>*Ship and Engineer Surveyors* | A. McGlashan<br>J. F. Nicholas<br>G. H. MacDonald, A.M. |
| | *Assistant Surveyor* (Office, Consulate-Gen., P.O. Box No. 40) | M. Kamakura |
| HAKODATE | *Acting Surveyor* (Address, [illegible] Building, [illegible]) | [illegible] *T. [illegible] |

### AUSTRALIA AND NEW ZEALAND.

| | | |
|---|---|---|
| SYDNEY, N.S.W. | *Ship and Engineer Surveyors* (Office, 4, Bridge Street, G.P.O. Box No. 1087) | A. C. Horne<br>E. I. Cartwright<br>J. C. Erskine |
| ADELAIDE, S.A. | *Ship and Engineer Surveyor* (Address, Institute Chambers, Grenfell Street, West Adelaide) | *W. D. Ackland-Horman |

### AUSTRALIA AND NEW ZEALAND—*continued.*

| | | |
|---|---|---|
| AUCKLAND, N.Z. | *Ship and Engineer Surveyor* (Office, 43, Rankens Buildings, Queen Street) | *W. Richard Smith |
| BRISBANE, QUEENSLAND. | *Ship and Engineer Surveyor* (Office, Union Line Building, Eagle Street, G.P.O. Box [illegible]) | T. G. Tate |
| CHRISTCHURCH & LYTTELTON, N.Z. | *Ship and Engineer Surveyor* (Office, E. and G. Buildings, 193, Hereford Street, Christchurch) | *J. F. Taylor |
| DUNEDIN, N.Z. | *Ship and Engineer Surveyor* (Address, 128, High Street) | *W. J. Crawford |
| FREMANTLE, W.A. | *Ship and Engineer Surveyor* (Address, 1, Cliff Street) | *W. G. Dwyer |
| LYTTELTON, N.Z. (See CHRISTCHURCH, N.Z.) | | |
| MELBOURNE, VICTORIA | *Ship and Engineer Surveyor* (Office, New Zealand Chambers, 430, Collins Street) | *[illegible]<br>A. J. McLean |
| NEWCASTLE, N.S.W. | *Ship and Engineer Surveyor* (Office, Scottish House, P.O. Box [illegible]) | *E. M. Hughes |
| PORT PIRIE, S.A. | *Ship Port Governor and Wharfinger* (Address, P.O. Box 23, Port Pirie) | *A. J. Tiver |
| TIMARU, N.Z. | (Address, Harbour Master, P.O. Box N, Timaru) | *[illegible]<br>*H. C. [illegible] |
| WELLINGTON, N.Z. | *Ship and Engineer Surveyor* (Address, Nathan's Buildings) | *G. K. Hair |

71, *Pembroke Street, London, E.C.1.*

*1st July, 1926.*

# KEY TO THE REGISTER.

1933-34.

# EXPLANATIONS OF RECORDS IN THE REGISTER BOOK.

(All abbreviations employed in the Register Book are explained in the alphabetical key, see page xxxvi.)

## Steamers, columns 2 & 3; Sailing Vessels, columns 3 & 4.

**Decks.** See illustrations of types of vessels, following page xlviii of key. Explanations of such terms as *Shade dk.*, &c., are included in the alphabetical key, see page xxxvi.

*3 Dk. rule* ..... This notation indicates that the vessel has been built according to the Rules for three-decked vessels.

**Special Surveys.** Explanations of records of special periodical surveys will be found in the alphabetical key, see page xxxvi. *The records only certify to the vessel's state of efficiency at the time of survey.*

**Ports of Survey.** The contractions (such as Lon., Syd., &c.), used to denote the ports at which vessels have been surveyed, are explained at page xl.

**Rig, &c.** Explanations of contractions used to denote the rigs of vessels will be found in the alphabetical key, see page xxxvi.

† ..... This sign following the word "sailed" indicates that the vessel's beams have not been sailed.

**Late Names.** The figures following a late name of a vessel indicate the year in which the change of name took place.

## Sailing Vessels, columns 5 & 4.

**Master.** The figures which follow the master's name, thus, *Smith 14-22*, indicate the dates of his appointment (1) as master in the service of the present owner of the vessel, and (2) as master of the vessel herself.

## Steamers, column 4; Sailing Vessels, column 5.

**Tonnage.** The tonnage recorded in the Register Book in type like that shown at the side hereof, is, with a few exceptions, the official registered tonnage measured according to the law of the country to which the vessel belongs.

2127 (Gross)
1664 (Under dk.)
1304 (Net)

For some foreign vessels, the tonnage which is recorded has been measured in accordance with British rules and is accepted under British law. In such cases, the fact is indicated by the use of *Italic figures*, thus:—

*2127* (Gross)
*1664* (Under dk.)
*1304* (Net)

## Steamers, columns 5, 6 & 7; Sailing Vessels, columns 6, 7 & 8.

### Symbols of Classification of Lloyd's Register.

100A1 ..... 90A1 ..... Characters of vessels built of Iron or Steel according to the Rules of the Society since 1868. The numerals 100, 90, &c., do not signify terms of years, but are intended for the purpose of comparison only.

A1 ..... This character (without a numeral prefixed) is assigned to Iron or Steel vessels built for special purposes or trades, to the satisfaction of the Committee.

*⚓I ..... Character of Iron vessels built with thicker plating than required for ⚓I.

⚓I ⚓I ..... Characters of Iron vessels built according to the Rules of the Society in force between the years 1864 and 1871.

A1 ..... Character of Wood or Composite vessels of the first class well and sufficiently equipped. The figures in column 5 (Steamers), column 6 (Sailing Vessels), prefixed to the character indicate the term of years for which the vessel is at present classed, thus:—11A1, Cont. 6A1, Rest 8A1. (See notes in alphabetical key, page xxxvi, under "Cont." and "Rest.") The figures in column 7 (Steamers), column 8 (Sailing Vessels) indicate the expired terms of years originally assigned, if on the first line, and assigned on continuation if on lower lines.

A1 ..... Character of vessels which have passed the period assigned on original Survey, or Continuation, or Renewation, and of vessels not having an original character, which are found to be fit to carry dry and perishable goods. The term of years for which this character is assigned appears under the class in column 5 (Steamers), column 6 (Sailing Vessels), thus:— 8A1*y.28-4yrs.

1 ..... The figure 1 included with the characters, as printed above, signifies that the vessel is well and efficiently equipped as per Tables 53, 54 & 55 (see the Society's Rules).

— ..... This sign placed after a character, in the position usually occupied by the figure 1, indicates that the equipment of the vessel—either as regards its quality or its quantity—does not fulfil the requirements of the Society's Rules.

✠ ..... This sign denotes that the vessel has been built under Special Survey.

✚ ..... This sign denotes that the engines or the boilers, or both (according to the record which follows) have been built under Special Survey.

—— 3.30 ..... A black line, with date underneath, indicates that the vessel's character was expunged from the Register Book at the date specified because from reported defects the vessel was not entitled to retain her classification.

—— 3.30 ..... A red line, with date underneath, indicates that the vessel's character was expunged from the Register Book at the date specified because from non-compliance with the Society's Rules as regards surveys, the vessel was not entitled to retain her classification.

''' ..... This sign in column 7 (Steamers), column 8 (Sailing Vessels), indicates that the vessel's class was withdrawn from the Register Book at the Owner's request.

100A1 ..... When a posting of loss, condemnation, casualty, &c., is made against a classed vessel, the character is expunged in this manner.

*with freeboard* ..... This notation under the character signifies that the freeboard assigned is a condition of the vessel's class.

*For tug purposes, Transfer, &c.* ..... Such notations under the character indicate the special trade or purpose for which the vessel is intended and in view of which she has been classed by the Society.

*Awng dk., Shade dk., Shelter dk., &c.* ..... See illustrations of types of vessels, following page xlviii of key. Explanations of such terms as shade deck, awning deck, shelter deck, &c., are included in the alphabetical key to the abbreviations, see page xxxvi.

### Symbols of Classification of the late Underwriters' Registry.

(Amalgamated with Lloyd's Register in 1884.)

A1* A1* A1, A1, ..... Characters of Iron, Steel, or Composite vessels built according to the Rules of the Underwriters' Registry.

Vessels classed in red were built under the inspection of the Surveyors to the Underwriters' Registry.

The figure 1 affixed to Symbols of Classification signifies the Character of Equipment.

**Last date of Survey.** The figures under a character denote the date when the vessel was last surveyed. *The date of survey only certifies to the vessel's state of efficiency at that time.*

**Ports of Survey.** An explanation of contractions used to indicate surveying ports will be found on page xl.

The 6th, 7th, and 8th columns (Sailing Vessels), or 5th, 6th, and 7th columns (Steamers) left blank, indicate that the vessel has never been classed in the Register Book.

Where the 6th (Sailing Vessels) or 5th (Steamers) column is left blank, except as regards the date of survey last recorded, it indicates that the character has expired, or that it has been withdrawn either for want of survey or on account of non-payment of fees due in the case.

## Steamers, column 7*.

**Date when the Tail Shaft was last seen.** The letter *s* preceding the date of last survey of the tail shaft (thus *s* 10.29) indicates that the tail shaft was seen at that time. The letters *p* and *s* indicate respectively the last survey of port and starboard shafts.

**Continuous Liners.** The letters CL in this column denote that the shaft is fitted with a continuous liner, and apply to the shaft or shafts whose survey dates appear beneath.

**Oil Gland.** The letters OG denote that the shaft is fitted with an approved oil-containing gland at the after end of the stern tube and apply to the shaft or shafts whose survey dates appear beneath.

## Steamers, column 7*. Sailing Vessels, column 17.

**Mean Draughts.** The figures in the columns represent the mean draughts corresponding to an immersion of 65, 70, 75, and 80 per cent. respectively, as assigned by the late Underwriters' Registry, but these draughts do not indicate approved load lines.

## Steamers, column 8: Sailing Vessels, column 9.

**Date of Build.** In the case of iron and steel vessels classed by Lloyd's Register, the date of build recorded in the Register Book is in accordance with the Rules. In the case of classed iron and steel vessels launched prior to the 19th May, 1891, and also in the case of all classed Wood and Composite vessels, the date of launch is recorded as the date of build. For vessels not classed by Lloyd's Register, it is not possible to define whether the date of build is the date of launch or the date of completion.

Records such as 1911 occur in the case of some enclosed vessels. These denote that the vessel was originally built at the date indicated by the upper figure, and is reported to have been rebuilt at the date indicated by the lower figure. In such cases, the Society has no authoritative information as to the extent to which the reported rebuilding has been carried out.

Rebuilding of vessels, which carried out under the supervision and to the satisfaction of the Society's Surveyors, is recorded thus:—"rebuilt 19."

## Steamers, column 10: Sailing Vessels, column 18.

**Owners.** In the case of vessels of British Registration, the name recorded in the Register Book is that of the Managing Owner, or of the firm in which the Managing Owner is a partner. When there is not a Managing Owner appointed, the name of the largest shareholder is recorded; and the name of the Manager of the vessel is also noted if desired. In the case of colonial or foreign vessels, however, owing to difficulties under it impossible to ensure that a person entered as Managing Owner is in every instance a legal owner. He may therefore be only the *Manager* of a vessel as distinguished from the Managing Owner.

## Steamers, column 11: Sailing Vessels, column 19.

**Dimensions.** The Registered dimensions of vessels in these columns are recorded in feet and tenths of a foot.

**Length.** When two lengths are recorded thus: $\frac{315.3}{309.9}$ the upper figure denotes the length according to the Official Register of the vessel, and the lower figure according to British practice.

**Breadth.** When two breadths are recorded thus: $\frac{50.8}{50.6}$ the upper figure denotes the breadth according to the Official Register of the vessel, and the lower figure the extreme breadth to outside of planking. In the case of some steamers of small tonnage, mostly of the coasting type, the extreme breadth over bulwarks is recorded in italics thus: *50.6*.

**Depth.** When two depths are recorded thus: $\frac{17.9}{25.1}$ the upper figure denotes the depth according to the Official Register of the vessel, and the lower the depth in hold from the uppermost continuous deck. In some vessels the registered depth is the same as the moulded depth.

**Deck Erections.** See illustrations of types of vessels, following page xlviii.

**Water Ballast.** See explanations and illustrations on page xxxix of key.

## Steamers, column 12: Sailing Vessels, column 14.

**Water Ballast.** See explanations and illustrations on page xxxix of key.

## Steamers, column 13.

All contractions used in relation to Engines, Boilers, Furnaces, &c., are explained in the alphabetical key, see page xxxiv.

**Nominal Horse Power NHP.** The formulæ from which the Nominal Horse Powers of steam reciprocating engines are calculated are:—

1. In cases of vessels in which the particulars of boiler pressure and surfaces are known:—

$$NHP = \frac{p + 100}{2000}\left(\frac{d^2\sqrt{s}}{10} + \frac{H}{12}\right) \text{ where the boiler pressure is below 140lb.}$$

$$= \frac{p + 100}{1000}\left(\frac{d^2\sqrt{s}}{10} + \frac{H}{12}\right) \text{ where the boiler pressure is 140lb or above.}$$

For determining the Nominal Horse Power of Steam Turbine Engines $\frac{SHP}{8}$ is to be substituted in the above formulæ for $\frac{d^2\sqrt{s}}{100}$, where SHP is the total Shaft Horse Power.

If the boilers are fitted with Forced Draught or Induced Draught appliances, then $\frac{H}{12}$ is taken instead of $\frac{H}{24}$.

2. In cases where particulars of the boiler pressures and heating surfaces are not known:—

$NHP = \frac{d^2\sqrt{s}}{100}$ for Triple and Quadruple Expansion Engines.

$NHP = \frac{d^2\sqrt{s}}{120}$ for Compound Engines. $NHP = \frac{d^2\sqrt{s}}{150}$ for Simple Engines.

In the above Rules, *d* = diameter of L.P. Cylinder in inches, *s* = Stroke in inches, *H* = Heating surface in square feet, *p* = Working pressure in lbs per square inch.

In vessels fitted with Heavy Oil Engines:—

$$NHP = C \times N \times D^2 \times \frac{S}{H + 50}$$

where NHP = the Nominal Horse Power.
N = the number of power cylinders.
D = the diameter of the power cylinders in inches.
S = the stroke of the piston in inches. In the case of the opposed piston type of Engines S is half the combined strokes of the pistons.
C = 1 for Engines of the 4 S.C.D.A. type.
C = 0·75 for Engines of the 2 S.C.D.A. type.
C = 0·5 for Engines of the 2 S.C.S.A. type.
C = 0·75 for Engines of the 3 S.C.D.A. type.
C = 0·5 for Engines of the 3 S.C.S.A. opposed piston type.

In vessels fitted with Petrol and Paraffin Engines:—

$BHP = \frac{SHP}{0.9}$ where SHP is the Brake Horse Power at full power.

**Registered Horse Power RHP.** This note shows that the horse power given is the nominal horse power as recorded in the Official Register of the vessel.

**Geared Turbine Engines.** The letters S.R. denote that Single Reduction Gear is fitted between the main engines and screw shafting.
The letters D.R. denote that Double Reduction Gear is fitted between the main engines and screw shafting.

**Oil and Gas Engines.** 4S.C. denotes 4-stroke cycle. SA denotes single acting.
2S.C. denotes 2-stroke cycle. DA denotes double acting.

**Water Ballast.** See explanations and illustrations on page xxxix of key.

## Steamers, column 14: Sailing Vessels, column 15.

**Moulded Depth.** The moulded depth of an Iron or Steel vessel is the perpendicular depth taken from the top of the upper deck beam at side, at the middle of the length of the vessel, to the top of the keel and the bottom of the frame at the middle line. In Wooden and Composite vessels the moulded depth is the perpendicular depth from the top of the upper deck beam at the side of the vessel amidships to the lower edge of the rabbet of the keel.

In Wooden and Composite vessels where the lower part of the midship transverse section is of a hollow character (as in cases where thick garboard strakes are fitted) the moulded depth is measured from the point where the line of the flat of the bottom joins the keel. Fractions of an inch are not recorded.

**Draught.** The "corresponding draught" for all cases recorded prior to August, 1875, is the calculated mean draught of water from bottom of keel to centre of load line disc and fractions of an inch are not recorded. Subsequent to that date the actual draught to the nearest quarter of an inch, as supplied by the respective Surveyors, is recorded.

## Steamers, column 15: Sailing Vessels, column 16.

For explanation of symbols used to denote the Registers in which a vessel is classed (if she is not classed in Lloyd's Register Book), see alphabetical key, page xxxvi.

**Board of Trade Passenger Certificate.** The note "till 6.31" indicates that the certificate expires at the date specified, June, 1931.

| Abbreviation or Sign. | No. of Column. Sailing Vessels. | No. of Column. Steamers. | Signification. |
|---|---|---|---|
| | | | **A** |
| a, or a1 | 8 | 7 | Equipment letter, as per Rules. |
| A | 11 | 11 | Ash (timber). |
| A B C D | 9 & 11 | 8 & 9 | Anchors and Chains proved at a Machine recognised by the Committee of Lloyd's Register. See Tables No. 13, 14 & 15 (Rules). |
| Alcohol Motor | 4 & 5, 7, 8 | 18 | Internal combustion engine using alcohol as fuel. |
| Alm wk. | 19 | 11 | Almond (wood), —with date of the work. |
| Alt | — | 19 | Altered, with date. |
| AP | 9 & 10 | 8 & 9 | Anchors proved at a Machine recognised by the Committee of Lloyd's Register. See Tables No. 13, 14 & 15 (Rules). |
| A P F | 18&24 | 11-13 | After Peak Tank. See Illustration on page xxxix. |
| Asp. | 3 & 4 | 13 | Asphalted. See Section 32 of Rules for Iron and Steel Vessels. |
| Aswg dk | 6 | 5 & 6 | Built according to the Rules for Awning Decked vessels. |
| | | | **B** |
| b, or b1 | 8 | 7 | Equipment letter, as per Rules. |
| B | 4 | 3 | See Rules 7 B. |
| B B | 13 | 11 | Black Birch (timber). |
| Bd | 13 | 11 | Beech (timber.) |
| Bd | 13 | 11 | Bal Ceil, with depth in inches. |
| B | 13 | 11 | Beech. See Illustration of Types of Vessels following page xlviii of Key to Abbreviations. |
| B B | 3 & 4 | 13 | Bulkheads, with number of same prefixed. |
| B&M | 6, 7 & 8 | 6 & 7 | Boilers and Machinery Surveyed, with date, showing that the Boilers and Machinery, though not fitted entirely in accordance with the Rules, were found, upon inspection at that time, to be in good condition. |
| B | 8 & 11 | 6 & 7 | Boilers Surveyed, with date, showing that the Boilers were found, upon inspection at that time, to be in good condition. |
| B&WTL | — | 6, 7, 7 | Independent Boiler feeds (cylindrical and water tube boilers) are fitted, the water tube boilers only were examined at the date shown and found to be in good condition. |
| BE | 1 & 2 | 2 & 3 | Subject to Biennial Survey. |
| BT | 16 | 16 | With figures following, thus, BT till 4.20, indicates that a Provisional Certificate has been issued by the Board of Trade, for a period expiring in June, 1920. |
| Bk | 3 | 3 | Bark (Barque). |
| Bkn | 3 | 3 | Barkentine (Barquentine). |
| Bo | 3 | 3 | Boat. |
| Bn | 3 | 3 | Brigantine. |
| | | | **C** |
| c, or c1 | 8 | 7 | Equipment letter, as per Rules. |
| Ch | 13 | 11 | Cedar (timber). |
| Chs | 13 | 11 | Chestnut (timber). |
| C | — | 7* | Centre screw (shaft). |
| C | 4 | 3 | Sheathed with Copper. |
| C | 18 | 13 | Vessel classed in the British Corporation. |
| C | — | 13 | Compound Engines. |
| C | 9 | 7 | Plated before Survey signifies the term of years for which the Vessel had been Classified, but which is now expired. |
| CB | 3 | 3 | Fastened with Copper or Yellow Metal Bolts, as per paragraph No. 18, Section 31 of Rules for Wood Ships. |
| cf | 3 | 3 | Fastened with Copper or Yellow Metal Bolts, as per paragraph No. 19 in Section 31 of Rules for Wood Ships. |
| cf | — | 19 | Corrugated furnaces, with number prefixed. |
| CF | 4 | 3 | Fastened with Copper or Yellow Metal Bolts, as per paragraph No. 16 in Section 31 of Rules for Wood Ships. Also for Copper or Yellow Metal fastenings of Composite ships, as per paragraph No. 1. |
| CF | 4 | 3 | Fastened with Copper or Yellow Metal Bolts, in the case of Composite ships, as per paragraph No. 1. |
| cw | 9 & 10 | 8 & 9 | Chains proved at a Machine recognised by the Committee of Lloyd's Register. See Tables No. 13, 14 & 15 (Rules). |
| Cell DB | 18 & 14 | 11-13 | Cellular construction of Double Bottom. See Illustration on page xxxix. |
| Cm. | 3 & 4 | 13 | Cemented. See Section 32, Rules for Steel Vessels. |
| Cl | 13 | 11 | Cluster (Solid). |
| Cmp | — | 13 | Engines classed as Compound, with date showed. |
| Comp | 4 | 3 | Composite (built). |
| Cont. | 8 | 6 | Continued. With the name of Port of Survey and Date, also number of years for which the vessel is Continued on the Character A (Mon. Cont. 15&1 from 12.20, Lon.) |

| Abbreviation or Sign. | No. of Column. Sailing Vessels. | No. of Column. Steamers. | Signification. |
|---|---|---|---|
| CL | — | 7* | Tail Shaft fitted with Continuous Liner. |
| Cm | 4 | 3 | Cedar. |
| Cy | — | 19 | Cylinders, with number of same prefixed. The figures after Cy. represent diameter of cylinders and length of stroke in inches. |
| | | | **D** |
| d, or d1 | 8 | 7 | Equipment letter, as per Rules. |
| d | 3 | 3 | Decked with Wood. |
| D | — | 13 | Diagonal Engines. |
| DB | — | 13 | Donkey Boiler. Letters in parentheses following this notation signify —(x) port, (m) midship, (s) stb.; (f) forward; (upr) upper donkey boiler. |
| DB | — | 13 | Double-ended Boilers, with number prefixed. |
| DB | 18&24 | 11-13 | Double Bottom. |
| DBa | 18&24 | 11-13 | Double Bottom, aft. |
| DBf | 18&24 | 11-13 | Double Bottom, forward. |
| DB | — | 11-13 | Double Bottom under Engines and Boilers. |
| DCO | 10&11 | — | Donkey Boiler specially surveyed during construction. The date of construction follows. |
| DBS | 19&11 | 8, 6, 7 | Donkey Boiler Surveyed, with date, showing that the donkey boiler was found, upon inspection at that time, to be in good condition. |
| Dd | 13 | 11 | Double Decked. |
| DF | 3&4 | 2&3 | Direction Finder (Wireless). |
| d d & s | 13 | 11 | Deadwood and Skeeded. |
| d w, d | 3 | 3 | Bottom diagonally decked with Wood. |
| D4s | 4 | 3 | Decks, with number prefixed thus, 2 D4s. |
| 3 D4s (Iron) | 4 | 3 | 3 Decks of Iron (or Steel.) |
| or (Wood) | | | |
| 2 D4s (Iron Wood) | 4 | 3 | 2 Decks of Iron, the Upper one being sheathed or covered with wood. |
| 3 D4, rule | 4 | 3 | Built in accordance with the Rules for Three-decked vessels. |
| DE | — | 13 | Double Reduction Gear fitted between Main Engines and Screw Shafting. |
| Dg | 4 | 3 | Dagger (Dig). |
| D F & P | 18&24 | 11-13 | Deep Tank, aft or forward. See Illustration on page xxxix. |
| Dy | 4 | 3 | Dandy. |
| | | | **E** |
| e, or e1 | 8 | 7 | Equipment letter, as per Rules. |
| E | 13 | 11 | Elm (timber). |
| | | | **F** |
| f, or f1 | 8 | 7 | Equipment letter, as per Rules. |
| F | 3 | 3 | Felt. |
| F | 13 | 11 | Fir (timber). |
| F | 13 | 11 | Frameable. See Illustration of Types of Vessels following page xlviii of Key to Abbreviations. |
| FD | 18 | 11 | Flush Deck. See Fig. 1 of Illustration of Types of Vessels following page xlviii of Key to Abbreviations. |
| FS | — | 13 | Forced draught, or induced draught to Boilers. |
| FS | 13 | 11 | Flat Keel. |
| F F | — | 3-2 | Flush Fore. |
| FPT | 18&24 | 11-13 | Fore Peak Tank. See Illustration on page xxxix. |
| F & C | 3&4 | 2&3 | Screws fitted and decked with wood. |
| F & Ow C | 3&4 | 2&3 | Screws fitted and diagonally decked with wood. |
| F & Y M | 3 | 3 | Sheathed with Yellow Metal over Felt. |
| FS | 8 | 5 | Full fastenings carried to upper deck. |
| FS & Awng dk | 8 | 5 | Full fastenings carried to the deck below Awning deck. |
| Wd Sheathed | 4 | 3 | Indicates that the character is assigned subject to an approved Sheathed as given in Col. 13 (Sailing Vessels) or Col. 14 (Steamers) being correctly marked and painted on on the vessel's side. |
| | | | **G** |
| g, or g1 | 8 | 7 | Equipment letter, as per Rules. |
| G | 4 | 3 | Gallon. |
| G | 13 | 11 | Gum (timber). |
| G | 10 | 13 | Vessel classed in the Germanischer Lloyd. |

A List of Surveying Ports will be found at page xl.

| Abbreviation or Sign. | No. of Column. Sailing Vessels. | No. of Column. Steamers. | Signification. |
|---|---|---|---|
| GM | 13 | 11 | Gunwhaut (timber). |
| GIR | 4 | 4 | Fastened with Galvanised Iron Bolts. |
| G | 4 | 3 | Gallows. |
| ga | — | 18 | Grate surface, with area in square feet. |
| **H.** | | | |
| h or H† | 6 | 7 | Equipment letter, as per Rules. |
| H | 4 | 3 | Hog (rlz). |
| H | — | 18 | Horizontal Engines. |
| H | 13 | 11 | Houses on Deck. |
| HL | 13 | 11 | Hackmatack (timber). |
| Hm | 13 | 11 | Hemlock (timber). |
| HP | — | 18 | Horse Power, see NHP and IHP. |
| hs | — | 18 | Heating surface, with area in square feet. |
| Hur. Ch | — | 7 | Hurricane deck. |
| HT | 2 & 4 | 2 & 3 | Half Time or Intermediate Survey held. (Section 24, Rules for Wood Ships). |
| **I.** | | | |
| i or I† | 6 | 7 | Equipment Letter, as per Rules. |
| I | 13 | 13 | Vessel classed in the Register Yachtsman. |
| IR | 4 | 3 | Fastened with Iron Bolts. |
| (Iron) | 4 | 3 | Iron—material of Decks. |
| **J.** | | | |
| j or J† | 6 | 7 | Equipment letter, as per Rules. |
| J | 13 | 11 | Juniper (timber). |
| **K.** | | | |
| k or K† | 6 | 7 | Equipment letter, as per Rules. |
| K | 4 | 3 | Ketch. |
| Kf | 4 | 4 | Koff (rlz). |
| **L.** | | | |
| l or l† | 6 | 7 | Equipment letter, as per Rules. |
| L | 13 | 11 | Larch (timber). |
| LA | 13 | 11 | Larch (timber). |
| LO | 13 | 11 | Live Oak (timber). |
| L | 13 | 13 | Vessel classed in the American Bureau of Shipping (Great Lakes). |
| L | — | 18 | Lever Engine. |
| L | — | 18 | (With figures prefixed). Working pressure of main Boilers, in pounds per square inch. |
| l | 13 & 13 | 18 | (With figures prefixed). Working pressure of donkey Boiler, in pounds per square inch. The letters p and s prefixed to l, signify that the pressures refer to the port and starboard Donkey Boilers respectively. |
| lm | 13 | 11 | Ship lengthened, with date following. |
| Lloyd's Anchor | 7 & 10 | 6 & 9 | Anchors and Chains proved under the inspection of the Society's Officers at a Machine recognised by the Committee of LLOYD'S REGISTER. See Tables No. 13, 14 & 15 (Rules). |
| Lloyd's R.M. | 6, 7 & 8 | 6 & 7 | Refrigerating Machinery Certificate, denoting that the Refrigerating machinery, insulation, and spare gear are fitted in accordance with the Rules, and were found in good condition by the Surveyors to Lloyd's Register at the time mentioned. |
| ✠ Lloyd's R.M. | — | 6 & 7 | The ✠ signifies the Special Survey of the Refrigerating appliances during construction, by the Surveyors to Lloyd's Register. |
| lm | 3 & 4 | 2 & 3 | Light mark; thus, 8 & T.M (lm) signifies that the sounding is in the light water mark only. |
| LMC | 6, 7 & 8 | 6 & 7 | Lloyd's Machinery Certificate, denoting that the machinery of motorships, or machinery and boilers of steamers are fitted in accordance with the Rules, and if with date, were found at the time mentioned in good condition. |
| ✠ LMC | 6, 7 & 8 | 6 & 7 | The ✠ signifies the Special Survey of Machinery of motorships or machinery and boilers of steamers during construction, by the Engineer Surveyors to LLOYD'S REGISTER. |
| LMC(E) | 6, 7 & 8 | 6 & 7 | Lloyd's Machinery Certificate denoting that the Internal Combustion Engines were found in good condition by Surveyors to LLOYD'S REGISTER after modified Survey at the time mentioned. |
| LMC(T) | 6, 7 & 8 | 6 & 7 | Lloyd's Machinery Certificate denoting that the internal combustion engines have been surveyed by the Surveyors to Lloyd's Register in conformity with the Continuous Survey arrangements, the date being that at which the major portion of the Survey was held. |

| Abbreviation or Sign. | No. of Column. Sailing Vessels. | No. of Column. Steamers. | Signification. |
|---|---|---|---|
| Lr | 4 | 3 | Lumber. |
| Lw | 6 | 7 | Classification of the Liverpool Underwriters' Registry. |
| **M.** | | | |
| m or m† | 6 | 7 | Equipment letter, as per Rules. |
| M | 13 | 11 | Mahogany (timber). |
| MB | — | 6 & 7 | Main Boilers Surveyed, with date, denoting that the Main Boilers were found upon inspection at that time to be in good condition. |
| MC | 6, 7 & 8 | 6 & 7 | Machinery Surveyed, with date, denoting that the Machinery was found, on inspection at that time, to be in good condition. |
| M.T. | 13 & 14 | 11–15 | Midship deep Tank. See Illustration on page xxxix. |
| Mat. | 13 & 13 | 2 & 3 | Materials, with number of years prefixed, indicating the different grades of Wood used in ship's construction as per Table A (Rules for Wood Ships). |
| Midsp. Aft. | — | 2 & 3 | Machinery Abaft Aft. |
| m | 7 | 8 | Month. |
| **N.** | | | |
| n or n† | 6 | 7 | Equipment letter, as per Rules. |
| N | 13 | 13 | Vessel classed on the Norske Veritas. |
| N | — | 7* | (With date) indicates that the tail shaft was fitted new at that date. |
| nb | 3 | 3 | New Bottom, with date. |
| NB | — | 13 | New Boilers, with date of construction and fitting. |
| NCB | 10 & 13 | 6 & 7 | New Boilers specially Surveyed during construction. The date of construction follows. |
| nd | 10 & 13 | 13 | New Deck, with date. |
| NDB | 10 & 13 | — | New Donkey Boiler specially Surveyed during construction. The date of construction follows. |
| ndb | 10 & 13 | 13 | New Donkey Boiler, with date. The letters p and s prefixed to ndb signify port and starboard respectively. |
| ndm | 10 & 13 | 11 | New deck sheathing, with date. |
| NE | — | 13 | New Engines, with date of construction and fitting. |
| NE & B | — | 13 | New Engines and Boilers, with date of construction and fitting. |
| NCE | 6 & 7 | 6 & 7 | New Engines which have been specially surveyed during construction. The date of construction follows. |
| NCE&B | — | 6 & 7 | New Engines and Boilers, which have been specially surveyed during construction. The date of construction follows. |
| NHP | — | 13 | Nominal Horse Power by the formula given on page xxxv of Explanations of Records, volume 13, Summary. |
| nkl. | 10 & 13 | 11 | New Keel, with date. |
| nklm. | 10 & 13 | 11 | New Keelson, with date. |
| nmds. | 10 & 13 | 11 | New Topsides, with date. |
| nw | 10 & 13 | 11 | New Wales, with date. |
| **O.** | | | |
| o or o† | 6 | 7 | Equipment letter, as per Rules. |
| O. | — | 18 | Oscillating Cylinders. |
| O. | 13 | 11 | Oak (timber). |
| Oil engine | 4 & 6, 7, 8 | 13 | Internal combustion engine using heavy oil as fuel. |
| OS | — | 7* | Tail shaft fitted with oil retaining glands at after end of stern bush. |
| OM. | 13 & 13 | 11 | Oil materials used in ship's construction. |
| **P.** | | | |
| p or p† | 6 | 7 | Equipment letter, as per Rules. |
| P. | 13 | 11 | Pine (timber). |
| PBH | 9 | 13 | Partial Bulkhead, or Bulkhead not reaching to Main Deck. |
| P.P. | 13 | 11 | Pitch Pine (timber). |
| P | — | 13 | Port. (See also under (s and PSTB.) |
| P | — | 7* | (With date.) Date when Port tail shaft was last seen. |
| ps | — | 7* | Port aft screwshaft. |
| pf | — | 7* | Port forward screwshaft. |
| P. | 13 | 11 | Pump. See Illustrations of Types of Vessels following page xlviii of Key to Registers. |
| Paraffin Motor | 4 & 6, 7, 8 | 13 | Internal combustion engine, using, as fuel, refined oil with a flash point higher than 73° F., such as Paraffin Oil, Kerosene, Solar Oil, etc. |
| Petrol Motor | 4 & 7, 8 | 13 | Internal combustion engine using, as fuel, highly volatile oils such as Benzoline, Gasoline, Petrol, etc. |

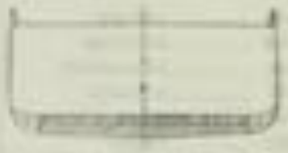
*A List of Surveying Ports will be found at page xl.*

| Abbreviation or Sign. | No. of Column. Sailing Vessels. | No. of Column. Steamers. | Signification. |
|---|---|---|---|
| pl. | — | 10 | Plain Furnace, with cracked grates. |
| pk. | 11 | 11 | Peak. |
| pt. | 4 | 4 | Port. |
| pt'ck. | 11 | 11 | Port Old Materials used in ship's construction. |
| Pad. | — | 8 | Paddle Steamer. |
| r'ck. | 10 & 11 | 11 | New Donkey Boiler (port side) with date. |
| Pol. | 4 | 4 | Polacca (rig). |
| P.B. | — | 11 | Pump boiler in floating whale-oil factory. |
| P.M. | — | 1, 2, 3 | Post bulletin surveyed, with date, showing that the Hulls were found, upon inspection on that date, to be in good condition. |
| | | | **Q.** |
| q, qu, qt. | 4 | 7 | Equipment letter, as per Rules. |
| Q | 10 | 11 | Raised Quarter Deck. See Illustration of Types of Vessels following page xxviii of Key to Abbreviations. |
| Q | — | 10 | Quadruple expansion machine. |
| Qnd. | — | 10 | Engines altered to Quadruple expansion, with date. |
| Quad. | 4 | 8 | Four masts. |
| | | | **R.** |
| r, rm, rt. | 4 | 7 | Equipment letter, as per Rules. |
| (r) | — | 10 | Shell longitudinal seams and plates, furnaces and combustion chamber of boiler made of steel, more than one of iron. |
| R. | 10 | 10 | Vessel classed in the American Bureau of Shipping. |
| Ref. Mach. | — | 8-9 | Vessel fitted with Refrigerating Machinery. See List at end of Register. |
| Rest. | 8 | 8 | Restored. Thus, Rest. 1884 from 31 Lat. signifies that the vessel was restored on the 3 character for 31 years from 1884, and that the Survey was held at London. |
| r.f. | — | 13 | Rivet furnace, with supplies produced. |
| R.F.D. | — | 13 | Raised Fore Deck. |
| rebld. | 10 | 10 | Rebuilt. |
| R.P. | — | 10 | Nominal Horse Power given by Official Engineer, in the case of British Ships. |
| Rpd. | 4 | 9 | Vessel built under a well, as per Section 49 of Rules for |
| R.P. | 10 | 10 | Bark Pine (timber). (Wood Ships. |
| | | | **S.** |
| s, sc, st. | 4 | 7 | Equipment letter, as per Rules. |
| s | 12 | 12 | Scarcely Fastened. |
| (s) | — | 10 | Shell, steps, and plates, furnaces, and combustion chamber of boiler made of steel. |
| s | 8 | 8 | Sheathed with Wood. |
| s. | 12 | 11 | Spruce (timber). |
| Sb. | 12 | 11 | Sabine (timber). |
| Sl. | 12 | 11 | Seal (timber). |
| Sailed | 4 | 4 | Vessels sailed, in accordance with Rules, Section 37 (Wood Ships). |
| Sailed? | 4 | 4 | The dagger signifies that the vessel's tonnage has not been sailed. |
| S. | 4 | 4 | Ship. |
| s | — | 10 | Stationed. (Two zones under 10 and zero). |
| s | — | 7* | (With bow.) Only when the vessel shall not have been |
| ss | — | 7* | Stationed all seasonably. |
| sf | — | 7* | Stationed forward seasonably. |
| SB | — | 12 | Single-ended Boilers, with number produced. |
| Sc | 4 | 4 | Scow. |
| Sk | 4 | 4 | Sneck. |
| s'c'r | — | 12 | New Donkey Boiler (starboard side) with date. |
| Sg. | 4 | 4 | Sloop. |
| Sgl. | 4 | 4 | Spritsail. |
| Sq. | 4 | 4 | Square Rigged. |
| Sr | 4 | 4 | Schooner. |
| Sw. | 4 | 4 | Swim. |
| Stiff. ft. | 4 & 5 | 5 & 5 | Deck of light construction over openings in ship's sides. |
| Shelter ft. | — | 2 | For vessels built under the Revised Rules 1882, the term Shelter Deck indicates that a tonnage opening is fitted in the uppermost continuous deck. For vessels built prior to the Revised Rules 1882, the term Shelter deck does not necessarily indicate that a tonnage opening is fitted. |
| Spar ft. | 4 & 5 | 5 & 5 | Built according to Rules for Spar-Decked Vessels. |
| Sh. | — | 10 | Simple Reduction Gear fitted between Main Engines and Screw Shafting. |
| sv | 8 | 8 | Special Survey of Iron or Steel ships. Vessels submitted to Periodical Surveys, as prescribed in the Rules for Iron and Steel Ships (see sections 31-37, added Feb. 29, and sections 38 & 39). A numeral (added Feb. 29) denotes that the Vessel has been submitted to the "Special Survey No. 1" prescribed in the Rules; this survey includes the fitting of steel plating to overlap in strakes, |

| Abbreviation or Sign. | No. of Column. Sailing Vessels. | No. of Column. Steamers. | Signification. |
|---|---|---|---|
| SS | 4 | 3 | Special Survey of Composite ships, with date, as per section 48. |
| SS | 4 | 3 | Special Survey of Wood ships classed AI, with the year of years granted class, and the year of Survey, as per Sections 41, 42 and 43 of Rules for Wood Ships (Section 44, Rules, 1884 ped.). |
| SS | 4 | 3 | Special Survey. This is not afloat denotes that the vessel has been surveyed at that time in accordance with the Rules for Wood Ships, Section 44, and the number of years indicates the term for which the vessel remains on the character (Sect. 45 (2) Rules). |
| st | 10 | 11 | A star under the letter indicating the Register in which a vessel is classed (if she is not classed in Lloyd's Register) denotes that the vessel was built under the Survey of the Register indicated. |
| (SS) | 4 | 3 | Steel.—material of Decks. |
| Sch. rig. | 5 | 5 | Vessel fitted with automatic signalling apparatus. |
| | | | **T.** |
| t, tm, tt | 4 | 7 | Equipment letter, as per Rules. |
| t | 10 & 11 | 11-12 | Teak. |
| T | 12 | 11 | Teak (timber). |
| T | — | 12 | Triple expansion engines. |
| Tam. | 12 | 11 | Tamarac (timber). |
| trd. | 4 | 9 | Tons of Beams with number of same produced (See Sch.), with or without decks laid on them. |
| Tm | 4 | 8 | Three masts. |
| Tnd | — | 10 | Engines altered to Triple Expansion, with date. |
| Tch | 4 | 5 | Tschooner. |
| Twin | 4 | 5 | Twin screws. |
| | | | **U.** |
| u | 4 | 7 | Equipment letter, as per Rules. |
| U | 4 | 9 | Upper Deck. |
| U-w | 4 | 9 | Upper Deck sheathed or covered with wood. |
| | | | **V.** |
| v | 4 | 7 | Equipment letter, as per Rules. |
| V | 10 | 11 | Vessel classed in the Bureau Veritas. |
| | | | **W.** |
| w | 4 | 7 | Equipment letter, as per Rules. |
| W | 13 | 14 | Winter Freeboard, (not applicable to North Atlantic voyages). |
| W.P. | 10 & 14 | 11-12 | Water Ballast, with particulars. (See Illustration on page xxviii.) |
| W.Dec. | | | |
| W.C. deck | 4 | 1 & 5 | A Well-decked Steamer is one having a forecastle, and a long raised quarter deck or a poop joined to a bridge house, thus leaving the main deck exposed between the bridge front and the roll of the forecastle. (See Figs. 1, 2 and 3 of Illustration of Types of Vessels following page xxviii of Key to Abbreviations.) |
| W & S | 10 & 11 | 11 | Water Ballast and decked with Wood. |
| W & S deck | 10 & 11 | 11 | Water Ballast and diagonally decked with Wood. |
| W & S | 10 & 11 | 11 | Water Ballast and sheathed with Wood. |
| W.L. | 11 | 11 | Wood Keel. |
| W'ndows | | 8 | Vessel fitted with consideration of window openings. |
| W.O. | 13 | 11 | White Oak (timber). |
| Ws | 4 | 7 | Sheathed with Wood (relating to Decks). |
| Wd. | 10 & 11 | 11 | Water sheathed with Wood. |
| | | | **X.** |
| x | 7 | 7 | Equipment letter, as per Rules. |
| | | | **Y.** |
| y | 4 | 7 | Equipment letter, as per Rules. |
| Y.B. | 4 | 5 | Sheathed with Yellow Metal. |
| Y.P. | 10 | 11 | Yellow Pine (timber). |
| Yt | 4 | 8 | Yacht. |
| | | | **Z.** |
| z | 7 | 7 | Equipment letter, as per Rules. |
| Z | 4 | 4 | Sheathed with Zinc. |

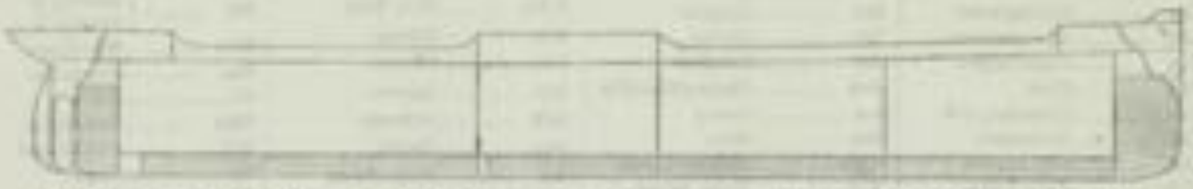
# DOUBLE BOTTOMS AND WATER BALLAST TANKS.

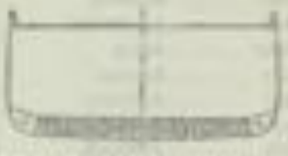
ILLUSTRATIONS OF NOTATIONS in the 11th, 12th, 13th, and 14th Columns OF THE REGISTER BOOK.



W.B.—D.B.(W.B.) F.B. Bkt. / 120'0" A.P. 20 F.P. 100'—denoting Double Bottom, aft 90 feet long, forward 130 feet long; total capacity 480 tons. After Peak Tank 20 tons, Fore Peak Tank 100 tons.

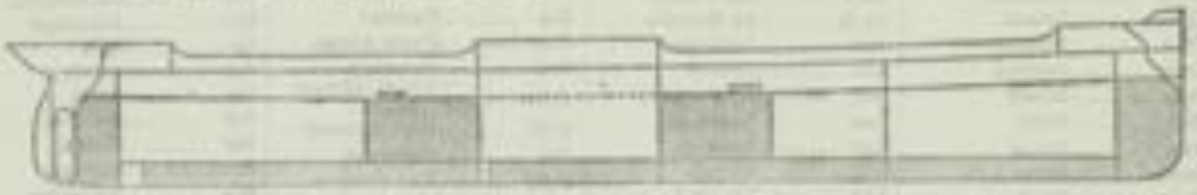
DOUBLE BOTTOM.

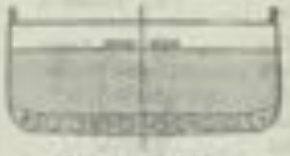




W.B.—C.D.B.(W.B.) F.B. Bkt. / 120'0" A.P. 20 F.P. 100'—denoting cellular construction of Double Bottom, aft 90 feet long, under Engines and Boilers 46 feet long, forward 130 feet long; total capacity 618 tons. After Peak Tank 20 tons, Fore Peak Tank 100 tons.

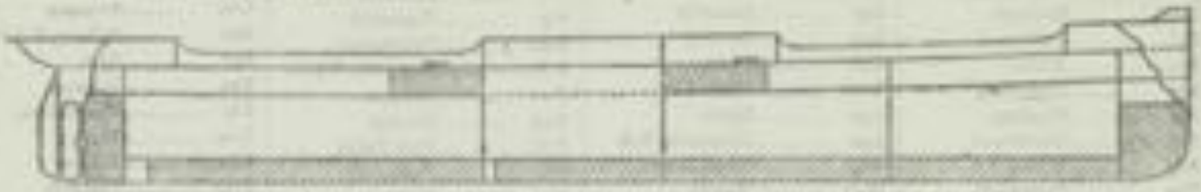
CELLULAR DOUBLE BOTTOM.

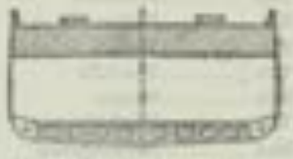




W.B.—C.D.B.(W.B.) F.B. Bkt. / 120'0" D.D. 'Tween Deck 30'0" / 30'0" A.P. 20 F.P. 100'—denoting cellular construction of Double Bottom, aft 90 feet long, under Engines and Boilers 46 feet long, forward 130 feet long; total capacity 618 tons, Deep Tank aft 30 feet long, capacity 330 tons, forward 30 feet long, capacity 300 tons. After Peak Tank 20 tons, Fore Peak Tank 100 tons.

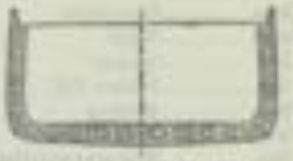
DEEP TANKS AND CELLULAR DOUBLE BOTTOM.





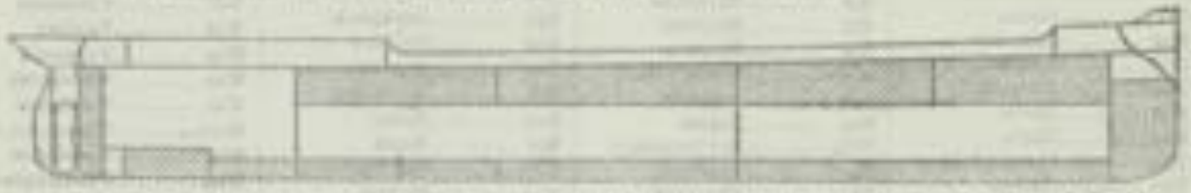
W.B.—C.D.B.(W.B.) F.B. Bkt. / 120'0" Tween Deck Tanks 25'0" / 30'0" / 30'0" A.P. 20 F.P. 100'—denoting cellular construction of Double Bottom, aft 90 feet long, under Engines and Boilers 46 feet long, forward 130 feet long; total capacity 618 tons, and 'Tween deck tank aft 25 feet long 200 tons, forward 30 feet long 200 tons. After Peak Tank 20 tons, Fore Peak Tank 90 tons.

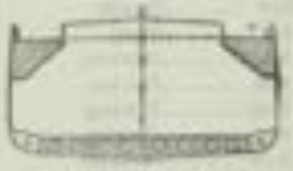
'TWEEN DECK TANKS AND CELLULAR DOUBLE BOTTOM.



W.B.—C.D.B.(W.B.) F.B. Bkt. / 120'0" C.S.D.B. Tanks 100'0" / 20'0" A.P. 20—denoting cellular construction of Double Bottom, aft 90 feet long, under Engines and Boilers 46 feet long, forward 130 feet long; total capacity 618 tons, and cellular Side Tanks 100 feet long, 400 tons capacity. After Peak Tank 20 tons.

CELLULAR SIDE TANKS AND CELLULAR DOUBLE BOTTOM.





W.B.—C.D.B.(W.B.) F.B. Bkt. / 200'0" Topside Tanks 150'0" / 20'0" A.P. 20 F.P. 100'—denoting cellular construction of Double Bottom, under Engines and Boilers 46 feet long, forward 200 feet long; total capacity 690 tons, and Topside Tanks 150 feet long, capacity 750 tons. After Peak Tank 20 tons, Fore Peak Tank 100 tons.

TOPSIDE TANKS AND CELLULAR DOUBLE BOTTOM.

N.B.—When part of the vessel of Water Ballast is engraved in red ink, thus — W.B.—D.B.(W.B.) / 120'0" Double Bottom, &c., it signifies that the vessel is fitted with tanks to the extent named, but at the date of the last survey the engraved portion was not being used for the purpose of Water Ballast, and the pipes &c., thereto have been disconnected.

A notation of "Carrying oil fuel F.P. above 100° F. to 200 & 27" in columns 5, 6 and 7 indicates that the vessel is fitted for carrying oil fuel.

# SURVEYING PORTS.

In the fourth and seventh Columns (Sailing Vessels); and in the third and sixth Columns (Steamers).

| | |
|---|---|
| Ahg | Ahlborg |
| Ahn | Ahnthaus |
| Ahr | Ahrenfelwith |
| Ad | Adelaide |
| Ady | Aden |
| Akb | Akyab |
| Alg | Algiers |
| Al | Alva |
| Ale | Alexandria |
| Aml | Amlwch |
| Ams | Amsterdam |
| Amp | Amoy |
| Ann | Annona |
| Ant | Antwerp |
| Apl | Appledore |
| Arb | Arbroath |
| Arc | Arcachon |
| Ard | Ardrossan |
| Ank | Auckland, N.Z. |
| Arn | Arnemuiden |
| Ar | St. Michael's, Azores |
| B.Ar | Buenos Ayres |
| B.Bl | Belize Blanco |
| Bab | Bahia |
| Bal | Baltimore |
| Bat | Batavia |
| Bar | Bilbao |
| Bcl | Barcelona |
| Bdg | Bridgewater |
| Bdr | Barbados |
| Bde | Bordeaux |
| Bel | Belfast |
| Bfa | Buffalo |
| Bgk | Bangkok |
| Bgn | Bergen |
| Bgn | Bridlington |
| Bhn | Brewerhaven |
| Bid | Bideford |
| Bkr | Birkenhead |
| Bla | Brella |
| Blg | Blyth |
| Bmt | Bremen |
| Bnn | Bonnmarle |
| Bnf | Banff |
| Bng | Bangor |
| Bnn | Bahia, C.E. |
| Bnn | Bowling |
| Bos | Boston, Mass. |
| Bra | Bergen-op-Zoom |
| Brl | Barcelona |
| Brn | Bristol |
| Brn | Brow |
| Brw | Barrow |
| Bry | Barry |
| Bsb | Belfasse |
| Bth | Batavia |
| Bwg | Bowling |
| Bwk | Berwick |
| Bwn | Brixham |
| Cal | Calcutta |
| Cat | Cette |
| Cbn | Cherbon |
| Cbo | Colombo |
| Cch | Christchurch, N.Z. |
| Cen | Cowes |
| Cfu | Cadiz |
| Cff | Cardiff |
| Cgo | Chicago |
| Chb | Chatham |
| Chg | Chagoos |
| Che | Chester |
| Cla | Calais |
| Cle | Cleveland, O. |
| Clw | Collingwood |
| Cpt | Campbeltown |
| Cpn | Copenhagen |
| Crk | Cork |
| Cth | Colombo, C.E. |
| Crt | Cromarty |
| Ctg | Carthagena |
| C.Th | Cape Town |
| Cwe | Cowes |
| Dfo | Dunedin, N.Z. |
| Dmn | Demerara |
| Det | Detroit |
| Dnh | Dunkerque |
| Dnk | Dunkirk |
| Dpe | Dundee |
| Dvr | Dover |
| Dzn | Dublin |
| Dtt | Detroit |
| Dvl | Dulcek |
| Dzn | Dunkerque |
| E. Ln. | East London |
| Ele | Elsinore |
| Fal | Falmouth |
| Fln | Flores |
| Fln | Flushing |
| Fln | Finding |
| Fln | Fleetwood |
| Fng | Fowey |
| Fro | Fromerle |
| Gal | Galveston (Texas) |
| Gen | Genoa |
| Gf | Goffe |
| Gib | Gibraltar |
| Glr | Gloucester |
| Gla | Glasgow |
| Gnk | Greenock |
| Gnn | Grimsby |
| Gnn | Guernsey |
| Gnr | Gnale |
| Gri | Gothenburg |
| Grk | Greenock |
| Gro | Groningen |
| Gu | Gravesend |
| Gla | Galatz |
| Hak | Hakodate |
| Ham | Hamburg |
| Har | Harwich |
| Hav | Havre |
| Hay | Hayle |
| Hbg | Helsingborg |
| Hel | Helsingfors |
| Hfx | Halifax, N.S. |
| Hgo | Hango |
| Hgt | Harrington |
| Hgn | Hongkong |
| H.Kg | Hong Kong |
| Hon | Honiton, Colo |
| Hpl | Hartlepool |
| Hrl | Harlingen |
| Hul | Hull |
| Hva | Hostens |
| I.M. | Isle of Man |
| Inv | Inverness |
| Ips | Ipswich |
| Iqq | Iquique |
| Irv | Irvine |
| Ist | Istanbul |
| Jck | Jacksonville, Fla. |
| Jer | Jersey |
| Kel | Kiel |
| Kgn | Kingston, Jam. |
| Kob | Kobe, Japan |
| Krk | Karrachee |
| L.An. | Los Angeles, Cal. |
| La P | Las Palmas |
| La S | La Rochelle |
| Lan | Lancaster |
| Lbc | Lubeck |
| Ldy | Londonderry |
| Lee | Leadgated |
| Lgo | Leghorn |
| Lic | Liepaja |
| Lim | Limerick |
| Lis | Lisbon |
| Liv | Liverpool |
| Lkr | Lerwick |
| Lly | Llanelly |
| Lon | London |
| Lth | Leith |
| Lwr | Lowestoft |
| Lyn | Lynn |
| Lyt | Lyttelton, N.Z. |
| Mag | Magellanes |
| Man | Manila |
| Mas | Masulipatam |
| Mb | Marchmont |
| Mlb | Middlesbro' |
| Mel | Melbourne |
| Mm | Memel |
| Mll | Marchelonne |
| Mga | Malaga |
| Mf | Milford |
| Mlt | Malta |
| Mnc | Monaco |
| Mnn | Malmö |
| Mor | Morgan |
| Mob | Mobile |
| Mpt | Montpelier |
| Mrl | Marseilles |
| Mtl | Montreal |
| Mtv | Montevideo |
| M.Vi | Monte Video |
| Nag | Nagasaki |
| Nap | Naples |
| NFL | Newfoundland |
| Nhv | Newhaven |
| Nic | Nicolaieff |
| N.Ne | Newport News |
| N.Or | New Orleans |
| Npt | Napier, N.Z. |
| Npt | Newport, Mon. |
| Ngt | Newport, Gloucestershire |
| Nyk | Norfolk |
| Nrk | Newark, N.J. |
| Nry | Newry |
| N.Sc | New Scotia |
| N.S.W. | Newcastle, N.S.W. |
| Nte | Nantes |
| Nwc | Newcastle |
| N.Yk | New York |
| Oda | Odessa |
| Oda | Odessa |
| Ogo | Ogoto |
| Ork | Orkneys |
| Ona | Onslow |
| Ono | Onomichiana |
| Ost | Oslo |
| Ost | Ostend |
| Pad | Padrone |
| Pal | Palermo |
| P.Ar | Puerto Arenas |
| Pen | Pensacola |
| P.E.I. | Prince Edward Island |
| P.El | Port Elizabeth |
| Pet | Petersburg |
| P.Gl | Port Glasgow |
| Phl | Philadelphia |
| Pir | Pirous |
| Pla | Pola |
| Pld | Portland (Or.) |
| Ply | Plymouth |
| Pnd | Portsmouth |
| P.Me | Portland, Maine |
| Pnn | Pennan |
| Png | Penang |
| P.Sl | Port Natal |
| Pzn | Pensacola |
| Pzn | Pozzuoli |
| P.Pr | Port Pirie |
| Pzn | Pola |
| Pzn | Preston |
| P.Sl | Port Said |
| Pty | Paisley |
| Pt.A | Port Arthur, Ontario |
| Pto | Petersburg |
| Pts | Portsmouth |
| Qbc | Quebec |
| Qnn | Queenstown |
| Rgn | Riga |
| Rgn | Rangoon |
| Rio | Rio de Janeiro |
| Rjk | Reykjavik |
| Rof | Rendrew |
| Row | Rosario |
| Rot | Rotterdam |
| Rsn | Rosario |
| Rvl | Revel |
| S.Fr | San Francisco |
| St. L | St. Ives |
| St.J | St. John |
| St.M | St. Malo |
| St.N | St. Nazaire |
| St.T | St. Thomas, W.I. |
| Sab | Sabana |
| Sav | Savannah |
| Sca | Scarborough |
| Sdg | Sidesbrong |
| Sor | Southwoldgh |
| Sea | Seattle |
| Sf | Sandefjord |
| Sgn | Saigon |
| Shl | Shanghai |
| Shl | Shields, N. Shields, S. |
| Shm | Shoreham |
| Shp | Sharpness |
| Sil | Scilly |
| Skm | Stockholm |
| Sld | Sunderland |
| Sli | Sligo |
| Sly | Scilly |
| Smg | Semarang |
| Sng | Singapore |
| Snn | Southampton |
| Syl | Sydney |
| Syk | Sykke |
| Syn | Syrna |
| Sck | Sunk |
| Sck | Sunkline |
| Sta | Stettin |
| Ste | Stettin |
| Ste | Stavanger |
| Ste | Sunn |
| Swb | Swedberg |
| Swn | Swinemunde |
| Swn | Swansea |
| Syd | Sydney, N.S.W. |
| Syr | Syra |
| Tac | Tacoma |
| Tal | Talcahuano |
| Tim | Timaru |
| Tin | Tallinn |
| Tmp | Tampico |
| Tnr | Townsville, N. Queensland |
| Trd | Trinidad, B.W.I. |
| Tri | Trieste |
| Trn | Tronn |
| Tns | Tonsale |
| Tnn | Tonnay |
| Tn | Tunnis |
| V.Cr | Vera Cruz |
| Val | Valencia |
| Vir | Vancouver Island |
| Vlm | Vendam |
| Vnc | Venice |
| Vpo | Valparaiso |
| Wbl | Whitehaven |
| Wnk | Wexford |
| Wgt | Wegscnick |
| Wbn | Whitehaven |
| Wln | Wellington |
| Wmn | Wilmington, N.C. |
| Wtk | Wetkinghem |
| Wnn | Westminster |
| Wyn | Whitby |
| Wtf | Waterford |
| Wvn | Wiesbaden |
| Yar | Yarmouth |
| Ykn | Yokohama |
| Ymn | Yeoldon |

# TABLE EXPLICATIVE CONCERNANT LE REGISTRE.

1933-34.

# EXPLICATIONS DES ANNOTATIONS DU "LLOYD'S REGISTER BOOK."

(Toutes les abreviations du "Lloyd's Register Book" se trouvent expliquées dans la Table Explicative, voir page xlix.)

## Navires à Vapeur, colonnes 2 et 3 ; Navires à Voiles, colonnes 2 et 3.

**Ponts** — Voir les dessins des différents types de navires à la suite de la page xlviii de la Table Explicative. Les explications des termes tels que shade dk., etc., sont fournies dans la Table Explicative, voir page xlix.

**2 Dk. rude** — Cette annotation indique que le navire a été construit d'après les règlements pour les navires à trois ponts.

**Visites Périodiques.** — L'explication de l'enregistrement des visites spéciales périodiques se trouve dans la Table Explicative, voir page xlix. L'enregistrement indique seulement la condition du navire à l'époque de la visite.

**Ports de Visite.** — Les abréviations telles que (Lon., Syd., &c.), employées pour indiquer les ports où les navires ont été inspectés, sont expliquées à la page xlviii.

**Gréement, etc.** — Les abréviations employées pour spécifier le gréement des navires sont expliquées dans la Table Explicative, voir page xlvi.

**?** — Ce signe à la suite du mot "solid" indique que les barrots du navire n'ont pas été mis.

**Anciens Noms.** — Les chiffres à la suite d'un ancien nom d'un navire indiquent l'année pendant laquelle le changement de nom a eu lieu.

## Navires à Voiles, colonnes 2 et 3.

**Capitaine.** — Les chiffres à la suite du nom du capitaine, ainsi, *Smith* 14-22, indiquent (1°) l'année où il est entré comme capitaine au service de l'armateur, (2°) l'année où il a pris le commandement du navire.

## Navires à Vapeur, colonne 4 ; Navires à Voiles, colonne 5.

**Tonnage.** — Le tonnage qui figure sur le "Lloyd's Register Book" en caractères romains ci-contre, est à part quelques rares exceptions, le tonnage officiel moment d'après les lois du pays auquel le navire appartient.

1321 (Tonn)
1004 (Reg le port)
1004 (Net)

Pour quelques navires étrangers, le tonnage qui figure a été mesuré d'après la méthode Anglaise, et est incorrect par la loi Anglaise. Dans ce cas le fait est mentionné par l'emploi de caractères italiques, comme ci-contre.

1321 (Tonn)
1004 (Reg le port)
1004 (Net)

## Navires à Vapeur, colonnes 5, 6 & 7 ; Navires à Voiles, colonnes 6, 7 & 8.

### Marques de Classification du Lloyd's Register.

**100A1, 90A1** — Coques des navires en fer ou en acier, construits conformément aux règlements de la Société depuis 1869. Les nombres 100, 90, &c., s'indiquent par une période d'années, mais ne servent que de termes de comparaison.

**A1** — Cette cote non précédée d'un nombre, s'applique aux navires en fer ou en acier, construits à la satisfaction du Comité pour des usages ou des voyages spéciaux.

***⚓1** — Coques des navires en fer construits avec des tôles plus épaisses que celles réclamées pour la cote ⚓1.

**⚓1 ⚓1** — Coques des navires en fer construits conformément aux règlements de la Société en vigueur de 1864 à 1871.

**A1** — Premiers mâts des navires en bois ou composites dont l'armement est bon et suffisant. Les chiffres qui précèdent la cote, colonne 5 (navires à vapeur), colonne 6 (navires à voiles), indiquent le nombre d'années pour lequelles le navire a été coté, ainsi :—11A1, Cont 6A1, Rest 4A1. (Voir "Cont." et "Rest." dans la Table Explicative, page xlix.) Les chiffres dans la colonne 7 (navires à vapeur), colonne 8 (navires à voiles), indiquent les périodes expirées pour lesquelles les navires avaient été cotés. A la première ligne un chiffre indiquant la période originelle, aux lignes suivantes les périodes de continuation.

**A1** — Cote des navires pour lesquels les périodes assignées soit originellement, soit par Continuation ou par Restauration sont expirées, ou cote des navires qui n'ont jamais eu de cote originelle mais qui sont jugés aptes à transporter des marchandises selon ce présumée. Le nombre d'années pour lesquelles la cote a été assignée figure sous la cote dans la colonne 5 (navires à vapeur), colonne 6 (navires à voiles), ainsi :— 10A1, 10A1, 10A1.

**1** — Le chiffre 1 imprimé comme ci-contre et faisant partie de la cote, indique que le navire a son armement bon et suffisant conformément au Table 10, 14 & 15 (voir règlements de la Société).

**—** — Ce signe à la suite d'une cote, à la place occupée par le chiffre 1, indique que l'armement du navire ne répond pas aux exigences des règlements de la Société, soit comme qualité, soit comme quantité.

**✠** — Ce signe indique que le navire a été construit sous surveillance spéciale.

**✠** — Ce signe indique que les machines ou les chaudières, ou toutes les deux (suivant l'annotation dont il est suivi) ont été construites sous surveillance spéciale.

**——** 1.20 — Une ligne noire avec date au-dessous, indique que la cote du navire a été retirée du "Lloyd's Register Book," le navire ne pouvant conserver sa cote par suite de défectuosités signalées.

**——** 1.20 — Une ligne rouge avec date au-dessous, indique que la cote du navire a été retirée du "Lloyd's Register Book," le navire ne pouvant conserver sa cote par suite de dommages aux exigences de la Société, ou ce qui concerne les visites.

**...** — Ce signe dans la colonne 7 (navires à vapeur), colonne 8 (navires à voiles), indique que la cote du navire a été retirée du "Lloyd's Register Book" à la demande de l'armateur.

**~~100A1~~** — Quand un navire coté est mentionné comme perdu, condamné ou ayant fait autre accident, &c., la cote est rayée comme ci-contre.

*with freeboard* — Cette mention sous la cote indique que le franc-bord assigné est une condition de la cote du navire.

*"For big passengers," "Transit," &c.* — Cette mention sous la cote indique les voyages ou les usages spéciaux auxquels le navire est affecté et en vue desquels il a été classé par la Société.

*Awng dk., Shade dk., Shelter dk., &c.* — Voir les dessins des différents types de navires à la suite de la page xlviii de la Table Explicative. Les explications des termes tels que shade deck, awning deck, shelter deck, &c., sont données dans la Table Explicative, voir page xlix.

### Marques de Classification de l'ex Underwriters' Registry.

(Marques sous le Lloyd's Register en 1886.)

**A1* A1*, A1, A1,** — Coques des navires en fer, en acier ou composites construits conformément aux règlements de l'Underwriters' Registry.

Les navires cotés en rouge ont été construits sous la surveillance des Inspecteurs de l'Underwriters' Registry.

Le chiffre 1 à la suite des marques de classification indique la cote de l'armement.

**Date de dernière Visite.** — Les chiffres sous une cote indiquent la date de dernière visite. La date de visite certifie seulement la condition du navire à ce moment.

**Ports de Visites.** — Les abréviations employées pour indiquer les ports de visites sont expliquées à la page xlviii.

Les 4ᵉᵉ, 7ᵉᵉ, et 8ᵉᵉ colonnes (navires à voiles) ou les 3ᵉᵉ, 6ᵉᵉ, et 7ᵉᵉ colonnes (navires à vapeur) laissées en blanc, indiquent que le navire n'a jamais été coté dans le "Lloyd's Register Book." La 4ᵉᵉ colonne (navires à voiles) ou la 3ᵉᵉ colonne (navires à vapeur) laissée en blanc, seul ou en qui concerne l'époque de la dernière visite enregistrée, indique que la note est exacte ou bien qu'elle a été rayée soit pour manque de visite, soit pour non paiement des honoraires dûs dans ce cas.

## Navires à Vapeur, colonne 1ᵉ.

**Date de la dernière Visite de l'arbre porte-hélice.** Les lettres e précédant la date de la dernière visite de l'arbre porte-hélice (par exemple e 11/99) signifie qu'on a noté à la date indiquée un arbre porte-hélice neuf. Les lettres e a servent à désigner respectivement les arbres porte-hélice du *Bidoud* et de *Cribed*.

**Cuivres** Les lettres CL dans cette colonne indiquent que l'arbre est pourvu d'une chemise cuivrée, et inversement. Si ces lettres dont les dates d'inspection figurent ne donnent.

**Presse-étoupes à huile.** Les lettres OH indiquent que l'arbre est muni, à la partie arrière du tube d'hélice, d'un presse-étoupe graissé pour recevoir l'huile, et inversement le cas les arbres dont les dates d'inspection figurent ne donnent.

## Navires à Vapeur, colonne 1ᵉ ; Navires à Voiles, colonne 11.

**Tirants d'eau moyens.** Les chiffres qui figurent dans cette colonne représentent les tirants d'eau moyens correspondant aux immersions de 65, 70, 75 et 80 pour cent, tels qu'ils ont été assignés par "the Underwriters' Registry," mais ces tirants d'eau n'indiquent pas les lignes de charge apparentes.

## Navires à Vapeur, colonne 3 ; Navires à Voiles, colonne 4.

**Date de Construction.** Dans le cas des navires en fer et en acier cotés au Lloyd's Register, la date de construction inscrite dans le Registre est conforme aux Règlements. Pour les navires en fer et en acier cotés et bâtis antérieurement au 19 Mai 1887, ainsi que pour tous les navires cotés en bois et composites, la date de lancement est considérée comme étant celle de la construction. Pour les navires non cotés par le Lloyd's Register, il n'est pas possible de spécifier si la date de construction est celle du lancement ou celle de l'achèvement des travaux.

Des annotations telles que 1911 figurent pour quelques navires non cotés. Les chiffres représentent seulement la date relative de la construction. Les chiffres inférieurs au date à laquelle le navire a été reporté comme nouveau. Dans ce cas la Société ne peut spécifier l'importance de la reconstruction.

Le Refroid d'un navire à condition qu'il soit efficace sous la surveillance et à la satisfaction des Ingénieurs de la Société est mentionné comme suit :—"refroid 20."

## Navires à Vapeur, colonne 10 ; Navires à Voiles, colonne 12.

**Armateurs.** Pour les navires de la Grande Bretagne et de l'Irlande, le nom qui figure sur le "Lloyd's Register Book" est celui de l'armateur-gérant en vertu de la 9ᵉᵉ loi. L'armateur-gérant fait partie. Lorsqu'il n'y a pas d'armateur-gérant, le nom qui figure est celui du plus gros actionnaire et le nom du gérant figure aussi, si on le demande. Pour les navires étrangers, la réunion difficile complètement de savoir qu'une personne quelconque comme étant armateur-gérant est, dans chaque cas, l'armateur légal. Dans certains cas la personne dont le nom figure peut n'être que gérant, ce qui est absolument distinct d'armateur-gérant.

## Navires à Vapeur, colonne 11 ; Navires à Voiles, colonne 13.

**Dimensions.** Les dimensions de longueur des Navires, dans cette colonne sont indiquées en pieds et en dixièmes de pieds.

**Longueur.** Lorsque deux longueurs sont mentionnées, ainsi 315·5/300·0 les chiffres supérieurs indiquent la longueur d'après le Registre officiel national du navire et les chiffres inférieurs la longueur d'après la pratique anglaise.

**Largeur.** Lorsque deux largeurs sont mentionnées, ainsi 50·0/50·2 les chiffres supérieurs indiquent la largeur d'après le Registre officiel national du navire et les chiffres inférieurs la largeur extrême allant jusqu'au bordé extérieur du bordé. Dans le cas de quelques vapeurs de moyenne importance et principalement de cabotage, la largeur extrême, y compris la rotation, est mentionnée en dixièmes comme suit : 30·4.

**Creux.** Lorsque deux creux sont mentionnés, ainsi 17·9/21·1 les chiffres supérieurs indiquent le creux d'après le Registre officiel national du navire et les chiffres inférieurs le creux dans le cale depuis le pont supérieur supérieur. Dans quelques pays, le creux du Registre est le même que le creux sur quille.

**Constructions sur les Ponts.** Voir les dessins des différents types de navires à la suite de la page xlvii.

**Water Ballast.** Voir explications et dessins à la page xlvii de la Table Explicative.

## Navires à Vapeur, colonne 12 ; Navires à Voiles, colonne 14.

**Water Ballast.** Voir explications et dessins à la page xlvii de la Table Explicative.

## Navires à Vapeur, colonne 13.

Toutes les abréviations employées se rapportant aux Machines, Chaudières, Foyers, &c., sont décrites dans la Table Explicative, voir page xlvii.

**Force en Chevaux nominaux NHP** La force en chevaux nominaux est calculée pour les machines alternatives à vapeur d'après les formules suivantes :—

1ᵉᵉ. Si les pressions et les surfaces de chauffe sont connues :—

$$NHP = \frac{P + 22.5}{76.5}\left(\frac{P^2\sqrt{S}}{1000} + 0.72\,H\right)$$ pressions en dessous de 11.25 kgs. par centimètre carré.

$$= \frac{P + 41.5}{76.5}\left(\frac{P^2\sqrt{S}}{1000} + 0.72\,H\right)$$ pressions de 11.25 kgs. et au-dessus.

Pour calculer la puissance nominale des turbines à vapeur substituer $\frac{SHP}{6}$ (SHP étant la puissance totale sur l'arbre) à la place de $\frac{P^2\sqrt{S}}{1000}$ dans les formules précédentes.

Pour les chaudières à tirage forcé ou à tirage induit, on doit substituer dans les formules ci-dessus 0.0016 à 0.72 H.

2ᵉᵉ. Si les pressions et les surfaces de chauffe ne sont pas connues :—

$$NHP = \frac{P^2\sqrt{S}}{1000}$$ Machines à Triple et Quadruple expansion.

$$NHP = \frac{P^2\sqrt{S}}{1250}$$ Machines Compound. $$NHP = \frac{P^2\sqrt{S}}{1500}$$ Machines Simples.

Dans les formules ci-dessus S est diamètre en centimètres du Cylindre B.P. S est Course en pieds en centimètres. H est Surface de chauffe en mètres carrés. P est Pression de travail en kilogrammes par centimètre carré.

Pour les navires pourvus de moteurs à huiles lourdes :—

$$NHP = \frac{C \times N \times D^2}{K} \times 0.10$$

où NHP = Puissance en chevaux nominaux.
N = Nombre de cylindres.
D = Diamètre des cylindres en centimètres.
C = Course du piston en centimètres ; dans le cas de moteur du type à pistons opposés, il est la moitié de la course combinée des pistons.
C = 0.7 pour les moteurs à 4 temps simple effet.
C = 1.0 pour les moteurs à 4 temps double effet.
C = 0.35 pour les moteurs à 2 temps simple effet.
C = 0.7 pour les moteurs à 2 temps double effet.
C = 0.10 pour les moteurs à 2 temps simple effet, à pistons opposés.

Pour les navires pourvus de moteurs à essence ou à pétrole :—

$$NHP = \frac{DHP}{3.5}$$ formule dans laquelle NHP représente les chevaux en trois-trente forces.

**Force Officielle en Chevaux NHP** Cette annotation indique la force en chevaux nominaux d'après le Registre Officiel du navire.

**Turbines à Engrenages.** Les lettres S.R. indiquent qu'un engrenage à simple réduction est installé entre les machines principales et l'arbre porte-hélice. Les lettres D.R. indiquent qu'un engrenage à double réduction est installé entre les machines principales et l'arbre porte-hélice.

**Machines à pétrole et à gaz.** 4S.C. indique Cycle à 4 temps. S.A. indique simple effet. 2S.C. indique Cycle à 2 temps. D.A. indique double effet.

**Water Ballast.** Voir explications et dessins à la page xlvii de la Table Explicative.

## Navires à Vapeur, colonne 14 ; Navires à Voiles, colonne 13.

**Creux sur quille.** Le creux sur quille pour les navires en fer et en acier, est la longueur de la perpendiculaire abaissée depuis la face supérieure des barres du pont supérieur sur le côté et au milieu de la longueur du navire, jusqu'à hauteur de la rencontre de la face inférieure de la membrure avec la dosse de la quille sur la ligne médiane. Pour les navires en bois et composites, le creux sur quille est la longueur de la perpendiculaire abaissée depuis la face supérieure des barres du pont supérieur jusqu'à hauteur de l'arête inférieure de la rabine de quille. Pour les navires en bois et composites dont les parties inférieures sont fuyantes (lorsqu'un navire est pourvu par exemple de galbords épais) le creux sur quille n'est alors calculé que jusqu'à hauteur de l'intersection de la ligne prolongée des bords avec la quille. Les fractions d'un pouce ne sont pas mentionnées.

**Tirant d'eau.** Le "tirant d'eau correspondant," pour tous les cas mentionnés avant août, 1931 est le tirant d'eau moyen calculé depuis le fond de la quille jusqu'au centre du disque de la ligne de charge ; et les fractions de pouce ne sont pas mentionnées. Après cette date, le tirant d'eau actuel, en quart de pouce le plus voisin, et tel qu'il a été indiqué par les constructeurs de navire, est mentionné.

## Navires à Vapeur, colonne 15 ; Navires à Voiles, colonne 16.

Pour l'explication des marques employées pour indiquer les différents Registres auxquels un navire est coté (s'il n'est pas coté au Lloyd's Register), voir Table Explicative page xlv.

**Certificat à passagers délivré par le "Board of Trade."** Cette annotation "till 6.31" indique que le certificat expire à la date mentionnée, Juin 1931.

| Abréviations en Anglais | Numéros des Colonnes. Système à vapeur | Système à voiles | Explications. |
|---|---|---|---|
| | | | **A.** |
| a, an, at | 9 | 7 | Lettre d'équipement suivant les Règlements. |
| A | 18 | 10 | Petrol (Huile). |
| a & 17 | 9 & 17 | 9 & 7 | Appareil électrique approuvé à une machine reconnue par le Comité de Lloyd's Register. Voir Tabl. 16, 16 & 16 (Règlements). |
| Alcohol Motor | 4 & 5, 7, 9 | 10 | Machine à explosion utilisant l'alcool comme combustible. |
| Am. Sh. | 19 | 11 | Pompe centrifuge, — avec date des travaux. |
| Am. | — | 12 | Transformé, avec date. |
| aP | 9 & 10 | 9 & 9 | Appareil électrique à une machine reconnue par le Comité de Lloyd's Register. Voir Tabl. 16, 16 & 16 (Règlements). |
| APT | 13 & 14 | 11–13 | Peak Tank arrière. Voir illustration à la page xlviii. |
| App | 9 & 9 | 12 | Asphalté. Voir Section 10 des Règlements pour les navires en fer et en acier. |
| awng dk | 6 | 9 & 9 | Construit conformément aux Règlements pour les navires "awning deck." |
| | | | **B.** |
| b, ba, ab | 9 | 7 | Lettre d'équipement suivant les Règlements. |
| B | 4 | 3 | Voir to B. |
| B.B | 19 | 11 | Boulons noir (bolts). |
| Bk. | 19 | 11 | Bâtiment (bolts). |
| bk | 13 | 10 | Quille en bois, avec boulons en pointes. |
| B | 19 | 11 | Fonte. Voir les illustrations des types de navires à la suite de la page xlviii de la Table Explicative du Règlement. |
| BB | 9 & 9 | 12 | Chaînage; leur nombre est indiqué par le chiffre qui précède. |
| B.M.M | 6, 7 & 8 | 6 & 7 | Chaudières et machines réunies, avec date indiquant que les chaudières et machines, bien que n'étant pas en conformité avec les Règlements, ont été trouvées à l'époque de l'inspection, en bon état. |
| Bm | 6–11 | 6 & 7 | Chaudières réunies, avec date indiquant que les chaudières ont été trouvées, à l'époque de l'inspection, en bon état. |
| B.M.W.Th | — | 5, 6, 7 | Indique que lorsqu'il existe des chaudières cylindriques et des chaudières à tubes d'eau, les chaudières à tubes d'eau seules ont été examinées à la date indiquée et trouvées en bon état. |
| B.S | 9 & 4 | 7 & 3 | Bons conditions d'une visite biennale. |
| BT | 10 | 10 | Avec chiffres qui suivent, ainsi : "BT (3) 6.25," indique qu'un Certificat pour passagers a été délivré par le Board of Trade, pour une période qui expire en 1925. |
| Ba | 4 | 8 | Barque (Trois mâts Barque). |
| Bkn. | 4 | 8 | Bateau-citerne. |
| Bg | 4 | 8 | Brick. |
| Br. | 4 | 8 | Brigantin. |
| | | | **C.** |
| c, ca, cf | 9 | 7 | Lettre d'équipement suivant les Règlements. |
| Ch | 19 | 11 | Chêne (bolts). |
| Che | 19 | 11 | Cédrelatier (bolts). |
| c | — | 17 | Autre portabilité connue. |
| C | 8 | 9 | Double au cuivre. |
| C | 16 | 10 | Navire noté au British Corporation. |
| C | — | 12 | Machines composées. |
| C | 5 | 7 | Fixé devant les chiffres indique la période d'usure, pour laquelle le navire avait été construit, sauf qu'il est rapiété. |
| CB | 4 | 8 | Chevillé en cuivre, ou en bronze conformément au paragraphe No. 10 de la Section 40 du Règlement pour les navires en bois. |
| cl | 4 | 8 | Chevillé en cuivre ou en bronze conformément au paragraphe No. 12 de la Section 40 du Règlement pour les navires en bois. |
| cf | — | 18 | Figure cachée, leur nombre est indiqué par le chiffre qui précède. |
| CF | 4 | 8 | Chevillé en cuivre ou en bronze conformément au paragraphe No. 10 de la Section 40 du Règlement pour les navires en bois. Également pour le chevillage en cuivre ou en bronze des navires composées conformément au paragraphe No. 1. |
| CF | 4 | 8 | Chevillé en cuivre ou en bronze dans le cas de navires composées conformément au paragraphe No. 1. |
| cP | 9 & 10 | 8 & 9 | Chaînes approuvées à une machine reconnue par le Comité de Lloyd's Register. Voir Tabl. 16, 16 & 16 (Règlements). |
| Cat. BB | 13 & 14 | 11–13 | Construction spéciale du double-fond. Voir illustration à la page xlviii. |
| Cem | 9 & 9 | 12 | Cimenté. Voir Section 10, Règlements pour les navires en acier. |
| Cl | 19 | 11 | Construit à clin. |
| Cmp | — | 13 | Machine transformée ou composée, avec date. |
| Comp. | 4 | 8 | Composite (construction). |
| Cont. | 4 | 7 | Construit. Avec le nom du port de visite et la date ainsi que le numéro d'ancrage, pour lequelle le navire a été construit dans le cas à calcul : Cont. 12 A1 from 11.20. Lon.). |
| CL | — | 2* | Arbre porte-hélice pourvu d'une chemise métallique. |
| Cu | 4 | 8 | Cuivre. |
| Cy | — | 10 | Cylindres ; le chiffre qui précède indique leur nombre. Les chiffres qui suivent "Cy." représentent les dimensions des cylindres, ou la course des pistons en pouces. |
| | | | **D.** |
| d, da, df | 9 | 7 | Lettre d'équipement suivant les Règlements. |
| d | 3 | 2 | Sortilège en bois. |
| D | — | 18 | Machines diagonales. |
| da | — | 13 | Chaudière auxiliaire. Des lettres entre parenthèses suivant cette abréviation signifient : (g) de bateau ; (n) de bateau ; (a) arrière ; (d) avant ; (aux) auxiliaires. |
| DB | — | 13 | Chaudières doubles avec foyers aux deux extrémités, le chiffre qui précède indique leur nombre. |
| DB | 13 & 14 | 11–13 | Double-fond. |
| DBa | 13 & 14 | 11–13 | Double-fond arrière. |
| DBF | 13 & 14 | 11–13 | Double-fond avant. |
| DB | 7 | 11–13 | Double-fond sous les machines et les chaudières. |
| n B B B | — | | |
| DPB | 10 & 11 | — | Petite chaudière, nouvelle, avec certificat spécial, fait la date de construction. |
| DPB | 10 & 11 | 6, 6, 7 | Petite chaudière usagée, avec date, indiquant que la petite chaudière a été trouvée, à l'époque de l'inspection, en bon état. |
| dd | 13 | 11 | Fonte double. |
| DF | 9 & 8 | 9 & 9 | Radiographie (T.S.F.). |
| d & d | 15 | 11 | Porte avec sortilège en bois, sur fronts. |
| dia. d | 8 | 9 | Cadre diagonalement doublé en bois. |
| Dbl. | 4 | 9 | Porte, le chiffre qui précède indique leur nombre, ainsi : 2 Dbl. |
| 2 Dbl. (2 ft) or (Dbl) | 4 | 9 | 2 Porte en fer (ou en acier). |
| 2 Dbl. (2 ft. 7 in.) | 4 | 9 | 2 Porte en fer, le pour supérieur étant inférieur ou moins de bois. |
| 2 DB, etc. | 4 | 9 | Construit d'après les Règlements pour navires à trois ponts. |
| Dk. | — | 13 | Un dégrossage à double utilisation est installé entre les machines principales et l'arbre porte-hélice. |
| Dg | 4 | 8 | Dogre (Navigant). |
| DT a or f | 13 & 14 | 11–13 | Tank sur l'arrière ou sur l'avant du navire. Voir illustration à la page xlviii. |
| Dy | 4 | 8 | Dundy. |
| | | | **E.** |
| e, ea, ef | 9 | 7 | Lettre d'équipement suivant les Règlements. |
| E | 18 | 11 | Orme (bolts). |
| | | | **F.** |
| f, fa, ff | 9 | 7 | Lettre d'équipement suivant les Règlements. |
| F | 3 | 2 | Fronts. |
| F | 18 | 11 | Sapin (bolts). |
| F | 18 | 11 | Boulons d'ancre. Voir illustration des types de navires à la suite de la page xlviii de la Table Explicative du Règlement. |
| FD | 18 | 11 | Pont de plein pied. Voir Figure 1 des illustrations des types de navires à la suite de la page xlviii de la Table Explicative du Règlement. |
| Fb | — | 13 | Tirage forcé. |
| Fb | 13 | 11 | Ignifuge plein. |
| F.P. | — | 5–7 | Point d'inflammation. |
| FPT | 13 & 14 | 11–13 | Peak Tank avant. Voir illustration à la page xlviii. |
| f & d | 9 & 9 | 9 & 9 | Chaînes doublées en bois sur fronts. |
| f & d or d | 9 & 9 | 9 & 9 | Chaînes doublées diagonalement en bois sur fronts. |
| f & DB | 9 | 9 | Doublé en cuivre jusque sur fronts. |
| Fb | 4 | 8 | Échantillons conservés jusqu'au pont supérieur. |
| Fb & awng dk | 8 | 8 | Échantillons conservés jusqu'au pont au dessus du pont "awning deck." |
| F.O.S. (Confirmed) | 4 | 8 | Indique que la note a été assignée, à condition que le Surveyor approuvé ici qu'il figure (ou) (Section 1 [illegible] ou Cat. 14 (Section 2 [illegible]) [illegible] maintenant et présumant que les notes du navire. |

*Les Listes des ports de visite se trouvent à la page xlviii.*

| Abréviations en signes. | Numéros des Colonnes. Navires à voiles. | Navires à vapeur. | Explications. |
|---|---|---|---|
| | | | **G.** |
| g ou gT | 7 | 7 | Lettre d'équipement suivant les Règlements. |
| G | 4 | 4 | Galiote. |
| G | 11 | 11 | Gonaïve (Iole). |
| G | 15 | 15 | Navire coté au Germanischer Lloyd. |
| GM | 11 | 11 | Gouémonier (Iole). |
| GLB | 1 | 2 | Chevillé en fer galvanisé. |
| GL | 4 | 7 | Galiote. |
| gs | — | 13 | Surface de grille en pieds carrés. |
| | | | **H.** |
| h ou hT | 8 | 7 | Lettre d'équipement suivant les Règlements. |
| H | 4 | 4 | Hoy (Bateau). |
| H | — | 13 | Machine horizontale. |
| H | 13 | 13 | Sondée sur le pont. |
| Hk | 13 | 11 | Hammerack (Iole). |
| Hw | 13 | 11 | Hewdeck (Iole). |
| H' | — | 13 | Chevaux de force. Voir HP à HP. |
| hs | — | 13 | Surface de chauffe, en pieds carrés. |
| Hur Ft | — | 3 | Pont "Hurricane." |
| ht | 5 & 4 | 6 & 8 | Visite de deux équipes ou intermédiaire (Section 11, Règlements des navires en bois). |
| | | | **I.** |
| i ou iT | 8 | 7 | Lettre d'équipement suivant les Règlements. |
| I | 16 | 13 | Navire coté au Registre Italien. |
| IR | 1 | 2 | Chevillé en fer. |
| (Ire.) | 4 | 9 | Fer—matériaux des ponts. |
| | | | **J.** |
| j ou jT | 9 | 7 | Lettre d'équipement suivant les Règlements. |
| J | 13 | 11 | Gaulette (Iole). |
| | | | **K.** |
| k ou kT | 8 | 7 | Lettre d'équipement suivant les Règlements. |
| K | 4 | 4 | Kutch. |
| KT | 4 | 4 | Kuff (Bateau). |
| | | | **L.** |
| l ou lT | 8 | 7 | Lettre d'équipement suivant les Règlements. |
| L | 13 | 11 | Aimée (Iole). |
| LA | 13 | 11 | Mélan (Iole). |
| LB | 13 | 11 | Chêne vert (Iole). |
| L | 16 | 13 | Navire coté à l'American Bureau of Shipping (Bureau Lloyd). |
| L | — | 13 | Machines à levier. |
| lb | — | 13 | (Avec chiffres qui précèdent). Pression des grandes chaudières en livres par pouce carré. |
| lb | 13 & 11 | 13 | (Avec chiffres qui précèdent). Pression de la petite chaudière en livres par pouce carré. Les lettres p & s qui précèdent les lettres lb indiquent que les pressions se rapportent aux petites chaudières de bâbord & de tribord respectivement). |
| lm | 13 | 11 | Navire allongé, avec date à la suite. |
| Lmp&Lmw | 9 & 11 | 6 & 9 | Anciens et chaînes dynamiques sous la surveillance des fonctionnaires de la Société à une machine reconnue par le Comité du Lloyd's Register. Voir Tabl. 13, 14 & 15 (Règlements). |
| Lloyd's Mach. | — | 6 & 7 | Refrigerating Machinery Certificate, indique que les appareils réfrigérants, l'isolement et les pièces de rechange sont installés en conformité avec les Règlements du Lloyd's Register. Une date à la suite, indique qu'à ce moment ils ont été trouvés en bon état. |
| ✠ Lloyd's Mach. | — | 6 & 7 | La ✠ indique que les appareils réfrigérants ont été inspectés sous la surveillance spéciale d'un Inspecteur du Lloyd's Register. |
| lm | 8 & 4 | 3 & 9 | Plateaux légers, aussi ex YR (lm) signifie que le doublage en métal ne monte que jusqu'à la Rotauses ligne. |
| LMC | 6, 7 & 9 | 6 & 7 | Lloyd's Machinery Certificate, indique que la machine des navires à moteurs, ou la machine et les chaudières des navires à vapeur sont installées en conformité avec les Règlements du Lloyd's Register. Une date à la suite, indique qu'à ce moment elles ont été trouvées en bon état de fonctionnement. |
| LMC (M) | 6, 7 & 9 | 6 & 7 | Lloyd's Machinery Certificate (Certificat de Machines du Lloyd) indique que les moteurs à combustion interne ont été jugés en bon état par les Inspecteurs du Lloyd's Register, après l'inspection modèle effectuée à la date mentionnée. |
| LMC(CE) | 6, 7 & 9 | 6 & 7 | Lloyd's Machinery Certificate, indique que les moteurs à combustion interne ont été inspectés par les Inspecteurs du Lloyd's Register conformément aux dispositions de l'Inspection Continue, la date étant celle à laquelle la majorité de cette inspection a été effectuée. |
| Lo | 4 | 8 | Longue. |
| Lv | 8 | 7 | Classification de Liverpool Underwriters' Registry. |
| | | | **M.** |
| m ou mT | 8 | 7 | Lettre d'équipement suivant les Règlements. |
| M | 13 | 11 | Aimjon (Iole). |
| MM | — | 6 & 7 | Chaudières Montana visitées, avec date, indiquant que les chaudières montées ont été trouvées à l'époque d'inspection, en bon état. |
| MV | — | 6 & 7 | Machines visitées, avec date indiquant qu'au moment de la visite, elles ont été trouvées en bon état. |
| M/ | 10 & 11 | 11, 10 | Tonkan milieu du navire. Voir illustration à la page xlviii. |
| Mat. | 10 & 11 | 8 & 9 | Matériaux consistant d'un numéro d'ordre indiquant les différents noms des bois employés dans la construction du navire, d'après le Tableau A. (Règlements des navires en bois.) |
| Mtg. ch. | — | 3 & 9 | Machines situées à l'arrière. |
| mt. | 3 | 3 | Mâts. |
| | | | **N.** |
| n ou nT | 8 | 7 | Lettre d'équipement suivant les Règlements. |
| N | 16 | 13 | Navire coté au Norske Veritas. |
| n | — | 7* | Avec date, signifie qu'en a mis à la date indiquée, un arbre |
| nb | 3 | 3 | Pont neuf, avec date. [porte-hélice neuf. |
| NB | — | 13 | Chaudières neuves, avec date de construction et d'installation. |
| NCB | 10 & 11 | 6 & 7 | Chaudières neuves, construites sous surveillance spéciale. Voir la date de construction. |
| NP | 10 & 11 | 11 | Pont neuf, avec date. |
| NPCB | 10 & 11 | — | Petite Chaudière neuve, construite sous surveillance spéciale. Voir la date de construction. |
| nrw | 10 & 11 | 11 | Petite chaudière neuve avec date. Les lettres p & s qui précèdent nrw indiquent bâbord et tribord respectivement. |
| NW | 10 & 11 | 11 | Nouveau soudage des joints, avec date. |
| NE | — | 13 | Machines neuves, avec date de construction et d'installation. |
| NE & B. | — | 13 | Machines et chaudières neuves, avec date de construction et d'installation. |
| NCE | 6 & 7 | 6 & 7 | Machines neuves sous surveillance spéciale. Voir la date de construction. |
| NCEB | — | 6 & 7 | Machines et chaudières neuves sous surveillance spéciale. Voir la date de construction. |
| NW | — | 13 | Fons neuvelle en chevaux d'après les formules qui se trouvent à la page xlvii des Règlements des Annotations, Colonne 13, Vapeurs. |
| nsc | 10 & 11 | 11 | Quille neuve, avec date. |
| nsbm | 10 & 11 | 11 | Cartagna neuve, avec date. |
| nsdb | 10 & 11 | 11 | Glaces neuves neuves, avec date. |
| nw | 10 & 11 | 11 | Préneuves neuves, avec date. |
| | | | **O.** |
| o ou oT | 8 | 7 | Lettre d'équipement suivant les Règlements. |
| O | — | 13 | Cylindres oscillants. |
| O | 13 | 11 | Chêne (Iole). |
| Ol.Engine | 4 & 6, 7, 9 | 13 | Machine à combustion interne utilisant des huiles lourdes comme combustible. |
| OO | — | 7* | Arbre porte-hélice neuf à la partie arrière du tube d'étanchéité, d'un pouce gutta-percha pour retenir l'huile. |
| OR | 10 & 11 | 11 | Tôles neuvelles employées à la construction du navire. |
| | | | **P.** |
| p ou pT | 8 | 7 | Lettre d'équipement suivant les Règlements. |
| P | 13 | 11 | Pin (Iole). |
| PGR | 9 | 13 | Chaînes partielles, ou chaînes qui ne montent pas jusqu'au pont principal. |
| PP | 13 | 11 | Pitch-pin (Iole). [pont principal. |
| P | — | 13 | Bâtiment. (Voir notes à 3 et à ccnn.) |
| p | — | 7* | Avec date, signifie la date de la dernière visite de l'arbre porte-hélice du Bâtiment. |
| ns | — | 7* | Arbre porte-hélice neuf de bâbord. |
| ns | — | 7* | Arbre porte-hélice neuf de bâbord. |
| P | 13 | 11 | Dynamos. Voir l'énumération des types de navires à la suite de la page xlviii de la Table Explicative du Registre. |

*La liste des ports de visite se trouve à la page xlviii.*

| Abréviations et Signes | Numéros des Colonnes: Navires à vapeur | Numéros des Colonnes: Navires à voiles | Explications |
|---|---|---|---|
| *Pumpfin* | 4 & | 11 | Machine à vapeur où à combustible liquide utilisant des huiles ordinaires ayant un point d'inflammabilité supérieur à 23° C., comme [illegible], huile [illegible] Pétrole, Kerosène, Solar, etc. |
| *Petrol* | 4 & | 11 | Machine à vapeur utilisant les huiles ordinairement utilisées, comme [illegible], huile que Kerosène, Gasoline, Kerosène etc. |
| [illegible] | — | 10 | Navire ordinaire, leur nombre est indiqué par le chiffre qui précède. |
| [illegible] | 10 | 11 | Rudder. |
| [illegible] | 3 | 2 | Turtle. |
| [illegible] | 13 | 11 | Voiles manœuvres employées en partie dans la construction du navire. |
| [illegible] | — | 9 | Bateaux à vapeur à roues. |
| [illegible] | 11 & 12 | 10 | Petite chaudière neuve (Schorf), avec date. |
| [illegible] | 4 | 3 | Pétrole (Kerosene). |
| [illegible] | — | 13 | Chaudière à pression dont les différentes Sections d'hélice de Schorf. |
| [illegible] | — | 4, 6, 7 | Chaudière à pression visitée, avec date, indiquant que les chaudières ayant été visitées à cette époque, ont été trouvées en bon état. |
| | | | Q |
| [illegible] | 8 | 7 | Lettre d'équipement suivant les Règlements. |
| [illegible] | 13 | 11 | Dessi-Double. Voir illustrations des types de navires, à la suite de la page 4[illegible] de la Table Explicative des Règlements. |
| [illegible] | — | 13 | Machines à quadruple expansion. |
| [illegible] | — | 13 | Machines transformées à quadruple expansion, avec date. |
| [illegible] | 8 | 8 | Quatre hélices. |
| | | | R |
| [illegible] | 8 | 7 | Lettre d'équipement suivant les Règlements. |
| [illegible] | — | 12 | Rangoon, extensions longitudinales, tôles d'assemblage, Rivets, et chaudrons de combustion du chaudière en acier ; extensions latérales en fer. |
| [illegible] | 10 | 13 | Navire voilé au Lloyds Bureau of Shipping. |
| [illegible] | — | 1 & 8 | Navire pourvu de machines réfrigérantes. Voir Sec. 8 de la Table des Règlements. |
| [illegible] | 8 | 8 | Remarque. Aussi, Sect. 11, 12, Tome 40 Lon., indique que la carène a été restaurée dans la cale à partir 10 ans, à compter du 1909, et que la visite a eu lieu à Londres. |
| [illegible] | — | 13 | Papier à quilles, leur nombre est indiqué par le chiffre qui précède. |
| [illegible] | — | 11 | Pont soulevé à l'avant. |
| [illegible] | 13 | 11 | Navires gouvernailage. |
| [illegible] | — | 10 | Force nominale en chevaux d'après les papiers de navire, s'appliquant seulement aux navires Anglais. |
| [illegible] | 3 | 6 | Navire construit sans aucune hélice, conformément à la Section 48 des Règlements pour les navires en bois. |
| [illegible] | 13 | 11 | Fin rouge (bois). |
| | | | S |
| [illegible] | 8 | 7 | Lettre d'équipement suivant les Règlements. |
| [illegible] | 13 | 14 | Franc Bord pour l'été. |
| [illegible] | — | 13 | Envelope, extension, tôles d'assemblage, rivets et chaudrons de combustion du chaudière en acier. |
| [illegible] | 3 | 3 | Sheathing en bois. |
| [illegible] | 13 | 11 | Spring (bois). |
| [illegible] | 13 | 11 | Sabre (bois). |
| [illegible] | 13 | 11 | Sparb (bois). |
| [illegible] | 4 | 3 | Navires mêlés, d'après les Règlements, Section 17 (Navires en bois). |
| [illegible] | 4 | 3 | La visite indique que les bateaux du navire a été [illegible]. |
| [illegible] | 4 | 3 | Twin Screw. |
| [illegible] | — | 13 | Tribord. (Voir notes à 18 et à [illegible]). |
| [illegible] | — | 7* | Avec date, signifie la date de la dernière visite de l'arbre porte-hélice de Tribord. |
| [illegible] | — | 7* | Arbre porte-hélice arrière de tribord. |
| [illegible] | — | 7* | Arbre porte-hélice avant de tribord. |
| [illegible] | — | 13 | Chaudière simples, leur nombre est indiqué par le chiffre qui précède. |
| [illegible] | 4 | 3 | Hélice. |
| [illegible] | 4 | 3 | Screw. |
| [illegible] | — | 13 | Petite chaudière neuve (Schorf), avec date. |
| [illegible] | 4 | 3 | Sloop. |
| [illegible] | 4 | 3 | Voile à balancier. |
| [illegible] | 4 | 3 | Mât en acier. |
| [illegible] | 4 | 3 | Galiote. |
| [illegible] | 4 | 3 | Snow. |
| [illegible] | 1 & 3 | 3 & 8 | Pont de construction légère, au-dessus des ouvertures dans les cuvettes de navire. |
| [illegible] | — | 3 | Pont les navires construits conformément aux Règlements Révisés de 1891 le terme Shelter Deck indique que le pont supérieur le plus élevé compris aux ouvertures de transport. |
| | | | Pont les navires construits antérieurement aux Règlements Révisés de 1891 le terme Shelter Deck a indiqué par abréviation, qu'une ouverture de transport est [illegible]. |

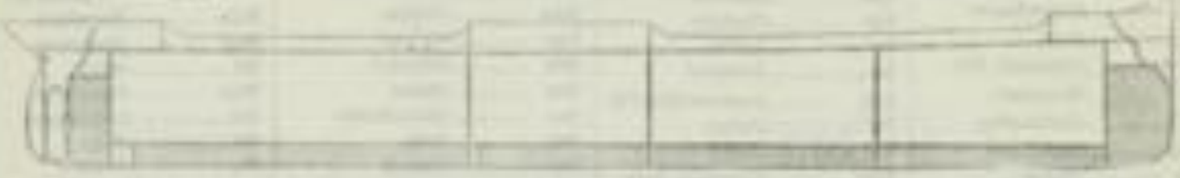
| Abréviations et Signes | Numéros des Colonnes: Navires à vapeur | Numéros des Colonnes: Navires à voiles | Explications |
|---|---|---|---|
| [illegible] | 4 & 8 | 9 & 7 | Dynamos conformément aux Règlements, pour les machines à Pumpfish. |
| [illegible] | — | 11 | Un engrenage à simple réduction est installé entre les machines principales et l'arbre particulier. |
| [illegible] | 4 | 3 | Partie centrale des navires en fer ou en acier. Parties [illegible] aux visites périodiques, prescrites par les Règlements pour les navires en fer ou en acier (Aussi [illegible] Sec. 8 [illegible]). Une accolade, comme ceci, [illegible] indique que le navire a été [illegible] à la "Section Table Spéciale No. 4" prescrite par les Règlements ; cette visite concernant le Bateau du navire [illegible] pour certifier son équipement. |
| [illegible] | 1 | 3 | Visite spéciale des navires composés avec date, conformément à la Section 48. |
| [illegible] | 5 | 5 | Visite spéciale des navires en bois, voir [illegible], avec le système d'accolade indiquant et l'année de la visite conformément aux Sections 41, 42 et 43 des Règlements pour les navires en bois (Aussi : [illegible]). |
| [illegible] | 3 | 3 | Visite spéciale. La date en rouge qui précède, indique l'époque à laquelle le navire a été visité d'après les Règlements pour les navires en bois, Section 41 ; et le nombre d'accolades indique le période pour laquelle le navire avait droit à cette visite. (Aussi : [illegible]). |
| [illegible] | 11 | 14 | Un soulignée sous la lettre indiquant le Registre auquel un navire est classé (v.g. a est pas classé au Registre du Lloyd), signifie que le navire a été construit sous la surveillance du Registre indiqué. |
| [illegible] | 1 | 5 | Aussi—Navires des ports. |
| [illegible] | 1 | 1 | Navires pourvus d'un appareil pour la réception de signaux sans-fil. |
| | | | T |
| [illegible] | 8 | 7 | Lettre d'équipement suivant les Règlements. |
| [illegible] | 10 & 11 | 11-13 | Tonnage. |
| [illegible] | 10 | 11 | Trick (bois). |
| [illegible] | — | 13 | Machines à triple expansion. |
| [illegible] | 13 | 11 | Tonnage (bois). |
| [illegible] | 3 | 3 | Sangles de bassin sous un seul pont ; le chiffre qui précède indique leur nombre. (Aussi : [illegible]). |
| [illegible] | 4 | 3 | Triple hélices. |
| [illegible] | — | 13 | Machines transformées à triple expansion, avec date. |
| [illegible] | 4 | 3 | Tribord. |
| [illegible] | 4 | 3 | Hélices jumelles. |
| | | | U |
| [illegible] | 8 | 7 | Lettre d'équipement suivant les Règlements. |
| [illegible] | 4 | 3 | Tous capitaux. |
| [illegible] | 7 | 8 | Tous capitaux doublé, en avec soulagé en bois. |
| | | | V |
| [illegible] | 8 | 7 | Lettre d'équipement suivant les Règlements. |
| [illegible] | 13 | 14 | Navire voilé au Bureau Veritas. |
| | | | W |
| [illegible] | 8 | 7 | Lettre d'équipement suivant les Règlements. |
| [illegible] | 13 | 14 | Franc Bord pour l'hiver (une spécialité pour les voyages de l'Atlantique du Nord). |
| [illegible] | 1 | [illegible] | Double-bottom avec [illegible]. Voir les illustrations à la page [illegible]. |
| [illegible] | 4 | 3 & 7 | Un navire à quille est un navire ayant un pilliard d'avant, et une longue [illegible], ou une [illegible] à une roulée-pannelle, laissant la quille prolongée à [illegible] avant la pannelle de la quilleard. Voir les Figures 3, 4 et 5 des illustrations des types de navires à la suite de la Table Explicative des Règlements. |
| [illegible] | 11 & 11 | 11 | Polissoirs [illegible] en bois sur Rivets. |
| [illegible] | 10 & 11 | 11 | Polissoirs [illegible] Rapprochés et bâti sur Rivets. |
| [illegible] | 10 & 11 | 11 | Polissoirs, avec soulagé en bois sur Rivets. |
| [illegible] | 11 | 11 | Quille en bois. |
| Windlass | 8 | 6 | Navires pourvus d'un installation de [illegible] avec [illegible]. |
| [illegible] | 13 | 11 | Cables blancs (bois). |
| [illegible] | 4 | 3 | Soulagé en bois (Soulagé sur pivot). |
| [illegible] | 10 & 11 | 11 | Polissoirs, avec soulagé en bois. |
| | | | X |
| [illegible] | 8 | 7 | Lettre d'équipement suivant les Règlements. |
| | | | Y |
| [illegible] | 8 | 7 | Lettre d'équipement suivant les Règlements. |
| [illegible] | 7 | 8 | Soulagé en [illegible]. |
| [illegible] | 10 | 13 | Rollers pour [illegible]. |
| [illegible] | 4 | 3 | Yacht. |
| | | | Z |
| [illegible] | 8 | 7 | Lettre d'équipement suivant les Règlements. |
| [illegible] | 3 | 3 | Soulagé en [illegible]. |

# DOUBLE-FONDS ET TANKS.

ILLUSTRATIONS DES ABRÉVIATIONS DU 11ème, 12ème, 13ème, et 14ème. DESSINS DU "DEUTZER ROOK."

DOUBLE FOND.

W.B.—D.B.O.T./D.B.W.A.F.T.O.F.F.T.W.: Indique double fond arrière de 91 pieds, et avant de 130 pieds de longueur; capacité totale 400 tonneaux. Peak Tank arrière: capacité 20 tonneaux; Peak Tank avant: capacité 100 tonneaux.

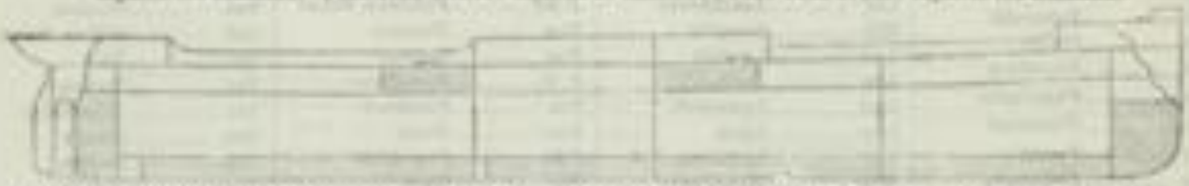


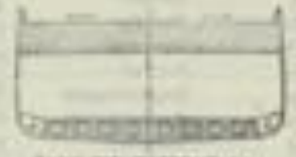
DOUBLE FOND CELLULAIRE.

W.B.—C.D.D.B.O.'s E.B.W./D.B.W.A.F.T.O.F.F.T.W.: Indique construction cellulaire du double fond, ayant une longueur de 91 pieds, sur l'arrière du navire; de 48 pieds, sous les machines et chaudières; de 120 pieds, sur l'avant du navire; capacité totale 518 tonneaux. Peak Tank arrière: capacité 20 tonneaux; Peak Tank avant: capacité 100 tonneaux.

TANKS DE GRANDE HAUTEUR ET DOUBLE FOND CELLULAIRE.

W.B.—C.D.D.B.O.'s E.B.W./D.B.W.D.G.H.T.S./D.B.W.A.F.T.O.F.F.T.W.: Indique construction cellulaire du double fond, ayant une longueur de 91 pieds, sur l'arrière du navire; de 48 pieds, sous les machines et chaudières; de 120 pieds, sur l'avant du navire; capacité totale 618 tonneaux, et Tank de grande hauteur sur l'arrière du navire, longueur 36 pieds, capacité 320 tonneaux; Tank de grande hauteur sur l'avant du navire, longueur 30 pieds, capacité 100 tonneaux. Peak Tank arrière: capacité 20 tonneaux; Peak Tank avant: capacité 100 tonneaux.



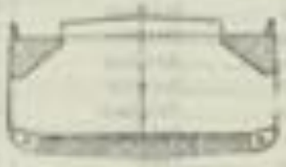


TANK D'ENTREPONT ET DOUBLE FOND CELLULAIRE.

W.B.—C.D.D.B.O.'s E.B.W./D.B.W.T.D.E.T./D.B.W.A.F.T.O.F.F.T.W.: Indique construction cellulaire du double fond, ayant une longueur de 91 pieds, sur l'arrière du navire; de 48 pieds, sous les machines et chaudières; de 120 pieds, sur l'avant du navire; capacité totale 618 tonneaux, et Tank d'entrepont sur l'arrière du navire, longueur 36 pieds, capacité 200 tonneaux; Tank d'entrepont sur l'avant du navire, longueur 30 pieds, capacité 200 tonneaux. Peak Tank arrière: capacité 20 tonneaux; Peak Tank avant: capacité 100 tonneaux.

TANKS LATÉRAUX CELLULAIRES ET DOUBLE FOND CELLULAIRE.

W.B.—C.D.D.B.O.'s E.B.W./D.B.W.C.T.S./D.B.W.A.F.T.O.F.F.T.W.: Indique construction cellulaire du double fond, ayant une longueur de 91 pieds, sur l'arrière du navire; de 48 pieds, sous les machines et chaudières; de 120 pieds, sur l'avant du navire; capacité totale 618 tonneaux, et Tanks latéraux cellulaires, longueur 100 pieds, capacité 800 tonneaux. Peak Tank arrière: capacité 20 tonneaux.



TANKS LATÉRAUX SUPÉRIEURS ET DOUBLE FOND CELLULAIRE.

W.B.—C.D.D.B.O.'s E.B.W./D.B.W.T.S.T.S./D.B.W.A.F.T.O.F.F.T.W.: Indique construction cellulaire du double fond, ayant une longueur de 91 pieds, sous les machines et chaudières; de 206 pieds, sur l'avant du navire; capacité totale 918 tonneaux, et Tanks latéraux supérieurs, longueur 210 pieds, capacité 180 tonneaux. Peak Tank arrière: capacité 20 tonneaux; Peak Tank avant: capacité 100 tonneaux.

N.B.—Lorsqu'une partie de l'inscription relative aux doubles fonds est tracée à l'encre rouge, comme celle-ci: W.B. ou D.B.O.T./D.B.W.A.F.T., etc., cela indique que le navire n'a pas doubles fonds sur l'étendue indiquée, mais qu'à la date de la dernière visite, la partie rayée en rouge n'était plus employée comme double fond ou que les voyeux, etc., ont été mis hors d'usage.

L'inscription de "Carrying off fuel F.P. above 110° F. in 2/3 & 3/7" dans les colonnes 5, 6 et 7 indique que le navire est aménagé pour le transport des combustibles liquides.

# PORTS DE VISITE.

Quatrième et septième Colonne (Navires à Voiles); troisième et sixième Colonne (Navires à Vapeur).

| | |
|---|---|
| Abr | Aabenraa |
| Abe | Aberdeen |
| Abs | Aberystwyth |
| Ad | Adelaide |
| Ade | Aden |
| Akh | Akyab |
| Alg | Algier |
| Al | Alloa |
| Alp | Alnwick |
| Amd | Amelwch |
| Ams | Amsterdam |
| Ank | Ancona |
| Ant | Antwerpen |
| Apl | Appledore |
| Arc | Arcachon |
| Arb | Arbroath |
| Ard | Ardrossan |
| Ark | Auckland, N.Z. |
| Arn | Arromanch |
| Ast | St. Michael's, Azores |
| B.Ar | Barrow-in-Furness |
| B.Bl | Belle Bloom |
| Bab | Bahia |
| Bal | Baltimore |
| Bat | Batavia |
| Bao | Bilbao |
| Bel | Batselona |
| Bdg | Bridgewater |
| Bde | Barbados |
| Bdx | Bordeaux |
| Bel | Belfast |
| Bfu | Buffalo |
| Byk | Banyuls |
| Bgn | Bergen |
| Bgn | Bridlington |
| Bbn | Bromborough |
| Bfd | Bideford |
| Bkn | Birkenhead |
| Bla | Tiroff |
| Bly | Blyth |
| Bmn | Bremen |
| Bmr | Beaumaris |
| Bnf | Banff |
| Bnp | Penzance |
| Bow | Bellina, C.E. |
| Bmo | Lowlag |
| Bos | Boston, Mass. |
| Bow | Bodinguen-sur-Mer |
| Bpl | Barrosaple |
| Bre | Brest |
| Brl | Brind |
| Brn | Barrow |
| Bry | Barry |
| Bsh | Brisbane |
| Bsw | Batavia |
| Bwg | Bowling |
| Bwk | Berwick |
| Bsm | Brisbane |
| Cal | Calcutta |
| Can | Cant |
| Cha | Chatham |
| Cho | Colombo |
| Chb | Christchurch, N.Z. |
| Cnc | Cancun |
| Cdz | Cadiz |
| Cff | Cardiff |
| Cgo | Chicago |
| Cha | Charleston |
| Chp | Chepstow |
| Che | Chester |
| Chn | Calais |
| Cle | Cleveland, O |
| Clw | Collingwood |
| Cly | Les ports de la rivière Clyde |
| Cph | Campbeltown |
| Cpn | Copenhagen |
| Crk | Cork |
| Cse | Colombel, N.S. |
| Cu | Cromarty |
| Cg | Curlaplace |
| C.Tn | Cap-Town |
| Cvn | Cavan |
| Dbn | Dunedin, N.Z. |
| Dem | Demerara |
| Det | Detroit |
| Dwt | Dumbarton |
| Dnk | Dunkerque |
| Dns | Dundee |
| Dnr | Dunrow |
| Dno | Dunoo |
| Dri | Dartmouth |
| Dub | Dublin |
| Dul | Duluth |
| Dun | Dundee |
| E.Ln | East London |
| Ely | Elsinore |
| Fal | Falmouth |
| Fla | Flaine |
| Fln | Flamborg |
| Fln | Flensburg |
| Fln | Flenwood |
| Fgy | Fowey |
| Fre | Fremantle |
| Gal | Galveston (Texas) |
| Gen | Gênes |
| Gll | Galle |
| Gib | Gibraltar |
| Glr | Glasgow |
| Gla | Glasgow |
| Gsh | Gravesend |
| Gsn | Grimsby |
| Gsy | Guernsey |
| Gsn | Gaulo |
| Gst | Gothenburg |
| Grn | Greenock |
| Grn | Groningen |
| Gsd | Gainsboro |
| Gls | Galatz |
| Hak | Hakodate |
| Ham | Hamburg |
| Har | Harwich |
| Hav | Le Havre |
| Hay | Hayle |
| Hbg | Helsingborg |
| Hbt | Hobart |
| Hfx | Halifax |
| Hfx | Halifax, N.S. |
| Hgn | Hangö |
| Hgn | Harrington |
| Hgr | Hongkong |
| H.Kg | Hong-Kong |
| Hva | Havana, Cuba |
| Hgl | Harlingen |
| Hrl | Harlingen |
| Hul | Hull |
| Hva | Huelva |
| I.M | L'Ile-de-Man |
| Ipw | Ipswich |
| Ipw | Ipswich |
| Ipt | Ipsiptic |
| Irv | Irvine |
| Ist | Istanbul |
| Jck | Jacksonville, Fla. |
| Jer | Jersey |
| Kel | Kiel |
| Kgn | Kingston, Jam. |
| Kob | Kobé, Japan |
| Krk | Kirkwall |
| L.An | Los Angeles, Cal. |
| Lo P | Los Palmas |
| Lo R | La Rochelle |
| Lan | Lancaster |
| Lbc | Lübeck |
| Ldy | Londonderry |
| Lex | Lexington |
| Lgn | Livourne |
| Lie | Liège |
| Lbw | Limerick |
| Lbr | Lisbonne |
| Lly | Liverpool |
| Lbr | Lanchkirche |
| Lly | Llanelly |
| Lon | London |
| Lth | Leith |
| Lwt | Lowestoft |
| Lyo | Lyon |
| Lyt | Lyttelton, N.Z. |
| Mag | Magellanes |
| Mar | Marille |
| Mar | Marsilia |
| Mch | Manchester |
| Mdb | Middlesbro' |
| Mel | Melbourne |
| Mon | Monaco |
| Mt | Montevideo |
| Mpa | Malaga |
| Mil | Milford |
| Mlt | Malta |
| Mtn | Montreal |
| Mpn | Malmö |
| Mtn | Marseille |
| Mtn | Montreal |
| Mtg | Montreal |
| M.Vo | Montevideo |
| Nag | Nagasaki |
| Nap | Naples |
| NFL | Newfoundland |
| Nbr | Newhaven |
| Nic | Nicolaiff |
| N.Ne | Newport News |
| N.On | Nouvelle Orléans |
| Ngn | Nagoya, N.Z. |
| Ngn | Newport, Mon. |
| Ngl | Newport, Californie |
| Nrb | Norfolk |
| Nrk | Norwich, N.J. |
| Ny | Nancy |
| N.Ro | Nouvelle Rome |
| N.S.W | Newcastle, N.S.W. |
| Nla | Nantes |
| Nwc | Newcastle-on-T. |
| N.Yk | New-York |
| Ode | Odessa |
| Odn | Odense |
| Opo | Oporto |
| Ork | Orkneys |
| Osn | Osaka |
| Ow | Oswestry |
| Ost | Ostia |
| Ost | Ostend |
| Pad | Padstow |
| Pal | Palermo |
| P.Ar | Puerto Arenas |
| Pzo | Pozzuoli |
| P.E.I. | Ile de Prince Edward |
| P.El | Port Elizabeth |
| Pel | Peterhead |
| P.Gl | Port Glasgow |
| Phl | Philadelphie |
| Plr | Pirée |
| Pla | Pola |
| Pld | Portland (Or.) |
| Plg | Plymouth |
| Pmd | Portmadoc |
| P.Mo | Portland, Maine |
| Pzo | Pozzuoli |
| Png | Penang |
| P.N. | Port Natal |
| Pzo | Pozzuoli |
| Pzo | Pozzuoli |
| P.Pt | Port Pirie |
| Pzo | Pozzuoli |
| Pzo | Pozzuoli |
| P.Ad | Port Adelaide |
| Pgy | Paisley |
| Pt.A | Port Arthur, Ontario |
| Ptr | Petrograd |
| Pm | Portsmouth |
| Qbc | Quebec |
| Qns | Queenstown |
| Sgn | Sligo |
| Sgn | Saigon |
| Rio | Rio de Janeiro |
| Rjk | Reykjavik |
| Rnf | Renfrew |
| Rsk | Rostock |
| Rot | Rotterdam |
| Rou | Rouen |
| Rvl | Revel |
| S.Fr | San Francisco |
| St.L | St. Louis |
| St.J | St. John |
| St.H | St. Helier |
| St.N | St. Nazaire |
| St.T | St. Thomas, Antille |
| Sab | Sabang |
| Sar | Sarajevo |
| Sbn | Scarborough |
| Sbg | Salzburg |
| Sco | Scarborough |
| Sea | Seattle |
| Sfj | Seydisfjord |
| Sgn | Saigon |
| Shl | Shanghai |
| Shl | Shields, N. Shields, S. |
| Shm | Shoreham |
| Shp | Sharpness |
| Sil | Sligo |
| Skn | Stockholm |
| Skl | Sunderland |
| Sli | Sligo |
| Sly | Sicile |
| Sng | Swansea |
| Sng | Singapore |
| Sou | Southampton |
| Spl | Schiedam |
| Spl | Split |
| Spn | Spezia |
| Sdt | Sunderland |
| Stk | Stockton |
| Sto | Stettin |
| Sto | Stavanger |
| Sto | Stavanger |
| Sue | Suez |
| Swb | Swedberg |
| Swn | Swinemünde |
| Sym | Syracuse |
| Syd | Sydney, N.S.W. |
| Syr | Syra |
| Tan | Tarrow |
| Tal | Taltalcahuan |
| Tim | Timaru |
| Tin | Tallinn |
| Tng | Tangier |
| Tsv | Townsville, Queensland |
| Trd | Trinidad, B.W. |
| Tri | Trieste |
| Tro | Troon |
| Tsn | Tuscan |
| Tsu | Tsurugi |
| Tvc | Tuscan |
| V.Cr | Vera Cruz |
| Val | Valdivia |
| Vgt | Isle de Vancouver |
| Vbn | Vannbaer |
| Vsa | Vasa |
| Vpo | Valparaiso |
| Wil | Whitstable |
| Wfd | Wexford |
| Wgn | Wagenaar |
| Whn | Whitehaven |
| Wln | Wellington |
| Wmn | Wilmington, N. |
| Wlk | Walkington |
| Wmn | Westmanland |
| Wth | Whitby |
| Wtf | Waterford |
| Wvn | Wivenhoe |
| Tar | Tarnowitz |
| Tbn | Tubbenum |
| Tcn | Tarantin |

# LLOYD'S REGISTER OF SHIPPING.

## ILLUSTRATIONS OF SOME TYPES OF VESSELS.

1.

VESSEL WITH A POOP, A SHORT BRIDGE, AND A FORECASTLE.

2.

VESSEL WITH A POOP, A LONG BRIDGE, AND A FORECASTLE.

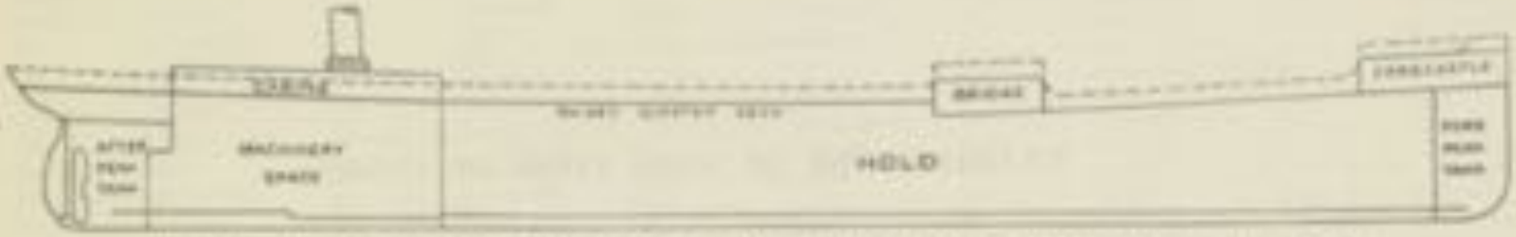
3.

VESSEL WITH A COMBINED POOP AND BRIDGE AND A FORECASTLE. WELL DECK.

BULWARKS OR OPEN RAILS SHOWN THUS :— — — — — — — —

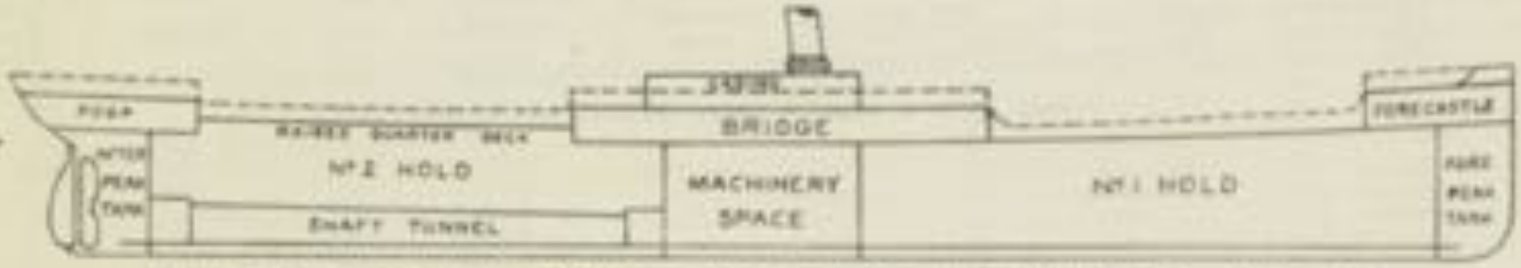
# ILLUSTRATIONS OF SOME TYPES OF VESSELS (continued.)

4.



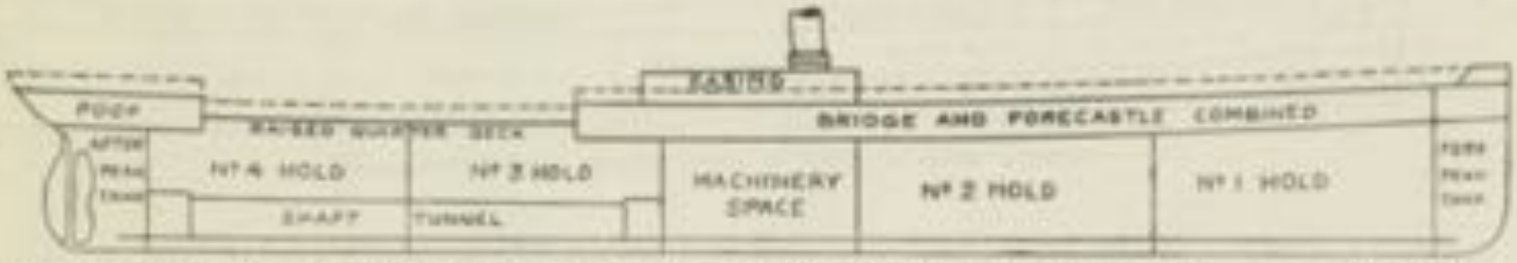

VESSEL WITH A RAISED QUARTER DECK, A SHORT BRIDGE, AND A FORECASTLE. WELL DECK.

5.




VESSEL WITH A POOP, A RAISED QUARTER DECK, A BRIDGE, AND A FORECASTLE. WELL DECK.

6.




VESSEL WITH A POOP, A RAISED QUARTER DECK, AND A BRIDGE AND FORECASTLE COMBINED. PART AWNING DECK.

7.

VESSEL WITH A FORECASTLE ONLY.

BULWARKS OR OPEN RAILS SHOWN THUS. ————————

# ILLUSTRATIONS OF SOME TYPES OF VESSELS (continued.)

8.

VESSEL WITH A SHELTER DECK HAVING A TONNAGE OPENING.

9.

TRUNK DECK VESSEL WITH A POOP, A BRIDGE, AND A FORECASTLE.

10

TURRET DECK VESSEL WITH A POOP AND A FORECASTLE.

11

OIL TANK VESSEL WITH A POOP, A SHORT BRIDGE, AND A FORECASTLE.

BULWARKS OR OPEN RAILS SHOWN THUS: - - - - - - - - -

# STEAMERS & MOTORSHIPS

of less than 300 tons gross, all Tugs, Salvage Vessels, Dredgers, Barges, Hoppers and other Miscellaneous Craft; also Trawlers, Drifters and other Fishing Vessels.

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1933-34.

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# NAVIRES A VAPEUR ET A MOTEURS

d'une jauge brute de moins de 300 tonneaux, tous les remorqueurs, bateaux de sauvetage, dragues, chalands, porteurs à clapets et autres bâtiments divers; ainsi que les chalutiers, cordiers et autres navires de pêche.

| Official No. | Steamer's Name, Material, Rig, &c. | Particulars of Classification | Tonnage | Particulars of Classification Society's Surveys | Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|---|
| 00001 | A. B. Gowan | Steel Twin-Screw | 102 | | 1921 Amble S.B. Co. Ld. Amble, Northumberland | James Carpenter | Newcastle, British | T. 8Cy 8", 14" x 16" - 24" 400 I.H.P. W. Palmers Co. Ld. Newcastle | 10 × 1 |
| 00002 | A. B. Potter | Steel Twin-Screw | 154 | | 1910 Wm. Cramp & Sons S.B. & E. Co. Philadelphia, Pa. | Jacksonville Towboating Co. (A. B. Potter, Mgr.) | Jacksonville, Fla. United States | T. 8Cy 12", 20" x 36" - 24" 400 I.H.P. Wm. Cramp & Sons, Phil. | |
| 00003 | A. Brooke Taylor | Steel Twin-Screw | 250 | | 1910 American Shipbuilding Co. Wilmington, Del. | Colonial Shipping Co. | Norfolk, Va. United States | T. 8Cy 14" x 18" - 24" 400 I.H.P. Harlan & Hollingsworth Co. | |
| 00004 | A. E. Larsen | Steel Twin-Screw | 102 | | 1924 Mob. Yards Ltd. Pongerend | Union Whaling Co. | Durban, British | T. 8Cy 17", 30" x 33" - 24" 800 I.H.P. Pongerend S. Y. Pongerend | N * |
| 00005 | A. G. Wells | Steel Twin-Screw | 411 | | 1919 Bow Co. Superior, Wis. | Anderson Tugboat & Barge Fully Co. | S. Francisco, United States | T. 8Cy 17", 25" x 48" - 30" 1000 I.H.P. Fletcher & Sons of Milwaukee | |
| 00006 | A. L. Walker | Steel Twin-Screw | 427 | | 1919 Bow Co. Superior, Wis. | Barney Transportation Co. | Wilmington (Del.), United States | T. 8Cy 17", 25" x 48" - 30" 1000 I.H.P. Fletcher & Sons of Milwaukee | |
| 00007 | A. M. Bisbee | Steel Twin-Screw | 252 | | 1909 H. P. Cummins Hong Kong | Hughes & Co. | Kowloon, Chinese | T. 8Cy 18" x 30" - 22" 1250 I.H.P. Scott & Dennis, Glasgow | |
| 00008 | A. M. German | Steel Twin-Screw | 150 | | 1906 Midland S.S. Co. Ld. Midland, Ont. | Canadian Dredging Co. Ld. | Midland, Ont. Dominion | T. 8Cy 20" x 30" - 30" 1000 I.H.P. Harry E. Wales, Toronto | |
| 00009 | A-N. 1. | Steel Twin-Screw | 222 | | 1926 Kaldnes Mek. Verksted Tønsberg | Falkland Steamships Ld. | London, British | T. 8Cy 18", 30" x 47" - 24" 1000 I.H.P. W. Kaldnes M. V. Tønsberg | N * |
| 00010 | A-N. 2. | Steel Twin-Screw | 222 | | 1926 Kaldnes Mek. Verksted Tønsberg | Falkland Steamships Ld. | London, British | T. 8Cy 18", 30" x 47" - 24" 1000 I.H.P. W. Kaldnes M. V. Tønsberg | N * |
| 00011 | A-N. 3. | Steel Twin-Screw | 170 | | 1912 Akers Mek. Verksted Oslo | Falkland Steamships Ld. | London, British | T. 8Cy 17", 30" x 45" - 24" 1000 I.H.P. W. Akers Mek. Verksted Oslo | N * |
| 00012 | A-N. 4. | Steel Twin-Screw | 222 | | 1924 Smith's Dock Co. Ld. Middlesbro' | Falkland Steamships Ld. | London, British | T. 8Cy 18", 30" x 45" - 24" 1000 I.H.P. W. Smith's Dock Co. Ld. Middlesbro' | G * |
| 00013 | A-N. 5. | Steel Twin-Screw | 180 | | 1929 Akers Mek. Verksted Oslo | Falkland Steamships Ld. | London, British | T. 8Cy 18", 27" x 45" - 24" 1000 I.H.P. W. Akers Mek. Verksted Oslo | N * |
| 00014 | A. Palm | Steel Twin-Screw | 247 | | 1921 H. C. Stülcken Sohn Hamburg | Julius Fickenscher & J. Fick & H. Fickenscher, Mgrs. | Hamburg, German | T. 8Cy 17½", 31½" x 39½" - 27½" 1400 I.H.P. H. C. Stülcken Sohn, Ham. | G * |
| 00015 | A. Ross | Steel Twin-Screw | 200 | | 1924 Cockerill & Ougrée Ld. Seraing | A. A. Robson | Port Talbot, British | T. 8Cy 16", 30" x 36" - 24" W. Cockerill & Ougrée Ld. Seraing | 12 × 6 |
| 00016 | A. Tremblay | Steel Twin-Screw | 245 | | 1916 A. Tremblay Wrecker, P.Q. | Cie. de Rec. Tremblay, Ld. | Quebec, British | T. 8Cy 17" x 24" - 30" P. H. Drolet & Co. Quebec | |
| 00017 | A. W. Sotile | Steel Twin-Screw | 172 | | 1924 Kaldnes Mek. Verksted Tønsberg | Stolthaugenskiet Verksted J. Ramsevaen & Co. Bergen | Sandefjord, Norwegian | T. 8Cy 18", 27" x 37" - 24" 400 I.H.P. W. Kaldnes Mek. Verksted Tønsberg | N * |
| 00018 | A. Witting | Steel Twin-Screw | 110 | For Tug see page 1,00 | 1924 Montrose S.B. Alloy Co. Ld. Montrose | Bon Bonne Société Rapidement | Bayonne, Italian | T. 3Cy 10½" x 16½" - 30" Hall-Brown, Butterworth & Spencer | 1 |
| 00019 | Aalto | Steel Twin-Screw | 325 | | 1929 Y. Rautaruukki Wood Ld. Hamina | Y. Rautaruukki Wood, Ld. | Helsinki, Finnish | T. 8Cy 19" 330" x 36½" - 24½" K. F. Dunckelberg, Helsinki | |
| 00020 | Aalvik | Steel Twin-Screw | 292 | | 1929 Mjellmak Bruk Bergen | Harlinger-Sunnhordlandske Dampskibsselskab | Bergen, Norwegian | T. 8Cy 19", 34½" x 45½" - 24" 1000 I.H.P. W. Bergens Mek. Verksted Bergen | N * |
| 00021 | Aar | Steel Twin-Screw | 200 | | 1922 C. Lühring Korth-Rauschwalde | John Suhr | Hamburg, German | T. 8Cy 11" - 17½" W. Humboldt-Deutzmotoren, A. G. Kalk-Deutz | G * |
| 00022 | Aarvak | Wood Twin-Screw | 111 | | 1917 K. Dekke Bergen | Patent Brandsø Co. A.S. | Aalesund, Norwegian | T. 3Cy 16" x 17" - 27" Laurenzagh Mek. Verk. Bergen | N * |
| 00023 | Abbasia | Steel Twin-Screw | 220 | | 1919 Underwater Scientific Co. Wimbledon, L. | Co. Adriatica di Nav. Rom | Fiume, Italian | T. 8Cy 9", 24" x 27½" - 30" Underwater Scientific Co. Wim. | 1 |

| Numéro officiel | Nom du Navire | Détails de la Classification | Construit | Machines | Propriétaires |
|---|---|---|---|---|---|
| 0000 | Abdel Kader | 213✠ | 1884 Hall, Russell & Co. | | |
| 0025 | Abeille No. 1 | 100 | 1911 Jos. Scott | | |
| 0026 | Abeille No. 2 | 100✠100A1 Bar | 1911 J. P. Rennie | | |
| 0027 | Abeille No. 4 | 100✠100A1 Bar | 1912 J. P. Rennie | | |
| 0028 | Abeille No. 5 | 100✠100A1 Bar | 1910 J. P. Rennie | | |
| 0029 | Abeille No. 6 | 114✠100A1 Bar | 1910 J. P. Rennie | | |
| 0030 | Abeille No. 8 | 100 | 1879 Cochrane & Co. | | |
| 0031 | Abeille No. 10 | 127✠100A1 Bar | 1906 J. P. Rennie | | |
| 0032 | Abeille No. 11 | 200✠100A1 Bar | 1913 J. P. Rennie | | |
| 0033 | Abeille No. 12 | 200✠100A1 Bar | 1900 Ross, Mc. | | |
| 0034 | Abeille No. 14 | 120✠100A1 Bar | 1907 Cochrane | | |
| 0035 | Abeille No. 16 | 200✠100A1 Bar | 1900 Ferguson | | |
| 0036 | Abeille No. 17 | 120✠100A1 Bar | 1909 Cochrane | | |
| 0037 | Abeille No. 18 | 120✠100A1 Bar | 1908 Cochrane | | |
| 0038 | Abeille No. 19 | 120✠100A1 Bar | 1905 Cochrane, R. | | |
| 0039 | Abeille No. 20 | 100✠100A1 Bar | 1904 J. P. Rennie | | |
| 0040 | Abeille No. 21 | 100✠100A1 Bar | 1905 J. P. Rennie | | |
| 0041 | Abeille No. 23 | 62✠ A1 Bar | 1910 Day, Summers & Co. | | |
| 0042 | Abeille No. 25 | 100✠100A1 Bar | 1910 C. P. Smith & Co. | | |
| 0043 | Abeille No. 24 | 100✠100A1 Bar | 1909 Cochrane | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Classification | Built | Owners | Registered Dimensions | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|---|
| 00244 | Abila | | | 1917 | | | | | C |
| 00261 | Aberdeen | | ✠100A1 Lloyd | 1926 | | | | | |
| 00266 | — | | | 1912 | | | | | |
| 00267 | Abergeldie | | | 1918 | | | | | |
| 00268 | Abiding | | ✠ Abr | 1907 | | | | | |
| 00269 | Abiding Star | | | 1917 | | | | | |
| 00270 | Ability | | ✠100A1 Yar | 1928 | | | | | |
| 00271 | Abraham | | | 1879 | | | | | |
| 00272 | Abrek | | ✠100A1 Nap | 1922 | | | | | |
| 00273 | Abrenia | | ✠ Gros | 1906 | | | | | |
| 00274 | Absalon | | | 1922 | | | | | |
| 00275 | Abyssinia | | ✠100A1 Mil | 1905 | | | | | |
| 00276 | Acadia | | ✠ Hur | 1919 | | | | | |
| 00278 | Accordance | | | 1919 | | | | | |
| 00287 | Accuracy | | | 1929 | | | | | |
| 00288 | Achilles | | | 1893 | | | | | N |
| 00289 | — | | | 1921 | | | | | V |
| 00290 | Achim-Grove | | | 1921 | | | | | G |
| 00291 | Acme | | | 1882 | | | | | |
| 00292 | Acor | | | 1906 | | | | | |
| 00293 | Acorn | | | 1907 | | | | | V |
| 00294 | Acre | | | 1914 | | | | | |

| Numéro d'Ordre | Noms des Navires | Tonnage | Détails de la Chaudière | Constructeurs | Armateurs | Dimensions | Port d'Enregistrement | Machines | |
|---|---|---|---|---|---|---|---|---|---|
| 00000 | **Acta** | 27 | Ord | | | | | | 14 × 6 |
| 00001 | **Actief** | 153 | | | | | | | |
| 00007 | **Active** | 190 | | | | | | | 11 × 5 |
| 00008 | — | 175 | | | | | | | |
| 00009 | **Acton Grange** | 180 | | | | | | | 10 × 4 |
| 00010 | **Ada** | 171 | | | | | | | |
| 00011 | **Ada M** | 226 | | | | | | | |
| 00012 | **Adalbert** | 142 | | | | | | | |
| 00013 | **Adalbert Heinecke** | 119 | | | | | | | |
| 00014 | **Adalia** | 151 | | | | | | | |
| 00015 | **Adam** | 143 | | | | | | | |
| 00016 | **Adamastor** | 302 | Pro | | | | | | 8 × 4 |
| 00017 | **Adeje** | 250 | | | | | | | |
| 00017 | **Adelaar** | 225 | | | | | | | |
| 00018 | **Adelaide** | 727 | Ric | 1 | | | | | 13 × 7 |
| 00019 | — | 250 | | | | | | | |
| 00020 | **Adelaide** | 250 | Fli | | | | | | 12 × 10 |
| 00021 | **Adele** | 250 | | | | | | | |
| 00022 | **Adele** | 225 | | | | | | | |
| 00023 | — | 171 | | | | | | | |
| 00024 | — | 150 | | | | | | | |
| 00025 | — | 150 | | | | | | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Classification: Character | Built: When | Built: By Whom — Where | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|---|
| 06086 | **Adelheid** Steel Screw Schooner (Motor) 1,156 | 125 | | 1916 | Gebr. F'lb. | Jeb. Fraeb'ch | Hamburg | | G |
| 06087 | — Steel Screw Schooner (Motor) 1,156 | 167 | | 1911 | H. Krone | J. Beck | Hamburg | | G * |
| 06088 | **Adhesion** Steel Screw Tug 1,24 | 278 | | 1914 | W. J. Yar-mouth | Sidekick Shipping & Towing Co. Ltd. (W. J. Savage, Ltd. Mgrs.) | Liverpool | | |
| 06089 | **Adi Keva** Wood Sc. Schooner 1,264 | 265 | | 1922 | A. H. Mar-shall | Fiji Shipping Co. | Suva | | |
| 06090 | **Adige** Wood Sc. Tug (Motor) | 130 | | 1906 | F. Parodi | Soc. Anon. Italiana Lavori Edili e Marittimi | Palermo | | |
| 06091 | **Adine** Steel Screw Tug 1,24 | 270 | Hal | 1906 | Cochrane | Man. Trans. Carimentrach | Montevideo | 22 - 0 | V |
| 06092 | **Adler** Wood Screw Tug (Motor) Fitted for oil fuel 1,24 | 323 | | 1921 | Pensacola S. B. Co. | W. G. Clyde & Co. Inc. | New Orleans | | E * |
| 06093 | — Steel Screw Tug 1,24 | 143 | | 1892 | Act. Ges. "Neptun" | Van Finsterp-Stoomvaart & Sleepdienst Maatschappij | Amsterdam | | G * |
| 06094 | **Administratrix** Wood Sc. Tug (Motor) 1,24 | 132 | | 1920 | Monaghan S. B. Co. | Best Island Fishing Co. Ltd. | Halifax | | |
| 06095 | **Admiral** Steel Screw Tug 1,24 | 243 | +100A1 Lit | 1906 | W. Walker | Stanton Bros. S. C. | Liverpool | 10 - 0 | |
| 06096 | **Admiral Cradock** Steel Screw Tug 1,24 | 205 | +100A1 Fk | 1914 | Cochrane & Sons Ltd. | Admiralty Wdh. Ld. | Fleetwood | 13 - 0 | |
| 06097 | **Admiral Scheer** Steel Screw Tug (Motor) 1,24 | 250 | | 1917 | H. Holtz | Lech & Co. | Emden | | G * |
| 06098 | **Admiral Sir John Lawford** Steel Screw Tug (Motor) 1,24 | 330 | | 1900 | Smith's Dock Co. Ltd. | Anglo-Canad. Trawler Co. Ltd. (J. S. W. Lawford, Mgr.) | London | | G * |
| 06099 | **Adolf** Steel Screw Tug (Motor) 1,24 | 130 | | 1920 | Gebr. Wiemann | Ingen-Lass Reederei A. G. | Bremerhaven | | G * |
| 06100 | — Steel Screw Tug (Motor) 1,24 | 160 | | 1922 | J. Oelkers | Peterson & Alpers K. m. b. H. | Hamburg | | G |
| 06101 | — Steel Screw Tug (Motor) 1,24 | 140 | | 1911 | Schiffb. Ges. | Bremen-Vegesacker Fischerei | Bremen | | G * |
| 06102 | **Adolf Kühling** Steel Screw Tug (Motor) 1,24 | 208 | | 1925 | Schiffw. v. H. Koch A. G. | Heinrich Schepers J. Wieting A. G. "System" | Bremerhaven | | G * |
| 06103 | **Adolf Vinnen** Steel Screw Tug (Motor) 1,24 | 251 | | 1925 | Deutschland | Heinrich Schepers J. Wieting A. G. "System" | Bremerhaven | | G * |
| 06104 | **Adolph** Steel Screw Tug (Motor) 1,24 | 257 | | 1899 | Kjøbenhavns Flydedok | A. B. Det danske Bukserselskab | Copenhagen | | V * |
| 06105 | **Adour No. 3** Steel Screw Tug (Motor) | 251 | | 1932 | Forges & C. de la Méd. | Chantiers de Bassens | Bordeaux | | V * |

| Numéro officiel | Noms du Navire | Détails de la Classe | Construit | Machines | Propriétaires | Port d'Attache | Dimensions |
|---|---|---|---|---|---|---|---|
| 00106 | Adriana | | 1900 | | | | |
| 00107 | Adrias | | 1897 | | | | |
| 00108 | Adriana | | 1912 | | | | |
| 00109 | Adriatic | | 1917 | | | | |
| 00110 | — | | 1902 | | | | |
| 00111 | Adriatica | | 1900 | | | | |
| 00112 | Adrias | ✠100A1 Ros | 1900 | | | | |
| 00113 | Aeriable | | 1900 | | | | |
| 00114 | Agir | | 1900 | | | | |
| 00115 | Aesse | | 1902 | | | | |
| 00116 | Aesse Jacobs | | 1902 | | | | |
| 00117 | Aes | | 1901 | | | | |
| 00118 | Afana | | 1918 | | | | |
| 00119 | Afortunada | | 1916 | | | | |
| 00120 | Afyes | ✠ Fy 11 | 1877 | | | | |
| 00121 | Africa | | 1901 | | | | |
| 00122 | — | | 1917 | | | | |
| 00123 | Afrinana | ✠100A1 CTs | 1900 | | | | |
| 00124 | Afrika | | 1911 | | | | |
| 00125 | Agadir | | 1900 | | | | |
| 00126 | Agami | | 1899 | | | | |
| 00127 | Agate | 100A1 Ros | 1900 | | | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Class | Built | Owners | Engines | Boilers | Flag | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 3132 | **Agatha** | 110 | | 1911 G. J. van der Werf, Hoogezand | Rederij H. P. Feldmeer | | | Netherlands | |
| 3133 | **Agda** | 78 | | 1905 F. Johansen | A. Wagenfeldt & S. | 102 | | Sweden | |
| 3134 | **Agent** | 230 | | 1901 K. Jebsen, Flydk. Afdeling, Copenhagen | Dampskib. Agenten A.S. (K. Clausen) | 132 | | Denmark | Y * |
| 3135 | **Aghios Dimitrios** | 210 | ✠ Gms For Fishing purposes A.M. | 1914 J. Duthie, Torry, Aberdeen | S. Adams | 130 | | Canada | 12 - 0 |
| 3136 | **Aghios Georgios** | 216 | | 1919 Trondhjems Mek. Verksted, Trondheim | A. M. Fossmann, Elve | 111 | | Norway | |
| 3137 | **Aghios Nicolaos** | 175 | | 1903 Cook, Welton & Gemmell, Ltd., Hull | Lucas Rizzuto, Rome | 109 | | Greece | |
| 3138 | **Aghios Spyridon** | 190 | | 1903 Fossmen Mek. Verk. Dnestrovsk | X. Kyriacopulos | 119 | | Greece | |
| 3139 | **Agil** | 187 | | 1914 D. & P., Limited, Glasgow | Tuc Dempsey | 84 | | Sweden | |
| 3140 | **Agios** | 195 | | 1908 W. Simons & Co. Ltd., Renfrew | Directors of South Africa Railways & Harbours Administration, (Lon.) | 280 | | S. Africa | 10 - 0 |
| 3141 | — | 172 | | 1901 J. C. Christensen, Kolding | Dansk Engineer | 108 | | Denmark | Y * |
| 3142 | — | 122 | | 1911 Gebr. v. d. Werk, Vlissingen | S. Schuit | 79 | | Netherlands | |
| 3143 | **Agnes** | 122 | | 1896 A. Hall & Co., Aberdeen | Robert Peters & Sons | 96 | | Belgium | 10 - 7 Y |
| 3144 | **Agnes Craig** | 125 | ✠ A.M. | 1904 Ferguson & Baird, Clydebank | W. G. Kearon | 94 | | Canada | |
| 3145 | **Agnes Eliza** | 229 | ✠ Bmg * | 1908 Scott & Sons, Bowling | Scott & Sons, Ltd. | 180 | | Canada | 11 - 0 |
| 3146 | **Agnes H. Kastis** | 212 | | 1912 J. T. Ewing & Co., Aberdeen | R. Barnett & Ronald | 117 | | Canada | 12 - 0 |
| 3147 | **Agnes H. Wetherly** | 229 | ✠ 100A1 Abn | 1917 J. Duthie, Torry, Aberdeen | Northern Fishermen's Co. (Andrew Lewis, Mgr.) | 113 | | Canada | 12 - 0 |
| 3148 | **Agnes Hutton** | 183 | | 1915 Hall, Russell & Co., Ltd., Aberdeen | J. Walker | 110 | | Canada | 12 - 0 |
| 3149 | **Agnes S. Walker** | 227 | | 1917 Hawthorn, Leslie & Co. | | 117 | | Canada | 12 - 0 |
| 3150 | **Agnes Winkfield** | 219 | ✠ 100A1 Fls | 1903 Smith's Dock Co. Ltd., North Shields | Eve Steamship Co., Trowbridge & Fleetwood, Ltd. | 117 | | Canada | 12 - 0 |
| 3151 | **Agnete** | 145 | | 1913 Holmes, Jones & Sons, Bolinghe | A/S Ivy Oyuka Dampskibsselskab (A. J. Victor, Mgr.) | 112 | | Norway | Y * |
| 3152 | **Agustina** | 200 | | 1919 Hong Kong & Whampoa Dock Co. Ltd., Hong Kong | La Rosario Fils & Compania, Inc. | 134 | | Cuba | 11 - 0 |

| Numéro d'Ordre | Nom du Navire | Tonnage | Cote | Construit | Armateurs | Dimensions | Port d'Immatriculation | Machines |
|---|---|---|---|---|---|---|---|---|
| 26149 | Ah Ming | 80 | ✠ A1 | 1921 Kiangnan [illegible] Shanghai | [illegible] Co. (North China) Ld. | 84·2 19·6 [illegible] | Shanghai British | Oil Engines [illegible] |
| 26150 | Akkers | 130 | | 1889 Bergsunds M.V. Stockholm | Angfartygsak. [illegible] | 114·2 17·7 7·9 | Åbo Finnish | T.3Cy. [illegible] |
| 26151 | Aldi | 223 | | 1916 [illegible] | [illegible] Ld. | 149·2 20·7 9·2 | [illegible] Swedish | T.3Cy. [illegible] |
| 26152 | Ald | 134 | ✠ Pcy | 1914 [illegible] Ld. | Ministry of Transport | 90·2 19·6 [illegible] | London British | [illegible] |
| 26153 | Aida | 276 | | 1919 J. Alvarez [illegible] | [illegible] | 113·7 20·8 12·9 | [illegible] Spanish | |
| 26154 | Aiglon | 303 | ✠ 100A1 | 1902 J. Duthie Torry S.B. Co. Aberdeen | Soc. Anon. des Chalutiers à Vap. [illegible] | 149·0 23·1 12·2 | Boulogne French | T.3Cy. [illegible] |
| 26155 | — (ex-Sailing Vessel) | 194 | | 1907 Ch. [illegible] | [illegible] | 92·6 24·2 11·6 | [illegible] French | Oil Engines [illegible] |
| 26156 | Aigrette | 226 | | 1919 Hall, Russell & Co. Ld. Aberdeen | Soc. des Pêcheries de l'Océan [illegible] | 115·6 22·0 10·9 | [illegible] French | T.3Cy. [illegible] |
| 26157 | — | 135 | | 1899 Earle's Co. Ld. Hull | Albert [illegible] | 98·2 20·5 10·4 | [illegible] French | T.3Cy. [illegible] |
| 26158 | Aikaterini | 452 | | 1895 Stabilimento Tecnico Triestino Trieste | [illegible] Ld. | 156·0 [illegible] | [illegible] Greek | T.3Cy. [illegible] |
| 26159 | Ailly | 226 | | 1907 J. Duthie Torry S.B. Co. Aberdeen | [illegible] | 115·2 21·6 12·2 | [illegible] French | T.3Cy. [illegible] |
| 26160 | Ain-Bessem | 209 | | 1905 Dundee Shipbuilders Co. Ld. Dundee | Soc. Commerciale d'Armement | 120·7 23·1 9·7 | Algiers French | T.3Cy. [illegible] |
| 26161 | Ain-N'sour | 189 | ✠ Alg | 1899 J. Shearer & Son Glasgow | [illegible] | 110·3 20·1 9·7 | Algiers French | T.3Cy. [illegible] |
| 26162 | Ain-Taya | 280 | | 1908 Dundee S.B. Co. Ld. Dundee | Soc. Commerciale d'Armement | 130·0 22·1 10·6 | Algiers French | T.3Cy. [illegible] |
| 26163 | Aina | 180 | | 1896 [illegible] | [illegible] | 99·7 20·0 7·2 | [illegible] | C.2Cy. [illegible] |
| 26164 | — (ex-Sailing Vessel) (See Sailing Ship Register) | 126 | | 1908 V. Fred[illegible] | [illegible] | 72·4 23·8 [illegible] | [illegible] Swedish | Oil Engines [illegible] |
| 26165 | Aing Leong | 121 | | 1909 Riley, Hargreaves & Co. Ld. Singapore | [illegible] Ld. | 100·0 19·6 [illegible] | Singapore British | C.2Cy. [illegible] |
| 26166 | Aioi Maru | 278 | | 1917 [illegible] Osaka | [illegible] | 112·5 24·7 12·1 | [illegible] Japanese | T.3Cy. [illegible] |
| 26167 | — | 112 | | 1919 Nagata [illegible] | [illegible] | 80·0 22·6 [illegible] | [illegible] Japanese | Oil Engines |
| 26168 | Aioi Maru No. 6 | 122 | | 1911 K. [illegible] Osaka | [illegible] K.K. | 100·2 13·6 [illegible] | [illegible] Japanese | C.2Cy. [illegible] |
| 26169 | Aioi Maru No. 8 | 127 | | 1918 H. Ishizaki [illegible] | [illegible] K.K. | 100·4 18·7 [illegible] | [illegible] Japanese | |
| 26170 | Aioi Maru No. 10 | 237 | | 1921 [illegible] | [illegible] K.K. | 120·0 20·0 10·6 | [illegible] Japanese | T.3Cy. [illegible] |
| 26171 | Aioi Maru No. 11 | 228 | | 1922 [illegible] | [illegible] K.K. | 120·0 20·0 10·[illegible] | [illegible] Japanese | T.3Cy. |

| Official No. | Steamer's Name. | Place of Reg. | Tonnage | Particulars of Class Retained. Character. | Built. Where | By Whom. | Owners. | Length | Breadth | Depth | Port of Registry | Engines. | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0172 | Aioi Maru No. 13 | Hiroshima | 290 | | 1924 | Mitsubishi Zosen Kaisha Ltd. Nagasaki | Jokoshi Kaiun K.K. | 140·0 | 21·0 | 11·0 | Hiroshima Japan | T.(C) 17, 26" x 40" - 27" | |
| 0173 | Airflow | Wexford | 132 | | 1932 | Francisco y Fernandez Vigo | Sociedad Carbera | 93·0 | 20·0 | 11·2 | Vigo Spanish | T.(C) 14", 18½" x 22½" - 17" | |
| 0174 | Airston | Dundee | 133 | | 1913 | W. Beardmore & Co. Ltd. Glasgow | G. Rennie | 100·1 | 21·0 | 7·5 | London British | (S) Engines 8½" x 12½" | |
| 0175 | Ajax | Hull | 304 | | 1920 | A.L. Gen. "Russia" Scotch | Engineering & Navigation S.S. | 147·4 | 24·8 | 11·9 | Scarborough Yorkshire | T.(C) 14", 24" x 36" - 24" | G * |
| 0176 | — | Stockton-on-Tees | 267 | | 1884 | Barclay, Curle & Co. Ltd. Glasgow | Sun. L. of Wight & Eng. Royal Mail Steam Pkt. Co. Ltd. | 120·0 | 23·0 | 11·2 | Southampton British | C.(C) 20" x 36" - 27" | 12 - 1 |
| 0177 | — | Hull | 152 | | 1918 | Kruger & Co. New York | Th. Lindholmer | 104·5 | 20·1 | 9·2 | Sandviken Danish | (S) Engines 20" x 32" | G * |
| 0178 | — | Stockholm | 175 | | 1904 | Pengrund Mek. Verkstad Pengrund | Sorgenfrey & Co. Aktiebolag Rederi (E. Boström, Mgr.) | 97·5 | 18·4 | 10·4 | Stockholm Swedish | T.(C) 14½", 23" - 18" | |
| 0179 | Ajodesie | Stockholm | 216 | Grk | 1887 | Russell & Co. Greenock | Aasen & Evertsen Kut. Co. (1912) Ltd. | 129·5 | 24·9 | 7·7 | Paris French | T.(C) 15", 25" - 20" | 8 - 2 |
| 0180 | Akebono Maru | Shimonoseki | 199 | | 1906 | Akers Mek. Verksted Oslo | Sydfangst K.K. | 91·0 | 18·0 | 11·1 | Nishinomiya Japanese | T.(C) 17", 28" x 25" - 16" | |
| 0181 | Akers Kanal | Stockholm | 190 | | 1924 | Motala Co. Motala | Vattenfallsfyr Ang. Aktieb. (G.F. Ekholm, Mgr.) | 82·2 | 16·5 | 9·5 | Washington Swedish | (S) (C) 18", 24½" - 17½" | |
| 0182 | Akranes | Stockholm | 158 | +100A1 Gran | | | Consolidated Fisheries, Ltd. (for John B. Kerslake, Mgr.) | 140·4 | 25·0 | 13·2 | Grimsby British | T.(C) 16", 26" x 30" - 27" (c) | 14 - 1 |
| 0183 | Akula | Stockholm | 174 | | 1931 | F. Nickelsen G. m. b. H. Danzig | Bergenfarten | 102·9 | 23·2 | 13·4 | Kaliningrad Russian | T.(C) (C) 19½" x (C) 31½" - 27½" | G * |
| 0184 | Akuss | Stockholm | 183 | 100A- Mel | 1911 | Brown Vulcan Vegesack | Port Philippe Fiska | 110·0 | 21·0 | 13·1 | Melbourne British | T.(C) 15", 26" x 39" - 28" | 12 - 2 |
| 0185 | Akutan | Wexford | 221 | | 1912 | Krumb Dundee N. Brit. (A) | Alaska Packers Ass. Co. Ltd. | 103·0 | 21·8 | 9·2 | Astoria Alaska | (C) 15" x 30" - 22" | |
| 0186 | Al Askandaria | Stockton | 225 | | 1917 | Rennie, Forrest & Co. Ltd. Wivenhoe | Sec. Min. pour les Pêcheries | 120·0 | 26·0 | 7·0 | Suez Egyptian | (C) (C) 15" x 25" - 20" | |
| 0187 | Al Boulos | Stockton | 407 | | | | Sec. Min. pour les Pêcheries | 132·7 | 25·2 | 9·2 | Suez Egyptian | T.(C) 17" x 40" - 25" | |
| 0188 | Al Kabeer | Stockton | 328 | | 1917 | Rennie, Forrest & Co. Ltd. Wivenhoe | Sec. Min. pour les Pêcheries | 129·4 | 26·0 | 7·0 | Suez Egyptian | T.(C) 18" x 31" - 20" | |
| 0189 | Al Sayad | Stockton | 111 | | 1920 | | Sec. Min. pour les Pêcheries | 73·0 | 20·2 | 9·0 | Suez Egyptian | (C) (C) 14" x 24" - 10" | V * |
| 0190 | Al Suez | Stockton | 102 | | 1906 | Earle's Co. Ltd. Hull | Sec. Min. pour les Pêcheries | 111·2 | 21·5 | 11·4 | Alexandria Egyptian | T.(C) 17", 27" x 30" - 21" | |
| 0191 | Aladdin | Stockton | 330 | | 1920 | Sparrows Point S.S. Co. Baltimore, Md. | Standard Shipping Co. | 137·0 | 25·1 | 13·1 | Baltimore U.S. Navy | T.(C) 14", 20" x 30" - 20" | |
| 0192 | Alafoss | Stockholm | 258 | +100A1 Gran | 1929 | Cochrane & Sons, Ltd. Selby | Consolidated Fisheries, Ltd. (for John B. Kerslake, Mgr.) | 140·4 | 25·0 | 13·2 | Grimsby British | T.(C) 16", 26" x 30" - 27" (c) | 14 - 1 |
| 0193 | Alaska | Stockholm | 300 | +100A1 Hul | 1904 | Cook, Welton & Gemmell Ltd. Berwick | [illegible] | 140·0 | 24·0 | 12·3 | [illegible] | T.(C) 16", 28" x 37" - 28" (c) | 13 - 1 |
| 0194 | Alaska I | Stockton | 170 | | 1874 | Motala Co. Motala | Angstrom & Lund | 92·0 | 24·0 | 7·9 | Abo Finnish | (S) (C) | |

| Numéro d'Ordre | Noms des Navires, Machines, Chaudières, &c. | Tonnage | Détails de la Chaudière | Construction | Propriétaires | Dimensions | Port | Observations | Numéro Officiel |
|---|---|---|---|---|---|---|---|---|---|
| 10195 | **Alaska II** | | | 1902 Moisa&Co. | | | | | |
| 10196 | **Alaska Express** | | | 1877 | | | | | |
| 10197 | **Alarm** | | + A1 | 1919 Marshall & | | | | | |
| 10198 | **Alaska** | | | 1920 Norfolk | | | | | |
| 10199 | **Alaska** | | | 1882 Portland | | | | | |
| 10200 | **Alaska** | | | | | | | | |
| 10201 | **Alaska Standard** | | | 1923 Hall & Moore | | | | | |
| 10202 | **Alayde** | | | 1910 Gelo | | | | | |
| 10203 | **Albatros** | | | 1877 C. J. | | | | | Y |
| 10204 | — | | | 1912 J. L. | | | | | G |
| 10205 | — | | | 1921 Bolzaniere | | | | | N |
| 10206 | — | | | 1904 Smith & | | | | | Y |
| 10207 | — | | + A1 | 1909 Gremmel & | | | | | |
| 10208 | — | | | 1899 Gamage & | | | | | |
| 10209 | — | | | 1900 K. Anderson | | | | | |
| 10210 | — | | | 1880 Mosaic | | | | | |
| 10211 | — | | | 1913 W. Ralston | | | | | Y |
| 10212 | — | | | 1899 Fin. Müller | | | | | |
| 10213 | **Albatross** | | | 1918 Portland | | | | | |
| 10214 | — | | | 1919 J. Pyle & | | | | | G |
| 10215 | **Albatros** | | + | 1909 Cia Lanera | | | | | |

Construction: Chaudières — Machines — Moteurs.

| Official No. | Owner's Name, Nationality, Rig, &c. | Particulars of Class Section. | Hulls | Owners | Length | Breadth | Depth | Port of Registry | Engines | Number | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 00216 | Alberia | | 1919 | | | | | | | | |
| 00217 | — | | 1910 | | | | | | | | |
| 00218 | Alberich | | 1906 | | | | | | | | |
| 00219 | Albert | | 1918 | | | | | | | | |
| 00220 | — | | 1918 | | | | | | | | |
| 00221 | — | | 1904 | | | | | | | | |
| 00222 | — | | 1922 | | | | | | | | |
| 00223 | — | 100A1 Lit | 1902 | | | | | | | | |
| 00224 | — | | 1880 | | | | | | | | |
| 00225 | Albert Bellin | | 1927 | | | | | | | | |
| 00226 | Albert Edward | | 1886 | | | | | | | | |
| 00227 | Albert Storm | | 1928 | | | | | | | | |
| 00228 | Alberte | | 1896 | | | | | | | | |
| 00229 | Albertes | | 1902 | | | | | | | | |
| 00230 | Albertes 2 | | 1902 | | | | | | | | |
| 00231 | Albina | | 1897 | | | | | | | | |
| 00232 | Albion | | 1880 | | | | | | | | |
| 00233 | — | | 1927 | | | | | | | | |
| 00234 | — | | 1897 | | | | | | | | |
| 00235 | Albona | | 1917 | | | | | | | | |
| 00236 | Albrektsund | | 1890 | | | | | | | | |
| 00237 | Alcala | | 1918 | | | | | | | | |

| Numéro Officiel | Nom du Navire, Numéro Signal, Port d'Attache, Chantier, Date de Construction | Tonnage | Détails de la Classe Spéciale | Coque | Machines | Chaudières | Propriétaires | Armateurs | Dimensions Capital de Tonnage | Port d'Attache | Machines | Chaudières |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0220 | Alcantara | 200 | | | | | 1229 Cochrane & Sons, Ltd. Selby | Cia. Portuguesa de Pesca | 140' 5.7 × 19' 0 × 12' 2 | Lisboa | 7.30 × 12" 20" × 27" 30" | 14 × 9 |
| 0220 | Alcatraz (ex Tynwald) Wm. Hamilton, S.P. | 309 | | | | | 1556 J. Deshaie Torquay S.S. Co. Aberdeen | Cia. Portuguesa de Pesca | 148' 5.2 × 23' 0 × 13' 7 | Lisboa | 7.30 × 12" 20" × 27" 30" | 14 × 9 |
| 0220 | — (ex C.S.M.) | 202 | | | | | 1948 P. Arbiol A.S.C.G.A. Pasajes | Pesquera Vasco-Navarra S.A. | 123' 0.2 × 23' 4 × 12' 7 | Bilbao | | |
| 0220 | Alcaudon (ex Bartholomew Kenny) Wm. Hamilton, S.P. | 227 | | | | | 1917 Jos. L. Meyer Papenburg | Pesquera Vasco-Navarra S.A. | 129' 0.2 × 23' 0 × 12' 9 | Bilbao | | |
| 0220 | Alcazarquivir | 120 | | | | | 1924 J. E. Carbon Vigo | J. A. Carbon | 95' 3.2 × 19' 3 × 11' 7 | Vigo | | |
| 0220 | Alcmaria (ex Kelvin, ex Rosemount, ex Shakespeare) | 142 | | | | | 1917 Gebr. Bon Leidenstein | N.V. Doormach, Maatschappij "Alcmaria" | 105' 1.2 × 20' 1 × 9' 7 | Amsterdam | | |
| 0220 | Alcyon (ex Adelaide, ex Kingfisher) | 227 | | | | | 1915 Cruikshank Co. Ltd. St. Vincent | Cia. Portuguesa de Pesca | 140' 0.2 × 22' 0 × 9' 0 | Lisboa | 7.30 × 12" 20" × 27" 30" | 12 × 9 |
| 0220 | — | 247 | | | | | 1904 Bonnet Nice Bonnefoy | Bourgeois Vincent | 122' 0.2 × 21' 0 × 12' 0 | Bordeaux | | |
| 0220 | — (ex Lindrum) Wm. Hamilton, S.P. | 230 | | | | | 1919 Kierlick Cie. A.G. Boulogne | Soc. Anon. Pêcherie de l'Ouest (Cie. Générale Maritime) | 119' 7.2 × 23' 0 × 12' 0 | Boulogne | | |
| 0220 | — | 150 | | | | | 1878 Blackwood & Winton Pt. Glasgow | Soc. Anon. d'Exploitation Industrielle de la Gaudeloupe | 109' 2 × 18' 0 | Pointe-à-Pitre | | |
| 0220 | Alda Benvinda | 290 | Alm. Nice Chantier S.N.P. | | | | 1907 J. Deshaie Torquay S.S. Co. Aberdeen | Cia. Portuguesa de Pesca | 130' 2.2 × 22' 1 × 12' 2 | Lisboa | 7.30 × 12" 20" × 27" 30" | 13 × 9 |
| 0220 | Aldebaran (Old Eng.) Wm. Hamilton, S.P. | 199 | | | | | 1900 J. Vink Zeeb, Hengelo | J. Zeeb | 107' 2.2 × 20' 7 × 9' 0 | Scheveningen | | |
| 0220 | — (ex Lydia, ex Nic) | 140 | | | | | 1900 Sunderland & Co. Ltd. Grimsby | Sunderland | 100' 5.2 × 20' 1 × 10' 0 | Grimsby | | |
| 0220 | Alden (ex Fleurus) | 111 | | | | | 1907 Mees Frres. u. Mitt. Vorlegerfelle Mons | Soc. Anon. | 92' 2.2 × 18' 6 × 9' 0 | Bruxelles | | |
| 0220 | Alden A. Mills | 340 | | | | | 1919 Rice Bros. Saint Nicolas Isle Mr | Rices Steamship Co. | 129' 2.2 × 24' 0 × 12' 7 | Boston, Mass. | | |
| 0220 | Aleida | 187 | | | | | 1900 N.V. Noord Hollandsch Schepenwerf Amsterdam | N.V. Scheepvaart | 100' 7.2 × 21' 0 × 7' 0 | Amsterdam | | |
| 0220 | — (Parlengo) | 139 | | | | | 1917 A. de Jong Vlaardingen | N.V. Tj. Mij. "De Adjaar" Vlaardingen | 94' 5.2 × 22' 0 × 9' 0 | Rotterdam | | |
| 0220 | Alejandro | 225 | | | | | 1901 Alejandro Bergantiños y Cia. Lda. Sada | Alejandro Bergantiños y Cia. Lda. Sada | 102' 8.2 × 24' 5 × 10' 0 | Corunna | | |
| 0220 | Alekandra | 256 | | | | | 1910 Orsky Rybolovnoe A.O. Yar. Bergh | J. Wesselund | 117' 6.2 × 22' 0 × 10' 0 | Murmansk | | |
| 0220 | Alemtio (Ex Engineering Journal) (See Sailing Ship Register) | 256 | + 100 A1 Lloyd's Register Classification Lapsing Refusal to Build | | | | 1914 W. Delacro Tour Bella Marmande | Tonnerre Shipping Co. Ltd. Jubilee S. Co. Ltd. Myrs. | 122' 5.2 × 24' 1 × 12' 1 | Bordeaux | | |
| 0220 | Alert (See Sailing Ship Register) | 703 | + Lloyd's | | | | 1919 Rannigh & Sons Pagham, Ltd. Leith | Corporation of the Trinity House | 158' 2.2 × 32' 1 × 17' 2 | London | | |
| 0220 | — | 211 | | | | | 1910 J. Fullerton & Co. Paisley | Anchor Line (Henderson Bros.) Ltd. | 120' 1.2 × 22' 1 × 10' 0 | Glasgow | | |
| 0220 | — | 196 | | | | | 1899 J. T. Eltringham & Co. Sunderland | Tyne Shipbuilders' Board | 113' 0.2 × 21' 1 × 11' 0 | Newcastle | | |

| Official No. / Code Letters | Steamer's Name, Rig, &c. / Late Name if any / Special Surveys | Tonnage | Particulars of Classification | Built | Owners | Dimensions | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|---|
| 00201 | Alexandra (Tug) | 116 | | 1914 Hull | F. Vassilis &c. | 90·1 23·9 9·2 | Naples (Italian) | T.3Cy.22",34",60"-39" 10 B.H.P. | |
| 00202 | Alexander (Trawler) | 209 | | 1922 J. Duthie, Sons & Co. Aberdeen | Fishers A.B.Steam (J.D.Dixon, Mgr.) | 110·0 21·7 11·9 sa.Tg | Aberdeen (British) W.H. | T.3Cy.17",26",44"-27" 47 B.H.P. W. Y. Y. Lidgerwood, Ltd. | 12 - 0 |
| 00203 | Alexander F. Roe | 204 | | 1901 Harland & Wolff Ltd. Belfast, Ire. | Roe & Son Towing & Transportation Co. | 100·5 23·3 10·5 | New York (Ital. Steam) | 3.2Cy.18",30"-36" Hamilton Lang, Philadelphia | |
| 00204 | Alex. Hastie | 201 | | 1916 J. T. Ewing & Sons & Co. Ltd. Greenock | R. Ewing & Sons Ltd. | 117·0 21·6 12·2 sa.Tg | Greenock (British) W.H. | T.3Cy.18",29",46"-34" 97 B.H.P. J. T. Ewing & Sons & Co. Ltd. Greenock | 12 - 0 |
| 00205 | Alex. Lange (Whaler) Cos. Light Windlass | 212 | | 1922 Kaldnes Mek. Verksted, Tønsberg | Hvalfangerselskap Svilhvalen (J. Rasmussen & Co. Mgrs.) | 109·5 21·6 12·4 | Sandefjord (Norwegian) W.H. | T.3Cy.19",27",46"-34" Kaldnes Mek. Verksted | X * |
| 00206 | Alexander Scott (Whaler) W.H. | 275 | | 1917 Smith's Dock Co. Ltd. Middlesbro' | Jackson & Jones (T. Jackson, Mgr.) | 125·5 23·4 12·9 sa.Tg | London (British) S.A.B.Tow | T.3Cy.22",31",46"-28" 97 B.H.P. Smith's Dock Co. Ltd. Middlesbro' | |
| 00207 | Alexandra (Tug) Kob. Rig | 613 | | 1904 Vickers, Sons & Maxim, Ltd. Barrow | Commissioners of Irish Lights | 201·4 30·2 14·1 363 B.M. | Dublin (British) W.H. | T.3Cy.27",39",56"-34" 141 B.H.P. Vickers & Maxim Ltd. Barrow | |
| 00208 | — (Ferry) Elec. Light | 490 | | 1922 Burmeister & Wain Copenhagen | Det Danske Statsbaner | 212·0 26·2 11·7 Gross 69 | Masnedø (Danish) | T.3Cy.32"-40" Burmeister & Wain, Cpn. | |
| 00209 | — (Tug) Elec. Light | 332 | | 1905 Farnham, Boyd & Co. Ltd. Shanghai | Shanghai Tug & Lighter Co. Ltd. | 142·2 25·0 11·7 | Shanghai (British) | T.3Cy.19",30"-22" Farnham, Boyd & Co. Ltd. Sh. | |
| 00210 | — | 337 | | 1879 Neptun N.B. Aktieselskab Copenhagen | A. C. J. Bastian | 171·0 29·2 9·1 | Wyborg (British) | T.3.4Cy.20",36"-44" Neptun Co. Cpn. | |
| 00211 | — Elec. Light Windlass | 313 | 100A1 Hull | 1917 J. Crandall Co. Leith | Alexander Towing Co. Ltd. | 100·1 23·7 12·9 Hull sa.Tg | Grangemouth (British) S.A.B.Tow | T.3Cy.20",34"-27" 1000 B.H.P. J. Crandall Co. Leith | 13 - 0 |
| 00212 | — Kdg. Rig | 203 | | 1901 W. J. Yarwood Northwich | J. Irwin | 100·5 21·6 9·7 Gross 50 B.M. | Liverpool (British) W.H. | 100 Engines-4S.C.S.A. 3Cy.16"-30" Yarwood & Sons Northwich | |
| 00213 | — (Trawler) Elec. Light | 182 | | 1904 Smith's Dock Co. Ltd. Northbankside | S. B. Purdy Trawler Ld. (S. B. Purdy, Mgr.) | 110·5 21·0 11·6 sa.Tg | Shields (British) W.H. | T.3Cy.17",27",39"-22" 65 B.H.P. Wm. Cullen & Co. Ltd. Ed. | 12 - 0 |
| 00214 | — (See Sailing Ship Register) | 170 | | 1920 O. Pirinich Lussopicolo | | 90·5 24·2 9·2 | | 100 Engines 3Cy.17",-24" A. G. Clinton, Limited Vienna | |
| 00215 | — Elec. Light | 140 | | 1908 Schiffw. v. J. & Ch. G. H. Hamburg | Vereinigte Hamburger Schiffahrtsgesellschaft Temple G. | 110·0 23·5 9·5 Gross 200 | Flensburg (German) | T.3Cy.14",24"-28" Schiffw. v. J. & Ch. G. H. Ham. | G * |
| 00216 | — Elec. Light | 120 | | 1876 Day, Summers & Co. Northam | S. Palmer | 110·0 19·1 8·9 | Cork (British) W.H. | C.2Cy.22",40"-22" 300 B.H.P. S. Palmer, Cork | |
| 00217 | — (See Sailing Ship Register) | 104 | | | Kristianstads A/B (C. Rasmussen, Mgr.) | 73·9 23·0 9·4 Gross 70 | Karlscrona (Swedish) | Motor 2Cy. Kristianstads Motorfabriks A/B Malmö | |
| 00218 | Alexandrine (Trawler) Elec. Light Windlass D.F. | 253 | | 1900 Dennah Mare Sunderland | Journay Frères | 135·5 21·7 12·0 Gross 96 | Boulogne (French) W.H. | T.3Cy.19",31",46"-30" 60 B.H.P. J. Dennah Mare, Mech. Fab. | V * |
| 00219 | Alexandrita (Trawler) Elec. Light | 275 | 100A1 Hull | 1917 Smith's Dock Co. Ltd. Middlesbro' | Trawlers Ltd. (W. A. Lodge, Mgr.) | 125·5 23·4 12·9 Gross 275 sa.Tg | Hull (British) S.A.B.Tow | T.3Cy.22",31",46"-30" 1000 B.H.P. Smith's Dock Co. Ltd. Middlesbro' | 13 - 0 |
| 00220 | Alexandros Gombos (Salvage Vessel) Elec. Light | 184 | | 1883 Scott & Co. Greenock | D. A. Gombos | 110·0 19·0 9·7 Gross 67 | Piraeus (Greek) W.H. | C.2Cy.15",28"-21" 300 B.H.P. Scott & Co. Greenock | |
| 00221 | Alexandros Papadiamandis (Passenger) Elec. Light | 237 | PG1 | 1922 Dynamic Co. Port Glasgow | A. E. Coelassis & Co. | 145·2 20·1 11·1 Gross 188 | Piraeus (Greek) S.B.Gas | C.2Cy.17",30"-22" Dynamic Co. Port Glasgow | |
| 00222 | Alf (Motor) Elec. Light | 314 | | 1907 Norrg. Grad. Kommanditbolag Stockholm | K. E. Ewert | 98·5 23·1 8·6 Gross 320 | Gothenburg (Swedish) | C.2Cy.16",24"-22" 350 B.H.P. Thomas & Nick Tucker | |
| 00223 | — (See Sailing Ship Register) | 117 | | 1873 Hessenvig | A. J. Olsen | 80·7 22·7 9·2 | Lista (Swedish) | Old Engine A.B.C.V. Svensson, Waterfall Skn. | |

| Numéro d'Indice | Nom du Navire | Tonnage | Détails de la Classification | Construction | Propriétaires | Dimensions | Machines | Classe |
|---|---|---|---|---|---|---|---|---|
| 10234 | Alfa | | | 1914 G. Neubeck | Sociedade Industrial e Predial Ltda | | | I |
| 10235 | Alfa Rosso | | | 1922 Società | | | | I * |
| 10236 | Alfaite | | | 1910 Cantieri | Cia. Portuguesa de Pesca | | | |
| 10237 | Alfaid | | | 1911 | | | | |
| 10238 | Alfa Cam | | | 1920 Cook, W. & | | | | |
| 10239 | Alfaiate Alfa | | | 1929 Ant. Lopez | | | | |
| 10240 | Alfed | | | 1920 Abd. R. C. | | | | V * |
| 10241 | — | | | 1920 T. Fabrikker | | | | |
| 10242 | — | | | 1902 F. Lecoq | | | | G * |
| 10243 | — | 146 | 100A1 Lloyd's | 1901 J. Jones & | Alexander Towing Co. Ltd. | | | |
| 10244 | Alfred Dehiesaux | | | 1913 J. Dubois | | | | V |
| 10245 | Alfred-Bibb | | | 1906 Cook, W. & | | | | Y |
| 10246 | Alfred-Vies | | | 1927 Chantiers | | | | V * |
| 10247 | Algarve 6 | | | 1905 J. Dubois | | | | |
| 10248 | Algie | | | 1920 McCallum | | | | |
| 10249 | Algin | | | 1917 A. & S. Malcolm | | | | V |
| 10250 | Algoa | | | 1921 J. & E. Pool | | | | |
| 10251 | Algoa Bay | | | 1919 Denny & B. | | | | |
| 10252 | Algonia | | | 1899 Edwards | | | | |
| 10253 | Algue | | | 1901 Smith's | | | | V |
| 10254 | Alice Anne | | | 1904 G. Neubeck | | | | V |
| 10255 | | | | | | | | |

| Official No. | Name | Port | Tonnage | Dimensions | Built | Owners | Engines | Port of Registry | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 00300 | Alice M. Moran | Wexford | 170 | | 1919 Burger | Moran Towing & Transportation Co. | | New York | |
| 00307 | Alida | Stockholm | 270 | | 1913 Dundee | J. Hamilton Ltd. | | Finnmark | |
| 00308 | — | Rosslare | 112 | | 1910 Gebr. v.d. | A. v.d. Deesch | | Wilhelmshaven | |
| 00309 | Alida Harvey | Newfoundland | 117 | | 1911 J.T. Thorny | Anonimpresa | | Antofagasta | |
| 00310 | Alice | Stockholm | 225 | | 1905 Armstrong | Cia. de Vap. "La Fuente de Europa" | | Alicante | |
| 00317 | Aliseda | Westhaven | 177 | | 1927 Smith & | E.J. Anderson | | Lossiemouth | |
| 00317 | Alison | Stockholm | 222 | | 1919 Montrose | A. Fischbach | | Leith | |
| 00319 | Alita III. | Stockholm | 127 | | 1911 J.W. | Rose & Co. | | Hamburg | V |
| 00318 | Alitak | Westhaven | 115 | | 1901 United | Alaska Packers Association | | San Francisco | |
| 00315 | Aliné | Rosslare | 112 | | 1921 | Lemarre | | Dunkerque | |
| 00315 | Alk | Stockholm | 100 | | 1920 C. Lühring | Rederei Tegmeier | | Tegmeier | G |
| 00317 | Alkes | Stockholm | 102 | | 1902 Kjærnsvik | Storvegar | | Stavanger | |
| 00320 | Alkmaar | Stockholm | 222 | | 1918 Cockerill | N.V. Tinch. Maas "Prince" | | Ternuzen | 13 + 3 |
| 00319 | Allegiance | Stockholm | 172 | | 1917 W.J. Yar- | Great Lines Ltd. | | Liverpool | |
| 00320 | Allegro | Stockholm | 112 | | 1921 Gebr. Van- | J. Sellner | | Stockholm | G |
| 00321 | Aller | Stockholm | 133 | | 1894 McAndrew | Rosslyn & Sons | | Spain | 8 + 10 |
| 00322 | Alli | Westhaven | 121 | | 1918 | A. Lundgren | | Mariehamn | |
| 00323 | Allison | Newfoundland | 135 | | 1919 W. Denny | Rosse & Co. Ltd. | | Rangoon | |
| 00324 | Ally | Stockholm | 127 | | 1890 Trollhjan | Stockholm | | Odessa | |
| 00325 | Allyn River | Westhaven | 142 | | 1913 G.A. Wash- | Newcastle & Hawkesbury R.R. Co. Ltd. | | Sydney | |
| 00326 | Alma | Stockholm | 210 | | 1915 Smith's | N.V. "Stoomvaart" | | Ternuzen | V |

| Numéro Officiel | Noms des Navires, Numéros Distinctifs, &c. | Tonnage Brut | Détails de la Classification | Construction | Armateurs | Dimensions Principales | Port d'Immatriculation | Machines | Chaudières |
|---|---|---|---|---|---|---|---|---|---|
| 0327 | Alba (Fishing) | 143 | | 1907 H. Dyson Boston | Lane Bros. | | Lowestoft | | |
| 0328 | — (Fishing) | 121 | | 1911 Bergenske Bak. Fabr. Bergen | Bergenske Bak. Fabr. | | Bergen | | |
| 0329 | Almagro (Fishing) | 212 | | 1914 J. & A. S. & S. Fairfield | "Julio" Pesca | | Vigo | | |
| 0330 | Alnwadine (Fishing) | 282 | ✠100A1 Hal | 1920 Cook, W. & Co. | Kingsnorth Trawling Ltd. | | Rochester | | |
| 0331 | Alnar (Fishing) | 193 | | 1878 J. Berg-land Gjerstad | J. Andersen | | Kristiansand | | |
| 0332 | Almerim (Fishing) | 172 | ✠ Lib | 1910 Lythgoe & Co. Ltd. Lytham | J. Jakobsen | | Fuck | | |
| 0333 | Almirante (Fishing) | 122 | | 1909 J. Downie Stockton | J. Bennett | | Buenos Aires | | |
| 0334 | Almirante Jose de Carvalho (Fishing) | 130 | | 1916 Forges Ste. Ch. Ill. Ind. Fives-Lille | S. de Carvalho | | Pontevedra | | |
| 0335 | Almirante Noronha (Fishing) | 171 | | 1921 Internationale S. & Eng. Co. Ltd. Liverpool | Nova Sociedade | | Rio Janeiro | | |
| 0336 | Almirante Saldanha (Fishing) | 113 | | 1906 Nyland Vaskeriet Oslo | Sociedade Tupy "Almirante Saldanha" | | Rio Janeiro | | |
| 0337 | Almond (Fishing) | 302 | | 1913 Fleming & Ferguson, Ltd. Paisley | London & Perth Steamship Co. | | Perth | | |
| 0338 | Almoural (Fishing) | 170 | ✠ Lib | 1911 Gordon, H. & Sons Glasgow | Cia. Portugueza | | Lisboa | | |
| 0339 | Aloha (Fishing) | 139 | ✠100A1 Cubic | 1920 Hong Kong & Whampoa Dock Co. Ltd. Hong Kong | North Pacific Fishery Co. Ltd. | | Seattle, U.S. | | |
| 0340 | — (Fishing) | 193 | | 1916 Navy Yard Bremerton | Puget Sound Bar. Co. & M. Pacific Ry. | | Seattle | | |
| 0341 | Alnaes (Fishing) | 179 | ✠ Hal | 1906 Marbiet & Thomson Glasgow | | | Bergen | | |
| 0342 | Alpha (Fishing) | 421 | | 1890 T. A. Walker Sunderland | Hutchinson Bry. Hull | | Hull | | |
| 0343 | — (Fishing) | 334 | | 1905 Moss Jrnst. & Mfg. Co. Moss | A. Schjøtt | | Moss | | |
| 0344 | — (Fishing) | 133 | | 1920 J. Fischer Zum Fischer | Thomas Fischer | | Cuxhaven | | |
| 0345 | Alpheus (Fishing) | 140 | | 1913 W. Hunt & Co. Ltd. Glasgow | Unknown | | Cardiff | | |
| 0346 | Alpracht (Fishing) | 273 | | 1900 Earle's S. Co. Ltd. Hull | Thorgen, Delgaard & Co. | | Bergen | | |
| 0347 | Alnair (Fishing) | 192 | | 1896 Marbiet & Thomson Glasgow | J. Rinkowski & Co. | | Bergen | | |
| 0348 | — (Fishing) | 120 | | 1911 Gebr. Sachsenberg Remscheid | Rosenzweig Gebrüder | | Bergen | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Classed Realties | Built | Owners | Registered Dimensions | Port of Registry | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|
| 9240 | Alacy | 400 | ✠100A1 | 1922 Cochrane & Sons Ltd. Selby | Rosevelt Fishing Co. Ltd. (J. G. Little, Mgr.) | 150'0 \| 25'1 \| 14'7 | Grimsby | T. 3Cy 16" 26" x 24" - 16" | 13 x 9 |
| 9241 | Alia | 201 | | 1900 Trondhjems Mek. Verksted | Fangst & Fyllesfiskeri | 118'7 \| 19'9 \| 10'9 | Tonsberg, Norway | T. 3Cy 11" 19" x 20" - 16" Trondhjemsveien V. | |
| 9242 | Altair | 241 | | 1920 Gourlay Bros. & Co. Ltd. Dundee | Cia. Portuguesa de Pesca | 128'3 \| 23'7 \| 12'9 | Lisbon, Portugal | T. 3Cy 16" 26" x 27" - 20" | 13 x 8 |
| 9243 | — | 176 | | 1922 J. L. Meyer | Reinigdeich "Sollerl" A.G. | 98'6 \| 23'1 \| 10'2 | Sweden | C. 3Cy 16" x 24" - 22" J. L. Meyer, Papenburg | |
| 9244 | — | 100 | | 1922 H. Brand | Hamburg | 84'5 \| 22'6 \| 7'0 | Westerhamm, Germany | Old Engine 30 C.R.A. "Oberstaat" A. G. Oberstaat | |
| 9245 | Altamira | 110 | Mil | 1900 Lytham S.B. & E. Co. Ltd. Lytham | Sd. J. J. Sociedad | 90'7 \| 20'0 \| 6'2 | Para, Brazil | C. 3Cy 16" x 26" - 24" Lytham S.B. & Eng. Co. Ltd. | 6 x 6 |
| 9246 | Altenland | 413 | | 1920 H. C. Stülcken Sohn A.G. Hamburg | Cramer Finck-Reisen A.G. (Hans Perlen, Mgr.) | 149'1 \| 26'8 \| 12'2 | Danzig, Germany | C. 4Cy (7" 12" x 7" 19") - 24" Christiansen & Meyer, Harburg | |
| 9247 | Altenbruch | 223 | | 1927 Norder-werft A.G. Hamburg | Reichsbahn-direktion | 109'6 \| 22'5 \| 11'9 | Cuxhaven, Germany | Old Engine 40 C.R.A. Norddeutsche Maschinenfabrik, Nürnberg | |
| 9248 | AltenQord | 100 | | 1918 N. K. Halvorsen Molde | Feldtrens & Hansen | 85'0 \| 22'0 \| 9'3 | Sunnmøre, Norway | C. 2Cy 7" x 16½" - 12" Strømsnesset mek. Verksted, Ålesund | |
| 9249 | Altenwerder | 142 | | 1920 Abt. Ges. "Weser" Bremen | Hapag-Lloyd Reserve | 94'9 \| 22'7 \| 9'0 | Hamburg, Germany | T. 3Cy 15" 25" x 22" - 20" Abt. Ges. "Weser," Bremen | |
| 9250 | Altona | 213 | | 1900 G. Seebeck A.G. Bremerhaven | "Rettung" Deutsche Reichsbahn-Gesellschaft, Bremerhaven | 120'0 \| 22'0 \| 8'7 | Bremerhaven, Germany | T. 3Cy 14" 22" x 16½" - 16" G. Seebeck A.G. Bremerhaven | |
| 9251 | Altus-Mendi | 143 | ✠100A1 Bin | 1919 Cia. Euskal Itsasontzigoa | Cia. de Remolques Reunidas (Sociedad Anónima) (Sr. Ramon M. de Ibiña, Mgr.) | 92'8 \| 20'1 \| 8'4 | Bilbao, Spain | T. 3Cy 15" 25" x 22" - 22" | 9 x 5 |
| 9252 | Alvar | 171 | | 1882 A. J. Berg-strom Gothenburg | S. J. Ekman | 99'7 \| 21'7 \| 9'1 | Göteborg, Sweden | C. 3Cy 13" x 27" - 16" Eriksberg Mek. Verkstad | |
| 9253 | Alvercoal | 179 | | 1926 M. Gibson & Eastern Dundee | Alvercoal & Westport Steamship Co. Ltd. | 117'1 \| 20'2 \| 10'7 | Bergen, Norway | T. 3Cy 11" 19" x 16" - 16" Mjellmo & Eriksen, Bergen | |
| 9254 | Alvina | 156 | | 1882 Cheril, Mott & Co. Southampton | Philip Adam & Co. Ltd. | 100'6 \| 20'2 \| 11'6 | Hamburg, Germany | T. 3Cy 15" 24" x 20" - 22" Cheril, Mott & Co. Ltd. | |
| 9255 | Alvor | 325 | | 1920 Cockerill, Ougrée, Sclessin & Hoboken | Cia. Portuguesa de Pesca | 140'2 \| 24'0 \| 12'6 | Lisbon, Portugal | T. 3Cy 16" 26" x 27" - 24" | 13 x 8 |
| 9256 | Alwine | 122 | | 1911 Gebr. Bunt Leidersdorf | J. B. Jansen | 83'2 \| 21'7 \| 9'0 | Hamburg, Germany | Old Engine 30 C.R.A. Maschinenfabrik Thorsten A. G. Oberstaat | |
| 9257 | Amaritta | 162 | | 1927 Smith & Houston Leith | Sociedad Navigazione Co. Ltd. | 112'6 \| 22'0 \| 9'0 | Leith, Scotland | Old Engine 40 C.R.A. Wm. Dwyer & Co. Ltd. Cleveland | |
| 9258 | Amada | 135 | | 1902 | Tapiero Cabarcos, R. A. (A. G. Textile A.F. A. Garcia, Mgr.) | 103'6 \| 16'7 \| 12'6 | Bilbao, Spain | C. 3Cy | |
| 9259 | Amadi | 192 | | 1909 Hall, Russell & Co. Ltd. Aberdeen | S. Andersen | 108'8 \| 21'7 \| 11'6 | Dieppe, France | T. 3Cy 15" 26" x 22" - 22" Hall, Russell & Co. Ltd. Aberdeen | 12 x 8 |
| 9260 | Amagansett | 300 | | 1919 Dubb, Baxter & Co. Buckhaven | John A. Boyce | 151'6 \| 24'1 \| 13'0 | New London, Conn., U.S.A. | T. 3Cy 16" 27" x 20" - 24" Portland Co. Portland, Me. | |

| Numéro Officiel | Noms des Navires | Tonnage | Détails de la Classification | Construit | Propriétaires | Port d'Attache | Machines | |
|---|---|---|---|---|---|---|---|---|
| 00271 | Amal | 272 | | 1899 J. A. | Andersen | Lund | | |
| 00272 | Amalia | 92 | | 1877 H.M. Tolyro | | | | |
| 00273 | — | 130 | | 1917 Helle Hook | | | | |
| 00274 | — | 130 | | 1900 C. Johanson | | | | V |
| 00275 | — | 120 | | 1900 B. Marmaro | | | | |
| 00276 | — | 121 | | 1911 A. Cazalet | | | | |
| 00277 | Amalie | 105 | | 1910 Jahr G. & | | | | G |
| 00278 | Amami Maru | 121 | | 1913 Mitsu | | | | |
| 00279 | Amand Dumas | 152 | Ami | 1900 J. Scott & Co. | | | | II + 1 |
| 00280 | Amatomi Maru | 132 | | 1907 Akers Mek. | | | | |
| 00281 | Amazone | 171 | | 1902 Gebr. van | | | | G |
| 00282 | — | 104 | | 1921 Demmer | | | | |
| 00283 | — | 113 | | 1901 Demmer | | | | G |
| 00284 | Ambassador | 142 | | 1899 A. Halik | | | | II + 4 |
| 00285 | Amber | 277 | +100A1 Hui | 1919 Cook, Wel- | | | | II + 4 |
| 00286 | Ambroise Paré | 226 | | 1906 Smith's | | | | V |
| 00287 | Ambulant | 142 | | 1925 Jac. Smit | | | | |
| 00288 | — | 122 | | 1906 J. de Jong | | | | |
| 00289 | Amelia | 127 | | 1918 | | | | |
| 00290 | — | 122 | | 1907 O. Pielsick | | | | I |
| 00291 | — | 122 | | 1904 Akers | | | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Particulars of Class Position. | Built. | | Owners. | Port of Registry. | Engines. |
|---|---|---|---|---|---|---|---|
| | | | When | By Whom — Where | | | |
| [illegible] | **Amesity** Steel Screw (Twin) Ship, 1-Dk | 265 ✠100A1 Yac | 1936 | F. Cheverton Ltd. Cowes | F. T. Everards Lond. Ltd. | London | [illegible] |
| [illegible] | **America** Wood Screw (Pad) Ship, 1-Dk | [illegible] | 1900 | Brown & Sons Teneriffe, N.Y. | Baker-Whiteley Coal Co. | Baltimore United States | [illegible] |
| [illegible] | — Wood Screw (Trawler) Ship, 1-Dk | [illegible] | 1931 | Francisco Astilleros de Vigo | Pesquera Gallega Vigo | Vigo Spanish | [illegible] |
| [illegible] | — Wood Screw Ship, 1-Dk | [illegible] | 1877 | T. Hales Wisbech | Cal. Dates, Ltd. | Liverpool British | [illegible] |
| [illegible] | — Wood Screw (Pag) Ship, 1-Dk | [illegible] | 1913 | Schiffbau-Ges. Unterweser, A.G. Bremerhaven | Empresa de Navegação, Ltda. | Lisbon Portuguese | [illegible] |
| [illegible] | — Wood Screw (Pag) Ship, 1-Dk | [illegible] | 1909 | F. Parodi Pegli | Soc. Bonanchiaro Riunite | Genoa Italian | [illegible] |
| [illegible] | **Americus** Steel Screw (Shed Tender) Ship, 1-Dk | [illegible] | 1931 | Marine Ways S.B. Corp. Kalamazoo, Mich. | Construction Materials Co. | Mary, Ind. United States | [illegible] |
| [illegible] | — Steel Screw (Tug) Ship, 1-Dk | [illegible] | 1918 | Trondh. S. Co. Trondhjem | The Trans. Company | Wilmington (Del.) United States | [illegible] |
| [illegible] | — Wood Screw (Sh. Bag) (Tug) Ship, 1-Dk | [illegible] | 1919 | Consolidated S.B. Corp. Morris Heights, N.Y. | American Dredging Co. | Philadelphia United States | [illegible] |
| [illegible] | **Amerzan Legion** Steel Screw (Ferry-Vessel) Ship, 1-Dk | [illegible] | 1926 | Staten Island S.B. Co. Stapleton, Staten Island, N.Y. | City of New York Dept. of Docks Bureau | New York United States | [illegible] |
| [illegible] | **Amirique II** Steel Screw (Trawler) Ship, 1-Dk | [illegible] | 1912 | Chantiers Allons Bailly | Cie. Lorraine de Chalutage | Lorient French | [illegible] |
| [illegible] | **Amethyst** Steel Screw (Tug) Ship, 1-Dk | [illegible] ✠100A1 Hal | 1898 | Cook, Welton & Gemmell Ltd. Hull | Empire Towing Co. Ltd. | Hull British | [illegible] |
| [illegible] | **Amherst** Steel Screw (Trawler) (Sh. Bag) Ship, 1-Dk | [illegible] | 1921 | Bethlehem S.B. Corp. Ltd. Quincy, Mass. | Inter-Ocean Fish Corp. | Boston United States | [illegible] |
| [illegible] | **Amiral Bisseret** Steel Screw (Trawler) Ship, 1-Dk | [illegible] | 1919 | Smith's Dock Co. Ltd. Middlesbrough | Government of Madagascar | Diego-Suarez French | [illegible] |
| [illegible] | **Amiral de Chillou** Steel Screw (Trawler) Ship, 1-Dk | [illegible] | 1929 | A. Hall & Co. Ltd. Aberdeen | Port Autonome Bordeaux | Bayonne French | [illegible] |
| [illegible] | **Amla** Wood Screw Ship, 1-Dk | [illegible] | 1905 | J. White Cowes, I.W. | Brunswick Co. Ltd. | Chittagong F.E.I. British | [illegible] |
| [illegible] | **Amnes** Steel Screw (Motor Vessel) Ship, 1-Dk | [illegible] | 1905 | Murdoch & Murray Port Glasgow | Nielsen & Co. | Paris Swedish | [illegible] |
| [illegible] | **Amorelle** Steel Screw (Trawler) Ship, 1-Dk | [illegible] ✠100A1 Lowe | 1919 | Hall, Russell & Co. Ltd. Aberdeen | Consolidated Fisheries Ltd. (Sir John R. Barnes, Bart., Mgr.) | Grimsby British | [illegible] |
| [illegible] | **Ampang** Steel Screw (Tug) Ship, 1-Dk | [illegible] | 1935 | Straits S.B. Co. Ltd. Penang | Rickmers & Co. Ltd. | Penang British | [illegible] |
| [illegible] | **Ampato Rora** Wood Screw (Motor Vessel) Ship, 1-Dk | [illegible] | 1920 | [illegible] Bilbao | R. Sanz Tudor | Valencia Spanish | [illegible] |
| [illegible] | **Ampere** Steel Screw Ship, 1-Dk | [illegible] ✠100A1 Lon | 1891 | Cochrane, Cooper & Co. Ltd. Selby | Consolidated Fisheries Ltd. (Sir John R. Barnes, Bart., Mgr.) | Lowestoft British | [illegible] |
| [illegible] | **Amphitrite** Wood Screw Ship, 1-Dk | [illegible] | 1903 | C. A. Larder Maldon, Essex | Brandsvagen Wrecking Co. Ltd. (Gustaf Kinsey, Mgr.) | Helsingfors, S.E. Swedish | [illegible] |

| Numéro Officiel | Noms du Navire, Numéro Indicatif et Signal | Détails de la Classe Spéciale | Construction | Machines | Propriétaires, Armateurs, &c. |
|---|---|---|---|---|---|
| 5814 | **Ampelia** | 200 ✠100A1 Mine | 1913 Cook, Welton & Gemmell, Ltd., Beverley | Amalfina Petroleum Co. Ltd., W. W. Ryan, Agt. | Thomson, Glasgow |
| 5815 | **Amperius** | | 1870 J. Fullerton & Co., Paisley | Sole Manufacturer | Palmerston, Greenock |
| 5816 | **Amrath Castle** | 200 ✠100A1 Pass | 1913 Smith's D. & E. Co., Limited, Kirkintilloch | Amsterdam Tidewater Co., Sir Joseph D. Hutchins, Bath, Agt. | Dressing, Delft |
| 5817 | **Amsi** | 130 | 1900 Brown, Calder & Co., Paisley | Amsterdam Petroleum Maatschappij | Tegenwoordig, Amsterdam |
| 5818 | **Amstel XII.** | 200 | 1913 J. Smith & Son, Poole | N. V. Amsterdamsche Petroleum Maatschappij | Amsterdam, Delft |
| 5819 | **Amstelstijn** | 200 | 1917 Brand, Rotterdam | Tweegezindheid Amsterdam N.V. (Inf. van N.V. Nyhr.) | Tweedracht, Delft |
| 5820 | **Amstelstroom** | 170 | 1901 Mackie & Thomson, Glasgow | J. K. Keough & Co. Ltd. Belfast | Tweedracht, Delft |
| 5821 | **Amsterdam** | 200 | 1913 Cochrane & Sons, Ltd., Selby | Tweegezindheid Amsterdam N.V. (Inf. van N.V. Nyhr.) | Tweedracht, Delft |
| 5822 | — | 170 ✠ Nav | 1900 Mackie & Thomson, Glasgow | N. V. Rotterdamsche Petroleum Maatschappij | Tweedracht, Delft |
| 5823 | **Amsterdam Sunny** | 1100 | 1924 Nord S. B. & D. G., Cheoan, Fr. | Standard-Vacuum Transportation Co. | New York |
| 5824 | **Amtsgerichtsrat Pinnecke** | 300 | 1920 Deutsche Werke, Kiel, A. G. Kiel-Gaarden, Werft | Gewerkschaft Elbe-Kiel | Weser, Bremen |
| 5825 | **Amuzu** | 200 ✠100A1 Nav | 1922 Offa's Cast Iron Foundry, Limited, Bangor | Polyerlite | Fredericks Brothers, Ltd., Lagos |
| 5826 | **Amurskaya** | 800 ✠100A1 Tug | 1922 Urage Shipbuilding Co. Ltd., Urage | Sovietgrad | Vladivostok Steamship Co. |
| 5827 | **Amvrakia** | 200 | 1896 Dan Nauwerk & Zonen, Deventer | F. Mavrokordatos | Piraeus |
| 5827* | **As Soestat** | 150 | 1900 J. Jonnek, Hoogezand | S. Palmer | Dock, Sunderland |
| 5828 | **Anaconda** | 200 | 1906 F. A. Verlin, Wind Row, Brighton, N.Y. | F. T. A. Flanigan, Boston, Mass. | New York |
| 5829 | **Anagagasa** | 200 | 1919 Shallcross Shipbuilding Co., Ltd., Shallcross, N.S. | W. A. Kennedy | Halifax, N.S. |
| 5830 | **Anada** | 1400 | 1914 W. Denny & Bros., Dumbarton | Comparhiy Textile Co. Ltd. | Glasgow |
| 5831 | **Anastas Mikoian** | 800 | 1939 Nordwerke, Rostock | Kommerzreder | Rostock |
| 5832 | **Anatoli** | 100 ✠ Nav | 1881 Mackie & Thomson, Glasgow | S. Pappas | Pappas, Glasgow |
| 5833 | **Anciola No. 1** | 150 | 1918 W. Trilles, Lorca | W. Trilles | Trilles, Spanish |

| Numéro Officiel | Construction | Machines | Propriétaires, Armateurs, &c. |
|---|---|---|---|
| 5814 | 1913 Cook, Welton & Gemmell, Ltd., Beverley | Amalfina Petroleum Co. Ltd., W. W. Ryan, Agt. | Thomson, Glasgow |
| 5815 | 1870 J. Fullerton & Co., Paisley | Sole Manufacturer | Palmerston, Greenock |
| 5816 | 1913 Smith's D. & E. Co., Limited, Kirkintilloch | Amsterdam Tidewater Co., Sir Joseph D. Hutchins, Bath, Agt. | Dressing, Delft |
| 5817 | 1900 Brown, Calder & Co., Paisley | Amsterdam Petroleum Maatschappij | Tegenwoordig, Amsterdam |
| 5818 | 1913 J. Smith & Son, Poole | N. V. Amsterdamsche Petroleum Maatschappij | Amsterdam, Delft |
| 5819 | 1917 Brand, Rotterdam | Tweegezindheid Amsterdam N.V. (Inf. van N.V. Nyhr.) | Tweedracht, Delft |
| 5820 | 1901 Mackie & Thomson, Glasgow | J. K. Keough & Co. Ltd. Belfast | Tweedracht, Delft |
| 5821 | 1913 Cochrane & Sons, Ltd., Selby | Tweegezindheid Amsterdam N.V. (Inf. van N.V. Nyhr.) | Tweedracht, Delft |
| 5822 | 1900 Mackie & Thomson, Glasgow | N. V. Rotterdamsche Petroleum Maatschappij | Tweedracht, Delft |
| 5823 | 1924 Nord S. B. & D. G., Cheoan, Fr. | Standard-Vacuum Transportation Co. | New York |
| 5824 | 1920 Deutsche Werke, Kiel, A. G. Kiel-Gaarden, Werft | Gewerkschaft Elbe-Kiel | Weser, Bremen |
| 5825 | 1922 Offa's Cast Iron Foundry, Limited, Bangor | Polyerlite | Fredericks Brothers, Ltd., Lagos |
| 5826 | 1922 Urage Shipbuilding Co. Ltd., Urage | Sovietgrad | Vladivostok Steamship Co. |
| 5827 | 1896 Dan Nauwerk & Zonen, Deventer | F. Mavrokordatos | Piraeus |
| 5827* | 1900 J. Jonnek, Hoogezand | S. Palmer | Dock, Sunderland |
| 5828 | 1906 F. A. Verlin, Wind Row, Brighton, N.Y. | F. T. A. Flanigan, Boston, Mass. | New York |
| 5829 | 1919 Shallcross Shipbuilding Co., Ltd., Shallcross, N.S. | W. A. Kennedy | Halifax, N.S. |
| 5830 | 1914 W. Denny & Bros., Dumbarton | Comparhiy Textile Co. Ltd. | Glasgow |
| 5831 | 1939 Nordwerke, Rostock | Kommerzreder | Rostock |
| 5832 | 1881 Mackie & Thomson, Glasgow | S. Pappas | Pappas, Glasgow |
| 5833 | 1918 W. Trilles, Lorca | W. Trilles | Trilles, Spanish |

| Official No. | Name | Particulars of Class | Hull | Owners | Port of Registry | Engines |
|---|---|---|---|---|---|---|
| 0436 | Antagoya | ✠100A1 Ctr | 1929 J. Pollack, Sunderland | | | |
| 0437 | Antalacia | ✠100A1 Hol | 1924 Cook, Welton & Gemmell, Ltd. Beverley | | | |
| 0438 | Antes | | 1909 Edwards Bros. S. Shields | S. H. Bennison | | |
| 0439 | Antrolite | ✠100A1 Hol | 1925 Cook, Welton & Gemmell, Ltd. Beverley | | | |
| 0440 | Andri & Louis | | 1907 Delta Steam & Provide Marine | | | |
| 0441 | Andree Dupre | | 1919 Le Claire & Kelly, Port of Q. | | | |
| 0442 | Andrew Kelly | | 1912 Cockerill | | | |
| 0443 | Andrew Marvel | ✠100A1 Hol | 1919 Cook, Welton & Gemmell, Ltd. Beverley | | | |
| 0444 | Andri | | 1922 Schiffbau Unterweser Werft | | | |
| 0445 | Andromeda | | 1899 J. T. Ewing & Co. S. Shields | Waterloo Fishing Co. Ltd. (J. Bell, Mgr.) | | |
| 0446 | Anemone | | 1911 T. Shiraiwa Osaka | A. Fujita | | |
| 0447 | T. 33 | | 1882 Fleming & Ferguson Paisley | T. B. Wolseatse | Russian Murmansk | |
| 0448 | Anita | | 1916 T. Fyvie & Co. A. G. Stavanger | Fanø Rd. "Anna" J. B. Kahl, Mgr. | | |
| 0449 | Angus | | 1924 Taikoo Dockyard & Eng. Co. of H.K. Ltd. Hong Kong | Swire & Sons Ltd. | | |
| 0450 | Angel C | | 1929 King's Lynn Shipyard Co. Ltd. King's Lynn | Angel Firm | | |
| 0451 | Angel Gurbella | | 1921 J. Crichton & Co. Ltd. Saltney nr. Chester | Cia. Argentina de Nav. Angel Gurbella, Ltda. | | |
| 0452 | Angele Marie | | 1929 Abel & Co. Hull | A. Carlos | | |
| 0453 | Angelas | | 1925 Glasgow | Tapscott Cousins, S. A. (A. S. Travilla, S.F. Servalli, Mgrs.) | | |
| 0454 | Angelita | | 1931 Sct. Gen. "Neptun" Rostock | Cia. Argentina de Nav. Angel Gurbella, Ltda. | | |
| 0455 | Angelina | | 1929 N. V. Schepen J. Th. W. J. Gouda | Scheepsdienst | | |
| 0456 | Angelita | | 1906 Smith's Dock Co. Ltd. North Shields | J. Arcelus | | |
| 0457 | Angelo | | 1907 Werf "Heroïsche" Maassluis | A. D. Rondhout Hoogezand | | |

| Numéro officiel | Nom du Navire | Détails de la Classification | Construit | Armateurs | Dimensions | Port d'immatriculation | Machines | Chaudières | |
|---|---|---|---|---|---|---|---|---|---|
| 02400 | **Angle** | 300 ✠100A1 Hal | 1919 Cook, Wel. | Bilsen Bros. Ld. | 147·0 | | | 14 × 9 | |
| 02401 | **Angla** | 183 | 1902 W. J. Tarrant | | 91·1 | | | | |
| 02402 | **Anglem** | 72 ✠ A1 Tar | 1921 Gorrie | Anglo-American Oil Co. Ld. (J. J. Walk, Syr.) | 72·0 | | | 5 × 9 | |
| 02403 | **Angulan** | 141 | 1896 Cook, Wel. | | 99·8 | | | 11 × 8 | |
| 02404 | **Angusa** | 122 | 1920 Kröger | | 80·0 | | | | O * |
| 02405 | **Angulia** | 300 | 1914 Cochrane & Sons, Ltd. | | 129·4 | | | | I |
| 02406 | **Angur** | 111 | 1911 — | | 90·4 | | | | |
| 02407 | **Angus** | 300 ✠100A1 Hal | 1920 Cook, Wel. | | 140·0 | | | 14 × 9 | |
| 02408 | **Anhalt** | 200 | 1913 Kaldhusen | | 101·0 | | | | V * |
| 02409 | — | 110 | 1899 Lehmann | | 82·7 | | | | |
| 02410 | **Anita** | 100 | 1920 H. J. Pippi | | 100·7 | | | | O * |
| 02411 | — | 100 | 1874 — | | 104·0 | | | | |
| 02412 | **Anita C. Alba** | 120 | 1920 Astilleros Penon | | 99·0 | | | | |
| 02413 | **Ankara** | 110 | 1906 Akers Mek. Verks | | 90·0 | | | | |
| 02414 | **Anker** | 130 | 1910 Kaas | | 100·0 | | | | X * |
| 02415 | **Ann Arbor No. 3** | 2047 | 1906 Globe Iron Works Co. | Ann Arbor Railroad Co. | 306·9 | | | | |
| 02416 | **Ann Arbor No. 4** | 1778 | 1906 American S.B. Co. | Ann Arbor Railroad Co. | 339·0 | | | | |
| 02417 | **Ann Arbor No. 5** | 2000 | 1910 Toledo S.B. Co. | Ann Arbor Railroad Co. | 339·0 | | | | |
| 02418 | **Ann Arbor No. 6** | 2170 | 1910 Gt. Lakes Eng. Works | Ann Arbor Railroad Co. | 339·0 | | | | |
| 02419 | **Ann Arbor No. 7** | 2130 | 1921 Manitowoc S.B. Co. | Ann Arbor Railroad Co. | 349·0 | | | | |
| 02420 | **Ann Melville** | 201 | 1908 A. Hall & Co. Ld. | J. Craig | 115·4 | | | 13 × 8 | |
| 02421 | **Anna** | 207 | 1921 A. Gr. Bolsen | S. Meier | 133·0 | | | | V * |

| Official No. | Name | Where Built | When Built | Tonnage | Particulars of Class | Where Built | When Built | Owners | Dimensions | Engines | Registered | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1347 | Anna | | | 179 | | | | | | | | | V |
| 1348 | — | | | 179 | | | | | | | | | G * |
| 1349 | — | | | 179 | | | | | | | | | V * |
| 1350 | — | | | 180 | | | | | | | | | G * |
| 1351 | — | | | 110 | | | | | | | | | |
| 1352 | — | | | 127 | | | | | | | | | |
| 1353 | Anna Dunse | | | 207 | | | | | | | | | G |
| 1354 | Anna Cordes | | | 120 | | | | | | | | | |
| 1355 | Anna D. | | | 122 | | | | | | | | | |
| 1356 | Anna Elisabeth | | | 100 | | | | | | | | | |
| 1357 | Anna Greta | | | 220 | | | | | | | | | V * |
| 1358 | Anna Jonna | | | 179 | + | | | Gow | | | | | 11-10 |
| 1359 | Anna Maria | | | 130 | | | | | | | | | G * |
| 1360 | Anna Thekla | | | 100 | | | | | | | | | |
| 1361 | Annabelle | | | 210 | +100A1 | | | Gow | | | | | 13-6 |
| 1362 | Annam | | | 250 | | | | | | | | | V * |
| 1363 | Annchen | | | 132 | | | | | | | | | V * |
| 1364 | | | | | | | | | | | | | |

| Numéro d'Identité | Noms des Navires, Machines, Tonnages, &c. | Tonnage Brut | Détails de la Classe Spéciale | Construction | Propriétaires | Dimensions | Machines | Feux | Machines | Numéro Officiel |
|---|---|---|---|---|---|---|---|---|---|---|
| 10817 | **Anne** | 224 | | 1905 | | | | | | G |
| | | | | | | | | | | |
| 10818 | **Annegina** | 17 | | 1912 | | | | | | G |
| | | | | | | | | | | |
| 10819 | **Annemarie** | 21 | | 1910 | | | | | | V |
| | | | | | | | | | | |
| 10820 | — | 170 | | 1910 | | | | | | G |
| | | | | | | | | | | |
| 10821 | **Annette** | 112 | | | | | | | | V |
| | | | | | | | | | | |
| 10822 | **Anni-Lina** | 133 | | 1909 | | | | | | |
| | | | | | | | | | | |
| 10823 | **Annie** | 307 | | 1900 | | | | | | |
| | | | | | | | | | | |
| 10824 | — | 200 | | 1907 | | | | | | V |
| | | | | | | | | | | |
| 10825 | — | 172 | | 1910 | | | | | | G |
| | | | | | | | | | | |
| 10826 | — | 100 | | 1910 | | | | | | |
| | | | | | | | | | | |
| 10827 | — | 100 | | 1906 | | | | | | |
| | | | | | | | | | | |
| 10828 | **Annie Dew** | 207 | | 1920 | | | | | | |
| | | | | | | | | | | |
| 10829 | **Annie Edith** | 282 | | | | | | | | G |
| | | | | | | | | | | |
| 10830 | **Annie Irvin** | 187 | | 1913 | | | | | | |
| | | | | | | | | | | |
| 10831 | **Annie M. Nielsen** | 123 | | 1910 | | | | | | |
| | | | | | | | | | | |
| 10832 | **Annie Madeleine** | 100 | | 1901 | | | | | | V |
| | | | | | | | | | | |
| 10833 | **Annie W. Lewis** | 1004 | ✠100A1, Abs | 1922 | | | | | | |
| | | | | | | | | | | |
| 10834 | **Anore** | 213 | | 1900 | | | | | | |
| | | | | | | | | | | |
| 10835 | **Ant** | 100 | | 1907 | | | | | | |
| | | | | | | | | | | |
| 10836 | **Antares** | 231 | | 1910 | | | | | | G |
| | | | | | | | | | | |

| Official No. | Steamer's Name, Nationality, Rig, &c. | Tonnage | Classification of Classed Steamers | Built | Owners | Port of Registry | Engines |
|---|---|---|---|---|---|---|---|
| 2017 | Antares | 131 | | 1930 J. Vook, Zoon, Groningen | A. Boerma | Groningen, Dutch | Oil Engines 48 C.R.A. |
| 2018 | — | 125 | | 1914 D.W., Kommandiet Elsfleth | F.A.R. Bauer | Elsfleth, German | Oil Engines 38 C.R.A. |
| 2021 | Antares II. | 115 | | 1922 F. Krohne, Wilhelm Pust | Wilh. Meier | Bremerhaven, German | Oil Engines 48 C.R.A. |
| 2022 | Ante Starcevic | 136 | A- | 1904 Ditlaflin, Pelt, Chioggia | Industria Flotilla S.A. | Brindisi, Italian | |
| 2027 | Antelope | 122 | | 1888 Dockyard Co. Wapping | E. Fogerty | Wexford, British | Oil Engines 48 C.R.A. |
| 2027 | Anthony Irving | 115 | | 1887 J.T. Ehring, Jun. Schiedam | Irving Shore Tug Co. Ltd. (J. Irving, Mgr.) | W. Hartlepool, British | |
| 2027 | Antider | 20 | | 1911 Oude Ijssel Werke, Gouda | Lemmer & Co. | Chioggia, French | |
| 2028 | Antigua | 142 | | 1880 C. Gilmore, Northwich | Salt Union, Ltd. | Liverpool, British | |
| 2029 | Antilope | 170 | | 1921 C. Lühring, Kleiboom, Antwerpen | O. Garve | Hamburg, German | Oil Engines 48 C.R.A. |
| 2029 | — | 132 | | 1924 N.V. Noord, Stadshaven, Groningen | R. Wever | Groningen, Dutch | Oil Engines 48 C.R.A. |
| 2027 | Antiochs II. | 300 | | 1916 G. Brown & Co. Ltd. Greenock | S. Schiffer | Le Havre, French | |
| 2028 | Antje | 192 | | 1921 Fd. Krupp, A.G. Ges. Kiel | E. Sieveder | Hamburg, German | Oil Engines 38 C.R.A. |
| 2029 | — | 190 | | 1921 N.V. Schipe, v.d. Sluis & Co. Schiemonikoog | N.V. Vereenigd Stoom. "Friesland" | Rotterdam, Dutch | Oil Engines 39 C.R.A. |
| 2030 | — | 176 | | 1915 D.W., Kommandiet Elsfleth | John Ottmann | Hamburg, German | Oil Engines 48 C.R.A. |
| 2030 | — | 121 | | 1912 J.W., Sonnen, Harburg-Wilhelmsburg | J. Bertram & W. Hanow, Mgrs. | Hamburg, Dutch | Oil Engines |
| 2032 | Anglem | 402 | | 1926 W. Simons & Co. Ltd. Renfrew | Government of Newfoundland, Water | Sydney, N.S.W. British | |
| 2033 | Antoine | 282 | | 1926 Earle's S.B. Co. Ltd. Hull | Gourdelier | Lorient, French | |
| 2034 | Antoinette | 201 | | 1907 Benoit, Rue Rotterdam | E. Pepin | Boulogne, French | |
| 2035 | Anton | 275 | | 1900 Thwaites, S.B. Works, Thornaby | A. A. Pearson | Newcastle, Swedish | |
| 2036 | Antonio | 122 | | 1928 Hadir, Bokaiana Fujimar | J. Sear | Karachi, Indian | Oil Engines 98 C.R.A. |
| 2037 | Antonieta | 131 | | 1915 Construcciones Navales, Vigo | J. Salvela | Vigo, Spanish | |

| Numéro d'Identification | Noms des Navires | Tonnage | Détails de la Classe | Construction | Propriétaires | Dimensions | Machines | Appareils |
|---|---|---|---|---|---|---|---|---|
| 0000 | Antonio | 127 | | 1900 Fiu, Dunnemann (Hull) | J. Montalcinello | 100 x 20 x 10 ft | | |
| 0000 | Antonio Amalfitano | 210 | ✠100A1 Hull | 1913 Dow, Mc-Tear Leith Docks & Dd Pobldy (Engl) | Government of the Grand Kingdom of Italy | 110 x 24 x 14 ft | | |
| 0000 | Antonio Bittenourt | 127 | ✠ Flat | 1900 Marlio SA (Nantes) Nantes (Portugal) | A. Dumonte Jd. | 110 x 22 x 11 ft | | |
| 0000 | Antonio D. Lossich | 150 | | 1911 A. Lussich (Lussinpiccolo) Lussinpiccolo (Austria-Hungary) | Antonio Lussich Lussinpiccolo (Austria-Hungary) | 90 x 20 x 13 ft | | |
| 0000 | Antonio Rosa | 200 | | 1911 Nordsö Kylin (Est) | Ingvaldsen & Pedersen | 124 x 23 x 12 ft | | |
| 0000 | Antonio Landi | 127 | | 1900 F. Gori (Viareggio) | | 90 x 24 x 11 ft | | |
| 0000 | Antonio Serra | 127 | | 1910 Sociedad Española de Construcción Naval (Bilbao) | Sociedad Anónima Antonio Lazcano | 113 x 23 x 12 ft | | |
| 0000 | Anzac Mary | 200 | | 1910 Fukuchi Tsuruoka (Tsuruoga) | Takamura Kisaburo | 110 x 23 x 13 ft | | |
| 0000 | Apagador | 200 | | 1902 J. Dublin, Annandale (Aberdeen) | Jamieson | 115 x 21 x 11 ft | | |
| 0000 | Apaud | 200 | | 1909 D. J. Dunlop & Co. (Pt. Glasgow) | Dunlop & Co. Ltd. | 110 x 22 x 11 ft | | |
| 0000 | Apekazi | 150 | | 1910 W. C. McLean (Sydney) | [illegible] | 104 x 23 x 12 ft | | |
| 0000 | Apollinaris | 140 | | 1910 N. V. Scheepsw. Maas Stoomvaart (Rotterdam) | N. V. Scheepsw. Maas Stoomvaart (N. Rotterdam, Nlr.) | 85 x 20 x 9 ft | | |
| 0000 | Apollinaris II. | 140 | | 1907 Gebr. G. & H. Bodewes (Westerbroek) | N. V. Scheepsw. Maas Wijchen (N. Rotterdam, Nlr.) | 82 x 20 x 9 ft | | |
| 0000 | Apollinaris III. | 150 | ✠100A1 Aux. | 1909 J. Meyer's Werft (Papenburg) | N. V. Scheepsw. Maas Schwanen (N. Rotterdam, Nlr.) | 100 x 21 x 7 ft | | |
| 0000 | Apollinaris IV. | 150 | ✠100A1 Aux. | 1910 J. Meyer's Werft (Papenburg) | N. V. Scheepsw. Maas Dortmund (N. Rotterdam, Nlr.) | 100 x 21 x 7 ft | | |
| 0000 | Apollinaris VII. | 200 | ✠100A1 Aux. | 1911 N. V. West (Papenburg) | N. V. Scheepsw. Maas Sneek-Stavoren (N. Rotterdam, Nlr.) | 120 x 23 x 8 ft | | |
| 0000 | Apollo | 120 | | 1874 Metals Co. (Wolvis) | Victoria Steamship Co. Ltd. (Liverpool, Eng.) | 94 x 17 x 8 ft | | |
| 0000 | Appa | 200 | ✠100A1 Aux. | 1900 Crichton (Leith) | T. Dunn | 130 x 23 x 11 ft | | |
| 0000 | Applause | 200 | | 1911 W. J. Tur-[illegible] (Liverpool) | Schiffahrtsgesellschaft Germania Ld. (Liverpool) | 97 x 22 x 9 ft | | |
| 0000 | Apu | 200 | | 1899 Hawthorn Leslie (Newcastle) | Pacific Steam Navigation | 120 x 22 x 12 ft | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Classification | Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|
| 00000 | Aqua | 130 | | 1910 Cockerill, Ougrée, Belg. | T. J. Powell | Cardiff | | |
| 00000 | Aquamarine | 300 | +100A1 | 1920 Cook, Wel- | Kingsnorth | | | 13 + 3 |
| 00000 | Aquarius | 187 | | 1900 Smith's | Sydney Stan. Fish | | | 12 + 3 |
| 00000 | Aquidaban | 417 | + Mon | 1900 Murdoch & | R. Hamilton | Para | | 8 + 3 |
| 00000 | Aquilon | 190 | | 1919 Sociedade | | | | V |
| 00000 | Ara | 600 | +100A1 Yes | 1922 Sociedade | | | | 14 + 11 |
| 00000 | Arabia | 150 | | 1912 H. Gibson, | Bell Bros. Ltd. | Liverpool | | |
| 00000 | Arabs | 155 | | 1919 Fulton Eng. | | New York | | |
| 00000 | Aracari | 252 | + Fh | 1920 Cook, Wel- | Mrs. M. H. Lapraik | Milford | | 12 + 11 |
| 00000 | Aranda | 500 | | 1920 A. & W. Sellers | Finnish Board of | Abo | | |
| 00000 | Aranisland | 270 | + Bal | 1920 J. Shearer | Ltd. | Belfast | | 10 + 3 |
| 00000 | Aranmore | 1170 | | 1920 W. S. Tyne- | Dominion Government | Ottawa | | 18 + 0 |
| 00000 | Arapawa | 200 | + Pay | | Barbara S.S. Co. Ltd. | Auckland | | 3 + 3 |
| 00000 | Arapiles | 125 | | 1920 J. R. | J. R. Carbera | Vigo | | |
| 00000 | Aratapa | 180 | | 1920 J. Barlow | Alexander Chen | Dalian | | |
| 00000 | Arbutus | 255 | | 1920 Malmö & | Tainó S.S. Co. | Helsingfors | | |
| 00000 | Arcadia | 180 | | 1920 Cook, Wel- | Willow Wickes Ltd. (J. S. Watkins Mgr.) | London | | 12 + 4 |
| 00000 | Archangelsk | 400 | | 1920 Carmel | Bergen Steam | Archangel | | G |
| 00000 | Archibald Hood | 104 | | 1920 Cook & Co. | Great Yarmouth | Dundee | | 12 + 0 |
| 00000 | Archmar | 200 | | 1920 Sir W. H. A. | Jones & Rassat, Ltd. | London | | 3 + 3 |
| 00000 | Arcola | 120 | | 1920 Sociedade | J. T. Johnson | Cartagena | | |

| Numéro Officiel | Nom du Navire, Numéro, Arrondissement, etc. | Tonnage | Détails de la Classification | Construit | Armateurs | Dimensions Principales | Type d'Appareil | Machines | Remarques |
|---|---|---|---|---|---|---|---|---|---|
| | Pavillon, Port d'Attache, Numéro du Code | Net | Cotes | Chantier | | | | | |
| 00979 | Aretin | 137 | | 1918 | M.J.Dobyling & Companies | | Steam | | |
| 00980 | Arekar | 214 | | 1920 | | | | | |
| 00981 | Ardachy | 196 | +100A1 Reg | 1904 | Scottish Steam Bowling | 112'0'21'0 | Steam | | |
| 00982 | Ardamaan | 187 | | 1917 | W.S.Bailey | 114'0'17'0 | Screw | | |
| 00983 | Ardchatlan | 196 | +100A1 Reg | 1907 | Scottish Steam Bowling | 120'0'22'0 | Steam | | |
| 00984 | Ardent | 228 | | 1906 | | 120'0'23'0 | Steam | | |
| 00985 | — | 120 | | 1920 | | 72'0'20'0 | Steam | | |
| 00986 | Ardenia | 191 | | 1884 | Lehnitzh Co. | 102'0'18'0 | Steam | | |
| 00987 | Ardenna | 215 | | 1911 | | 119'1'22'1 | Steam | | |
| 00988 | Ardita | 132 | | 1907 | F.Gari | 96'0'24'0 | Steam | | |
| 00989 | Ardyne | 342 | +100A1 Ltd | 1922 | Scottish Steam Bowling | 132'3'23'1 | Steam | | |
| 00990 | Arenorte No. 10 | 202 | | 1919 | D.W.Kremeholtz | 111'0'27'0 | Steam | | |
| 00991 | Argentaria | 132 | | 1921 | Cent. | 94'0'27'0 | Steam | | |
| 00992 | Argentina | 199 | | 1900 | J.C.Tecklenborg A.G. | 90'0'19'7 | Steam | | |
| 00993 | — | 142 | | 1921 | Deberti y Vidal | 99'0'22'7 | Steam | | |
| 00994 | Argentum | 240 | +100A1 Ltd | 1906 | J.Crown & Sons Ltd. | 108'0'22'0 | Steam | | |
| 00995 | Argo | 194 | | 1909 | P.Larsen | 100'2'22'0 | Steam | | |
| 00996 | — | 143 | | 1906 | Mackink | 99'2'21'0 | Steam | | |
| 00997 | — | 199 | | 1920 | T.Fuchi | 89'0'22'0 | Steam | | |
| 00998 | Argus | 217 | + Ltd | 1905 | Scott of Kingston Ltd. | 113'0'25'0 | Steam | | |
| 00999 | Arguey | 121 | | 1922 | Kelly & Sons Ltd. | 89'0'13'7 | Steam | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Position of Class Marking | Year of Last Survey | Built | Owners | Port of Registry | Engines | Number of Boilers |
|---|---|---|---|---|---|---|---|---|---|
| 00000 | Argyny Lessel (Steel) (Motor) (Fishing) | 356 | | | 1917 Gebr. van Diepen Waalhaven | Turbodragging Emporium, Ltd. | Amsterdam | 1 Engine 25 D.Ba | |
| 00001 | Argus (Steel) (Twin Screw) (Fishing) | 565 | | | 1899 Ramsgate Progress, Ltd. Leith | Corporation of the Trinity House | London | T.3C; 19½", 30", 20" | |
| 00002 | — (Steel) (Twin Screw) (Fishing) | 190 | | | 1927 J. Veth Koog Zaandijk | A. Bruinsma | Groningen | 1 Engine | G * |
| 00003 | — (Steel) (Twin Screw) (Fishing) | 197 | | | 1921 N.V. Machf. Bolsjoven Fabriek, Ft. Sodertalje | N.V. Internationale Sleepdienst Rotterdam | Rotterdam | T.3Cy; 16", 26", 42" | Y * |
| 00004 | Argyll (Steel) (Twin Screw) (Fishing) | 299 | ✠100A1 Res | | 1906 J. Fullerton & Co. Paisley | Rose Steamship, Ltd. | Glasgow | T.3Cy; 24", 40", 26" | 10 + 1 |
| 00005 | Aria (Steel) (Twin Screw) (Fishing) | 125 | | | 1910 John Ross Leithdean | R.V. Rawlinson Rank & Stringfellow & C.A. Gulbeck | Hull | 1 Engine | |
| 00006 | Ariadne (Steel) (Twin Screw) (Fishing) | 222 | | | 1906 Cochrane & Sons Selby | J. Dobson | Grimsby | T.3Cy; 18", 31", 48", 34" | 12 + 1 |
| 00007 | Ariake Maru (Steel) (Twin Screw) (Fishing) | 122 | | | 1913 Kyushu Dock | | Nagasaki | | |
| 00008 | Arian (Steel) (Twin Screw) (Fishing) | 221 | ✠100A1 Fly | | 1910 Cochrane & Sons Selby | Fleetwood Trawlers, Ltd. (Fleetwood Trawling Co. (Fleetwood), Ltd. Mgrs.) | Fleetwood | T.3Cy; 17", 27", 44", 34" | 12 + 2 |
| 00009 | Ariel (Steel) (Twin Screw) (Fishing) | 174 | ✠100A1 Hal | | 1900 Cook, Welton & Gemmell Beverley | Grimsby Fish Supply, Ltd. (F. Hewitt, Mgr.) | Hull | T.3Cy; 17", 26", 42", 34" | 12 + 4 |
| 00010 | Arion (Steel) (Twin Screw) (Fishing) | 356 | | | 1919 G. Brooch & Co. Hamburg | | London | T.3Cy; 19", 31", 48", 36" | |
| 00011 | — (Steel) (Twin Screw) (Fishing) | 115 | | | 1884 American S.B.Co. Philadelphia | Steamship Arion | New York | T.3Cy; 17", 26", 36" | |
| 00012 | Aris-Mesdi (Steel) (Twin Screw) (Fishing) | 123 | ✠100A Hlm | | 1921 Cia Ecolat. Sociedad Anon. de Construc. de Buques | Sociedad Española "Oceanicat" (S. Ramos de la Sota, Mgr.) | Bilbao | 1 Engine 25 D.Ba | 7 + 2 |
| 00013 | Artakjern Herstr (Steel) (Twin Screw) (Fishing) | 221 | ✠100A1 Hal | | 1917 Cochrane & Sons, Ltd. Selby | Evelyn Bros. Ltd. (R. Thom, Mgr.) | Kirkcaldy | T.3Cy; 17", 26", 42", 28" | 12 + 1 |
| 00014 | Artaga (Steel) (Twin Screw) (Fishing) | 308 | | | 1924 Deutsche Werft A.G. Hamburg | Gebrüder Pfeiffer & Bremerseefischerei, Aktg. | Bremen | T.3Cy; 18½", 29½", 44½", 29½" | I |
| 00015 | Arion (Steel) (Twin Screw) (Fishing) | 123 | | | 1900 G. Seebeck A.G. Bremerhaven | Seebeckscher Bund | Bremen | T.3Cy; 11", 18", 18½", 22" | G * |
| 00016 | Arions (Steel) (Twin Screw) (Fishing) | 282 | | | 1907 J. H. Dialogue & Son Flensburg | Rasmussen & Dialogue, Aktg. | New York | T.3Cy; 14", 20", 36", 26" | |
| 00017 | Aristocrat (Steel) (Twin Screw) (Fishing) | 122 | | | 1922 Meaglaia S.B.Co. Meaglaia, N.F. | Newfoundlanding Market Co., Ltd. | Wilmington, N.S. | 1 Engine | |
| 00018 | Arkona (Steel) (Twin Screw) (Fishing) | 123 | | | 1930 Fr. Krupp A.G. Gem. Kiel | K.W.B. Bremen | Bremerhaven | 1 Engine 25 D.Ba | G * |
| 00019 | Arkwright (Steel) (Twin Screw) (Fishing) | 302 | ✠100A1 Hal P | | 1906 Cook, Welton & Gemmell Beverley | F. & T. Ross, Ltd. | Hull | T.3Cy; 17", 27", 44", 30" | 14 + 2 |
| 00020 | Arlas (Steel) (Twin Screw) (Fishing) | 122 | | | 1884 Lindholmens Varv N.V.A.B. Gothenburg | Svensk Rederiet | Göteborg | | |

| Numéro Officiel | Nom du Navire, Numéro et Port | Tonnage | Classe de la Classification | Construction | Machines | Propriétaires | Port d'Immatriculation | Dimensions |
|---|---|---|---|---|---|---|---|---|
| 00021 | Arlette | 220 | ✠100A1 Nive | 1910 Murdoch & | | | | |
| 00022 | Arlesx | 257 | | 1910 Canadian | | | | |
| 00023 | Arley | 300 | ✠100A1 Fls | 1911 Smith's | | | | |
| 00024 | Arma | 191 | | 1900 N. V. Nieuw | | | | |
| 00025 | Armaxx | 350 | ✠100A1 Fls | 1900 Cochrane | | | | |
| 00026 | Armandé | 187 | | 1905 Dennich | | | | |
| 00027 | Armaxx | 199 | | 1907 Aalwund | | | | |
| 00028 | Armestiros | 257 | | 1918 Canadian | | | | |
| 00029 | Armin | 171 | | 1899 N. V. Schps | | | | |
| 00030 | Arnac | 188 | | 1872 Caulfield | | | | |
| 00031 | Arne | 172 | | 1905 J. A. Prosa | | | | |
| 00032 | Arne | 199 | | 1911 J. & A. Van | | | | |
| 00033 | Arnold Bennett | 353 | ✠100A1 Hul | 1900 Cochrane | | | | |
| 00034 | Arnolde | 180 | | 1907 C. Cammie | | | | |
| 00035 | Arnvid | 119 | | 1902 Stavanger | | | | |
| 00036 | Aro | 143 | | | | | | |
| 00037 | Aroma | 193 | | 1915 Hall, Rus- | | | | |
| 00038 | Arona | 193 | | 1905 Hall, Rus- | | | | |
| 00039 | Aroo | 270 | | 1872 Schichau | | | | |
| 00040 | Arpage | 199 | | 1911 | | | | |
| 00041 | Arrabida | 211 | ✠ Lis | 1902 Smith's | | | | |
| 00042 | Arragonite | 275 | ✠100A1 Hul | 1917 Smith's | | | | |
| 00043 | Arrea | 207 | | 1919 Canadian | | | | |

| Official No. | Steamer's Name | Where Built | Tonnage | Particulars of Classification | Date | Where | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | Arrecife | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Arrehus | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Arripay | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Arrow | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Arroyo | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Arslan | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | V |
| [illegible] | Arthur Bonnieman | [illegible] | [illegible] | ✠100A1 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | A - 6 |
| [illegible] | Arthur Cavanagh | [illegible] | [illegible] | 100A1 | M3 | [illegible] | [illegible] | [illegible] | [illegible] | 13 - 6 |
| [illegible] | Arthur Dunker | [illegible] | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | G * |
| [illegible] | Arthur Friedrich | [illegible] | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | G * |
| [illegible] | Arthur Godfrey | [illegible] | [illegible] | ✠100A1 | Also | [illegible] | [illegible] | [illegible] | [illegible] | 22 - 6 |
| [illegible] | Arthur Goulthy | [illegible] | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | 11 - 6 |
| [illegible] | Arthur H. Horton | [illegible] | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Artine | [illegible] | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | I * |
| [illegible] | Artigas | [illegible] | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | 16 - 6 |
| [illegible] | Aruba | [illegible] | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | 12 - 10 |
| [illegible] | Arvika | [illegible] | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Arys | [illegible] | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | As | [illegible] | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | V * |
| [illegible] | As-de-Trèfle | [illegible] | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | 11 - 10 V |
| [illegible] | Ass Thor | [illegible] | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | |

| Numéro d'Ordre | Noms des Navires | Tonnage | Division de la Chaîne | Construction | | Ancienneté | Dimensions Exactes | Port | Machines | Numéro d'Ordre |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | |
| | **Asahi Maru** Wooden | | | 1917 | Matsuzaki Tokio | Hyogo-Dockyd | | Kobe | | |
| | — Wood Trawler | | | 1902 | Tokiwa K.K. Tokio | Harris & Dixon K.K. | | Kobe | | |
| | — Wooden Lighter | | | 1918 | | Mizuno Tokyo | | Yokohama | | |
| | **Asahi Maru No. 2** Wooden | | | 1915 | | Mizuno Tokyo | | Osaka | 141 Engine | |
| | **Askaye Maru** Steel | | | 1926 | | Uno & Co. | | Fusan | 141 Engine | |
| | **Asona** Steel | | | 1920 | Welch's | Welch & Wood, Ltd. | | Swansea | | |
| | **Asbury Park** Wooden | | | 1920 | A. C. Dunn | Dunn & Bolles | | New York | | |
| | **Asmus** Steel | | | 1900 | J. C. Hansen | T. S. & W. J. Young | | Copenhagen | | |
| | **Aserpart** Steel | | | 1911 | Bow, Mc-Leod & Co. Ltd. | Bow, McLachlan & Co. Ltd. | | Montreal | | |
| | **Asher J. Hudson** Steel | | | 1911 | Norfolk Lumber Co. | Nelson Shipbuilding Co. (Mgr. M. T. Bell) | | Port Arthur, Ont. | | |
| | **Ashizuka Maru No. 3** Steel | | | 1911 | Ishizuka K.K. Tokio | Ishizuka Shipbuilding K.K. | | Kobe | | |
| | **Ashiya Maru** Steel | | | 1912 | | Nishinomiya Works Ltd. | | Kobe | | |
| | **Ashtabula** Steel Twin Screw | | | 1906 | St. Lukes | Pusey & Jones Shipbuilding Co. | | Pascagoula, U.S. | | |
| | **Asia** Steel | | | 1901 | Cochrane, Cooper & Co. | Irvine & Johnson | | Port Dundas | | |
| | — Wooden | | | 1900 | Finnanger | Lindholmen Varvsverket | | Pion | | |
| | **Asiatica** Steel Twin Screw Barge | | | 1910 | O. Hansen | Aktiesel Frederiksen | | Shanghai | | |
| | **Asia** Steel | | | 1914 | Ch. & Aug. | | | Bordeaux | | |
| | **Asker** Steel | | | 1912 | Vinnemsla | A/S Asker Skibsbyggeri (Th. Hoffmann, Mgr.) | | Sandefjord | | |
| | **Askeid** Steel | | | 1901 | Gant, Nav. | Belgrano | | Montevideo | | |
| | **Askby** Steel | | | 1912 | Vinnemsla | A/S Askey Dampskibs (O. Eliasen) | | Sandefjord | | |
| | **Asleng** Steel | | | 1915 | Vinkovitsa | A/S Asleng & J. J. Ettrup | | Vinkovitsa | | |
| | **Asma** Steel | | | 1912 | Tsunizen | Tsuji Kisen | | Shimoda | | |
| | **Aspirant Brun** Steel Twin Screw | | | 1926 | H. C. Stülcken | Stülcken & Co. | | Hamburg | | |
| | **Aspé** Steel | | | 1907 | Aalesund | | | Aalesund | | |

| Official No. | Steamer's Name | Material, Rig, &c. | Length | Breadth | Depth | Tonnage | Particulars of Classification | Hull | Engines | Owners | Port of Registry | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00600 | **Aspromonte** | Steel Twin Screw | | | | | | 1921 Gook, Lloyd & Co. Ltd. | | Pacific Steam Nav. Co. | Montevideo | |
| 00601 | **Aspy** | Steel Sc | | | | | | 1922 Shelburne S.S. Co. (Shelburne S.C. Ltd.) | | Kerr, Stuart & Co. Ltd. (J. A. Young, Mgr.) | Sydney, N.S.W. | |
| 00602 | **Assam** | Steel Twin Screw | | | | | | 1909 W. Denny & Bros. (Dumbarton) | | Dennystown Forge Co. Ltd. | Glasgow | |
| 00603 | **Assistance** | Steel Sc | | | | | | 1903 Noble & Sons (Sorting) | | Clydebank Engineering & Shipbuilding Co. Ltd. (W. J. Savage, Ltd., Mgr.) | Liverpool | |
| 00604 | **Assistance** | Steel Sc | | | | | | 1909 Matala S.S. Co. (Matala) | | Fonds Engenharia Lisboa, Engenharia (J. Sandström, Mgr.) | Funchal | |
| 00605 | **Assistant** | Steel Twin Screw | | | | | 1-100A1 Lr | 1914 J. P. Rice (Lion Steamship Co. Ltd. & Florida Lloyd) | | Harry Dodd Harbour Board | Liverpool | |
| 00606 | **Associate** | Wood Twin Screw | | | | | | 1912 J. H. Gardner (Liverpool, W.C.) | | J. Jackson | Liverpool | |
| 00607 | **Associated** | Steel Twin Screw Oil Engs. | | | | | | 1920 J. Kodes (Rio, Sociedade) | | Associated Petroleum Transport Manufacturers Ltd. | London | |
| 00608 | **Associates** | Steel Twin Screw Barge Oil Eng. | | | | | | 1920 Todd Shipyards Corp. Ltd. (San Francisco) | | Associated Oil Co. | San Francisco, U.S.A. | |
| 00609 | **Assurance** | Steel Sc | | | | | | 1909 W. J. Yarwood & Sons Ltd. (J. R. Cooper, Mgr.) | | Anglo Scottish Shipping Co. Ltd. | Liverpool | |
| 00610 | **Astarte** | Steel Twin Screw Oil Eng. | | | | | | 1917 Schwerdtfeger & Co. | | R. Ahlfeldt | Stettin | |
| 00611 | **Astelinger** | Wood Sc | | | | | | 1911 J. Hansen (Vinger) | | A/S Bridal Dreadl. (Jensen, Mgr.) | Kristiania (Norway) | |
| 00612 | **Astra** | Steel Sc | | | | | | 1919 Crowninshield & Co. (Fall River, Massachusetts, U.S.A.) | | Davison Chemical Co. Inc. | Baltimore | |
| 00613 | — | Steel Twin Screw | | | | | | 1905 Nakashima & Co. (Tokyo) | | Kihara Prince | Fukuoka | |
| 00614 | — | Steel Sc | | | | | | 1905 Mitsubishi Co. (Nagasaki) | | Nagasaki Kisen Kaisha | Nagasaki | |
| 00615 | — | Steel Sc | | | | | | 1914 W. Greenhow & Sons (Falls) | | Freemen Greenhow | Hull | |
| 00616 | **Astrid** | Steel Sc | | | | | | 1918 Cruickshank & Co. Ltd. (Tonnagh) | | Tonnagh Gesellschaft, S.A. | Antwerp | |
| 00617 | **Asua** | Steel Sc | | | | | | 1920 Sociedad Española de Construcción Naval (Bilbao) | | Junta de Obras del Puerto de Bilbao | Bilbao | |
| 00618 | **Asuncion** | Steel Sc | | | | | | 1917 La Cruz, S.A. (Gijón, San Antonio, Vigo) | | Sociedad Industrial Asturiana (Jose Fernandez, Mgr.) | Gijón | |
| 00619 | **Atala Mare** | Steel Sc | | | | | | 1921 Kolen (Schiedam) | | Gebrüder Sachsenberg A.G. | Rheinschiffahrt | |
| 00620 | **Atalaia II** | Steel Twin Screw | | | | | | 1920 Alhamar-Estaleiros Mecânicos de Alhandra | | Pereira dos Reparos Lusitanos | Lisboa | |
| 00621 | **Atalanta** | Steel Sc Oil Eng. | | | | | | 1904 J. K. Stanton & Co. (Bristol) | | Bristol Steamship Co. Ltd. | Bristol | |

| Nom de Navire | Port | Tonnage | Classe de la Société | Constructeur | Machines | |
|---|---|---|---|---|---|---|
| 00711 Athelstan | | 354 | | 1913 Cook, Welton & Gemmell Ltd., Beverley | Rolf Schmerda Dampfturbinen-Bau G.m.b.H. | |
| 00712 Athenian | | 218 | | 1915 Cook, Welton & Gemmell Ltd., Beverley | Parsons Marine Turbine Co. Ltd. | |
| 00713 Atkins B. | | 294 | | 1888 Day, Summers & Co., Southampton | N.C. Barlow, Southampton | |
| 00714 Atkins Jr. | | 170 | | 1884 J. Weston, Hull | Rigiers Bard and Burgmann A.G. | |
| 00715 Athlete | | 317 | A1 | 1900 Cassels, Kirkcaldy | Gebr. Stumcke, Dampfmaschinenfabrik | |
| 00717 Athlete | | 171 | | 1903 J. Harvey & Co. Ltd., Leith | Rud. Sverdrup Ltd., Kristiania | |
| 00718 Atlas | | 120 | | 1911 Francisco y Sociedad, Vigo | Josef. Carbaro | |
| 00719 Atlas Hughes | | 171 | | 1900 Neafie & Levy, Philadelphia | Eng. Atlas Hughes Co. | |
| 00722 Atlanta | | 432 | | 1922 Schiffbau-Ges. f. Binnenwasserstraßen, Duisburg | Schiffbau-Ges. f. Binnenwasserstraßen, Duisburg | |
| 00723 Atlantic | | 112 | | 1911 G. A. Blythe, Sunderland | Blythe Bolton & Co. Ltd., Sunderland | |
| 00720 — | | 311 | | 1920 W. J. Smith & Son, Hoogezand | N.V. Twentsche Werkplaatsen, Hengelo | |
| 00725 — | | 181 | | 1898 Cochrane & Sons, Selby | Thomson Ltd., Dundee | |
| 00726 — | | 102 | | 1906 Campbell, Richmond, Brooklyn, Cal. | R.D. Mullins | |
| 00727 — | | 121 | | 1911 Neafie & Levy, Philadelphia | Atlantic Refining Co. | |
| 00728 — | | 111 | | 1920 Gebr. Gladow, Brake | Bremer Vulkan, Vegesack | |
| 00727 Atlantic Cock | | 185 | +100A1 | 1922 A. Hall & Co. Ltd., Aberdeen | Richardsons Westgarth & Co. Ltd. | |
| 00729 Atlantic | | 326 | | 1917 Richards & Sons, Selby, Hamburg | Rich. Dorn, Lübeck | |
| 00730 Atlantic No. 1 | | 326 | | 1911 H. Brown & Co. Ltd., Hamburg | Fraser & Lindsay | |
| 00730 Atlantide | | 294 | | 1905 Townsend Brothers, Hamburg | V.K. Jutz, Hamburg | |
| 00731 Atlas | | 354 | | 1905 P. H. Dejong, Kiel | Kieler Maschinenfabrik, A.-G. Kiel | |
| 00732 — | | 417 | | 1884 Armstrong, Whitworth & Co. Newcastle | Armstrong Whitworth & Co. Newcastle | |
| 00733 — | | 413 | | 1911 Van Ellen & Co., Hamburg | Rigiers Bard & Burgmann A.G. | |
| 00734 — | | 229 | | 1907 L. Petrick, Stettin | Engel Stettin | |

| Official No. | Number's Name, Nationality, Rig, &c. | Tonnage | Particulars of Class Rating | Built | Owners | Dimensions | Place of Registry | Engines | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 0725 | Atlas | 154 | | 1886 Jacobsen & Jensen, Sandefjord, Norway | Fargo Kullskuga, Arendal | 100·6 20·0 14·0 | Lier, Finnish | | |
| 0726 | — | 203 | | 1911 Stubek, Tonsberg, Norway | F. Rasale | 104·9 28·0 10·4 | Oslo, Norwegian | | |
| 0727 | — | 131 | | 1911 J. Tonk, Bute, Bermuda | J. Rich | 102·0 20·7 8·2 | Bermuda, British | | G * |
| 0728 | — | 131 | | 1920 N. V. Mch., Schiedam, Holland | N.V. Internationale Sleepboot Maatschappij | 72·6 19·0 9·0 | Rotterdam, Dutch | | V * |
| 0729 | — | 138 | | 1935 Fleming & Ferguson, Paisley | Ryan & Co. Valencia | 90·0 19·0 7·0 | Valencia, Spanish | | |
| 0730 | Atlas No. 108 | 632 | | 1920 J. P. Rizzo, Gulfport, Miss. | Gulf Transportation & Coal Marine Co. Inc. | 139·0 32·2 10·7 | Gulfport, American | | |
| 0731 | Atle | 177 | | 1926 Akt. Lindholmens, Gothenburg | Lindholmens-Rederi (Engel Martinussen, Haugesund) | 100·1 25·0 9·0 | Stockholm, Swedish | | |
| 0732 | — | 125 | Hal: For fishing purposes | 1888 Cook, Welton & Gemmell, Hull | Hull Steam Fishing & Ice Co. Ltd. | 100·4 20·1 10·4 | Hull, British | 11 + 4 | |
| 0733 | Atlete | 115 | | 1906 J. L. Meyer, Papenburg | Lahrssen & Co. (Meyer & Bremshaven A.G. Gustav Schulte & Co.) | 75·0 19·1 10·1 | Bremen, German | | |
| 0734 | Atley | 103 | | 1931 A/S Dyrvik Mek. Verksted, Bergen | A/S Dyrvik (Anton Dyrvik) | 81·7 17·0 9·1 | Bergen, Norwegian | | N * |
| 0735 | Atna | 200 | | 1902 G. Noble, Leslie, R.S. | G. T. Bond | 107·0 25·0 6·0 | Auckland, British | | |
| 0736 | Aubepine | 103 | Dak: Fire Transfer 1.19 | 1905 Earle's Co. Ltd, Hull | Soc. "La Fidele Transport" | 110·5 21·3 11·7 | Fécamp, French | 12 + 0 | V |
| 0737 | Auckland | 130 | | 1899 Cook, Welton & Gemmell, Hull | A. Boddy | 105·0 20·6 11·0 | Lowestoft, British | 11 + 10 | |
| 0738 | Aurora | 217 | | 1906 Cook, Welton & Gemmell, Beverley | [illegible] | 113·4 22·0 11·7 | Grimsby, British | 12 + 3 | |
| 0739 | Aulacious | 162 | | 1922 A. Hall & Co. Ltd, Aberdeen | Hunt, Gregor | 94·0 23·1 9·0 | Belfast, British | 11 + 9 | |
| 0740 | Aulastine | 22 | | 1924 A. Liddle, Kirkwall, Orkney | Aubrey Hill, Georgetown, Ld. | 52·1 13·0 5·0 | Georgetown, British | 6 + 2 | |
| 0741 | Aulax | 112 | | 1900 Cant, Nat. Rowell, Lowestoft | [illegible] | 79·0 20·0 11·7 | Boston, British | | I * |
| 0742 | Aulizy | 189 | | 1906 Hardcastle, Thomson, Glasgow | A. Boyle | 100·0 21·0 11·0 | Belfast, British | 12 + 6 | |
| 0743 | Aulroy D. | 130 | | 1909 J. Noble, Leslie, R.S.A. | [illegible] | 100·0 23·2 9·0 | Newcastle, E. & W. British | | |
| 0744 | August Brehm | 247 | | 1921 H. C. Stüdl, Hamburg | Gruner Fischerei-Gesellschaft G.m.b.H. (Wilhelm Meyer) | 128·0 24·2 12·7 | Cuxhaven, German | | G * |
| 0745 | August Wilhelm | 206 | | 1899 Stenck, Stade | Lorenz Bestgen, Hamburg | 128·7 21·7 11·1 | Lorenz, Hamburg, German | | G * |
| 0746 | August Wriedt | 422 | | 1901 Fortschritt, Elsfleth | "Rudiger" Deutsche Hochsee-Fischerei, Bremen | 172·6 22·3 12·7 | Bremerhaven, German | | G * |

| Numéro officiel | Nom du Navire | Port d'attache | Tonnage | Détails de la Classe Spéciale | Construit | Armateurs | Machines | Port d'immatriculation | Observations | Numéro officiel |
|---|---|---|---|---|---|---|---|---|---|---|
| 02767 | Augusta | | 177 | | 1888 Gebr. v. d. Wiede Vlissingen | Frank Maris "Vlissingen" | 114 0.30 0 | Vlissingen | | |
| 02768 | Augusta and Raymond | | 204 | | 1888 Lofstrup | Augustus Stepping | 32 2.20 0 | Aalborg | | |
| 02769 | Auguste Denise | | 170 | | 1888 | | 120 0.23 0 | Boulogne | | V |
| 02770 | Auguste Kampf | | 200 | | 1888 Deutsche | | 110 0.32 0 | | | |
| 02771 | Auguste Stoecklin | | 130 | | 1888 Gaylor | | 70 0.21 0 | Boulogne | | V |
| 02772 | Augustenburg | | 200 | | 1888 Schiffbau | A. Ehrling | 120 0.22 0 | | | G |
| 02773 | Augustin Normand | | 70 | | 1888 A. Mac | | 100 0.20 0 | | | V |
| 02774 | Augustine | | 130 | | 1888 T. McCon | | 101 0.22 0 | | | |
| 02775 | Auguste Mesirengre | | 220 | | 1888 A. Hodgson | | 140 0.25 0 | | | |
| 02776 | Ark | | 180 | | 1901 A. Halle | | 100 0.21 0 | | | |
| 02777 | — | | 100 | | 1900 Gaslik S. R. | | 110 0.22 0 | | | |
| 02778 | Aung Thein Ngwe | | 140 | | 1927 Maung | | 90 0.23 0 | | | |
| 02779 | Annie | | 200 | | 1911 Smith's | | 117 0.22 0 | | | V |
| 02780 | Anita-Mendi | | 90 | | 1888 | | 64 0.17 0 | | | |
| 02781 | Aurora | | 270 | +100A1 Ft | 1917 Dresden | | 120 0.22 0 | | | |
| 02782 | Aurach | | 200 | | 1901 Fürg & Co. | | 130 0.23 0 | | | V |
| 02783 | Aurora | | 250 | | 1882 J. Hendler | | 140 0.20 0 | | | |
| 02784 | — | | 220 | | 1900 Cockerow | | 117 0.22 0 | | | |
| 02785 | Aurora G. | | 200 | | 1919 | | 130 0.23 0 | | | |
| 02786 | Armelle | | 204 | | 1911 J. Dewsnap | | 100 0.22 0 | | | I |
| 02787 | — | | 100 | | 1896 P.G. | | 70 0.19 0 | | | I |
| 02788 | Aurelie | | 104 | | 1900 J. & H. Inch | | 92 0.20 0 | | | |

| Official No. | Name | Where Built | Tonnage | Classification | Owners | Port of Registry | Engines | Remarks |
|---|---|---|---|---|---|---|---|---|
| 167[illegible] | Austerlitz | [illegible] | [illegible] | | A. Vennin | [illegible] | [illegible] | |
| 167[illegible] | Austhrolm | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | N * |
| 167[illegible] | Autherpe | [illegible] | [illegible] | 100 A1 | [illegible] | [illegible] | [illegible] | |
| 167[illegible] | Aviatrix | [illegible] | [illegible] | + 100 A1 | [illegible] | [illegible] | [illegible] | |
| 167[illegible] | Avisma | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | V * |
| 167[illegible] | Available | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | |
| 167[illegible] | Avance | [illegible] | [illegible] | | H. J. Hager | [illegible] | [illegible] | |
| 167[illegible] | Avance I. | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | |
| 167[illegible] | Avangard | [illegible] | [illegible] | | Kalman | [illegible] | [illegible] | N * |
| 167[illegible] | Avant Garde | [illegible] | [illegible] | + 100 A | [illegible] | [illegible] | [illegible] | |
| 167[illegible] | Avanti | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | |
| 167[illegible] | Avanturine | [illegible] | [illegible] | + 100 A1 | [illegible] | [illegible] | [illegible] | |
| 167[illegible] | Ave Maria | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | I |
| 167[illegible] | Ave Maria G. | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | I * |
| 167[illegible] | Aves | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | V |
| 167[illegible] | Aventure | [illegible] | [illegible] | | J. Dubbie | [illegible] | [illegible] | |
| 167[illegible] | Aventrex | [illegible] | [illegible] | + A1 | [illegible] | [illegible] | [illegible] | |
| 167[illegible] | Avila | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | |
| 167[illegible] | Avisson | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | |
| 167[illegible] | Avila | [illegible] | [illegible] | + | [illegible] | [illegible] | [illegible] | |
| 167[illegible] | Avisette | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | V |
| 167[illegible] | Avon | [illegible] | [illegible] | + A1 | W. Simpson | [illegible] | [illegible] | |

| Numéro officiel | Noms des Navires, Signaux, Tonnage, etc. | Détails de la Classe Bureau | Détails de la Classe Bureau | Machines à Vapeur | Construit. | Propriétaires, Armateurs, etc. | Dimensions principales du Navire | Port d'enregistrement | Machines. | Observations |
|---|---|---|---|---|---|---|---|---|---|---|
| 10861 | **Avon** | 100 | Gas | | 1907 Cockerill | J. W. Anderson | | Newcastle | | |
| 10862 | **Avondale** | 100A1 | Dia | | 1919 Gourlay | Scott & Sillars | | Leith | | |
| 10863 | **Avondale** | | | | 1919 J. Fullerton | Scott & Sillars | | Leith | | |
| 10864 | **Avondale** | | | | 1902 Smith's | | | | | |
| 10865 | **Avonglen** | | | | 1905 Smith's | Scott & Sillars | | | | |
| 10866 | **Avonlea** | | | | 1912 J. Dublin | Scott & Sillars | | | | |
| 10867 | **Avonwater** | 100A1 | Abe | | 1900 J. Lewis | Scott & Sillars | | | | |
| 10868 | **Avylos** | | | | 1920 Lithgow | | | | | |
| 10869 | **Awaji Maru** | | | | 1917 Amano | | | | | |
| 10870 | **Awarua** | 100A1 | Dia | | 1902 Leslie | | | | | |
| 10871 | **Ayala-Mendi** | 100A- | Dia | | 1920 | | | | | |
| 10872 | **Aymont** | | | | 1906 | | | Paris | | |
| 10873 | **Ayr** | | | | 1897 J. P. Rees | | | | | |
| 10874 | **Ayukawa Maru** | | | | 1920 Harland | | | Ayukawa | | |
| 10875 | **Azania** | | | | 1920 Ferguson | | | | | |
| 10876 | **Azevedo Gomes** | | | | 1905 Aitchison | | | Lisboa | | |
| 10877 | **Azimuth** | | | | 1912 Gebrüder | | | | | |
| 10878 | **—** | 100A1 | Yaw | | 1911 J. Dublin | | | | | |
| 10879 | **Azo** | 100 | Ave | | 1899 Earl & Co. | | | | | |
| 10880 | **Azolla** | | | | 1920 Van Vlissingen | | | | | |

(Non-Sailing Ship Register.)

| No. of Book / Official No. / Code Letters | Owner's Name. Material, Rig, &c. Last Name of ship. Special Surveys. No. of Decks, &c. | | Tonnage | Particulars of Class Built. Character | Built. Where / When | By Whom / Where | Owners | Length | Breadth | Depth | Port of Registry / Flag | Engines. No. & Dia. of Cylinders. Stroke. Power. Engine Maker's Name | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | Azuchi Maru | Steel Twin screw Oil fuel 1 Cyl. | [illegible] | | 1930 | Mitsubishi Zosensho, Kobe | Kyodo Gyogyo K.K. | 143'0 | 24'0 | 14'0 | Tokyo Japan | 1 cyl. Engine | |
| [illegible] | Azuma Maru | Steel Twin screw Oil fuel 1 Cyl. | 421 | | 1914 | Shanghai Dock Co. Shanghai | Tokio Kaisoku Ko. Ltd. | 140'0 | 26'0 | 14'0 | Tokio Japan | 7.5" 10" 16" 48" 36" | Shanghai Dock Co. Shanghai |
| [illegible] | Azuma Maru No. 2 | Steel Twin screw Oil fuel 1 Cyl. | [illegible] | | 1918 | Ishikawa Tekkosho Tokio | Sakaue Matsujyoro | 109'6 | 24'2 | 11'2 | Kanto Japan | 12" 19" 31" 54" | Isshikawajima Works |

*,* Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery required at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage or from other causes, rests with the Owners, Masters, or Agents.

| Numéro Officiel | Nom du Navire, Numéro, Tonnage, etc. | Détails de la Classe | Construit | Machines | Propriétaires |
|---|---|---|---|---|---|
| 00[illegible] | R. D. No. 1 | 100 ✠ A1 Bus | 1888 W. Simons | [illegible] | [illegible] |
| 00[illegible] | R. D. Clifton | 90 ✠ A1 Bus | 1885 Fleming & | [illegible] | [illegible] |
| 00[illegible] | R. H. B. Hubbard, Jr. | [illegible] | 1892 American | [illegible] | [illegible] |
| 00[illegible] | R. L. Nairn | 39 | 1890 Caledonia | [illegible] | [illegible] |
| 00[illegible] | R. O. Davies | 173 ✠100A1 | 1900 W. Gray & | [illegible] | [illegible] |
| 00[illegible] | Rache | [illegible] | 1890 [illegible] | [illegible] | [illegible] |
| 00[illegible] | Racke | [illegible] | 1910 Akers | [illegible] | [illegible] |
| 00[illegible] | Radia | 190 ✠100A1 Lon | 1900 Philipp | [illegible] | [illegible] |
| 00[illegible] | Radiera | 270 | 1914 W. Denny & | [illegible] | [illegible] |
| 00[illegible] | Rahke | 427 | 1919 [illegible] | [illegible] | [illegible] |
| 00[illegible] | Rahama | [illegible] | 1907 [illegible] | [illegible] | [illegible] |
| 00[illegible] | Raharakat | [illegible] | 1912 Neil Red. | [illegible] | [illegible] |
| 00[illegible] | Rahrenfeld | [illegible] | 1910 H.C. [illegible] | [illegible] | [illegible] |
| 00[illegible] | Raia | [illegible] | 1912 Nat. Nav. | [illegible] | [illegible] |
| 00[illegible] | Rajane | 127 ✠ | 1909 Edwards | [illegible] | [illegible] |
| 00[illegible] | Rakian | 143 | 1909 [illegible] | [illegible] | [illegible] |
| 00[illegible] | — | [illegible] | 1892 J. Nicholson | [illegible] | [illegible] |
| 00[illegible] | Ralata | [illegible] | 1922 Ralje, | [illegible] | [illegible] |
| 00[illegible] | Ralbias Primeiro | 223 ✠ Lis | 1909 J. Dunlop, | [illegible] | [illegible] |
| 00[illegible] | Ralder | 203 ✠ Tyne | 1906 W. Gray & Co. | [illegible] | [illegible] |
| 00[illegible] | — | 294 ✠ A1 Ngas | 1913 Gorse- | [illegible] | [illegible] |

| Official No. | Steamer's Name. Material, Rig, &c. Last Name of ship. Special Surveys. No. of Decks, &c. | Tonnage | Particulars of Classification. Character. | Built. When. By Whom. Where. | Owners. | Gross Dimensions. | Port of Registry. | Engines. | |
|---|---|---|---|---|---|---|---|---|---|
| 0000 | **Balder** | 137 | | 1896 Schiffw. Neptun | Ver. Dampfschiff-Gesellschaft Bremen | 129·0 20·2 | Bremerhaven | | G * |
| 0000 | — | 100 | | 1875 | Fylkesbåtene i Sogn og Fjordane | 93·7 12·4 | Bergen | | |
| 0000 | **Baldrock** | 420 | | 1919 Beliebelsen | Eastern Transport Co. | 142·9 27·7 14·9 | Wilmington (Del.) | | |
| 0000 | **Baltar** | 119 | | 1921 Schiffb. Gust. Chr. Wrede | Fiskeriselskapet "Bangor" | 144·9 23·5 10·0 | Bergen | | G * |
| 0000 | **Balgowtal** | 400 | | 1912 Mort's Dock & Eng. Co. Ltd. Sydney | Port Jackson & Manly S.S. Co. Ltd. | 210·0 32·2 14·1 | Sydney | | |
| 0000 | **Balder** | 136 | | 1924 Ateliers & Ch. de Saint-Nazaire Penhoët | Chantiers de Guinée et de Dinan | 80·4 12·7 11·2 | Dunkerque | | V * |
| 0001 | **Balk** | 297 | | 1910 Cook, Welton & Gemmell Ltd. Berwick | Turkish Government (Turkish Dept.) | 130·2 22·0 12·0 | Istanbul | 13 - 2 12 - 8 | |
| 0002 | **Ballard** | 214 | | 1900 Marine | Consolidated Transportation Co. | 134·0 21·0 | Seattle, Wash. | | |
| 0003 | **Ballamy** | 425 | | 1919 Beliebelsen | Ford Motor Co. | 142·9 27·7 14·9 | Detroit Mich. | | |
| 0004 | **Balzac** | 427 | | 1919 Beliebelsen | Balzac S.S. Inc. W. A. Bolger Transpo. Corp. (Agts.) | 142·9 27·7 14·9 | New York | | |
| 0005 | **Balmoral** | 320 + 100A1 | Gras | 1910 Cochrane & Sons | Scottish Tanking Co. Ltd. | 117·1 21·0 11·3 | Grangemouth | 22 - 3 | |
| 0006 | **Balmoral Castle** | 185 | | 1906 J. Scott & Co. Engineers | A. & J. Davidson | 101·0 20·0 11·3 | Aberdeen | 11 - 10 | |
| 0007 | **Balteata** | 112 | | 1913 J. Th. Reyes Shipbuilder | Reisch S.S. & E. Works | 100·0 19·0 | Leningrad | | |
| 0008 | **Baltasar** | 307 + 100A1 | Hol. F | 1922 Cook, Welton & Gemmell Ltd. Berwick | Kirkham Tanking Co. Ltd. Bolton-le-Sands Ltd. (Agts.) | 113·0 23·1 12·4 | Hull | 14 - 6 | |
| 0009 | **Baltic** | 140 | | 1915 A. Gustaf-wen Landskrona | Gustaf Hansen | 92·0 24·0 | Helsingborg | | V * |
| 0000 | — | 133 | | 1897 Swan Hunter & Wigham Richardson | J. Prinsier | 101·0 19·4 | Groningen | | |
| 0000 | — | 120 | | 1916 N.V. Rijwerf Lande-waard Vlaardingen | Gust. Kinsler | 87·0 21·7 | Bremerhaven | | V |
| 0000 | — | 110 | | 1910 C. Appelo | S. Brokema | 90·5 18·0 | Groningen | | |
| 0000 | — | 102 | | 1913 | Société Belge d'Armement | 79·0 19·0 | Antwerp | | |
| 0004 | **Baltrum** | 136 | | 1890 A.G. Vulc. "Weser" Bremen | | 100·5 23·0 10·5 | | | |
| 0005 | **Baltzar van Platen** | 340 | | 1870 Rendsb'r Ch. Rendsb. | Kgl. Grønl. Handel Kjøbenhavn | 127·5 21·0 | Copenhagen | | |

| Numéro Officiel | Nom du Navire, Numéro Distinctif, etc. / Port d'Attache / Pavillon, Propriétaire des Ponts | Tonnage | Dimensions de la Cloison Étanche | Générale | | Armateurs | Dimensions d'après le Registre | Port d'Immatriculation | Machines | Observations |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Numéro | Nom et Adresse | | | | | |
| [illegible] | Bamer I. / [illegible] / [illegible] | [illegible] | | 1904 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Ban Song Ion / [illegible] | [illegible] | | 1911 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Banco / [illegible] | [illegible] | | 1912 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bandai Maru / [illegible] | [illegible] | | 1917 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bandai / [illegible] | [illegible] | | 1918 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Banderole / [illegible] | [illegible] | | 1919 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bangwood / [illegible] | [illegible] | | 1920 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Banks O'Dee / [illegible] | [illegible] | | 1921 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Banpo Maru No. 1 / [illegible] | [illegible] | | 1922 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bansara / [illegible] | [illegible] | | 1923 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bansei Maru No. 16 / [illegible] | [illegible] | | 1924 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bansho Maru / [illegible] | [illegible] | | 1925 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bansho Maru No. 2 / [illegible] | [illegible] | | 1926 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bansho Maru No. 3 / [illegible] | [illegible] | | 1927 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bansho Maru No. 5 / [illegible] | [illegible] | | 1928 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bansho Maru No. 6 / [illegible] | [illegible] | | 1929 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bansho Maru No. 7 / [illegible] | [illegible] | | 1930 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bansho Maru No. 9 / [illegible] | [illegible] | | 1931 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bansho Maru No. 12 / [illegible] | [illegible] | | 1932 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bansho Maru No. 13 / [illegible] | [illegible] | | 1933 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bansho Maru No. 16 / [illegible] | [illegible] | | 1934 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bansho Maru No. 18 / [illegible] | [illegible] | | 1935 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bansho Maru No. 19 / [illegible] | [illegible] | | 1936 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bansho Maru No. 21 / [illegible] | [illegible] | | 1937 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bansho Maru No. 22 / [illegible] | [illegible] | | 1938 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Classification | Where Built | Owners | Port of Registry | Engines | Remarks |
|---|---|---|---|---|---|---|---|---|
| [illegible] | **Danshu Maru No. 25** Steel Screw | 142 | | 1932 Tokio | Dapenkisen Kaisha K.K. | Kobe | [illegible] | |
| [illegible] | **Danshu Maru No. 33** Steel Screw | 142 | | 1933 Tokio | Dapenkisen Kaisha K.K. | Kobe | [illegible] | |
| [illegible] | **Danshu Maru No. 27** Steel Screw | 213 | | 1924 Mitsubishi Jukogyo K.K. Kobe | Kokusai Kaijo | Kobe | [illegible] | |
| [illegible] | **Daoyo Maru** Wood Screw | 138 | | 1906 T. Nakaja Miyazu | Kokusai Kaiji | Osaka | [illegible] | |
| [illegible] | **Daoyo Maru No. 9** Wood Screw | 198 | | 1917 Nagasaki Fukuoka Kagoshima | Kiyosaki Fusaku | Kagoshima | [illegible] | |
| [illegible] | **Dar** Steel Screw | 254 | | 1907 Dorrell Ross Newcastle | Ross Shellfisheries, Westbridge | Bridgetown Trinidad | [illegible] | V * |
| [illegible] | **Dar-es-sal** Wood Screw | 237 | | 1919 Morrison & Sons Sydney | Dar Fresset | Sydney | [illegible] | |
| [illegible] | **Daragosia** Steel Screw | 470 | | 1922 Mort's Dock & Eng. Co. Ltd. Sydney | Port Jackson & Manly S.B. Co. Ltd. | Sydney | [illegible] | |
| [illegible] | **Darbo de Cumbria** Steel Twin Screw | 303 | + 100A1 Mile | 1911 Smith's Dock Co. Ltd. Middlesbrough | Westcott & Co. | Paris | [illegible] | 7 - 0 |
| [illegible] | **Darse de Mazé** Steel Screw | 419 | + Ref | 1929 W. Simons & Co. Ltd. Renfrew | Board of Treasury State of Pernambuco | Pernambuco | [illegible] | 12 - 0 |
| [illegible] | **Darbudee** Steel Screw | 211 | | 1900 Cook, Welton & Gemmell Ltd. Hartlepool | Dorf Bremerhaven Bremerhaven Ltd. | Bremerhaven | [illegible] | 12 - 4 |
| [illegible] | **Darbara Robb** Steel Screw | 202 | + 100A1 Alus | 1900 Hall, Russell & Co. Ltd. Aberdeen | [illegible] | Aberdeen | [illegible] | 13 - 9 |
| [illegible] | **Darbro** Wood Screw | 171 | | 1904 J. P. Jungerson Wind | Th. Johnsen | Stavanger | [illegible] | V * |
| [illegible] | **Darbuda** Steel Screw | 211 | | 1900 Cook, Welton & Gemmell Hartlepool | Dorf Bremerhaven Bremerhaven Ltd. | Bremerhaven | [illegible] | 12 - 4 |
| [illegible] | **Darbus** Steel Screw | 140 | | 1890 Cook, Welton & Gemmell Hull | [illegible] | Glasgow | [illegible] | 11 - 10 V |
| [illegible] | **Darbus** Steel Twin Screw | 320 | | 1924 W. Simons & Co. Ltd. Renfrew | Bremerhaven Tran | Bremerhaven | [illegible] | 14 - 0 |
| [illegible] | **Dard** Wood Screw | 138 | | 1912 K. Nissen Bremerhaven | Lorck Bremerhaven | Bremerhaven | [illegible] | |
| [illegible] | **Darden** Steel Screw | 192 | | 1914 Kristiansands Mek. Verksted Kristiansand | [illegible] | Kristiansand | [illegible] | N * |
| [illegible] | **Dardalyk** Steel Screw | 207 | | 1911 Smith's Dock Co. Ltd. Middlesbrough | Brandt & Sonner | Kalt | [illegible] | 12 - 0 |
| [illegible] | **Darkhamstead** Steel Screw | 477 | | 1919 Bethlehem S.B. Corp. Ltd. Sparrows Point Baltimore, U.S.A. | Pringle Steamships Co. | Wilmington (Del.) | [illegible] | L |
| [illegible] | **Darle** Steel Screw | 300 | + 100A1 Grus | 1911 Cochrane & Sons Ltd. Selby | T. W. Beckmann | Bremerhaven | [illegible] | 13 - 0 |
| [illegible] | | | | | | | | |

| Numéro Officiel | Nom du Navire | Détails de la Classification | Construction | Armateurs etc. | Machines | Remarques |
|---|---|---|---|---|---|---|
| 00311 | Barlow | | 1916 Bethlehem S.B. Corp. Ld. (Hoboken Yd.) Elizabeth, New Jersey, U.S.A. | Fred Mouzilis. | Steam, Triple Exp. | |
| 00312 | Barmat | | 1911 Allan S. C. Co. Ld. Troon | Gert. Lo Wigers | Engine | |
| 00313 | Barnes | | 1906 J. Duikie Tyne S. Co. (Jarrow) | "Barnes" Steamship Barnes Brothers Gothenburg & S. | Triple Exp. | |
| 00314 | Barnacre | 175-1-100A1 Rivd | 1907 Cook, Wel. Tyne Co. (Willington Q.) Ld. Newcastle (Lat. Jetty, Hyr.) | Fishbulldrown Fishingdo Ld. (S. A. Lodges, Hyr.) | Steam, Triple Exp. | |
| 00317 | Barnston | 72-6-9 Hks | 1921 H. & C. Liverpool (Sandon Dock) | Liverpool Steamship Co. of Birkenhead | Steam, Triple Exp. | |
| 00318 | Barnna | | 1906 G. A. Rad. Newcastle, N.S.W. | [illegible] | Steam, Triple Exp. | |
| 00319 | Barqvislmarts | | 1897 Wood, Skinningrove Ironworks | Bolivar Rly. Co. Ld. | Steam, Triple Exp. | |
| 00320 | Barralitos | | 1919 Bethlehem S.B. Corp. Elizabeth, N.J. | Fred Mouzilis. | Steam, Triple Exp. | |
| 00321 | Barrabas | | 1919 Bethlehem S.B. Corp. Ld. Elizabeth, N.J. | Sun Transportation Co. Inc. Philadelphia, Pa. | Steam, Triple Exp. | |
| 00322 | Barranca Bermeja | | 1926 Marietta Mfg. Co. Ft. Plasmont, W. Va. | Transportation W. B. Kinnaird, Hyr.) | Steam, Triple Exp. | |
| 00323 | Barratta | | 1904 J. Watson & Co. Ld. Sunderland | [illegible] | Steam, Triple Exp. | |
| 00324 | Barrachd | | 1919 Bethlehem S.B. Corp. Ld. Elizabeth, N.J. | Barrachd Steamship Co. (Twizgills, (S.A. Gaddis, Hyr.) | Steam, Triple Exp. | |
| 00325 | Barrmjory | | 1918 Mort's Dock & Eng. Co. Ld. Birkenhead | Bartlesbank Steamship Co. Ld. | Steam, Triple Exp. | |
| 00326 | Barrina | 100-1-100A1 Bry | 1920 J. Thomson Ld. Clydebank | Barry Fleet Steam Navigation Co. Ld. (R.S. Jones, Hyr.) | Steam, Triple Exp. | |
| 00327 | Barrowby | | 1912 J. Laing Sun. Yard Dept. | Irvin & Johnson (South Africa) Ld. | Steam, Triple Exp. | |
| 00328 | Barrybank | | 1919 Bethlehem S.B. Corp. Ld. Elizabeth, N.J. | Barrypoint Co. Inc. W. E. Reiger Transport Corp. (Hyr.) | Steam, Triple Exp. | |
| 00329 | Bartarelle | | 1911 Smith's Dock Co. Ld. Middlesbrough | Soc. Anon. "Les Chalutiers de La Rochelle" | Steam, Triple Exp. | |
| 00330 | Barton | | 1905 J. P. Rennie & Sons Greenock | Manchester City Council | Steam, Triple Exp. | |
| 00331 | — | | 1901 Hepple & Co. S. Shields | London & Rock Steamship Co. | Steam, Triple Exp. | |
| 00332 | Batwick | | 1919 Bethlehem S.B. Corp. Ld. Elizabeth, N.J. | Barwicklas | Steam, Triple Exp. | |
| 00333 | Baucrabia | | 1907 Tabestal Russell | Tabestal | Steam, Triple Exp. | |
| 00334 | Baumbel | | 1919 Bethlehem S.B. Corp. Ld. Elizabeth, N.J. | Baumbel Steamship Co. | Steam, Triple Exp. | |
| 00335 | Bautagwicke | | 1910 G. Brown & Co. Ltd. Greenock | Great Western Railway | Steam, Triple Exp. | |

| Official No. | Steamer's Name, Where Built, Rig, &c. | Tonnage | Particulars of Class Retained. | Bulk. | Owners | Engines | Place of Registry | Registered Dimensions | |
|---|---|---|---|---|---|---|---|---|---|
| 0035 | **Bass Rock** Steel Screw (Trawler) Welded 4.33 | 193 | — | 1907 J. Crauck, Co. Leith | W. R. Eust | 1-12-21-6-10-9 | Aberdeen British | 70.4 × 19.1 × 8.7 | 12 - 0 |
| 0037 | **Basse** Steel Twin Screw | 316 | | 1930 A. Dubigny's Shipyards, Rouen | Cie. Européenne de Bac Air/Transp. | 142-3-22-9-3-0 | Bologne French | 100.0 × 30.0 × 16.4 | |
| 0038 | **Dunnabie** Steel Screw | 170 | + 100A1 Hal | 1904 Crook, Wolf, Thos. Cockbourn & Sons Ltd. Shipbuilders | Viking Steam Trawling Co. Ltd. | 139-3-22-9-12-0 | Hull British | 100.0 × 19.0 × 8.7 | 11 - 1 |
| 0039 | **Basse Indre** Steel Twin Screw Elec. Light | 112 | | 1931 A. Dubigny's Shipyards, Rouen | Cie. Européenne de Bac Air/Transp. (Bac) | 117-3-19-9-4-1 | Nantes French | 70.0 × 19.0 × 8.0 | |
| 0040 | **Bassenne** Steel Twin Screw (with H.P. 10) | 136 | + A — Hal | 1917 Ardrossan Dockyard Co. Ardrossan | Entreprise Générale de Travaux Maritimes | 42-9-22-9-9-0 | Bordeaux French | 70.0 × 19.0 × 8.0 | 9 - 6 |
| 0041 | **Bassilour** Steel Screw (Fishing) | 352 | | 1919 Abbott, Abbott Lind Kerrin | Sociétés Anon. "Les Armeurs Français" (Armateur: J.Z. Lagarde, Mgr.) | 137-6-20-1-12-9 | St. Pierre-Miquelon French | 101.0 × 31.0 × 16.0 | |
| 0042 | **Basti 2** Steel Screw Elec. Light | 177 | | 1930 Akers M.A. Tarbo Delhi | A/S Alpha | 111-3-20-9-8-1 | Oslo Norwegian | 32.0 × 19.0 × 9.0 | |
| 0043 | **Bassin** Steel Screw (Elec. Light) Fish Hold Winches B.F. | 305 | + 100A1 Hal | 1922 Crook, Wolf, Thos. Cockbourn & Sons Ltd. Shipbuilders | Shiffer Bros. Ltd. | 143-9-23-1-12-0 | Hull British | 100.0 × 19.0 × 8.7 | 11 - 6 |
| 0044 | **Batallas** Steel Screw (Trawler) Elec. Light | 176 | | 1919 Astilleros, S.A. Bilbao "Bilbao" S.A. Trawling | J. Jesús | 120-7-23-9-11-0 | St. Sebastian Spanish | 70.0 × 19.0 × 8.0 | |
| 0045 | **Bathalan** Steel Screw (Trawler) | 420 | | 1918 Providence Eng. Wks. Providence, R.I. | Ford Motor Co. | 142-9-27-7-14-9 | Detroit, Mich. U.S. States | 70.0 × 17.0 × 8.0 | |
| 0046 | **Bathgate** Steel Screw (Fish Hold) Winches | 420 | | 1918 Providence Eng. Wks. New York | Southern Transportation Co. | 142-9-27-7-14-9 | Philadelphia U.S. States | 70.0 × 17.0 × 8.0 | |
| 0047 | **Battleborn** Steel Screw (Fish Hold) | 420 | | 1918 Providence Eng. Wks. New York | Southern Transportation Co. | 142-9-27-7-14-9 | Philadelphia U.S. States | 70.0 × 17.0 × 8.0 | |
| 0048 | **Beachi** Steel Twin Screw Wheel | 616 | | 1930 Lobnitz & Co. Renfrew | Tanganyika Co. Ltd. | 196-9-27-9-7-1 | London British | 114.0 × 30.0 × 8.0 | |
| 0049 | **Beaconwall** Steel Screw (Trawler) Elec. Light | 357 | | 1922 Bolkoren's Scheepsw. Rotterdam | "Rotbow" Deutsche Kabeljau-Beschr.-Gesellschaft m.b.H. Cuxhaven | 139-9-24-2-9-0 | Cuxhaven German | 100.0 × 20.0 × 10.0 | |
| 0050 | — (with Refrig.) | 110 | | 1912 J. Oelkers Bremerhaven Hamburg | Fischerei-Hafen G.m.b.H. | 62-5-19-2-10-2 | Hamburg German | 80.0 × 16.0 × 10.0 | |
| 0051 | **Bayard** Steel Screw (with Refrig.) | 200 | | 1901 Bergsunds M.V. Aktiebolag Stockholm | Svalbard Whaling Aktiebolag | 103-5-19-0-9-7 | Stockholm Sweden | 100.0 × 19.0 × 10.0 | |
| 0052 | — Steel Screw (with Refrig.) | 127 | | 1907 Jenkins, Ingvall & Jenkins Lyng | S. Fossum | 84-2-19-4-13-0 | Bergen Norwegian | 80.0 × 15.0 × 8.0 | |
| 0053 | **Bayfield** Steel Twin Screw (Trawler) Elec. Light | 270 | | 1899 Sir W. Hare Jones & Co. Glasgow | Gunstone Brothers | 140-9-24-1-11-0 | Ottawa British | 100.0 × 20.0 × 10.0 | 12 - 2 |
| 0054 | **Baymead** Steel Screw (Trawler) Elec. Light | 420 | | 1918 Providence Eng. Wks. New York | Ford Motor Co. | 142-9-27-7-14-9 | Detroit, Mich. U.S. States | 70.0 × 17.0 × 8.0 | |
| 0055 | **Beaulgette** Steel Twin Screw (Trawler) Elec. Light | 300 | | 1942 Brx S.B.Co. (Elec.) Barrow | [illegible] | 230-2-20-2-12-9 | London British | 100.0 × 19.0 × 8.0 | |
| 0056 | **Beachflower** Steel Screw (Trawler) Elec. Light Winches B.F. | 370 | + 100A1 Hal | 1920 Cochrane (Dun) & Sons Ltd. Selby | Turkish Steam Trawling Co. Ltd. (A. Turgeon, Mgr.) | 150-5-23-5-13-0 | Hull British | 100.0 × 19.0 × 8.7 | 14 - 0 |
| 0057 | **Beaton** Steel Twin Screw Elec. Light | 630 | | 1925 J. I. Thornycroft & Co. Ltd. Southampton | Corporation of the Trinity House | 160-0-27-6-12-2 | London British | 70.0 × 11.0 × 6.0 | |
| 0058 | **Beam** Steel Twin Screw | 110 | + 100A — Lon | 1910 Ferguson Bros. Port Glasgow | Port of London Authority | 90-0-22-0-10-0 | London British | 100.0 × 20.0 × 8.0 | 12 - 0 |

| Numéro Officiel | Noms des Navires, Numéros Annuels, etc. / Signaux, Port-d'Attache, etc. / Tonnes Hydrauliques, Machines des Ponts | Jaugeage | Détails de la Classification | Construction | Propriétaires | Dimensions Principales | Port d'Immatriculation | Machines | Chaudières | Observations |
|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | **Bear River** Wood Screw | 156 | | 1905 Yw. Barrett | Bros. A. E. Denny | [illegible] | Charlottetown, N.S. | [illegible] | | |
| [illegible] | **Beauvoise** Wood Screw Motor | 250 | | 1920 L. Natale | E. E. Fournier | [illegible] | Fécamp | [illegible] | | |
| [illegible] | **Beatrice** Wood Screw | 185 | | 1905 Hall, Russell & Co. Ltd. | [illegible] | [illegible] | Aberdeen | [illegible] | | 12 - 1 |
| [illegible] | **—** Wood Screw | 172 | | 1905 Cook, Welton & Gemmell Ltd. | [illegible] | [illegible] | [illegible] | [illegible] | | 12 - 1 |
| [illegible] | **—** Wood Screw Motor | 172 | | 1904 Forrester & Co. | A. Adamson | [illegible] | Boness | [illegible] | | V |
| [illegible] | **Beatrice L.** Wood Screw | 127 | | 1921 Hetherington & Co. | Hetherington & Co. | [illegible] | Glasgow | [illegible] | | |
| [illegible] | **Beattie Dunnes** Iron Paddle | 155 | | 1895 J. T. Ellis | [illegible] | [illegible] | Aberdeen | [illegible] | | |
| [illegible] | **Beaufort** Steel Screw | 118 | | 1898 T. E. Smith & Co. | Llanelly Harbour Trustees | [illegible] | Llanelly | [illegible] | | 11 - 1 |
| [illegible] | **Beaulieu Vernenil** Steel Screw | 200 | | 1918 Cook, Welton & Gemmell Ltd. | [illegible] | [illegible] | [illegible] | [illegible] | | 13 - 1 V |
| [illegible] | **Beaumaris Castle** Steel Screw | 271 | 100 A1 | 1917 C. Hill & Sons | [illegible] | [illegible] | [illegible] | [illegible] | | 14 - 1 |
| [illegible] | **Beaver** Steel Twin Screw | 222 | Lloyd | 1906 Harland & Wolff | [illegible] | [illegible] | [illegible] | [illegible] | | 11 - 1 |
| [illegible] | **—** Iron Screw Motor | 154 | | 1897 Elliott | [illegible] | [illegible] | [illegible] | [illegible] | | 11 - 1 |
| [illegible] | **Bebek** Steel Screw | 271 | Alex | 1916 Hall, Russell & Co. Ltd. | [illegible] | [illegible] | [illegible] | [illegible] | | 12 - 1 |
| [illegible] | **Belagua** Steel Twin Screw | 732 | Blue | 1915 Cammell Laird & Co. Ltd. | [illegible] | [illegible] | [illegible] | [illegible] | | 15 - 1 |
| [illegible] | **Bennanner** Steel Twin Screw | 214 | | 1914 Dept. Mar. | [illegible] | [illegible] | [illegible] | [illegible] | | |
| [illegible] | **Ben** Steel Screw | 141 | | 1888 D. M'G. & Co. | T. Smith | [illegible] | [illegible] | [illegible] | | 11 - 1 |
| [illegible] | **Bennore** Steel Screw | 192 | 100 A1 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | 17 - 1 |
| [illegible] | **Begrila No. 7** Iron Screw | 130 | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | |
| [illegible] | **Begonia** Iron Screw | 103 | | 1904 Cochrane & Cooper | [illegible] | [illegible] | [illegible] | [illegible] | | 11 - 10 |
| [illegible] | **Beira** Steel Screw | 261 | | 1911 Grayhar Walker & Hastings | [illegible] | [illegible] | [illegible] | [illegible] | | |
| [illegible] | **Beki** Iron Screw | 202 | | 1907 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | |
| [illegible] | **Belbero** Steel Screw | 148 | | 1903 W. J. Yarwood & Sons Ltd. | [illegible] | [illegible] | [illegible] | [illegible] | | |
| [illegible] | **Belbowrie** Wood Twin Screw | 218 | | 1911 R. Duncan & Co. | A. Aitken | [illegible] | [illegible] | [illegible] | | |
| [illegible] | **Belem** Steel Twin Screw | 357 | | 1915 Hawthorn Leslie & Co. | [illegible] | [illegible] | [illegible] | [illegible] | | |

| Official No. | Name | Port | Tonnage | Class | Built | Owners | Dimensions | Engines | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| [illegible] | Belgaum | [illegible] | [illegible] | ✠100A1 Glass | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Belgica | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Belgrano | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Bellar | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Bell | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Bellamas | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Belle Isle | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Belle Oak | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Bellechasse | [illegible] | [illegible] | ✠ Tug | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Bellerophon | [illegible] | [illegible] | ✠100A1 Lab | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Bellevue | [illegible] | [illegible] | ✠ Hul | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Bello Horizonte | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | — | [illegible] | [illegible] | ✠100A1 Lab | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Belmar | [illegible] | [illegible] | ✠100A1 Glass | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Bellahora | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Bellville | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Belmonte | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Belomorskaya | [illegible] | [illegible] | ✠100A1 Ref | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Belon | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Belana | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Belos | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Belrosie | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

| Numéro Officiel | Nom du Navire | Port d'Attache | Tonnage | Détails de la Classification | Construit | Armateurs | Dimensions | Machines | |
|---|---|---|---|---|---|---|---|---|---|
| 07000 | Belugo | | 677 | | 1911 Brooklin | | | | |
| 07001 | Beaubridge | | | | 1909 Aitken, Ltd | Company of the Trinity House | | | |
| 07002 | Bempire | | | | 1914 Cook, Wil | | | | |
| 07003 | Ben Adre | | | | 1914 Hall, Rus | | | | |
| 07004 | Ben Arina | | | | 1917 Hall, Rus | | | | |
| 07005 | Ben Arthur | | | | 1914 A. Hall | | | | |
| 07006 | Ben Asdale | | | | 1913 Hall, Rus | | | | |
| 07007 | Ben Athow | | | | 1909 Hall, Rus | | | | |
| 07008 | Ben Barras | | | 100A1 Alm | 1914 Hall, Rus | | | | |
| 07009 | Ben Berrakie | | | 100A1 Alm | 1916 Hall, Rus | | | | |
| 07010 | Ben Blanche | | | 100A1 Liv | 1911 | | | | |
| 07011 | Ben Brae | | | 100A1 Alm | 1916 Hall, Rus | | | | |
| 07012 | Ben Chaura | | | | 1914 Hall, Rus | | | | |
| 07013 | Ben Eadar | | | 100A1 | 1912 | | | | |
| 07014 | Ben Earn | | | 100A1 Alm | 1916 Hall, Rus | | | | |
| 07015 | Ben Edra | | | | 1906 Hall, Rus | | | | |
| 07016 | Ben Galra | | | 100A1 Alm | 1916 Hall, Rus | | | | |
| 07017 | Ben Glamaig | | | | 1916 Hall, Rus | | | | |
| 07018 | Ben Glas | | | | 1917 Hall, Rus | | | | |
| 07019 | Ben Gulvain | | | | 1916 Hall, Rus | | | | |
| 07020 | Ben Helen | | | 100A1 Alm | 1916 Hall, Rus | | | | |
| 07021 | Ben Holden | | | | 1914 Hall, Rus | | | | |
| 07022 | Ben Lirie | | | 100A1 Alm | 1916 Hall, Rus | | | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Class | Built | Owners | Port of Registry | Engines |
|---|---|---|---|---|---|---|---|
| 07027 | Ben Ivor | 182 | | 1914 Hall, Russell & Co. Ltd. Aberdeen | T. L. Devine & Sons (T. L. Devine, Mgr.) | | |
| 07028 | Ben Johnson | 165 | +100A1 Tug | 1919 A. Jeffrey & Co. Ltd. | Rangatira Steamship Co. Ltd. | | |
| 07029 | Ben Loch | 134 | | 1876 Hall, Russell & Co. Ltd. Aberdeen | Kirkcaldy Dry's Tugs, Ltd. | | |
| 07030 | Ben Lora | 197 | | 1912 Hall, Russell & Co. Ltd. Aberdeen | R. Irvin & Sons, Ltd. | | |
| 07031 | Ben Loyal | 183 | | 1901 Hall, Russell & Co. Ltd. Aberdeen | Stanhope Fishing Co. Ltd. (Successors to McPartlin, Ltd. Mgrs.) | | |
| 07032 | Ben Lui | 155 | | 1900 Hall, Russell & Co. Ltd. Aberdeen | | | |
| 07033 | Ben May | 156 | | 1894 T. B. Seath & Co. Glasgow | Rangatira S. S. Co. Ltd. (J. R. Ker, Mgr.) | | |
| 07034 | Ben Meidle | 134 | +100A1 Alex | 1927 Hall, Russell & Co. Ltd. Aberdeen | R. Irvin & Sons, Ltd. | | |
| 07035 | Ben Nevis | 156 | +100A1 Alex | 1900 J. Fullerton & Co. Paisley | J. Gow | | |
| 07036 | Ben Robinson | 198 | +100A1 Alex | 1923 N. Lawson, Ltd. Macduff | Rangatira Steamship Co. Ltd. | | |
| 07037 | Ben Rossal | 200 | +100A1 Alex | 1929 Hall, Russell & Co. Ltd. Aberdeen | R. Irvin & Sons, Ltd. | | |
| 07038 | Ben Ray | 200 | +100A1 Alex | 1929 Hall, Russell & Co. Ltd. Aberdeen | R. Irvin & Sons, Ltd. | | |
| 07039 | Ben Sadler | 200 | | 1931 Rowhedge Iron & Co. Ltd. Rowhedge | Rangatira Steamship Co. Ltd. | | |
| 07040 | Ben Seyr | 200 | +100A1 Alex | 1920 Macduff S. B. Co. Ltd. Macduff | Rangatira S. S. Co. Ltd. (J. R. Ker, Mgr.) | | |
| 07041 | Ben Stroma | 198 | | 1914 Hall, Russell & Co. Ltd. Aberdeen | R. Irvin & Sons, Ltd. | | |
| 07042 | Ben Tarbert | 197 | | 1912 Hall, Russell & Co. Ltd. Aberdeen | Stanhope Steam Fishing Co. Ltd. (J. Gow & Son, Ltd. Mgrs.) | | |
| 07043 | Ben Urie | 194 | +100A1 Shd | 1915 Hall, Russell & Co. Ltd. Aberdeen | R. Irvin & Sons, Ltd. | | |
| 07044 | Ben Varrey | 198 | | 1914 A. Jeffrey & Co. Alloa | Rangatira S. S. Co. Ltd. (J. R. Ker, Mgr.) | | |
| 07045 | Ben Vaig | 192 | | 1914 Lamont & Co. Lamont | Rangatira S. S. Co. Ltd. (J. R. Ker, Mgr.) | | |
| 07046 | Ben Venar | 197 | | 1914 A. Jeffrey & Co. Alloa | Rangatira S. S. Co. Ltd. (J. R. Ker, Mgr.) | | |
| 07047 | Ben Varis | 203 | | 1914 A. Hall & Co. Ltd. Aberdeen | R. Irvin & Sons, Ltd. | | |
| 07048 | Bengal | 217 | | 1903 Cook, Welton & Gemmell Newcastle | Nat. Belgium Steam Nav. Co. Ltd. | | |

| Numéro officiel | Noms des Navires, Signaux, Tonnages, &c. | Machines | Tonnage | Cotes de la Classe Spéciale | | | | Commerce | | Appareils | Dimensions Principales | | | | Pont | Machines | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | |
| 17561 | Bengal | Steel Twin | 172 | | | | | 1881 | J. Turnbull & Sons, Ltd. | Steel Screw, Ltd. | 90 × 20 × 10 | | | | Long poop | 90 by 20 × 10 | | |
| | | | 112 | | | | | | | | | | | | Bridge | | | |
| | | | 112 | | | | | | | | | | | | | W. S. Sons, Glasgow | | |
| 17562 | Benjamin Delessert | Steel Screw | 202 | | | | — | 1911 | Flensburger Fahrzeugbau, Ltd. Flensburg | J. A. Berlin | 115 × 22 × 12 | | | | Shelter | 110 by 22 × 26 × 10 | 12 × 6 | |
| | | | 144 | | | | | | | | | | | | Bridge | | | |
| | | | 77 | | | | | | | | 14·71 | | | | | Flensburger Fahrzeugbau, Ltd. Flensburg | | |
| 17563 | Bessen | Steel Screw | 183 | | | | — | 1906 | J. Crook & Co. Lowestoft | Mrs. J. Swinbury | 91 × 20 × 11·2 | | | | Forecastle | 91 by 20 × 10 | 11 × 5 | |
| | | | 141 | | | | | | | | | | | | Bridge | | | |
| | | | 4 | | | | | | | | 14·72 | | | | | Crook & Co. Lowestoft | | |
| 17564 | Beute | Steel Screw | 102 | | | | | 1911 | Gebr. Sachsenberg, Rosslau | R. A. Rostock | 94 × 17·10 × 7·2 | | | | Shelter | 101 by 17·10 × 8·4 | | G |
| | | | 97 | | | | | | | | | | | | Bridge | | | |
| | | | 96 | | | | | | | | | | | | | Sachsenberg, Rosslau | | |
| 17565 | Benito Mars | Steel Screw | 131 | | | | | 1899 | — | Blyth & Co. Ltd. | 125 × 22·5 × 8·9 | | | | Tea | | | |
| | | | 111 | | | | | | | | | | | | Bridge | | | |
| | | | 80 | | | | | | | | | | | | | | | |
| 17566 | — | Steel Screw | 127 | | | | | 1919 | Osaka Tekkosho, Ltd. Osaka | Kyushu Dry-dock & S. B. Co. Ltd. | 118 × 22 × 12·7 | | | | Tobacco | 118 by 22 × 10 | | |
| | | | 111 | | | | | | | | | | | | Bridge | | | |
| | | | 80 | | | | | | | | | | | | | Osaka Tekkosho, Osaka | | |
| 17567 | — | Steel Screw | 102 | | | | | 1920 | Nakamura Shipbuilding Co. Osaka | Nagasaki Dock & S. B. Co. | 100 × 19·7 × 10·6 | | | | Grain | 100 by 19·7 × 10·6 | | |
| | | | 94 | | | | | | | | | | | | Bridge | | | |
| | | | 60 | | | | | | | | | | | | | Nakamura Shipbuilding Co. Osaka | | |
| 17568 | Beatrice | Steel Screw | 101 | | | | | 1910 | Nydqvist & Holm, Ltd. Trollhättan | J. M. Ross | 101 × 22 × 9 | | | | Wooden | 101 by 22 × 9 | | |
| | | | 101 | | | | | | | | | | | | Bridge | | | |
| | | | 100 | | | | | | | | | | | | | Nydqvist & Holm, Ltd. | | |
| 17569 | Beatrix | Steel Screw | 229 | | | | — | 1924 | Walker, Brown & Co. Ltd. Gibraltar | Blyth & Co. Ltd. | 100 × 23 × 11·2 | | | | Cargo | 101 by 23 × 10 | | |
| | Carrying 50 Tons Fuel in Tanks 100 Tons | | 114 | | | | | | | | | | | | Bridge | | | |
| | Bldg. Aft | | 100 | | | | | | | | 7·6 | | | | | W. Brown, Newcastle | | |
| | | | | | | | | | | | | | | | | Palmer's Ltd. | | |
| 17570 | Beauville | Steel Screw | 300 | +100A1 | Hull | p | 10 | 1920 | Cockerill, Ougrée, Hoboken & Burcht | Hall Russell & Co. Ltd. Aberdeen (Hollandsche Ltd. Rotterdam) | 140 × 24 × 13·9 | | | | Deck | 140 by 24 × 13·9 | 14 × 9 | |
| | Wireless | | 1000 | | | | 8·00 | | | | 1000 | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| 17571 | Berlin Gabès | Steel Screw | 100 | | | | | 1921 | Hall, Russell & Co. Ltd. Aberdeen | Angel Giving | 82 × 19 × 9 | | | | Schooner | 101 by 21 × 10 | | |
| | | | — | | | | | | | | | | | | Spanish | | | |
| | | | 60 | | | | | | | | | | | | | Hall, Russell & Co. Ltd. | | |
| 17572 | Betsy | Steel Screw | 170 | | | | | 1925 | Nylands Verkstad, Oslo | Swedish Johnson (Swedish Ins. Ltd.) | 100 × 21 × 10·4 | | | | Cargo Tower | 100 by 21 × 10 | | N |
| | Wireless | | 114 | | | | | | | | | | | | Bridge | | | |
| | | | 60 | | | | | | | | | | | | | Nylands Verkstad, Oslo | | |
| 17573 | Beranga | Steel Screw | 227 | | | | — | 1917 | Cockerill, Ougrée, Hoboken & Burcht | Thomson White Dock & Shipbuilding Ltd. (J. R. Thom, Mgr.) | 171 × 22 × 12 | | | | Barquentine | 170 by 22 × 12 | 13 × 11 | |
| | | | 177 | | | | | | | | | | | | Bridge | | | |
| | | | 87 | | | | | | | | | | | | | W. H. Lewis & Sons, Ltd. Glasgow | | |
| 17574 | Berrat | Steel Screw | 330 | +100A1 | R4 | d | 11·00 | 1931 | N. V. Werf. "Gusto" Rotterdam (Lloyd's Agent) | N. V. Scheepswerf Maas Zeeuwsch Vlaanderen (R. Mulder, Mgr.) | 129 × 23 × 9 | | | | Tonnage Deck | 130 by 23 × 10 | 9 × 6 | Provisional Classification |
| | | | 211 | | | | | | | | | | | | Bridge | | 4 × 4 | |
| | | | | | | | | | | | | | | | | Rotterdam, N. V. | | |
| 17575 | Bergen | Steel Screw | 226 | | | | — | 1907 | Smith's Dock Co. Ltd. North Shields | N. V. Tusch. Maas. Prinses L. A. J. Schagen, Mgr.) | 130 × 23 × 9 × 7 | | | | Tonnage Deck | 130 by 23 × 10 | 22 × 9 | |
| | | | 141 | | | | | | | | | | | | | | | |
| | | | 72 | | | | | | | | 14·71 | | | | | | | |
| 17576 | Bergen I. | Steel Screw | 134 | | | | | 1879 | — Stockholm | | 91 × 20 × 9 × 7·2 | | | | Bergen Norwegian | 91 by 20 × 10 | | |
| | | | 114 | | | | | | | | | | | | | | | |
| | | | 97 | | | | | | | | | | | | | Nya Varvet, Bergen | | |
| 17577 | Bergvriken | Compound | 120 | | | | | 1908 | Bergs Ångsågs- och Hyvleri A.B. Berg, Finn-landskusten | Ångsågs- och Hyvleri A.B. Wasamark (Mgr.) | 79 × 19 × 8 | | | | Sailing Foreship | 80 by 19 × 8 | | |
| | | | 77 | | | | | | | | | | | | | | | |
| | | | 77 | | | | | | | | | | | | | Nya Varvet, Bergen | | |
| 17578 | Berkeley | Steel Screw | 1863 | | | | | 1898 | Union Iron Works, S. Francisco | Central Pacific R. R. Co. | 263 × 40 × 14 | | | | S. Passenger | 263 by 40 × 14 | | |
| | | | — | | | | | | | | | | | | Bridge | | | |
| | | | 1188 | | | | | | | | | | | | | Union Iron Works, S. Francisco | | |
| 17579 | Berlin | Steel Screw | 328 | | | | | 1911 | J. Pertelsen, A.G. Elsinore | "Rostock" Rostocker Dampfer-Reederei, Rostock-Finnland A.G. | 119 × 22 × 12 | | | | Motorship | 110 by 22 × 10 | | G |
| | | | 112 | | | | | | | | | | | | Bridge | | | |
| | | | 60 | | | | | | | | | | | | | J. Pertelsen, A.G. Elsinore | | |
| 17580 | — | Steel Screw | 197 | | | | | 1922 | Schichau, Danzig | Ernst Burmeister, A.G. | 98 × 22 × 10 | | | | Motorship | 100 by 22 × 10 | | |
| | | | 177 | | | | | | | | | | | | Bridge | | | |
| | | | 60 | | | | | | | | | | | | | Schichau, Danzig | | |
| 17581 | Bermuda | Steel Screw | 420 | | | | | 1913 | Pennsylvania R.R. Co. Wilmington, U.S.A. | Southern Pacific Co. San Francisco, Cal. | 142 × 22 × 14 | | | | Passenger | 142 by 22 × 10 | | |
| | | | — | | | | | | | | | | | | Bridge | | | |
| | | | 400 | | | | | | | | | | | | | Pennsylvania R.R. Co. Wilmington | | |
| 17582 | Bermudiez | Steel Screw | 227 | | | | | 1913 | Smith's Dock Co. Ltd. Middlesbro' | Sociedad Nac. Indust. S. Co. Ltd. | 130 × 25 × 11 | | | | Passenger Bridge | 130 by 25 × 10 | | C |
| | Wireless | | 114 | | | | | | | | | | | | | | | |
| | | | 107 | | | | | | | | | | | | | Smith's Dock Co. Ltd. Middlesbro' | | |
| 17583 | Bera | Steel Screw | 226 | | | | | 1902 | Neafie & Levy, Philadelphia | Seeling Co. | 104 × 24 × 11 | | | | Passenger | 100 by 24 × 10 | | |
| | | | — | | | | | | | | | | | | Bridge | | | |
| | | | 146 | | | | | | | | | | | | | Neafie & Levy, Philadelphia | | |

| Official No. | Name | Tonnage | Particulars of Classification | Built | Owners | Dimensions | Port of Registry | Engines | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| [illegible] | Bernadin | [illegible] | Abs | 1911 J. Dethlefs | [illegible] | [illegible] | [illegible] | [illegible] | V |
| [illegible] | Bernadette | [illegible] | | 1914 J. Dethlefs | [illegible] | [illegible] | [illegible] | [illegible] | V |
| [illegible] | Bernard Shaw | [illegible] | +100A1 Hol | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bernardo | [illegible] | | 1929 J. H. Bolt | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bernhard | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Berry | [illegible] | | 1934 H. J. | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bertalmia | [illegible] | +100A1 Tin | 1930 Collingwood | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Berta Kühlmann | [illegible] | | 1909 John Frost | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bertha | [illegible] | | 1900 Hall, Russell & Co. Ltd. | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | — | [illegible] | | 1915 Gebr. | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | — | [illegible] | | 1905 | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bertha von Bunk | [illegible] | | 1911 Werft | [illegible] | [illegible] | [illegible] | [illegible] | G |
| [illegible] | Bertil | [illegible] | | 1903 | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bertina | [illegible] | | 1906 Wilson's | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bert | [illegible] | | 1911 Cochrane | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bertie Brass | [illegible] | | 1917 Hall, Russell & Co. Ltd. | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bertin | [illegible] | | 1891 J. Mc | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Beryl II. | [illegible] | | 1916 Cochrane | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bess | [illegible] | | 1919 Thomas | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Besseyar | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bessie Marie | [illegible] | | 1907 E. R. Mills | [illegible] | [illegible] | [illegible] | [illegible] | |

| Numéro officiel | Nom du Navire | Port d'attache | Tonnage | Cotes de la Classe Spéciale | Construction | Propriétaires | Machines | Chaudières | Observations |
|---|---|---|---|---|---|---|---|---|---|
| 27202 | Besugo | | 220 | | 1919 Redondo y Compañía, Bilbao | Indanoro Empresa Armadora, S.A. | | | |
| 27204 | Beta | | 220 | | 1909 Hallowell & Co., Aberdeen | A.W. Alybo | | | |
| 27205 | Beta III. | | — | +100A1 Lon | 1918 Edwards, Wm. & Co., Milford, Haven | Lombardstown Fish Co. | | | |
| 27206 | Betje | | 190 | | 1915 N.V. Scheepsw. v. J. Zwolle & Co., Scheemda | N.V. Visscherij Maatschappij "Wonder" | | | |
| 27207 | Betsy | | 190 | | 1919 D. Rock, Gloucester | R. Kirkpatrick's Successors, Ltd., Mass. | | | |
| 27208 | Betty | | 127 | | 1905 G. H. Tippett, Poole | Swanlight | | | |
| 27209 | — | | 113 | | 1907 J. Crook, Co., Leith | Scandinavian | | | |
| 27210 | Betty II. | | 145 | | 1906 Crosby Dry Dock Co., Buffalo, N.Y. | J. Fraser | | | |
| 27211 | Betty Hulsen | | 130 | | 1915 Hitchcock, E., Ltd., Hull | W. Ewart | | | |
| 27212 | Betty I. Conway | | 123 | | 1905 | R. R. Conway, Jr. | | | |
| 27213 | Betty Inglis | | 130 | | 1895 Cox, T. Ltd., Falmouth | J. F. Wilson | | | |
| 27214 | Beulah | | 214 | | 1919 Deutsche Werft, G. m. b. H., Hamburg | "Radius" Gesellschaft für Fischerei, Hamburg-Cuxhaven, A.G. | | | |
| 27215 | Beverlac | | 200 | +100A1 Hul P | 1919 Cook, Wilson & Co., Ltd., Newcastle | W. A. Hunter, Hull, Ltd. | | | |
| 27216 | Beverley | | 180 | +100A Lon | 1910 Ferguson Bros., Port Glasgow | Port of London Authority | | | |
| 27217 | Beverwijk 30 | | 230 | + Rdm | 1921 N.V. Wolf, Vlissingen, Rotterdam | N.V. Stoomvisserij Maatschappij Beverwijk | | | |
| 27218 | Beverwijk 31 | | 110 | +100A1 Amst | 1911 Gouda & Kinderdijk, Rotterdam | N.V. Stoomvisserij Maatschappij Beverwijk | | | |
| 27219 | Bhavnagri | | 240 | +100A1 Bom | 1922 H. Robb, Leith | Trustees of Bhavnagri Dagar | | | |
| 27220 | Bikaj | | 140 | | 1914 Svensk Varvsindustri, Kristinehamn | Svenska Ångfartygs Aktiebolaget, Gothenburg | | | |
| 27221 | Biafra | | 220 | | 1884 Schichau, G., Elbing | J. Lang | | | |
| 27222 | Biasoa | | 170 | | 1902 Cook, Welton & Gemmell, Hull | Cook, Son & Co., Ltd. | | | |
| 27223 | Biasoa Maria | | 240 | | 1896 Ferguson Bros., Port Glasgow | Marcelino Gil Bravo, Vigo | | | |
| 27224 | Biche | | 130 | | 1906 Vinnen, H. | A. Bihler (J. Sand Trustee) | | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Special Services, No. of Decks, &c. | Tonnage | Particulars of Class | Built | Owners | Register Dimensions | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|---|---|
| 07111 | Biddy | Steel Ship | 116 | +100A1 Hul | 1914 Lorne | United Transport Co. | 90·5·30·1 | Bristol | | 10 + 0 |
| 07112 | Bidston | Steel Twin Screw | 47 | +100A1 Bkn | 1933 Cammell | Merseyside Steamers of Birkenhead | 150·4·41·0 | Liverpool | | 11 + 10 |
| 07113 | Bielefeld | Steel Trawler | 276 | | 1916 Schiff. Ges. "Rostock" | Deutsche Reichsbahn-Gesellschaft | 127·7·22·6 | Rostock | | G |
| 07114 | Bies | Steel Ship | 115 | | 1927 Motala | A/Mbl. Z. Svinnes Ångmaskinverk | 93·9·20·2 | Copenhagen | | |
| 07115 | Bienville | Steel Ship | 322 | | 1925 Napier & Miller Ltd. | Lord Forty, M. | 144·9·32·6 | Quebec | | |
| 07116 | Big Ben | Steel Ship | 127 | | 1905 W. J. Yarwood | Yarwood | 86·9·20·6 | Liverpool | | |
| 07117 | Bigua | Steel Twin Screw | 480 | + Pil | 1912 Murdoch & Murray, Ltd. | Cia. Nacional de Nav. Costeira | 180·1·31·1 | Rio Janeiro | | 12 + 0 |
| 07118 | — | Steel Ship | 330 | | 1916 Cochrane & Sons, Ltd. | Cia. Argentina de Nav. Ángel Bordeira Ltda. | 150·5·23·7 | Buenos Aires | | 13 + 0 |
| 07119 | Bijou Bikes | Steel Ship | 112 | | 1911 Chauffteur | Sam Bakker | 78·8·23·5 | Dunkerque | | |
| 07120 | Billerud | Steel Ship | 342 | | 1907 Eriksberg | Aktiebolaget | 102·0·22·5 | Skiftebo | | |
| 07121 | Billing | Steel Ship | 157 | | 1920 Blue | Ryan Thos | 85·0·23·2 | Bangkok | | |
| 07122 | Billow | Steel Ship | 345 | | 1912 Fore River | Bayliss Fishing Co. | 117·6·22·5 | Boston | | |
| 07123 | Bilsdale | Steel Ship | 193 | | 1900 A. Simpson | Constantinople S. Co. Ltd. (W. H. Chamberlain, Agt.) | 133·0·23·6 | Middlesbro' | | |
| 07124 | Bilsdean | Steel Ship | 342 | | 1917 A. Hall | A. G. Brown | 120·2·22·5 | Newcastle | | 13 + 0 |
| 07125 | Bisagarra | Steel Ship | 442 | | 1900 Mort's Dock & Eng. Co. Ltd. | Australasian Steam Nav. Co. Ltd. | 130·5·31·7 | Sydney, N.S.W. | | |
| 07126 | Biologen | Steel Ship | 143 | | 1925 A/B Aalborg | Fiskeriaktieselskabet | 101·2·20·6 | Copenhagen | | |
| 07127 | Birger | Steel Ship | 136 | +100A Gus | 1910 P. Larsen | Skibsrederiet Bjørgvin | 82·7·21·7 | Bergen | | 12 + 0 |
| 07128 | Birgitta | Steel Ship | 135 | | 1920 Fr. Krupp | Stadt-Gemeinde | 72·5·20·6 | Duisburg | | G |
| 07129 | Birgitta Richardsen | Steel Ship | 285 | | 1920 Reiche | Deutsche Fischerei A.G. | 134·0·24·2 | Wesermünde | | G |
| 07130 | Birkhall | Steel Ship | 193 | | 1911 G. Seebeck | Sir William Reid | 119·8·21·2 | Aberdeen | | |
| 07131 | Birsit | Steel Ship | 427 | | 1927 Gebr. Lloyd | Gemeinschaft Eisenbahn Wesermünde | 130·0·26·0·15·9 | Newcastle N.S.W. | | |
| 07132 | Bisharat | Steel Ship | 772 | | 1920 Werft | S. Saudi Arabia | 102·2·29·2 | Jeddah | | G |

| Numéro Officiel | Noms des Navires | Tonnage | Détails de la Classification | Construction | Architecture | Propriétaires | Machines |
|---|---|---|---|---|---|---|---|
| 27137 | Bismarck | 144 | | | | | |
| 27138 | Bizet | 279 | ✠100A1 Lr | | | | |
| 27139 | Bizerte | 200 | | | | | |
| 27140 | Bjatrina | 142 | A- Rpt | | | | |
| 27141 | Bjarki | 141 | | | | | |
| 27142 | Bjarkø | 200 | | | | | |
| 27143 | Bjerk | 102 | | | | | |
| 27144 | Bjerkgården | 189 | | | | | |
| 27145 | Bjørn | 153 | | | | | |
| 27146 | — | 120 | | | | | |
| 27147 | — | 122 | | | | | |
| 27148 | Bjørn I. | 100 | | | | | |
| 27149 | Blaaskjel | 120 | | | | | |
| 27150 | Black | 122 | | | | | |
| 27151 | Black Hawk | 122 | | | | | |
| 27152 | Blankhall | 132 | | | | | |
| 27153 | Blekker | 423 | ✠100A1 Bbw | | | | |
| 27154 | Blomaanes | 126 | | | | | |
| 27155 | Blue Bee | 311 | | | | | |
| 27156 | Blåtø | 220 | | | | | |
| 27157 | Blanca de C. | 280 | | | | | |
| 27158 | Blanche | 172 | ✠100A1 Fb | | | | |
| 27159 | Blankenburg | 122 | | | | | |

| Official No. / Date-Letters | Steamer's Name, Formerly, Rig, &c. / Special Survey, No. of Decks, &c. | Tonnage | Particulars of Classification | Where Built | Builders | Owners | Registered Dimensions | Port of Registry | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|
| 2710 | **Blankenese** | 200 | | 1897 | H. Brandenburg, Hamburg | Tonnen & Berge, Hamburg | 122·4 x 23·0 x 13·8 | Hamburg | T. 30½, 16½, 26½ | |
| 2711 | — | 27 | | 1917 | Schiffw. Meedewig | Hansa Rederei | 122·1 x 24·1 | Hamburg | T. 40½, 16½, 26½ | G |
| 2712 | **Bleda I** | 126 | | 1910 | Kaiserl. Werft Kiel | Ho Motor | 101·6 x 22·0 | Hamburg | Diesel Engine | V |
| 2713 | **Blitzend** | 250 | | 1910 | Eriksberg | Angfartygs A/B Stockholm-Malmö | 109·4 x 22·0 | Malmö | T. 34½, 16½, 26½ | |
| 2714 | **Blink** | 72 | | 1911 | Thornycroft | R.K. Petersen | 90·1 x 19·0 x 11·5 | London | T. 30½, 16½, 26½ | |
| 2715 | **Bloedhound** | 150 | | 1900 | Cook, Welton & Gemmell | Bannerman & Sons, Ltd. | 100·4 x 20·9 x 10·5 | London | T. 30½, 16½, 26½ | 11 + 11 |
| 2716 | **Blue** | 102 | | 1910 | Akers | Stanflotel Winlaw & Co. Ltd. | 91·9 x 19·0 x 11·2 | Liverpool | T. 30½, 16½, 26½ | |
| 2717 | **Blue Circle** | 171 | | 1927 | Lathom | Associated Portland Cement Manufacturers, Ltd. | 77·7 x 21·0 x 10·4 | London | T. 30½, 16½, 26½ | 11 + 4 |
| 2718 | **Blushell** | 150 | | 1916 | Mackie | A.A. Brown | 130·5 x 20·0 x 12·0 | Glasgow | T. 30½, 16½, 26½ | 12 + 6 |
| 2719 | **Blumber** | 170 | | 1922 | F. Schichau | Seegesellschaft | 167·0 x 23·7 x 12·0 | Danzig | T. 30½, 16½, 26½ | G |
| 2720 | **Blumenau** | 250 | | 1905 | Gusbet Co. | S.F. Brown | 127·8 x 23·1 x 10·0 | London | T. 30½, 16½, 26½ | G |
| 2721 | **Boa Esperança** | 147 | | 1911 | J. Fraizio | J.C. Roberts | 91·5 x 21·4 | Lisboa | T. 30½, 16½, 26½ | |
| 2722 | **Boa Esperança II** | 250 | Lic | 1907 | J. Dudgin | A. Pounden, Ltd. | 125·1 x 23·0 x 12·1 | London | T. 30½, 16½, 26½ | 12 + 7 |
| 2723 | **Boaches** | 250 | | 1908 | R.D. Pike & Co. Ltd. | Portsmouth Boatbuilding Ltd. | 127·4 x 27·0 | Sydney | T. 30½, 16½, 26½ | |
| 2724 | **Bodil** | 200 | ✠100A1 Cyc | 1923 | Danziger | A/S Tankskibsrederiet, K.V. Tønsberg | 114·2 x 23·0 | Frederikstad | G. Engines | 8 + 6 |
| 2725 | **Bofjord** | 142 | | 1911 | Lanjaur | A/S Tidens Fraktskib, Bergen | 99·0 x 22·9 x 10·2 | Christiania | T. 30½, 16½, 26½ | |
| 2726 | **Bohème** | 125 | | 1919 | J. Alvarez | J. Fernandez | 82·9 x 17·0 | Bayona | | |
| 2727 | **Bohol II.** | 250 | | 1920 | Hong Kong & Whampoa Dock Co. Ltd. | China Sea Direct Co. Inc. | 134·9 x 27·0 | Manila, P.I. | G. Engines | 11 + 7 |
| 2728 | **Bohus** | 222 | | 1909 | Motala | Angfart. A/B Ostkustlinjen Lassen & Thorsen, Kjøb. | 99·1 x 21·7 | Gothenburg | T. 30½, 16½, 26½ | |
| 2729 | **Boniface** | 130 | ✠ A- Ice | 1903 | Thorne | Co. Rosenquist & Ker | 129·0 x 18·0 | Bergen | T. 30½, 16½, 26½ | 7 + 6 |
| 2730 | **Bois Rosé** | 499 | ✠100A- Ice | 1922 | Hall, Russell & Co. Ltd. | Aberdeen Steam Fishing & Trawling | 170·0 x 27·1 x 14·0 | Aberdeen | T. 30½, 16½, 26½ | 15 + 8 |
| 2731 | **Bojana** | 180 | A- Ice | 1901 | M.U. | Marinovich | 130·0 x 22·0 | Zara | T. 30½, 16½, 26½ | 8 + 7 |

| Numéro officiel | Noms des Navires | Détails de la Classification | Tonnage | Construction | Machines | Propriétaires | Port d'immatriculation | Dimensions principales | Remarques |
|---|---|---|---|---|---|---|---|---|---|
| 07192 | Bolham | | 130 | | | | | | |
| 07193 | Bolnac | ✠ Mat | 167 | | | | | | |
| 07194 | Bolinbrs IV. | | 133 | | | | | | |
| 07195 | Boleschwik | | 322 | | | | | | |
| 07196 | Boleg | | 120 | | | | | | |
| 07197 | Bom Jesus | | 229 | | | | | | |
| 07198 | Bombardier | | 150 | | | | | | |
| 07199 | Bombay | | 223 | | | | | | |
| 07200 | Bonanzley | | 130 | | | | | | |
| 07201 | Bona | ✠100A1 Hol | 199 | | | | | | |
| 07202 | Bonamort | | 214 | | | | | | |
| 07203 | Bonchas | | 173 | | | | | | |
| 07204 | Bona | | 200 | | | | | | |
| 07205 | Bontherpe | | 272 | | | | | | |
| 07206 | Boppie | | 207 | | | | | | |
| 07207 | Boxy | | 180 | | | | | | |
| 07208 | Bordagain | | 135 | | | | | | |
| 07209 | Borderiens | | 122 | | | | | | |
| 07210 | Borbordat | | 130 | | | | | | |
| 07211 | Bordeyri | ✠100A1 Bel | 172 | | | | | | |
| 07212 | Bore | | 274 | | | | | | |
| 07213 | — | | 220 | | | | | | |
| 07214 | Borna | ✠100A1 Lat | 196 | | | | | | |

| Official No. | Name | Built | Owners | Tonnage | Engines | Remarks |
|---|---|---|---|---|---|---|
| 1-34 | | | | | | |
| [illegible] | Borva | 1909 Gosch, Sliterey | H.F. Lockhaden | [illegible] | [illegible] | |
| [illegible] | Borgs | 1892 Hjarnsdal, Saul W. Bjorneborg | Borg Ang. Aktiebolag | 117·1·21·4 | [illegible] | |
| [illegible] | Borgnes | 1900 Earle's S.B. Co. Ltd. Hull | Wm. Ch. S. Johnston | 134·7·22·1 | [illegible] | 11 - 0 N |
| [illegible] | Borgila | 1906 Pongerard, Wm. Van der Pongerard | Logt. Aktiebolag, Schiedlinda (Lennart E. Thorsen, Pres.) | 91·4·17·7 | [illegible] | |
| [illegible] | Borgnlaxen | 1875 Stabilimento Tecnico Triestino | Borgnanna Vap. Genovese | 109·6·17·8·3·0 | [illegible] | 11 - 2 |
| [illegible] | Borgvik I. | 1907 Nilsson, Borgvik | Borgvik Aktiebolag (Ole Bjerkhoen, Mgr.) | 100·4·22·5 | [illegible] | |
| [illegible] | Borkum | 1918 Gardner-[illegible] | [illegible] | 132·5·23·9·12·3 | [illegible] | G * |
| [illegible] | — | 1920 H. C. Stülcken Sohn, Hamburg | Gustav Bruhn & Sohn (Inhaber Hermann Gustav Bruhn), Bremerhaven, A.G. | 129·8·24·2 | [illegible] | G * |
| [illegible] | Borkumriff | 1920 Schiffs-Gesellschaft Emscher, m.b.H. Wanne-Eickel | Gustav Bruhn & Sohn, A.G. | 127·1·22·9 | [illegible] | G * |
| [illegible] | Borneo | 1910 Reid, Lakeshore | W. W. Yee | 92·2·21·7 | [illegible] | |
| [illegible] | Borneil | 1900 Gebr. Pels, Bremen | E. F. Schnepel, Bremen & Brokmann & Lloyd | 99·1·20·2 | [illegible] | |
| [illegible] | Boroyand | 1908 Trudbjorn, H.A. Vassbotn, Trondheim | Det Trondhjemske Dampskibsselskab | 100·1·19·3 | [illegible] | |
| [illegible] | Borrales | 1911 Smith's Dock Co. Ltd. Middlesbro' | Wergel Schmeck (Cia. Sin. Aceo. Colombia) | 110·7·20·6·11·6 | [illegible] | N |
| [illegible] | Borneny | 1911 Tanjong Pagar Dock Board, Singapore | Borneo-Sumatra Handel, Batavia | 109·4·21·0 | [illegible] | |
| [illegible] | Borussia | 1901 Johannsen & Co. Danzig | Pommerscher Industrie-Verein Stettin | 124·9·18·9 | [illegible] | |
| [illegible] | Borys | 1927 Atel. & C. de Bretagne, Nantes | Cie. Belge-Française de Nav. Rib. Danzig | 171·9·24·5 | [illegible] | V * |
| [illegible] | Boschlotse | 1901 Sonder-werft A.G. Hamburg | Dampfschiffs-Gesellschaft A.G. | 93·7·20·4·10·2 | [illegible] | G * |
| [illegible] | Boscobel | 1906 J. Dickie, Renfrew | J. Paterson | 120·9·21·9 | [illegible] | 12 - 6 |
| [illegible] | Bosphorus No. 26 | 1879 Hendler, London | Sirket-Hayriye Bosphorus Co. | 130·0·28·0·10·0 | [illegible] | |
| [illegible] | Bosphorus No. 27 | 1871 Mandslay, Newcastle-on-Tyne | Sirket-Hayriye Bosphorus Co. | 130·0·28·0·11·7 | [illegible] | |
| [illegible] | Bosphorus No. 47 | 1901 Fairfield, Govan, Glasgow | Sirket-Hayriye (Bosphorus Co.) | 100·4·19·4 | [illegible] | 7 - 7 |
| [illegible] | Bosphorus No. 48 | 1902 Fairfield, Govan, Glasgow | Sirket-Hayriye (Bosphorus Co.) | 100·4·19·4 | [illegible] | 7 - 7 |

| Numéro d'Identité | Noms des Navires | Signaux Officiels | Tonnage | Détails de la Classe Spéciale | Construction | Armateurs | Dimensions | Machines | Feux | Machines | Feux |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 07227 | Bosphorus No. 31 | | 120 | Cpl | 1900 Fairfield Co. Ld. Glasgow | Sirkeci Rapiye Bosphorus Co. | 100'0 x 19'4 x 7'1 | | | | 2 - 2 |
| 07228 | Bosphorus No. 32 | | 120 | Cpl | 1900 Fairfield Co. Ld. Glasgow | Sirkeci Rapiye Bosphorus Co. | 100'0 x 19'4 x 7'1 | | | | 2 - 2 |
| 07229 | Bosphorus No. 33 | | 150 | Cpl | 1900 Armstrong Whitworth & Co. Ld. Newcastle | Sirkeci Rapiye Bosphorus Co. | 120'0 x 23'6 x 8'7 | | | | 2 - 2 |
| 07230 | Bosphorus No. 34 | | 150 | Cpl | 1900 Armstrong Whitworth & Co. Ld. Newcastle | Sirkeci Rapiye Bosphorus Co. | 120'0 x 23'6 x 8'7 | | | | 2 - 2 |
| 07231 | Bosphorus No. 37 | | 120 | Cpl | 1900 Fairfield Co. Ld. Glasgow | Sirkeci Rapiye Bosphorus Co. | 100'0 x 19'4 x 7'1 | | | | 2 - 2 |
| 07232 | Bosphorus No. 38 | | 120 | Cpl | 1900 Fairfield Co. Ld. Glasgow | Sirkeci Rapiye Bosphorus Co. | 100'0 x 19'4 x 7'1 | | | | 2 - 2 |
| 07233 | Bosphorus No. 70 | | 140 | | 1907 F. Schichau Elbing | Sirkeci Rapiye Bosphorus Co. | 100'0 x 21'7 x 8'9 | | | | 2 - 2 |
| 07234 | Bosphorus No. 73 | | 140 | | 1907 F. Schichau Elbing | Sirkeci Rapiye Bosphorus Co. | 100'0 x 21'7 x 8'9 | | | | 2 - 2 |
| 07235 | Boston | | 340 | | 1910 Sparkman & S. Co. Gothenburg | Svensen Bergfjordpersonal | 120'5 x 25'1 x 12'3 | Triple Exp. Gnl. | Boston, Mass. | | |
| 07236 | — | | 350 | | 1910 Fore River S. B. Co. Quincy, Mass. | Massachusetts Trawling Co. | 114'0 x 22'5 x 11'4 | | Boston, Mass. | | |
| 07237 | Boston College | | 347 | | 1909 Bath Iron Works Bath, Maine | Trustees Boston College | 114'0 x 23'0 x 11'4 | | Boston, Mass. | | 2 |
| 07238 | Boston Scouty | | 1183 | | 1914 New York S. B. Corp. Camden, N.J. | Standard-Vacuum Transportation Co. | 232'0 x 40'0 x 12'9 | | New York | | |
| 07239 | Boston[illegible] | | 390 | 100A1 Fishing Vessel | 1910 Smith's Dock Co. Ld. Middlesbrough | Boston Deep Sea Fishing & Ice Co. Ld. J. Parker, Mgr. | 120'7 x 23'0 x 12'0 | | | | 12 - 0 |
| 07240 | Boswell | | 311 | | 1909 J. H. Dialogue Camden, N.J. | Central Waterways Corp. | 123'0 x 25'0 x 14'7 | | | | |
| 07241 | Botanic | | 340 | 100A1 Hul. | 1914 Cochrane & Sons Ltd. Selby | Lowthorpe Fishing Co. Ld. Hull | 140'0 x 24'0 x 13'0 | | | | 14 - 0 |
| 07242 | Bois Mars | | 350 | | 1906 Kawasaki Dockyard Co. Kobe | Mitsumasaka Interbl. S.S. | 112'0 x 24'0 x 12'0 | | Osaka | | |
| 07243 | Bouker No. 6 | | 350 | | 1918 Hall Russell & Co. Ld. Aberdeen | Boston Deep Sea Fishing & Ice Co. Ld. Schwenk, Mgr. | 112'0 x 26'1 x 12'0 | | New York | | |
| 07244 | Bouker No. 7 | | 350 | | 1918 S. D. Hodgdon & Co. Mobile, Ala. | Boston Deep Sea Fishing & Ice Co. Ld. Schwenk, Mgr. | 104'0 x 24'0 x 11'0 | | New York | | |
| 07245 | Bourewestaik | | 370 | | 1906 F. Schichau Danzig | Kamchatka Co. Ld. | 147'2 x 29'7 x 13'0 | | Vladivostok | | 11 |
| 07246 | Bouvet 1 | | 280 | | 1909 Smith's Dock Co. Ld. Middlesbrough | Sevile Whaling Co. Ld. | 110'0 x 24'0 x 12'0 | | Leith | | |
| 07247 | Bouvet 2 | | 280 | | 1909 Smith's Dock Co. Ld. Middlesbrough | Sevile Whaling Co. Ld. | 110'0 x 24'0 x 12'0 | | Leith | | |
| 07248 | Bouvet 3 | | 280 | | 1909 Smith's Dock Co. Ld. Middlesbrough | Sevile Whaling Co. Ld. | 110'0 x 24'0 x 12'0 | | Leith | | |

| Official No. | Name | Port | Tons | Classification | Built | Owners | Engines | |
|---|---|---|---|---|---|---|---|---|
| 07240 | Bouvet 8 | | 240 | | 1920 | Smith's Dock Co. Ltd. Middlesbrough | Swedish Wheling Co. Ltd. | |
| 07250 | Boxtrawl | | 722 | | 1909 | Vylands | Vylands Tankers Ltd. | V |
| 07251 | Boyril | | 270 | | 1918 | J. Thornycroft & Co. Ltd. Southampton | Thornycroft Co. Ltd. | |
| 07252 | Boxer | Wivenhoe | 317 | | 1898 | Atlantic Works Boston | Atlantic Works, Boston | |
| 07253 | Boy Alex | Wivenhoe | 320 | | 1914 | J. Chambers & Sons Ltd. Lowestoft | Ruston & Hornsby Ltd. Lincoln | |
| 07254 | Boy Bob | Wivenhoe | 320 | | 1910 | Colby Iron Co. Ltd. Yarmouth | Ruston & Hornsby Ltd. Lincoln | |
| 07255 | Boy Philip | Wivenhoe | 320 | | 1920 | Cochrane & Co. Ltd. Selby | Cochrane & Co. Ltd. Selby | |
| 07256 | Boys' Friend | Wivenhoe | 320 | | 1919 | Hebe Boat Co. Lowestoft | Ruston & Hornsby Ltd. Lincoln | |
| 07257 | Brae | Wivenhoe | 192 | 100A | 1926 | Hawthorn Leslie & Co. Ltd. Newcastle-on-Tyne | Hawthorn Leslie & Co. Ltd. Newcastle-on-Tyne | |
| 07258 | Braeside | Wivenhoe | 211 | +100A1 Abn | 1920 | A. Hall & Co. Ltd. Aberdeen | Aberdeen Trawling & Steam Fishing Co. Ltd. | |
| 07259 | Braeburn | Wivenhoe | 203 | +100A1 Abn | 1918 | Hall, Russell & Co. Ltd. Aberdeen | Aberdeen Trawling & Steam Fishing Co. Ltd. | |
| 07260 | Braeburnbank | Wivenhoe | 203 | +100A1 Abn | 1919 | Hall, Russell & Co. Ltd. Aberdeen | Aberdeen Trawling & Steam Fishing Co. Ltd. | |
| 07261 | Braemfale | Wivenhoe | 194 | | 1903 | J. T. Ehring Smith & Co. Schiedam | J. W. Morrison, Jun. H. W. Morrison & A. Morrison (J. S. Dong, Mgr.) | |
| 07262 | Braemdene | Wivenhoe | 230 | | 1919 | A. Hall & Co. Ltd. Aberdeen | Aberdeen Trawling & Steam Fishing Co. Ltd. | |
| 07263 | Braemfleath | Wivenhoe | 201 | | 1906 | J. T. Ehring Smith & Co. Schiedam | A. A. Davidson | |
| 07264 | Braemhill | Wivenhoe | 203 | | 1919 | Hall, Russell & Co. Ltd. Aberdeen | Aberdeen Trawling & Steam Fishing Co. Ltd. | |
| 07265 | Braemlea | Wivenhoe | 209 | +100A1 Abn | 1920 | A. Hall & Co. Ltd. Aberdeen | Aberdeen Trawling & Steam Fishing Co. Ltd. | |
| 07266 | Braemlyne | Wivenhoe | 200 | | 1912 | A. Hall & Co. Ltd. Aberdeen | N. W. Sutherland | |
| 07267 | Braemmoor | Wivenhoe | 200 | +100A1 Abn | 1921 | A. Hall & Co. Ltd. Aberdeen | Aberdeen Trawling & Steam Fishing Co. Ltd. | |
| 07268 | Bradda | Wivenhoe | 230 | | 1916 | N. V. v. d. Kuyk & Zoon Sneek | J. A. Ker | |
| 07269 | Braemar | Wivenhoe | 212 | +100A1 Abn | 1927 | J. Lewis & Sons Ltd. Aberdeen | J. Lewis & Sons Ltd. Aberdeen | |

| Numéro d'Ordre | Noms des Navires | Tonnage | Détails de la Classe | Constructeurs | Propriétaires | Machines | Port d'Immatriculation | Dimensions | Observations |
|---|---|---|---|---|---|---|---|---|---|
| [illegible] | Braeriach | [illegible] | | J. Dunlop | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Brae o' Mar | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Brage | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bragi | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Brake | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bramley Moore | [illegible] | | J. Crown | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Brand III | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Brandaris | [illegible] | | N.V. Maas | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Brandenburg | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | — | [illegible] | | J. L. Meyer | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Brankas | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Brant | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | — | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bras d'Or | [illegible] | | Portland | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Brasilian | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bratagg | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Bratt | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Braunschweig | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Brevikten | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Brave | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Brave II | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Brecker | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |

| No. in Book | Steamer's Name. Nationality, Rig, &c. Late Name of ship. Special Surveys. No. of Decks, &c. | Tonnage | Classification of Classification Societies. Character. | Built. | Owners. | Principal Dimensions. Length. Breadth. Depth. | Place of Registry. | Engines. | Number of Engines. |
|---|---|---|---|---|---|---|---|---|---|
| [illegible] | Brasen Castle Steel Deck Windlass D.F. Oil Fuel | [illegible] | +100A1 Stm | 1916 Smith's Dock Co. Ltd. Middlesbro' | Steamship Victoria Ld. (Sir John R. Harvey, Bart., Mgr.) | [illegible] | Newcastle | T.3Cy. 15½" 21" x 30" - 30" [illegible] | 2 x 6 |
| [illegible] | Bredeborg Steel Deck Oil Fuel Windlass | [illegible] | | 1924 G. Rodenberg A.G. Werft Wilhelm-G. | Rederei Bodeborg J. Weyring & B. Bastian (Bremer Dampfschiffahrts-Gesellschaft Bremen-Bodeborg A.G. Mgrs.) | [illegible] | Bremerhaven Germany | T.3Cy. 14" 22" x 30½" - 42½" [illegible] | G * |
| [illegible] | Bremen Steel Deck Oil Fuel Windlass | [illegible] | | 1919 Fr. Schichau's Ges. Seebahnhof | Schichau Fabrik Ges. | [illegible] | Danzig, Germany | T.3Cy. 15" 22" x 36" - 54" [illegible] | 3 x 6 |
| [illegible] | — Steel Deck Oil Fuel | [illegible] | | 1902 H. H. Bolsward Wilhelm Hallwerf | Bolsward Stoomvaart Maatschappij | [illegible] | Bolsward Holland | T.3Cy. 13" x 24" - 36" [illegible] | 2 x 3 |
| [illegible] | Brelaend Steel Deck Oil Fuel (Fishing) | [illegible] | | 1914 Kristiansands Mek. Verksted Kristiansand | Karl R. Sebestad-arch | [illegible] | Kristiansand Norwegian | T.3Cy. 20" 35" x 37" - 54" [illegible] | N * |
| [illegible] | Bremen Steel Deck Oil Fuel Windlass (Trawler) | [illegible] | | 1920 Deutsche Werft A.G. Kiel | Fischereigesellschaft Deutsche Dampfschiffahrts-Gesellschaft Bremen und Cuxhaven A.G. Bremerhaven e.V. | [illegible] | Wesermünde Germany | T.3Cy. 17" 25" x 32½" - 42½" [illegible] | G * |
| [illegible] | Bremerhaven Steel Deck Oil Fuel (Trawler) | [illegible] | | 1919 Schichau Ges. Danzig Werft Danzig-L. | Schichau | [illegible] | Bremerhaven Germany | T.3Cy. 17½" 26" x 35½" - [illegible] | G * |
| [illegible] | Brennero Steel Deck Oil Fuel (Tug) | [illegible] | | 1920 Fr. Tecklenborg Werft | Kon. Bayerische Staatsbahn | [illegible] | Wesermünde Germany | T.3Cy. 17" 25" x 32½" - 42½" [illegible] | G * |
| [illegible] | Brest Steel Deck Oil Fuel (Trawler) | [illegible] | | 1892 W. Hamilton & Co. Ltd. Port Glasgow | Grant, Lidell & Fyfe (Sir John R. Harvey, Bart., Mgr.) | [illegible] | Lowestoft British | T.3Cy. 19" 27" x 37" - 42" [illegible] | 11 x 13 |
| [illegible] | Breslau Steel Deck Oil Fuel (Trawler) | [illegible] | | 1907 J. Frerichs Ges. J. H. Wilhelmshaven | "Rostock" Deutsche Dampfschiffahrts-Gesellschaft Rostock e.V. | [illegible] | Wilhelmshaven Germany | T.3Cy. 17½" 27½" x 40½" - [illegible] | G * |
| [illegible] | Breughel Steel Deck Oil Fuel (Oil Tug) (Trawler) Windlass | [illegible] | | 1907 J. A. Figee, Rotterdam Scheepsbouwerf Wilhelmina Vlaardingen | N.V. Mijnstoomvaart | [illegible] | Vlaardingen Holland | 350 Engines 18" 27" x 24" [illegible] Overtoom, Wijnschotten | V * |
| [illegible] | Brevik I. Steel Deck Oil Fuel | [illegible] | | 1881 Stavanger Verksted W. V. Ankers Stavanger | Fankenes Bys Fagf. Skibsb. O. F. Dahlen, Mgr. | [illegible] | Fankenes Norway | T.3Cy. 19" x 30½" - 42½" [illegible] | |
| [illegible] | Brevik II. Steel Deck Oil Fuel | [illegible] | | 1902 W. Lind Langesund Stavanger | Fankenes Bys Fagf. Skibsb. O. F. Dahlen, Mgr. | [illegible] | Fankenes Norway | T.3Cy. 17½" x 24" - 42½" [illegible] | |
| [illegible] | Briard Steel Deck Oil Fuel (Trawler) | [illegible] | | 1883 T. Charlton & Co. Gateshead | A. Le Borgne & Co. | [illegible] | Fécamp French | T.3Cy. 19" x 31½" - 40" [illegible] | V |
| [illegible] | Bridgewater Steel Deck Oil Fuel | [illegible] | Bld For Towing purposes 1.30 | 1900 J. T. Ehring Kommanditgesellschaft Geestemünde | Kommanditgesellschaft Geestemünde | [illegible] | Geestemünde German | T.3Cy. 16½" x 25" - 24" [illegible] | 2 x 3 |
| [illegible] | Bridgit Hope Steel Deck Twin Screw Oil Fuel (Oil Tug) (See Building Ship Register) | [illegible] | | 1904 Jos. Payne & Co. Bristol | J. M. Kelly | [illegible] | Newport (Mon.) British | [illegible] | |
| [illegible] | Bridlington Steel Deck Oil Fuel (Trawler) | [illegible] | | 1912 Cochrane & Sons, Ltd. Selby | Selby Steam Fishing & Ice Co. Ltd. | [illegible] | Hull British | T.3Cy. 16" 27" x 36" - 42" [illegible] | 2 x 3 |
| [illegible] | Brigadier Steel Deck Oil Fuel (Tug) | [illegible] | | 1914 J. T. Ehring Kommanditgesellschaft Geestemünde | Kommanditgesellschaft Geestemünde Ltd. | [illegible] | Geestemünde German | [illegible] | |
| [illegible] | Brigitte Steel Deck Oil Fuel (Trawler) | [illegible] | | 1906 A. de Cuve Fils & Cie. Dunkerque | Pierre Vancker | [illegible] | Dunkerque French | T.3Cy. 15" 25" x 35" - 42" [illegible] | V * |
| [illegible] | Brilliant Star Steel Deck Oil Fuel (Fishing) | [illegible] | | 1906 A. Hall & Co. Aberdeen | A. B. Sutton | [illegible] | Aberdeen British | T.3Cy. 16½" x 26" - 27" [illegible] | 19 x 2 |

| Nom du Navire, Numéro Officiel, Signal, Port d'Attache, Tonnage, Propulseur, Machines | Tonnage | Classe de la Société, Cotes, Date | Construit, Quand, Où, Par Qui | Propriétaires | Dimensions, Capacité, Tonnage | Port d'Attache | Machines | Observations |
|---|---|---|---|---|---|---|---|---|
| [illegible] Brisbane | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Bristol | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] — | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Brisbane | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Britannia | [illegible] | 100A1 | [illegible] J. Harkes, [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Britannia | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] — | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] — | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] British Loyalty | [illegible] | A1 | [illegible] J. A. White, [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] British Maiden | [illegible] | A | [illegible] J. Pollock, [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] British Spark | [illegible] | A1 | [illegible] J. A. White, [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] British Spinner | [illegible] | 100A1 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] British Toiler | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] British Torch | [illegible] | A1 | [illegible] J. A. White, [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] British Tosh | [illegible] | A1 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Briton | [illegible] | | [illegible] W. Simpson, [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Britta | [illegible] | | [illegible] Varfisk, [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Brittia | [illegible] | | [illegible] Nordsk, [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Broadhaven | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Brovet | [illegible] | | [illegible] Pacific S. [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

| Official No. | Name | Where Built | Class | Builder | Owners | Port of Registry | Engines |
|---|---|---|---|---|---|---|---|
| 172[illegible] | Bruglianda | Woodbridge/Mar | | 1921 Co. Natale | Bro.d'Jon s/n. | Dunkirk French | [illegible] |
| 172[illegible] | Bruck | Wind/Ch | +100A1 Fb | 1914 [illegible] | [illegible] | Liverpool British | [illegible] |
| 172[illegible] | Bruckenkurst | Steel/Poly | +100A1 Lr | 1913 J. Crook Ltd. | Alexander Towing Co. Ltd. | Liverpool British | [illegible] |
| 172[illegible] | Bruchenhaus Schack | Wind/Ro | | 1906 W. H. | [illegible] | Brunsbüttel German | [illegible] |
| 172[illegible] | Bruckebank | Steel/Bel | +100A1 Lr | 1909 J. Crook Ltd. | Alexander Towing Co. Ltd. | Liverpool British | [illegible] |
| 172[illegible] | Bruckleaky | Steel/Pad | | 1915 Earle's Co. Ltd. | London & North Eastern Ry. | Grimsby British | [illegible] |
| 172[illegible] | Br. Lothe | Steel/Bel | | 1919 J. P. Rem- | [illegible] | Bergen Norwegian | [illegible] |
| 172[illegible] | Brudertrouw | Steel/Amb | | 1917 G. Rick- | D. Harmsen | Amsterdam Dutch | [illegible] |
| 172[illegible] | Brumelia | Wind/Bel | | 1906 Cochrane & Sons Selby | T. W. Backmuh | Grimsby British | [illegible] |
| 172[illegible] | Bruna | Steel/Bel | | 1905 Maryland Steel Co. | City of New York | New York United States | [illegible] |
| 172[illegible] | Brook | Wind/Bel | | 1922 Cammell Laird & Co. Birkenhead | Corporation of the Trinity House | London British | [illegible] |
| 172[illegible] | — | Steel/Bel | | 1920 Roberts'g & Sons Reading | "Barlow" Steam Ship Barlow Co. Ltd. Cardiff | Cardiff British | [illegible] |
| 172[illegible] | Brooklina | Wind/Bel | | 1911 A. D. Story | Boston Towing Co. | Boston United States | [illegible] |
| 172[illegible] | Brooklyn | Steel/Bel | | 1905 Maryland Steel Co. | City of New York | New York United States | [illegible] |
| 172[illegible] | — | Steel/Bel | | 1910 W. Cramp & Sons | New York Dock Railway | New York United States | [illegible] |
| 172[illegible] | Brooks Seaton | Steel/Bel | | 1906 Harlan & Hollingsworth Co. | Brooks-Scanlon Co. | Aberdeen United States | [illegible] |
| 172[illegible] | Brur | Wood/Bel | | 1912 Andersen | Brur Nuno | Bjerkaker Swedish | [illegible] |
| 172[illegible] | Brown | Steel/Bel | | 1910 Alers Hok Works Ltd. | Consolidated Whaling Corp. Ltd. | Liverpool British | [illegible] |
| 172[illegible] | Bruce | Steel/Twin/Bel | | 1905 W. Simons & Co. Ltd. Renfrew | Great Western Ry. | Newport British | [illegible] |
| 172[illegible] | Bruce and Wisons | Wind/Bel | | 1920 Spilliak | R. W. Adams | Lowestoft British | [illegible] |
| 172[illegible] | Brukley | Steel/Bel | | 1900 Hall, Russell & Co. Ltd. Aberdeen | E. J. Walker | Aberdeen British | [illegible] |
| 172[illegible] | Brukanow | Steel/Amb/Bel | | 1910 [illegible] Holland | Barrington | Vlaardingen Dutch | [illegible] |

| Numéro officiel | Nom du Navire | Tonnage | Détails de la Classe | Construction | Propriétaires | Dimensions principales | Port d'immatriculation | Machines | Observations |
|---|---|---|---|---|---|---|---|---|---|
| 7300 | Bruiselack | 100 | | 1899 A. Pattenden | E. F. Vinson (Mr) | 106 | Grandville | | |
| 7301 | Brunei | 92 | | 1900 Drypolcher S. Co. Ltd. | Brunei S. Co. Ltd. | 90 | Singapore | | |
| 7302 | Brunhild | 73 | | 1909 J. Fletcher | Bremen Tiger-Angler-Fischerei Ges. | 82 | Bremen | | G |
| 7303 | Brunhilde | 77 | | 1910 Kemper | O. Barniewsky | 143 | Stettin | | |
| 7304 | Brunskamm | 271 | | 1907 G. Seebeck | Hamburg-Amerik. Packetf. Akt.-Ges. (Abgemeld. Bremen, Kpt.) | 213 | Bremerhaven | | G |
| 7305 | Brunswick | 190 | | 1901 J. E. Rigdon | D. Sampson S. Co. Ltd. (T. Butler, Kpt.) | 110 | Atlantic City | | |
| 7306 | — | 150 | ✠100A1 Lrv | 1899 J. Jones | Alexander Fleming Co. Ltd. | 93 | Liverpool | | 12 |
| 7307 | Brundahl | 120 | | 1902 | | 87 | Christiania | | |
| 7308 | Brydeson | 430 | | 1906 Kockums Mek. Werks. (Malmö) | Det Forenede Dampskibsselskab. | 155 | Copenhagen | | T |
| 7309 | Bryggi | 213 | | 1910 Gibbs | S. Stock | 99 | Bergen | | |
| 7310 | Buccaneer | 250 | | 1909 Atlantic Works | West Fencing Corp. | 114 | Boston | | |
| 7311 | Bucari | 170 | | 1911 J. Brown & Co. | Gen. Pepin | 123 | Rio Janeiro | | 9 |
| 7312 | Buccleuch | 190 | | 1905 Hawthorn & Co. Ltd. Leith | A. A. Brown | 100 | Glasgow | | 11 |
| 7313 | Bucentaur | 194 | ✠100A1 Lrv | 1907 Cochrane & Sons Selby | Cunard S. Co. Ltd. (Stylobate S. Harrison, Kpt.) | 100 | Liverpool | | 12 |
| 7314 | Buchan | 220 | ✠100A1 Fls | 1910 Hall, Russell & Co. Ltd. Aberdeen | W. Buchan | 113 | Aberdeen | | 13 |
| 7315 | Buckingham | 250 | ✠100A1 Lrv | 1910 Cochrane & Sons Ltd. Selby | Cunard S. Co. Ltd. | 123 | Liverpool | | 13 |
| 7316 | Budapest | 250 | | 1907 J. Fletcher & Co. A.G. Emmerich | "Rudolf" Donau-Dampfschiffahrts-Gesellschaft | 123 | Budapest | | G |
| 7317 | Buffalo | 190 | | 1912 J. W. Sullivan, Elizabethport, N.J. | Atlantic Ferry Co. (Delaware, Lackawanna & Western Railroad Co. Mgrs.) | 110 | New York | | |
| 7318 | — | 250 | | 1898 Barclay, Curle & Co. Ltd. Glasgow | Russian Imp. Mil. Admin. (Railways & Harbours Administration, R. London) | 130 | London | | 12 |
| 7319 | — | 250 | | 1906 Cook, Welton & Gemmell Beverley | T. S. Fraser | 122 | Newcastle | | 12 |
| 7320 | Buffo | 120 | | 1907 Hall, Russell & Co. Aberdeen | Capt. Malm | 80 | Bergen | | 11 |

| No. in Reg. Book | Steamer's Name, Material, Rig, &c. / Late Name of ship / Special Surveys, No. of Decks, &c. | Tonnage | Particulars of Class / Characteristics | Built: When | Built: By Whom / Where | Owners | Port of Registry | Engines / Engine Maker's Name | Dimensions |
|---|---|---|---|---|---|---|---|---|---|
| [illegible] | **Buiserd** Steel Sch (Oil Eng) Elec Light 1,150 | 270 [illegible] 180 | | 1931 | J. J. van der Werff Hengelo | Jacobsen | [illegible] | [illegible] Engines 48 C.A. 20½" x 15" - 12½" 360 B.H.P. [illegible] | G * |
| [illegible] | **Bakye Mara** Wood Launcher 1,150 | 187 [illegible] 110 | | 1919 | Hanna Kihp Mara | Bakyalaya | Mara Indonesia | [illegible] | |
| [illegible] | **Bull Dog** Steel Twin Screw Sch. A/S | 122 [illegible] 40 | | 1884 | E. Finch & Co. Ltd. Chepstow | Tudor Mayer, Alderman & Burgess of Darling of Bristol | Bristol British | [illegible] E. Finch & Co. Ltd. Chepstow | |
| [illegible] | **Bulger** Iron Twin Screw (Oil Engine Builders) 1,190 | 450 [illegible] 77 | | 1888 | H. Morley Leith Shipyard Newport Co. Ltd. Fairmile | Leith Shipyard & Newport Co. Ltd. | 143 | [illegible] Leith British | 13 × 6 |
| [illegible] | **Buoys** Steel Twin Screw Sch. Wireless D.F. 1,150 | 300 [illegible] 181 | ✠ 100 A1 Hul [illegible] | 1933 | Cook, Welton & Gemmell Ltd. Beverley | J. & J. Rose Ltd. | 140 | [illegible] British | 14 × 6 |
| [illegible] | **Beate Kah** Steel Sch (Transport) Elec Light 1,150 | 250 [illegible] 100 | | 1914 | Bolkeren's G. & S. Co. & Nordseewerke Emden | Rhenus Reederei-Gesellschaft Mbh. | 136 | [illegible] German | G * |
| [illegible] | **Burbo** Steel Twin Screw Hopper Dredger (Hand Pump Hopper Dredger) Elec Light | 380 [illegible] 1017 | ✠ 100 A1 Liv [illegible] | 1902 | Ferguson Bros. Port Glasgow | Mersey Docks & Harbour Board | 229 | Liverpool British | 22 × 6 |
| [illegible] | **Bursaverst** Steel Sch 1,150 | 120 [illegible] 114 | ✠ 100 A1 Hul [illegible] | 1916 | Cochrane & Sons Ltd. Selby | Spiral Tring Co. Ltd. | 90 | Hull British | 19 × 6 |
| [illegible] | **Burewestaik** Steel Sch Elec Light 1,150 | 200 [illegible] 60 | | 1917 | F. Schichau G.m.b.H. Danzig | Investione | 125 | Germany German | G * |
| [illegible] | **Burgemeester Debusse** Steel Sch 1,150 | 97 [illegible] 60 | ✠ 100 A - Gla [illegible] | 1922 | Cochrane & Sons Ltd. Selby | Sociedade Anonima Navegacao Azevedo | 83 | Portugal Portuguese | 9 × 5 |
| [illegible] | **Burgemeester Gravestein** Steel Sch (Trawler) 1,150 | 160 [illegible] 60 | | 1909 | Earle's Co. Ltd. Hull | L. Kampen & Zoon | 110 | Hull British | 12 × 6 |
| [illegible] | **Burgemeester Lafrens** Steel Sch (Tug) Elec Light 1,150 | 170 [illegible] 77 | | 1908 | Schiffswerft Lübeck A.G. Rostock | Polnische Lloyd, Sp. | 118 | Danzig & Polnisch German | G |
| [illegible] | **Burgemeester Moerkerg** (Trawler) Steel Sch Elec Light 1,150 | 220 [illegible] 60 | | 1916 | J. H. N. Wichmann Hamburg | "Barbara" Bergische Rederei Barbara Bergmann Tuchertz A.G. | 117 | Tuchertz German | G * |
| [illegible] | **Burgemeester Smidt** (Trawler) Steel Sch Elec Light 1,150 | 230 [illegible] 60 | | 1916 | G. Seebeck A.G. Geestemünde | "Barbara" Bergische Rederei Barbara Bergmann Tuchertz A.G. | 127 | Bremerhaven German | G * |
| [illegible] | **Burlington Boomy** Steel Twin Screw Sch (Barge) (Oil Eng) Elec Light Carrying Petroleum in bulk 1,150 | 1,100 [illegible] 750 | | 1924 | Pusey & Jones Co. Gloucester, Pa. | Standard-Vacuum Transportation Co. | 252 | New York U.S. Engines 48 C.A. 17" - 28" W. J. Pusey & Jones Co. Gloucester, N.J. | |
| [illegible] | **Burnbanks** Steel Sch (Trawler) 1,150 | 130 [illegible] 70 | | 1906 | Hall, Russell & Co. Ltd. Aberdeen | J. Wood | 110 | Aberdeen British | 12 × 6 |
| [illegible] | **Burnside** Steel Sch Motor Vessel Sch. A/S Elec Light 1,150, 1,150 | 250 [illegible] 110 | ✠ 100 A1 Gla [illegible] | 1904 | Caw, Moncur & Co. Ltd. Paisley | Jacobsen | 120 | Glasgow British | 9 × 5 |
| [illegible] | **Burong** Steel Sch Elec Light 1,150 | 210 [illegible] 120 | | 1921 | W. A. Bailey & Co. Ltd. Hong Kong | Sarawak Shipping Co. Ltd. | 110 | Miri Sarawak | 8 × 4 |
| [illegible] | **Burta-Ira** Steel Sch Elec Light 1,150 | 400 [illegible] 110 | | 1908 | Mort's Dock & Eng. Co. Ltd. Wallsend | Dock & S. Co. Ltd. | 130 | Sydney British | |
| [illegible] | **Buses 2** Steel Sch (Whaler) Elec Light Wireless D.F. 1,150 | 220 [illegible] 60 | | 1922 | Kaldnes Mek. Verksted Tonsberg | A/S Tonsberg Hvalkompani (J. Bergh, Sjef.) | 109 | Tonsberg Norwegian | N * |
| [illegible] | **Buses 3** Steel Sch (Whaler) Elec Light Wireless 1,150 | 210 [illegible] 60 | | 1924 | Kaldnes Mek. Verksted Tonsberg | A/S Tonsberg Hvalkompani (J. Bergh, Sjef.) | 109 | Tonsberg Norwegian | N * |
| [illegible] | | | | | | | | | |

| Numéro officiel | Noms des Navires | Détails de la Classe | Construit | Armateurs | Port d'immatriculation | Machines |
|---|---|---|---|---|---|---|
| 1700 | **Buoy 4** | | | | | |
| 1701 | **Buoy 5** | | | | | |
| 1702 | **Buoy 6** | | | | | |
| 1703 | **Buoy 7** | | | | | |
| 1704 | **Buoy 8** | | | | | |
| 1705 | **Buoy 9** | | | | | |
| 1706 | **Buoy 10** | | | | | |
| 1707 | **Buoy 11** | | | | | |
| 1708 | **Buoh** | | | | | |
| 1709 | **Bukk** | | | | | |
| 1710 | **Bunnard** | | | | | |
| 1711 | **Bunta** | | | | | |
| 1712 | **Bustard** | | | | | |
| 1713 | **Bustard I.** | | | | | |
| 1714 | **Buzy Bee** | | | | | |
| 1715 | **Bute 4** | 100 A1 | | | | |
| 1716 | **Butia** | | | | | |
| 1717 | **Butterway** | | | | | |
| 1718 | **Butterfield** | | | | | |
| 1719 | **Butterfly** | | | | | |
| 1720 | **Butzfleth** | | | | | |
| 1721 | **Buzu Schuss** | | | | | |

| 1. No. in Reg. Book. Official No. Date Letters | 2. Steamer's Name. Owner, Sig. &c. Late Name if any. Special Surveys. No. of Decks, &c. | 3. | 4. Tonnage Gross. Net. Engine Deck. Hold. | 5. Particulars of Classification. Character. | 6. | 7. | 8. | 9. Year Built. | 10. Builds. Where. By Whom. Where. | 11. Owners. | 12. Regist'd Dimensions (Hold, Bunkers, &c.) Length. Breadth. Depth. | 13. Port of Registry. Flag. | 14. Engines. No. & Kind of Cylinders, Double Reduction Turbines, Diesel or Electric Motors, Oil Engines or Steam Engines. Horse Power. Engine Maker's Name. | 15. Boilers. Number. Pressure. Kind. Coal, Oil, Electricity. Heating Surface. | 16. Date of Last Survey. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | Buzzard | Steel Sch. | 195 | [illegible] | [illegible] | | | 1907 | Goole S.B. Co. Ltd. Goole | Eaton & Bros. & Hamburg Ltd. | 119·0 21·6 11·9 | British | [illegible] | 12 + 6 | |
| [illegible] | — (Ex-Light) | Wood Sch. (Tug) | 187 | | | | | 1929 | G. McGee Engineer Co. Jacksonville, Fla. | Metal Towing & Wrecking Co. | 88·9 25·5 12·9 | United States | [illegible] | | |
| [illegible] | — | Steel Sch. (Trawler) | 181 | | | | | 1899 | Cockerill & Cie. Ougrée, Liège Belgium | S. R. Sumner | 109·1 21·9 11·7 | Germany British | [illegible] | 12 + 6 | |
| [illegible] | Bylven | Composite | 176 | | | | | 1904 | S. Groth Sylvan | Bergvind A/B (Chr. Bonjohnsen, Mgr.) | 101·1 22·7 9·4 | Sweden | [illegible] | | |
| [illegible] | Byfjorden | Steel Sch. | 201 | | | | | 1908 | Göteborgs M.V. Aktiebolag Gothenburg | Ingh. Aktieb. Bohuslänska Ångbåts Rederi (C. Thorburn) | 99·0 21·0 7·9 | Sweden | [illegible] | | |
| [illegible] | Bylgia | Composite | 102 | | | | | 1908 | S. Groth Sylvan | Ingh. Aktieb. Nordsjö (Alb. Svensson, Mgr.) | 99·9 23·0 10·1 | Gothenburg Sweden | [illegible] | | |
| [illegible] | Byng | Steel Sch. (Fishing) | 107 | | | | | 1920 | Fellowick Co. Ltd. Stornoway | G. W. Emslie | 92·1 19·0 9·1 | Lowestoft British | [illegible] | | |
| [illegible] | Byron | Steel Sch. | 138 | | | | | 1881 | J. Shaw & Son Hull | R. Price | 94·2 20·2 9·3 | Tuscan Leith | [illegible] | | |
| [illegible] | Bystander I. | Steel Sch. | 102 | | | | | 1899 | Cie. Gen. de Fer Rouen | Rouen S. & R. L. (G. Barquet, Mgr.) | 89·0 20·1 12·9 | Rouen Belgian | [illegible] | | |
| [illegible] | Bystander II. | Steel Sch. | 118 | | | | | 1908 | Thyssen & Co. Rouen | Rouen S. & R. L. (G. Barquet, Mgr.) | 90·2 18·9 9·1 | Rouen Belgian | [illegible] | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to the being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the *date of giving Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| Noms des Navires | Tonnage | Classe de la Classification | Constructeurs | Propriétaires | Dimensions principales | Port d'immatriculation | Machines | |
|---|---|---|---|---|---|---|---|---|
| C. A. Roland | 102 | | W. J. McKay | A. Beaver | 94' 7" × 22' 5" × 9' 9" | Halifax | 1 cyl. Engine | |
| C. E. Graham | 200 | | J. W. McDougall | Chesapeake & Ohio Railway Co. | 99' 8" × 20' 5" × 13' 6" | Newport News | 1 cyl. 14" × 20" | |
| C. F. H. | 70 | | J. Goss | | 74' 0" × 20' 4" × 7' 3" | | | |
| C. H. Hix | 112 | | J. H. Dingwall | Wood Towing Co. | 102' 0" × 20' 7" × 10' 6" | Norfolk, Va. | 1 cyl. 17" × 20" | |
| C. H. Markham | 132 | | John W. Smith & Co. of Savannah | | 79' 6" × 21' 9" × 9' 9" | New York | 1 cyl. 16" × 20" | |
| C. H. Spedden | 124 | | The Percy Shipbuilding Co. | Freedom Towing & Lighterage Co. | 82' 7" × 23' 1" × 10' 7" | Washington (D.C.) | 1 cyl. 16" × 20" | |
| C. F. Raymond | 111 | | P. McGee | Dalzell Towing Co. Inc. | 80' 0" × 21' 0" × 9' 7" | New York | 1 cyl. 16" × 20" | |
| C. F. Reitzes | 110 | | Pennypacker | Pierce Whaling Co. Ltd. | 100' 7" × 22' 5" × 12' 3" | Boston | 1 cyl. 17" × 20" | N |
| Cabo | 152 | | J. Krohn | S. Frank | 99' 7" × 23' 0" × 7' 6" | | 1 cyl. Engine | Y |
| Cabo Delgado | 27 | | Cant. Nav. | Portuguese Government | 120' 5" × 23' 0" × 12' 0" | Porto Amalia | 1 cyl. | |
| Cabo Espichel | 401 | | Harland & Wolff Ltd. | Lisbon Harbour Board | 132' 2" × 27' 1" × 12' 7" | Lisbon | 1 cyl. 20" × 30" | |
| Cabo Juby | 200 | ✠100 A1 Lis | | | | | | |
| Cabo Polonio | 56 | ✠ Cy | | | | | | |
| Cabo Raso | 330 | | Harland & Wolff Ltd. | Lisbon Harbour Board | 120' 2" × 23' 1" × 11' 0" | Lisbon | 1 cyl. 20" × 30" | |
| Cabo S. Vicente | 200 | ✠100 A1 Lis | | | | | | |
| Cabo Sardao | 230 | | Harland & Wolff Ltd. | Lisbon Harbour Board | 120' 2" × 23' 1" × 11' 0" | Lisbon | 1 cyl. 20" × 30" | |
| Cabral | 107 | | Alves | | 82' 0" × 19' 0" × 10' 0" | Porto | 1 cyl. 14" × 20" | |
| Cachalot | 100 | | Alves | | | | | |
| Cachalote | 100 | | | | | | | |
| Cadagua | 457 | | | | | | | |
| Cadell | 156 | | W. Gordon | | 122' 0" × 20' 0" × 8' 0" | Adelaide | 1 cyl. 17" × 30" | |

| Official No. | Owner's Name, Nationality, Rig, &c. | Tonnage | Particulars of Classification Society | Date | Where Built | By Whom | Owners | Port of Registry | Engines | Dimensions |
|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | Cadalla | [illegible] | +100A1 Gree | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Cadishead | [illegible] | | | 1917 | Cranes | Manchester Ship Canal Co. | Manchester | [illegible] | [illegible] |
| [illegible] | Cadiz | [illegible] | | | 1920 | Valley Iron Ld. | [illegible] | Bucelas | [illegible] | [illegible] |
| [illegible] | Caderna | [illegible] | +100A1 Alm | [illegible] | 1917 | A. Hall & Co. Ld. | Aberdeen Pioneer Steam Fishing Co. Ld. | Aberdeen | [illegible] | [illegible] |
| [illegible] | Caerphilly Castle | [illegible] | +100A1 Stee | [illegible] | 1919 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Ceres | [illegible] | | | 1911 | Eriksberg M. V. A. | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | — | [illegible] | | | 1882 | Lindberg | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Cairndhu | [illegible] | | | 1922 | Fleming & Ferguson | Trustees of the Clyde Navigation | Glasgow | [illegible] | [illegible] |
| [illegible] | Cairngorth | [illegible] | +100A1 Hka | [illegible] | 1918 | Lytham S.B. Co. Ld. | [illegible] | Liverpool | [illegible] | [illegible] |
| [illegible] | Cairnie | [illegible] | +100A1 New | [illegible] | 1921 | Blyth S.B. Co. Ld. | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Cairnrigh | [illegible] | | | 1912 | [illegible] | [illegible] | Aberdeen | [illegible] | [illegible] |
| [illegible] | Cairo | [illegible] | | | 1909 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Cala Costesta | [illegible] | | | 1917 | [illegible] | [illegible] | Palma Mal. | [illegible] | |
| [illegible] | Cala Galista | [illegible] | | | 1918 | [illegible] | [illegible] | Palma Mal. | [illegible] | |
| [illegible] | Cala Liamp | [illegible] | | | 1917 | A. Llompart | [illegible] | Palma Mal. | [illegible] | |
| [illegible] | Cala Morlanda | [illegible] | | | 1919 | J. Bagues | [illegible] | Palma Mal. | [illegible] | |
| [illegible] | Cala Murta | [illegible] | | | 1918 | A. Llompart | [illegible] | Palma Mal. | [illegible] | |
| [illegible] | Cala Pi | [illegible] | | | 1918 | [illegible] | [illegible] | Palma Mal. | [illegible] | |
| [illegible] | Cala Portals | [illegible] | | | 1918 | [illegible] | [illegible] | Palma Mal. | [illegible] | |
| [illegible] | Cala San Vicente | [illegible] | | | 1917 | A. Segura | [illegible] | Palma Mal. | [illegible] | |

| Numéro d'Ordre | Noms des Navires, Signaux, Propriétaires, etc. | Tonnage | Détails de la Classe Spéciale | Contrats | Armateurs | Dimensions Principales | Port d'Enregistrement | Machines, etc. | Chaudières |
|---|---|---|---|---|---|---|---|---|---|
| 27471 | **Cala Tuent** | 126 | | 1924 Navarro | | | | | |
| 27472 | **Calalaian** | 200 | | 1922 Ariel S. | | 113·9/22·5/11·7 | | | |
| 27473 | **Calcutta** | 116 | | 1868 H. J. | | 81·9/19·5/ | | | |
| 27474 | **Caldas** | 209 | ✠100A | 1917 Zoroster | | 110·0/22·1/ | | | |
| 27475 | **Caldergate** | 136 | ✠100A1 Hul | 1924 Ace | | 97·0/17·8/ | | | |
| 27476 | **Caldew** | 207 | ✠100A1 Flo | 1914 Smith's | Wrestlers | 122·7/30·5/12·2 | | | |
| 27477 | **Calty** | 222 | ✠100A1 Mil | 1909 Smith's | | 120·0/21·5/11·0 | | | |
| 27478 | **Calendal** | 122 | ✠100A1 Ill | 1922 | | 82·9/19·6/ | | | |
| 27479 | **Calhas** | 277 | | 1919 Cox & Co. | | 122·0/32·5/12·0 | | | |
| 27480 | **Calidos** | 250 | ✠ | 1903 Tolk | | 100·5/20·2/10·4 | | | |
| 27481 | **California** | 112 | | 1908 | | 89·6/19·0/ | | | |
| 27482 | **Caligh** | 228 | ✠100A1 Mil | 1906 Smith's | | 120·5/21·6/11·7 | | | |
| 27483 | **Calabet** | 278 | | 1920 J. Thomy | | 147·0/30·1/10·1 | | | |
| 27484 | **Calvert** | 102 | | 1911 McIntyre | | 99·1/21·6/11·5 | | | |
| 27485 | **Calvertas** | 216 | | 1913 Cook, Welton | | 117·0/21·5/12·1 | | | |
| 27486 | **Calvinia** | 151 | | 1901 Wilcock | | 111·0/21·0/11·5 | | | |
| 27487 | **Calydaria** | 277 | 100A1 Mil | 1918 Tow, Mc | | 120·7/30·4/12·0 | | | |
| 27488 | **Calypso** | 187 | | 1902 J. Dublin | | 110·0/20·7/10·0 | | | |
| 27489 | **Camarri** | 179 | ✠100A1 Hul | 1924 Allan S. | | 90·7/22·4/ | | | |

| Official No. | Steamer's Name | Tonnage | Particulars of Classification | Year of Build | Builders | Owners | Registered Dimensions | Port of Registry | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | **Camber** | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **Camberra** | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **Cambria** | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | — | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **Cambridge** | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **Camm** | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **Camila Cemelegre** | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **Camila Henriques** | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **Campaigner** | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **Campina** | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **Campomar** | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **Campsis** | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **Canada** | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | — | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **Canadian National No. 1** | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **Canadian National No. 2** | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **Canadian National No. 4** | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **Canadian National No. 5** | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **Canaer** | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **Candia** | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **Candidate** | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

| Numéro Officiel | Nom du Navire, Indicatif, Port d'attache, Propriétaire, Capitaine | Tonnage | Détails de la Classe | Machines | Construction | Propriétaires | Dimensions | Machines | Feux | Remarques |
|---|---|---|---|---|---|---|---|---|---|---|
| 07913 | Canigou | 270 | | | 1919 Munch, Bay, Tyne | | 117·7 x 22·0 x 12·3 | | | |
| 07914 | Canning | 148 | +100A1 Lyt | | 1918 J. Crack, Co. Leith | Alexander Ewing Co. Ltd. | 92·2 x 20·2 x 12·2 | | | 12 + 0 |
| 07915 | Canora | 280 | | | 1918 Davie S.B. & Repairing Co. Ltd., Levis, P.Q. | Canadian Northern Steamship, Ltd. | 108·0 x 22·1 x 13·2 | | | 10 + 0 |
| 07916 | Canosa | 120 | + Cdz | | 1918 Cockerill, Ltd., Belley | Viada de Oyenes-Santa | 112·2 x 22·2 x 12·0 | | | 13 + 0 |
| 07917 | Canoella | 102 | | | 1894 G. Seebeck, Wesermünde-G. | R. Alsedy | 111·5 x 22·1 x 11·9 | | | |
| 07918 | Canon | 225 | + NJ | | 1910 New Burrell, Johnson & Co., Yarmouth | Consolidated Steamship | 91·6 x 22·1 x 11·7 | | | 11 + 0 |
| 07919 | Cantabro No. 2 | 139 | | | 1890 Earnest Vulkan, Vegesack | Angel Portales y Cia. S.L. | 100·8 x 20·0 x 9·3 | | | |
| 07920 | Canterbury | 111 | + A1 Lyt | | 1911 W. Simons & Co. Ltd., Renfrew | London Harbour Board | 104·2 x 20·1 x 10·9 | | | 17 + 0 |
| 07921 | Canute | 277 | + Bus | | 1922 J. I. Thornycroft & Co. Ltd., Southampton | Sun Lighterage & Coaling Boats Co. Ltd. | 111·5 x 29·7 x 12·5 | | | 13 + 0 |
| 07922 | Cap à l'Aigle | 187 | | | 1922 Ateliers & Ch. Bouchaud, Bordeaux | Cazes, Dechanet, Wiet & Co. | 102·9 x 24·1 x 10·9 | | | |
| 07923 | Cap Bear | 212 | | | 1921 A. Vaux, Bordeaux | A. Dechanet | 98·6 x 20·9 x 10·9 | | | |
| 07924 | Cap-Paget | 1218 | | | 1920 S. Savale, Fécamp | Les Pêcheurs de Fécamp | 211·1 x 34·1 x 18·9 | | | |
| 07925 | Cap Noir | 224 | | | 1922 Marine, Worms, W. Dubrulle | H. Sauvan, S.A.A. Société Gadille | 127·5 x 23·4 x 10·7 | | | |
| 07926 | Capable | 110 | | | 1918 Gebr. Freymann, Elsfleth | F. F. Svendsen Sons, Ltd. | 108·6 x 23·1 x 10·9 | | | |
| 07927 | Cape Agulhas | 306 | +100A1 NYL | | 1919 Cockerill, Ltd., Belley | Government of Newfoundland (Minister of Marine & Fisheries) | 129·2 x 23·7 x 12·2 | | | 13 + 0 |
| 07928 | Cape Charles | 236 | | | 1919 J. H. Dialogue & Son, Ltd., Camden, N.J. | New York, Philadelphia & Norfolk Railroad Co. | 123·0 x 23·0 x 11·0 | | | |
| 07929 | Cape Cruzier | 222 | +100A1 Bal | | 1920 Cockerill, Ltd., Belley | Charleston Fishing Co. Ltd. (Nelson Bros., Agts.) | 140·2 x 24·0 x 12·2 | | | 14 + 0 |
| 07930 | Cape Finisterre | 340 | +100A1 Bal | | 1920 Cockerill, Ltd., Belley | Walsenden Fishing Co. Ltd. (Nelson Bros., Agts.) | 140·2 x 24·1 x 12·2 | | | 14 + 0 |
| 07931 | | | | | | | | | | |

| Official No. | Steamer's Name | Port | Tonnage | Particulars of Classed Engines | Hull | Owners | Engines | |
|---|---|---|---|---|---|---|---|---|
| 07532 | Cape Grisnez | Wimbledon | 335 | +100A1 Hul | 1919 Cochrane & Sons, Ltd. Selby | Rickmerbrs. Fischerei Ges. m.b.H. (Rickmer Bros. Mgrs.) | 139'5/23'7/12'7 | |
| 07533 | Cape Guardafui | Wimbledon | 347 | +100A1 Hul | 1900 Cochrane & Sons, Ltd. Selby | Rickmerbrs. Fischerei Ges. m.b.H. (Rickmer Bros. Mgrs.) | 140'2/24'5/13'8 | |
| 07534 | Cape Hatteras | Wimbledon | 345 | +100A1 Hul | 1920 Cochrane & Sons, Ltd. Selby | Rickmerbrs. Fischerei Ges. m.b.H. (Rickmer Bros. Mgrs.) | 140'4/24'0/13'8 | |
| 07535 | Cape Kasis | Wimbledon | 347 | +100A1 Hul | 1920 Cochrane & Sons, Ltd. Selby | Rickmerbrs. Fischerei Ges. m.b.H. (Rickmer Bros. Mgrs.) | 140'2/24'5/13'8 | |
| 07536 | Cape Malapas | Wimbledon | 351 | +100A1 Hul | 1920 Cochrane & Sons, Ltd. Selby | Rickmerbrs. Fischerei Ges. m.b.H. (Rickmer Bros. Mgrs.) | 140'2/24'0/13'8 | |
| 07537 | Cape Melville | Wimbledon | 345 | +100A1 Hul | 1920 Cochrane & Sons, Ltd. Selby | Rickmerbrs. Fischerei Ges. m.b.H. (Rickmer Bros. Mgrs.) | 140'4/24'0/13'8 | |
| 07538 | Cape Nales | Wimbledon | 351 | | 1918 Stewart & Stewart | Canadian Fishing Co. Ltd. | 92'5/19'6/7'5 | |
| 07539 | Cape Otway | Wimbledon | 350 | +100A1 Hul | 1918 Cochrane & Sons, Ltd. Selby | Rickmerbrs. Fischerei Ges. m.b.H. (Rickmer Bros. Mgrs.) | 139'5/23'7/12'8 | |
| 07540 | Cape Sable | Wimbledon | 350 | +100A1 Hul | 1917 Cochrane & Sons, Ltd. Selby | Rickmerbrs. Fischerei Ges. m.b.H. (Rickmer Bros. Mgrs.) | 139'5/23'7/12'8 | |
| 07541 | Cape Scott | Wimbledon | 351 | | 1897 Clark, Welville & Co. Greenock | Pacific Coast Fishery Co. Ltd. | 121'2/21'0/11'3 | |
| 07542 | Cape Spartel | Wimbledon | 346 | +100A1 Hul | 1920 Cochrane & Sons, Ltd. Selby | Rickmerbrs. Fischerei Ges. m.b.H. (Rickmer Bros. Mgrs.) | 140'4/24'0/13'8 | |
| 07543 | Cape Spartivento | Wimbledon | 347 | +100A1 Hul | 1920 Cochrane & Sons, Ltd. Selby | Rickmerbrs. Fischerei Ges. m.b.H. (Rickmer Bros. Mgrs.) | 140'2/24'5/13'8 | |
| 07544 | Cape Tarifa | Wimbledon | 351 | +100A1 Hul | 1921 Cochrane & Sons, Ltd. Selby | Rickmerbrs. Fischerei Ges. m.b.H. (Rickmer Bros. Mgrs.) | 140'2/24'0/13'8 | |
| 07545 | Cape Town | Wimbledon | 350 | | 1906 Clark, Welville & Co. Ltd. Beverley | Bell Steam Fishing Co. Ltd. | 110'5/21'6/11'7 | |
| 07546 | Cape Trafalgar | Wimbledon | 350 | +100A1 Hul | 1917 Cochrane & Sons, Ltd. Selby | Rickmerbrs. Fischerei Ges. m.b.H. (Rickmer Bros. Mgrs.) | 139'5/23'7/12'8 | |
| 07547 | Capel | Wimbledon | 350 | +100A1 Hul | 1920 Clark, Welville & Co. Ltd. Beverley | F. A. E. Rom. S.A. | 140'2/24'0/13'8 | |
| 07548 | Capella | Wimbledon | 323 | | 1920 H. C. Stülcken Sohn Hamburg | W. Rickmer | 95'7/20'7/9'8 | |
| 07549 | Capitaine Armand | Wimbledon | 585 | | 1920 Hall, Russell & Co. Ltd. Aberdeen | A. Coppin | 170'2/27'1/14'3 | |
| 07550 | Capitaine Simard | Wimbledon | 194 | | 1921 Chantiers Navals Cie. Saint-P.Q. | Chantiers Navals, Ltée. | 84'6/24'1/11'3 | |
| 07551 | Capitaine Tessier | Wimbledon | 126 | | 1921 Belanda Cryjnsmk Co. Gd. Helend | Alfred Delmardie | 89'2/20'0/10'2 | |

| Numéro Officiel | Noms du Navire | Détails de la Classe | Construction | Armateurs | Port d'immatriculation | Machines | |
|---|---|---|---|---|---|---|---|
| [illegible] | Capitan Miranda | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Capitan Pitra | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Capitano Sauro | | [illegible] | [illegible] | [illegible] | [illegible] | I * |
| [illegible] | Cape Sandale | | [illegible] | [illegible] | [illegible] | [illegible] | I * |
| [illegible] | Caporal Peugeot | | [illegible] | [illegible] | [illegible] | [illegible] | V |
| [illegible] | Capricho | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Capriorette | | [illegible] | [illegible] | [illegible] | [illegible] | V * |
| [illegible] | Caprioreuxa | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | — | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Capstone | 100A1 MS | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Captain Collier | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Captain Cook | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Captain Coppens | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Cara Nag Cosa | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Caramital | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Carbill | 100A1 Glass | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Carbonner II. | 100A1 Glass | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Carbonas | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | — | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Cardew | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Cardiff Castle | 100A1 Glass | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Carency | 100A1 Glass | [illegible] | [illegible] | [illegible] | [illegible] | |

| Official No. | Steamer's Name | Material, Rig, &c. | Tonnage | Particulars of Classification | Date | Built | Owners | Port of Registry | Engines | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|
| 172174 | Carestan | Steel | 141 | | | 1920 Lake, Pat. | Compagnie Fermiere de Kar. | Marseilles | 101 Engines | V |
| 172175 | Cargan | Steel | 270 | ✠100A1 Lr. | | 1916 A. Jeffrey & Co. Ld. | R. Wilson & Co. | Waterford | | |
| 172176 | Cargo Fleet No. 2 | Steel | 1130 | ✠100A1 M.B. | | 1911 Sigmoth | Cargo Fleet Iron Co. Ld. | Middlesbrough | | |
| 172177 | Cariddi | Steel Twin Screw | 2800 | | | 1911 Cantieri | Italian State Railway | Messina | 101 Engines | I |
| 172178 | Carinda | Steel | 222 | | | 1919 Cook, Wel. | Kottingham Trig. Co. Ld. | Grimsby | | 12 + 7 |
| 172179 | Carishrooke | Steel | 230 | ✠100A1 Class A | | 1920 Cochrane & Sons, Ld. | Greenhead Fuel Co. Ld. | Newcastle | | 12 + 6 |
| 172180 | Carl | Steel | 230 | | | 1917 Schiffw. v. | E. Hansen | Hadersleben | | V |
| 172181 | — | Wood | 102 | | | 1899 Grenk, | J. O. Johnsson | Fredkvan | 101 Engines | |
| 172182 | Carl Friedl | Steel | 100 | | | 1912 Gebr. G. & | H. Aldens | Hamburg | 101 Engines | G |
| 172183 | Carl Gustaf | Wood | 120 | | | 1883 Nixon | H. Bibel | Bergen | 101 Engine | |
| 172184 | Carl J. Bunh | Steel | 300 | | | 1905 Eulbert'g | "Rudner" | Duisburg | 101 Engines | G |
| 172185 | Carl Kampf | Steel | 277 | | | 1924 J. C. Tecklenborg A. G. | Reichsschiffahrt Del Kimp | Wesermünde | | G |
| 172186 | Carl Kiehn | Steel | 185 | | | 1901 J. C. & H. C. Kiehn | J. C. & H. C. Kiehn | Hamburg | | |
| 172187 | Carl S. | Wood | 103 | | | 1914 Smith & | J. S. Wennes | Christiania | 101 Engines | |
| 172188 | Carlgarth | Steel | 179 | | | 1922 Smith's | Sea Towing Co. Ld. | Liverpool | | C |
| 172189 | Carli A. | Steel | 102 | | | 1909 Thomsen | E. L. Alberson | Hammonasset | | V |
| 172190 | Carlisle | Steel | 946 | | | 1901 Neafie | F. F. Martin, Inc. | Philadelphia | | |
| 172191 | Carlito | Steel | 230 | | | 1921 D. W. Kremeyer | Sociedad | Buenos Ayres | 101 Engines | |
| 172192 | Carlo | Wood | 111 | | | 1910 F. Parodi | Soc. Anon. Rimorchiatori Portoliguri | Genoa | | I |
| 172193 | Carlo Bruno | Steel | 170 | | | 1917 Soc. Anon. | Soc. Rimorchiatori Napoletani | Naples | | I |
| 172194 | Carlock | Steel | 301 | ✠100A1 Tug | | 1919 A. Stephen | William & Co. Ld. | Glasgow | | |

| Numéro Officiel | Nom de Navire, Signaux, Armateurs, &c. | Tonnage | Détails de la Classe | Générale | | Ancienneté | Machines | Port | Machines | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | |
| 17910 | Carlos Lomb | 300 | | 1918 | J. Ch. Lomb | | | | | |
| 17909 | Carlotta | 171 | | 1918 | D. Rogers | | | | | G |
| 17907 | Carlos | 207 | | 1909 | G. Cooper | | | | | |
| 17906 | Carlomie | 207 | | 1906 | J. C. Tock | | | | | I |
| 17905 | Carmelo Noli | 126 | | 1929 | | | | | | I |
| 17903 | Carmen | 215 | | 1918 | Antonio | | | | | |
| 17901 | — | 137 | | 1904 | Gibbs & Co. | | | | | |
| 17902 | — | 147 | | 1919 | | | | | | |
| 17900 | — | 124 | | 1919 | Violeta | | | | | |
| 17904 | Carmen Arellanda | 224 | | 1925 | A. A. Tinglis | | | | | |
| 17897 | Carmen de C. | 220 | | 1917 | | | | | | |
| 17898 | Carmen Millas | 202 | ✠ | Blue | d | 1905 | J. Munro | | | |
| 17911 | Carmenita | 227 | | 1911 | | | | | | |
| 17899 | Carmentas | 113 | | 1900 | Hijos de J. | | | | | |
| 17889 | Carolina | 257 | ✠100A1 | Bd | d | 1910 | Bonnaga | | | |
| 17910 | Carola | 275 | | 1910 | | | | | | |
| 17891 | Carolina | 259 | ✠100A1 | Yuo | | 1910 | N. Y. Schys | | | |
| 17892 | — | 180 | | 1920 | N. Y. Schys | | | | | |
| 17893 | — | 140 | | 1907 | J. Campos | | | | | G |
| 17890 | Carolina Kühne | 218 | | 1911 | Deutsch-Ost. G. | | | | | G |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Classification | Where Built | Built | Owners | Registered Dimensions | Port of Registry | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|
| 170111 | Carrowwater<br>Steel Twin Screw<br>Ship, A.S.<br>Elec. light | 1222<br>1174 Upper Deck<br>696<br>1,191 | ✠ PG1<br>1,191 | | 1930 Ferguson Bros. (Port Glasgow), Ltd., Port Glasgow | London, Midland & Scottish Railway | 222·0 x 43·2 x 13·3<br>1,191 | London<br>British<br>Ferguson Bros. (Port Glasgow), Ltd. | T. 4 Cy. 17", 17" & 27" - 26"<br>1,710 I.P.<br>Ferguson Bros. (Port Glasgow), Ltd. | 17 × 6 |
| 170116 | Carron<br>Steel Twin Screw<br>Ship, A.S.<br>Elec. light | 251<br>161<br>148<br>1,24 | | | 1897 Edwards Bros., Newcastle | Tuckfield & Possmann Co., Ltd. | 130·0 x 22·1 x 9·3<br>1,24 | Tuckfield<br>British | T. 4 Cy. 9" x 18½" - 27"<br>Edwards Bros., Newcastle | |
| 170117 | Carsten<br>Steel Screw<br>Trawler<br>Elec. light | 258<br>151<br>99<br>1,24 | | | 1933 G. Seebeck A.G., Geestemünde | L. Janssen & Co. | 121·9 x 22·3 x 10·9<br>1,24 | Wesermünde<br>German | T. 3 Cy. 13", 20" & 35" x 27½"<br>G. Seebeck A.G., Wesermünde | G * |
| 170119 | Carsten Rehder<br>Steel Screw<br>Trawler<br>Elec. light Wireless | 300<br>167<br>118<br>1,24 | | | 1932 Schiffw. v. Jahnke u. G. Harburg | Hans Rehder, A.G. | 130·5 x 23·7 x 10·2<br>1,24 | Cuxhaven<br>German | T. 3 Cy. 18", 27" & 40½" - 33"<br>Schiffw. v. Jahnke u. G. Harburg | G * |
| 170119 | Cartala<br>Steel Screw<br>1,24 | 136<br>104<br>77 | | | 1912 Fordinah Fortescue & Co., Hobart, Tas. | Hans Chesnoth Fortescue S.S. Co. Proprietary Ld. | 111·0 x 24·2 x 9·5 | Hobart<br>British | T. 3 Cy. 16", 26" & 38" - 30"<br>Fortescue, Ld., Everbury | |
| 170120 | Carteret<br>Steel Twin Screw Barge<br>Fitted for oil fuel<br>Elec. light<br>Ship, A.S.<br>Carrying Pass. in hold<br>1,24 | 272<br>—<br>200 | | | 1922 Ross, R. & D. Co., Chester, Pa. | Hanna Furniture Co. | 143·7 x 32·6 x 9·4 | New York<br>U.S. Home | T. 3 Cy. 11" & 24" - 42"<br>Ross (Jones) R. & Co., Port Richmond, N.Y. | |
| 170121 | Cartes<br>Steel Twin Screw<br>(or W. Diesel)<br>Ship, A.S.<br>1,24 | 127<br>—<br>78 | | | 1912 J. King Andrade, Pontevedra | Hijos de Cartes, Sociedad Anon. | 99·5 x 21·6 x 7·5 | Santander<br>Spanish | T. 4 Cy. 4" & 11" - 12"<br>Sociedad Anónima, Bilbao | |
| 170122 | Cartier<br>Steel Twin Screw<br>Elec. light Wireless<br>1,24 (M. & C.) | 500<br>412<br>226 | ✠ Nwy 1<br>1,19 | | 1910 Swan, Hunter & Wigham Richardson, Ld., Newcastle | Canada Government Department of Marine & Fisheries | 144·0 x 29·2 x 12·3<br>1,19 | Ottawa<br>British | T. 3 Cy. 19", 30" & 31" - 24"<br>Swan, Hunter & Wigham Richardson, Ld., Newc. | 15 × 10 |
| 170123 | Cartmel<br>Steel Twin Screw<br>(Tug)<br>1,24 | 204<br>—<br>17 | | | 1907 Vickers, Sons & Maxim, Ld., Barrow | [illegible] Co., Ld. | 128·0 x 25·8 x 12·0<br>1,24 | Barrow<br>British | T. 3 Cy. 21" & 42" - 36"<br>Vickers, Sons & Maxim, Ld. | 11 × 6 |
| 170124 | Cartron<br>Steel Screw<br>(Tug)<br>1,24 | 116<br>—<br>— | | | 1906 Ardrossan Dockyard Co., Ld., Ardrossan | "Bristol," Soc. d'Approvisionnements | 90·0 x 16·1 x 8·9<br>1,24 | Dakar<br>French | T. 3 Cy. 14" & 26" - 20"<br>Société Bellevue, Saint-Etienne | 8 × 6 V |
| 170125 | Casa Grita No. 4<br>Steel Screw<br>(Trawler)<br>1,24 | 222<br>—<br>136 | | | 1916 Eickmeyer Bremerhaven Schiffb. A.G., Bremerhaven | Sociedad Grita | 121·9 x 22·6 x 13·9<br>1,24 | S. Sebastian<br>Spanish | T. 3 Cy. 18", 29" & 45½" - 33"<br>Eickmeyer Bremerhaven A.G., Bremerhaven | |
| 170126 | Cassandra<br>Steel Screw<br>(or Twin), (or Twin Screw, Elec. light, (or Cassandra)<br>1,24 | 172<br>—<br>84 | ✠ Gmy<br>1,20 | | 1899 Day, Summers & Co., Southampton | Vda. A. Rivas y Hijos | 132·6 x 18·9 x 10·9<br>1,24 | Malaga<br>Spanish<br>L.P.R. Co. | T. 3 Cy. 17", 27½" & 26" - 22"<br>Day, Summers & Co., Ltd., Southampton | |
| 170127 | Castas<br>Steel Screw<br>(Tug)<br>(or Towing) | 128<br>—<br>— | | | 1899 Gourlay Bros. & Co., Dundee | Government of Southern Nigeria | 83·0 x 20·0 x 9·1 | British | T. 2 Cy. 12" & 20" - 20"<br>Gourlay Bros. & Co., Ltd., Dundee | |
| 170128 | Castles<br>Steel Screw<br>(Trawler)<br>1,24 | 150<br>121<br>84 | | | 1896 Edwards Bros., Newcastle | Trawlers, White Sea & Grimsby (Ld.) (J. F. Bacon, Mgr.) | 101·0 x 20·5 x 10·9<br>1,24 | Grimsby<br>British | T. 3 Cy. 11", 18" & 30" - 22"<br>Edwards Bros., Newcastle | 11 × 8 |
| 170129 | —<br>Steel Screw<br>(Tug)<br>1,24 | 125<br>—<br>86 | | | 1912 J. H. Dialogue & Sons, Camden, N.J. | P. F. Martin, Inc. | 92·0 x 21·5 x 11·3 | Philadelphia<br>U.S. Home | T. 3 Cy. 15" & 30" - 22"<br>J. H. Dialogue & Sons, Camden, N.J. | |
| 170130 | Cassandra<br>Steel Screw<br>(or Twin), Elec. 2-12<br>1,24 | 134<br>124<br>84 | ✠ Hol<br>Not Trawler<br>1,19 | | 1903 Cook, Welton & Gemmell, Beverley | G. W. Foster | 108·5 x 21·6 x 11·5<br>1,24 | Aberdeen<br>British | T. 3 Cy. 16", 24½" & 37" - 24"<br>Cook, Welton & Gemmell, Ld., Beverley | 12 × 4 |
| 170131 | Caste<br>Steel Screw<br>Elec. light<br>Wireless<br>1,24 | 300<br>—<br>— | ✠100A1 Hol 1<br>Not Trawler<br>A.S.<br>1,24 | | 1923 Cook, Welton & Gemmell, Ld., Beverley | Hull Northern Fishing Co. Ld. Hellyer Bros. Ld. (Mgrs.) | 140·9 x 25·5 x 14·1<br>1,24 | Hull<br>British | T. 3 Cy. 19", 29" & 48½" - 30"<br>Cook, Welton & Gemmell, Ld., Hull | 15 × 9 |
| 170132 | Castelpoint<br>Steel Screw<br>1,24 (Tank) & Passenger (M. Tank)<br>Elec. light | 454<br>—<br>— | ✠ PG1<br>For River service only<br>1,24 | | 1896 Rennie & Co., Glasgow | Lanarkshire Steamship Co. (1911) Ld. | 150·1 x 25·1 x 12·7<br>1,24 | Paris<br>Brazilian | T. 3 Cy. 17", 30" & 47" - 24"<br>Rennie & Co., Glasgow | 10 × 4 |
| 170133 | Cassowary<br>Steel Screw<br>(or Twin), Elec. 2-12<br>(or Twin), Elec. 2-12<br>1,24 | 222<br>—<br>— | ✠ Gmy<br>Not Trawler<br>1,24 | | 1928 Cochrane & Cooper, Ld., Beverley | [illegible] Co. (A.C.T.) Ltd., W. Tankers, Mgr. | 122·4 x 21·0 x 11·3<br>1,24 | Grimsby<br>British | T. 3 Cy. 16", 27" & 46" - 24"<br>Cochrane & Cooper, Ld., Beverley | 12 × 8 |
| 170134 | Castelnau<br>Steel Screw<br>Elec. light<br>Wireless R.F.<br>1,24 (M. & C.)<br>(or Twin), Elec. 2-12 | 337<br>—<br>— | ✠100A1 Bos<br>Not Trawler<br>1,24 | | 1919 Cochrane & Sons, Ld., Selby | Francis Scott & Co. | 139·5 x 23·7 x 12·9<br>1,24 | Boston<br>French | T. 3 Cy. 17", 28" & 47" - 28"<br>Cochrane & Co., Ld., Selby | 12 × 8 |
| 170135 | Castlebay<br>Steel Screw<br>(Fishing)<br>(or Dredging)<br>1,24 | 108<br>—<br>— | | | 1918 Fellowes & Co., Ld., Great Yarmouth | T. A. Dring | 92·1 x 19·1 x 9·1<br>1,24 | Lowestoft<br>British | T. 3 Cy. 16", 26" & 38" - 18"<br>Fellowes & Co., Ld., Great Yarmouth | |
| 170136 | Castlegate<br>Steel Screw<br>Elec. light<br>Ship, A.S.<br>1,24 (M. & C.) | 81<br>—<br>— | ✠A1 Lpr<br>Barge<br>For Canal or Inland Waterways service<br>Carrying Pass. in hold | | 1928 W. J. Yarwood & Sons, Ld., Northwich | Anglo-American Oil Co. Ld. (F. J. Wills, Mgr.) | 71·1 x 14·1 x 5·10<br>1,24 | Liverpool<br>British | Pacific Motors 40 C.H.P.<br>1,24 | 5 × 4 |

| Numéro Officiel | Noms des Navires, Numéros, Indicatifs, etc. | Tonnage | Détails de la Classe | Contrôle | Armateurs | Dimensions | Machines | |
|---|---|---|---|---|---|---|---|---|
| 1707 | Castlerock | | ✠100A1 | | | | | |
| 1708 | Castlethorpe | | ✠100A1 | | | | | |
| 1709 | Castleton | | | | | | | |
| 1710 | Castor | | | | | | | |
| 1711 | — | | | | | | | Y |
| 1712 | — | | | | | | | |
| 1713 | — | | | | | | | |
| 1714 | Castro | | | | | | | |
| 1715 | Carwell | | ✠100A1 | | | | | |
| 1716 | Catania | | ✠ | | | | | |
| 1717 | Catawissa | | | | | | | |
| 1718 | Cateli | | | | | | | G |
| 1719 | Cathair Na Gaillimhe | | | | | | | |
| 1720 | Catharina | | | | | | | |
| 1721 | Catharina Duyvis | | ✠100A1 | | | | | |
| 1722 | Catherine | | | | | | | |
| 1723 | Catherine Burke | | | | | | | |
| 1724 | Catherine Ethel | | | | | | | Y |
| 1725 | Catherine Lawrence | | | | | | | |
| 1726 | Catherine T. | | | | | | | |
| 1727 | Cattiega | | | | | | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Class | Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|
| [illegible] | Cauca | [illegible] | | 1921 | [illegible] | [illegible] | [illegible] | Q * |
| [illegible] | Cauderan | [illegible] | | 1921 | [illegible] | [illegible] | [illegible] | Y * |
| [illegible] | Caulonia | [illegible] | ✠100A1 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Cauras | [illegible] | | 1911 | [illegible] | [illegible] | [illegible] | G |
| [illegible] | Cauvery | [illegible] | | 1922 | [illegible] | [illegible] | [illegible] | |
| [illegible] | Cavalier | [illegible] | | 1907 | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Cave | [illegible] | ✠ Hul | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Cavendish | [illegible] | ✠100A1 Hul | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Cavtat | [illegible] | A- Hyd | 1900 | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Cayman | [illegible] | | 1911 | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Cayton Wyke | [illegible] | ✠100A1 Hul | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Cazus | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Cecil Rhodes | [illegible] | ✠ R.Lo | 1894 | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | — | [illegible] | ✠ Glas | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Cedric | [illegible] | | 1905 | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Ceonaes | [illegible] | ✠100A1 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Celbie | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | I |
| [illegible] | Celestina Varela | [illegible] | | 1930 | [illegible] | [illegible] | [illegible] | |
| [illegible] | Celestin Dembles | [illegible] | ✠100A1 Abt | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Celle | [illegible] | | 1929 | [illegible] | [illegible] | [illegible] | G * |
| [illegible] | Celtia | [illegible] | ✠100A1 Liv | 1907 | [illegible] | [illegible] | [illegible] | [illegible] |

| Numéro officiel | Nom du Navire, Numéro, Port, Pavillon, Propriétaire, Port d'attache | Tonnage | Détails de la Classe | Construit | Arrangements | Dimensions | Machines | Chaudières |
|---|---|---|---|---|---|---|---|---|
| 170710 | Celtic | 330 | | 1907 Wallace | | | | |
| 170800 | Cement 2 | 176 | | 1901 Thornley | | | | |
| 170811 | Cemenia | 117 | | 1917 J.O. Nordgren | | | | |
| 170902 | Centaur | 881 | ✠100A1 Liv | 1900 Fleming & | | | | 12 + 6 |
| 170911 | — | 176 | | 1918 Lürssen | | | | |
| 170924 | Centipede | 132 | | 1918 A.E.&S.N. | | | | |
| 170925 | Central No. 1 | 136 | ✠100A1 Glas | 1918 J.T.Ehring | | | | 11 + 6 |
| 170926 | Central No. 2 | 137 | ✠100A1 Gals | 1918 J.T.Ehring | | | | 11 + 6 |
| 170927 | Centerfen | 435 | | 1920 | | | | |
| 170928 | Cepeda | 181 | | 1918 | | | | |
| 170929 | Cerce | 255 | | 1895 Montaldo | | | | |
| 170930 | — | 180 | | 1921 | | | | |
| 170931 | — | 130 | | 1900 G. Tomkin | | | | |
| 170932 | Cerenia | 236 | ✠100A1 Glas | 1913 Cook, Wel- | | | | 13 + 10 |
| 170933 | Cerezia | 308 | | 1924 Deutsche | | | | |
| 170934 | Cerezinda | 430 | ✠100A1 M-b | 1910 J.T.Ehring | | | | 14 + 8 |
| 170935 | Cesar De Parpe | 255 | 100A1 Ant | 1918 Bow, Mc- | | | | |
| 170936 | Cesare | 277 | | 1917 W.H. | | | | 11 + 6 |
| 170937 | Cetina | 229 | ✠100A- Hyk | 1920 | | | | 11 + 6 |
| 170938 | Cetinje | 102 | A- Hyk | 1903 Lytham | | | | 6 + 6 |
| 170939 | Cetus | 2610 | ✠ Rof | 1903 W. Simons | | | | 13 + 8 |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Classification | Where Built | Date | Owners | Length | Breadth | Depth | Port of Registry | Flag | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2730 | Cevic | 186 | ✠100A1 Fb | | 1908 | A. Hall & Co. Ltd. Aberdeen | 125·9 | 22·0 | 11·7 | Fleetwood | British | T.3Cy. 19", 31", x 40" | 12 × 8 |
| 2731 | Ceylon | 132 | | | 1905 | W. Denny & Bros. Dumbarton | 229·5 | 40·1 | 10·7 | Glasgow | British | T.3Cy. 20", 34", x 40" | |
| 2732 | — | 142 | | | 1899 | J. F. Ross, Leith | 100·4 | 22·1 | 9·8 | Leith | British | T.4Cy. 14", x 22" | 10 × 6 |
| 2733 | Ceylon Bulbul | 130 | ✠100A1 Clr f | | 1929 | Cochrane & Sons, Ltd. Selby | 122·7 | 23·5 | 9·6 | Glasgow | British | T.3Cy. 19", 31", x 40" | 12 × 8 |
| 2734 | Ceylonite | 143 | | | 1918 | Cook, Welton & Gemmell, Ltd. Beverley | 122·4 | 22·6 | 13·2 | Grimsby | British | T.3Cy. 18", 31", x 40" | 13 × 1 |
| 2735 | Chanas | 127 | | | 1929 | Fourie Bros. | Jurgensfontein | 65·8 | 17·6 | Port Nolloth | Chilean | | |
| 2736 | Chauartegui | 145 | | | 1919 | | Chauartegui y Arrieta | 69·5 | 22·9 | 9·6 | Bilbao | Spanish | |
| 2737 | Chaco | 454 | ✠ Grk | | 1902 | G. Brown & Co. Greenock | Fca. Argentina de Gas Riachuelo, Lda. | 185·1 | 34·1 | 9·6 | Bos. Ayres | Argentine | C.3Cy. 14", x 20" |
| 2738 | Chalcedony | 352 | ✠100A1 Hul p | | 1929 | Cook, Welton & Gemmell, Ltd. Beverley | Kingsnorth Trading Co. Ltd. | 140·2 | 24·0 | 12·7 | Hull | British | T.3Cy. 17", 29", x 40" |
| 2739 | Challenge | 122 | ✠100A1 Lon | | 1931 | A. Hall & Co. Ltd. Aberdeen | Silverthorne Tug Co. Ltd. (J. Page, Mgr.) | 100·0 | 20·1 | 12·2 | London | British | T.3Cy. 16", 27", x 40" |
| 2740 | Challenger | 103 | | | 1897 | Hall, Russell & Co. Aberdeen | J. Jack | 107·0 | 20·1 | 10·0 | Glasgow | British | C.3Cy. 17", x 36" |
| 2741 | Champion | 307 | ✠100A1 Syd s | | 1905 | J. F. Ross, Leith | Western Tug & Salvage Co. Ltd. | 125·5 | 24·0 | 13·0 | Sydney, N.S.W. | British | T.3Cy. 17", 29", x 42" |
| 2742 | — | 136 | | | 1912 | W. J. Poole & Sons, Gildersome | Chambre de Commerce | 81·9 | 21·0 | 11·7 | Calais | French | C.3Cy. 17", x 36" |
| 2743 | — | 142 | | | 1877 | Ros. Hand & Co. Renfrew | Joseph Crosthwaite (Tugs) Ltd. (J. Crosthwaite, Mgr.) | 110·7 | 19·4 | 9·9 | S. Shields | British | C.3Cy. 16", x 42" |
| 2744 | — | 110 | | | 1899 | A. W. Robertson & Co. London | Silverthorne Tug Co. Ltd. (J. Page, Mgr.) | 89·1 | 19·0 | 11·2 | London | British | C.3Cy. 16", x 36" |
| 2745 | — | 102 | | | 1864 | H. G. Cross Whitehaven | Liverpool Lighterage Co. Ltd. | 81·7 | 19·2 | 8·7 | Liverpool | British | C.3Cy. 8", x 12" |
| 2746 | Chanaral | 121 | | | 1919 | Torrisi & Vergara Constitución | Puerto Montt Agencies | 80·4 | 21·3 | 6·4 | Pto. Montt | Chilean | Water |
| 2747 | Chanday | 254 | ✠ Dny e | | 1906 | Dow, McLachlan & Co. Ltd. Paisley | E. M. Boyle | 120·5 | 22·4 | 9·6 | Dundee | British | C.3Cy. 17", x 24" |
| 2748 | Chanellor | 158 | | | 1901 | A. Hall & Co. Aberdeen | Pyment & Trawlers Ltd. (J. Grant, Mgr.) | 105·8 | 21·2 | 11·6 | Fleetwood | British | T.3Cy. 14", 24", x 27" |
| 2749 | — | 159 | ✠ Lth | | 1904 | Hall, Russell & Co. Ltd. Aberdeen | J. L. Inglis | 105·2 | 20·6 | 11·9 | Grimsby | British | C.3Cy. 16", x 36" |
| 2750 | Chanharden II. | 299 | | | 1915 | Smith's Dock Co. Ltd. Middlesbro' | J. Dobbie | 122·0 | 23·5 | 12·9 | Rochester | French | T.3Cy. 19", 31", x 40" |
| 2751 | Chanlie | 291 | | | 1919 | Hitchie, Graham & Milne Glasgow | Trawlers' Water Transport Co. Ltd. (J. R. Bacon, Mgr.) | 113·4 | 22·2 | 12·2 | Grimsby | British | T.3Cy. 17", 29", x 40" |

| Numéro d'Identité | Noms des Navires, Numéros officiels, &c. | Tonnage | Détails de la Classe Spéciale | Construit | Armateurs | Dimensions réelles du Tonnage | Port d'Immatriculation | Machines | |
|---|---|---|---|---|---|---|---|---|---|
| 07722 | Chang Ning | 101 | | 1921 New Eng. & S.S. Works (Shanghai) | Steamships Co. Ltd. | 100 0 20 1 7 | Shanghai | 2 Cy. 10" 20" x 20" | |
| 07723 | Chang We | 105 | | 1921 N.C. Pure-Kwei Co. (Shanghai) | Indo-Chinese Steam Ship Co. Ltd. | 100 0 20 0 7 | Hong Kong | 2 Cy. 10" x 20" x 20" | |
| 07724 | Changkiang | 262 | ✠100A1 Steam Fishing Fire Room Forward | 1922 Swan, Hunter | Ministry of Railways of the Republic of China | 100 0 26 2 13 | | T. 3 Cy. 18" 30" x 30" | 21 - 0 |
| 07725 | Changli | 300 | | 1917 New Eng. & S.S. Works, Ltd. (Shanghai) | Steamships Co. Ltd. | 140 0 28 1 7 | Shanghai | 2 Cy. 20" x 30" x 20" | |
| 07726 | Changsam | 123 | ✠100A1 Fish. Fishing | 1920 Hong Kong & Whampoa Dock Co. Ltd. (Hong Kong) | Steamship Co. Ltd. (Yuk Wing Lam, Mgr.) | 90 0 21 7 3 | Hong Kong | 2 Cy. 15" 30" x 30" | 22 - 0 |
| 07727 | Changtek | 245 | | 1914 New Eng. & S.S. Works, Ltd. (Shanghai) | Steamships Co. Ltd. | 140 0 28 0 7 | Shanghai | 2 Cy. 20" 30" x 20" | |
| 07728 | Chantalmer | 112 | | 1880 Van Duzen, Elk Wharf | Bell Brothers, Ltd. | 88 0 19 1 9 | Liverpool | 2 Cy. 13" x 20" | |
| 07729 | Chaqueño | 125 | | 1920 Gebr. Koop | Montevideo Pesca | 72 2 19 0 8 | Buenos Aires | T. 3 Cy. 16" 25" x 24" | |
| 07730 | Char | 140 | | 1899 J. P. Rennie | London & Karachi Steamship Co. | 150 0 22 1 9 | W. Hartlepool | 2 Cy. 16" x 30" | 10 - 0 |
| 07731 | Charmet | 217 | | 1922 Kalkum | A.B. Bolzer | 100 0 23 0 10 | Flensburg | T. 3 Cy. 16" 26" x 40" | |
| 07732 | Charold | 122 | | 1900 Nav. Atlan. | André Delvaux | 60 0 20 0 10 | Dieppe | T. 3 Cy. 16" 24" x 40" | |
| 07733 | Charles Barrie | 122 | | 1910 Caledon S.S. & E. Co. Ltd. (Dundee) | The Trustees of the Harbour of Dundee | 90 0 22 1 7 | Dundee | 2 Cy. 18" x 30" | 9 - 0 |
| 07734 | Charles Beyer | 200 | ✠100A1 Hal | 1919 Cook, Wel. | Shipping Controller, Board of Trade, Ld. | 120 0 28 0 12 | London | T. 3 Cy. 18" 27" x 40" | 12 - 0 |
| 07735 | Charles Cecile | 108 | | 1911 J. Fernbäck | Sin. J. Swope | 50 0 23 0 10 | Fécamp | 2 Cy. 11" x 20" | |
| 07736 | Charles Clarke | 217 | | 1900 J. H. Dia. | Ray Towing Co. | 100 0 22 0 11 | Galveston | 2 Cy. 20" x 40" | |
| 07737 | Charles Doran | 272 | ✠100A1 Hal | 1917 Cook, Wel. | St. Andrew Steam Fishing Co. Ld. (W. R. Paterson, Mgr.) | 120 0 22 7 12 | Hull | T. 3 Cy. 19" 29" x 40" | 12 - 0 |
| 07738 | Charles Duckett | 432 | | 1912 Fleming & Ferguson, Ld. (Paisley) | Rickmers Harbour Transportation | 120 0 28 1 12 | Bremerhaven | T. 3 Cy. 20" x 40" | 12 - 0 |
| 07739 | Charles Galloway | 127 | | 1890 J. T. Eb. | Rosebud Fishing Co. Ltd. | 90 0 19 2 6 | Aberdeen | 2 Cy. 16" x 30" | |
| 07740 | Chas. J. Odonna | 262 | | 1920 C. J. Odonna | Rockport S.S. Co. | 120 0 26 0 10 | Rockport, Tx. | T. 3 Cy. 16" x 30" | |
| 07741 | Charles Lagrée | 108 | | 1921 N.V. Schepen | L. Lagrée & Zoon | 84 0 20 0 8 | Antwerp | T. 3 Cy. 17" 27" | |
| 07742 | Charles Livingston | 434 | ✠100A1 Lin | 1921 Ferguson | Moray Firth Harbour Board | 144 0 27 7 12 | Liverpool | T. 3 Cy. 19" 29" x 40" | 13 - 0 |
| 07743 | Charles-Louis | 154 | | 1920 Gebr. Bird | A. Schepers | 102 0 20 7 9 | Boulogne | T. 3 Cy. 16" 24" x 30" | |
| 07744 | Charles Lyon | 1656 | | 1909 Falcon Iron | Canadian Pacific Steamships Ltd. | 180 0 40 0 13 | Montreal, Can. | 2 Cy. 27" x 48" | |

| Official No. | Steamer's Name. Material, Rig, &c. | Special Survey. No. of Decks, &c. | Tonnage | Particulars of Class Notation. | Built. | Owners. | Length | Breadth | Depth | Port of Registry. | Flag | Engines. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2740 | Charles P. Greenough | | 256 | | 1919 Cobb, Bolt & Co. Bath, Maine | Mystic S.S. Co. | 129·4 | 27·4 | 12·2 | Boston | | T.3Cy. 16", 26" x 40" - 30" | |
| 2741 | Charles Vallant | | 224 | | 1916 Dorsch Maas Rotterdam | A. Bouton | 126·7 | 21·9 | 11·1 | Penang | | T.3Cy. 17", 26" x 40" - 24" | V |
| 2742 | Charles Wytock | | 198 | | 1924 Yalande Tacoma | Tacoma Washington Co. Ltd. | 109·0 | 29·1 | 11·7 | Durban | | T.3Cy. 18", 30" x 48" - 30" | N * |
| 2743 | Charlie Clarke | | 82 | ✠100A1 Gch For Towing Barges 4.29 | 1922 G. Brown & Co. Greenock | [illegible] | 75·0 | 18·1 | 8·5 | Colombo | | C.3Cy. 10" x 16" - 21" | 9 - 6 |
| 2744 | Charlock | | 27 | | 1928 King's Lynn Shipyard Co. Ltd. King's Lynn | Cheveaux, Barbour, Lockwick Co. Ltd. | 71·0 | 18·1 | 8·6 | London | | T.3Cy. 10", 17" x 27" - 19" | 9 - 6 |
| 2745 | Charlotte | | 33 | | 1906 Earle's W. Co. Ltd. Hull | Andrick Bury Lorton | 125·0 | 22·0 | 11·1 | Penang | | T.3Cy. 13", 20" x 36" - 24" | Y * |
| 2746 | — | | 150 | | 1905 W. Gilliland & Co. Bangor | R. Bell | 109·7 | 22·4 | 9·6 | Bangkok | | 2Cy. 17½", 22" | G |
| 2747 | — | | 177 | | 1899 Bremer Werft Vegesack | Unknown | 82·9 | 17·7 | 9·7 | Bangkok | | 2Cy. 24", 37" x 30" | G * |
| 2748 | Charlotte Gruppenhof | | 143 | | 1911 Fr. Krupp A.G. Germania Kiel | F. W. Gruppenhof | 99·1 | 22·6 | 7·9 | Hamburg | | T.3Cy. 21", 35" x 48" - 30" | G * |
| 2749 | Charlottetown | | 1899 | ✠100A1 Gbc For Towing Barges 4.29 | 1911 Davie S.B. & Repairing Co. Ltd. Levis, P.Q. | Canadian Government Dept. of Railways & Canals | 103·0 | 30·3 | 22·9 | Charlottetown | | T.3Cy. 20", 31" x 48" - 30" | 23 - 6 |
| 2750 | Charmouth | | 199 | ✠ Mcl For Towing 4.29 | 1919 J. Dethlefs Germania S.B. Co. Cleveland | [illegible] | 110·5 | 21·1 | 11·5 | Bremen | | T.3Cy. 17", 26" x 42" - 24" | 13 - 6 |
| 2751 | Chasina | | 252 | | 1881 J. Elder & Co. Govan | Government Victoria, B.C. | 141·9 | 22·1 | 11·9 | St. John's N.F.L. | | C.3Cy. 14" x 36" - 21" | 13 - 6 |
| 2752 | Chasiron | | 253 | | 1912 Smith's Dock Co. Ltd. Middlesbro' | S. Smith & Co. | 122·0 | 23·5 | 12·3 | La Rochelle | | T.3Cy. 21", 37" x 60" - 36" | Y * |
| 2753 | Chateau | | 222 | ✠ Mcl For towing purposes 4.29 | 1910 Gardner Darlo S.B. Repairing Co. Ltd. Darlington | Darlo S.B. Repairing Co. Ltd. Incorporated 1881 | 100·7 | 23·1 | 12·4 | Quebec | | T.3Cy. 17", 26" x 42" - 27" | 13 - 6 |
| 2754 | Chatchowaga | | 321 | | 1902 Staten Is. S.B. Co. Port Richmond, N.Y. | Emergency Transport. Corp. | 126·3 | 24·7 | 15·7 | New York | | C.3Cy. 16" x 40" - 26" | |
| 2755 | Chatris Lady | | 103 | | 1917 Colby Iron Ltd. Belfast | E. A. Baker | 83·4 | 20·3 | 9·6 | Yarmouth | | C.3Cy. 17" x 26" - 18" | |
| 2756 | Chef de Caux | | 105 | | 1926 Harland & Wolff Ltd. Glasgow | Schneider & Co. San Juan Hermes Michel Schmitt | 83·0 | 21·1 | 9·1 | Havre | | C.3Cy. 14" x 24" - 22" | 10 - 6 Y |
| 2757 | Chelan | | 1225 | | 1925 Priery & Jenette Wilmington, Del. | Reading Co. | 138·0 | 35·0 | 24·0 | Philadelphia | | C.4Cy. 17" x 24" - 36" | |
| 2758 | — | | 213 | | 1897 Jackson & Sharp Wilmington, Del. | Stanford-Upton Bay Ferries Corp. | 140·4 | 34·2 | 10·9 | New York | | C.2Cy. 17" x 36" - 24" | |
| 2759 | Chelora | | 1521 | | 1925 W. Simons & Co. Ltd. Renfrew | Bombay Port Trust | 240·3 | 40·1 | 17·9 | Bombay | | T.4Cy. 14", 25" x 37" - 24" | 18 - 9 |
| 2760 | Chemanus | | 152 | | 1909 Victoria Machinery Depot Co. Victoria | Chemanus Towing Co. Ltd. | 93·4 | 22·0 | 9·0 | Vancouver | | C.3Cy. 14" x 30" - 22" | |
| 2761 | Chemalta | | 300 | | 1922 Nobel's Expl. Co. Ltd. Ardeer, Stevenston, N.B. | "Bonbon" Swedish Exploss. Prod. Co. Ltd. Gothenburg, S.E. | 139·7 | 23·3 | 9·2 | Gothenburg | | T.3Cy. 19", 29" x 40" - 28" | G * |

| Nom du Navire | Tonnage | Cotes | Constructeurs | Propriétaires | Machines |
|---|---|---|---|---|---|
| 0770 Cheng-Ling | 141 | | 1911 New Eng. | Chinese Co. Ld. | 120 0 22 0 S.C. Compound |
| 0771 Chenyang | 146 | | 1911 Tolbro | China Navigation Co. Ld. | 90 1 21 0 19 S.C. Compound |
| 0772 Cherbourgeois No. 1 | 57 | 100A- Ch | 1900 Edwards | Société Cherbourgeoise d'Armement et de Sauvetage | 73 0 17 0 S.C. Compound |
| 0773 Cheribes II. | 74 | | 1914 Pr. G.S. | Société Cherbourgeoise d'Armement et de Sauvetage | 73 0 17 0 7 S.C. Compound |
| 0774 Cheriton | 270 | 100A1 M.S. | 1912 Smith's | S. Pearce Ld. | 225 0 30 0 12 S.C. Compound |
| 0775 Cherokee | 207 | | 1907 J. H. Dia- | Consolidated Coal Corp. | 125 0 26 0 10 S.C. Compound |
| 0776 Chesterfield | 734 | | 1911 Collingw'd | Canadian Government Dept. of Railways & Canals | 190 0 32 0 13 S.C. Compound |
| 0777 Chesterford | 128 | | 1911 Amerman | J. & J. Riley | 94 0 19 0 11 S.C. Compound |
| 0778 Chestnut | 127 | | 1914 A. Halla | S.F. Rennie | 90 7 10 7 S.C. Compound |
| 0779 Chetla | 226 | | 1917 Burn & Co. Ld. | British Indian Str. Nav. Co. Ld. | 105 0 24 7 11 S.C. Compound |
| 0780 Chevalier | 116 | | 1911 W. Denny & Bros. | Service Ballottage de Boulogne | 114 4 21 0 2 S.C. Compound |
| 0781 Cheviot | 330 | 100A1 Hal | 1901 Wood, | Stephenson Steam. Co. | 120 0 22 0 S.C. Compound |
| 0782 Chevrette | 140 | Hal | 1902 Cook, Wel. | Thames Conservancy Board | 105 0 20 7 11 S.C. Compound |
| 0783 Chi Chen | 215 | | 1911 New Eng. & | Standard Oil Co. | 125 0 24 0 7 S.C. Compound |
| 0784 Chicago | 1000 | | 1918 M'Dougall | The Federal Dredging Co. | 211 0 43 0 18 S.C. Compound |
| 0785 Chiera | 97 | | 1905 S. Stone | New York-Ontario Ferry Co. | 154 4 23 0 S.C. Compound |
| 0786 Chiesetimi | 150 | | 1919 N.V. of Kay | Crandall Co. Ld. | 93 4 21 0 10 S.C. Compound |
| 0787 Chiesetimi County | 200 | | 1918 H. A. Ellis | W. Riley | 117 0 23 0 S.C. Compound |
| 0788 Chideri Maru | 127 | | 1912 J. Tachigi | Tachigi Shoji K.K. | 85 0 19 0 10 S.C. Compound |
| 0789 — | 123 | | 1902 Clove | Tyne Steam S.S. | 90 2 17 0 10 S.C. Compound |
| 0790 Chief | 232 | | 1892 Jackson & | Magnolia Petroleum Co. | 106 0 22 0 10 S.C. Compound |
| 0791 Chief Wawatam | 290 | | 1911 Toledo S. B. Co. | Michigan-Trans-portation Co. | 222 0 42 0 23 S.C. Compound |

| Official No. | Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | Tonnage | Particulars of Classification. Character | Built. When. Where. | Owners. | Length | Breadth | Depth | Port of Registry. Flag. | Engines. | Machinery Marks. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 07709 | Chieftain Steel Sch. (Trawler) 1,154 | 279 141 118 | | 1903 Cook, Welton & Gemmell Beverley | Trawlers Steam Trawling Co. Ld. J. R. Wilkinson, Mgr. | 135·4 | 23·5 | 13·7 | Fleetwood British | T. 3Cy. 14", 20½" x 27" - 24" Hull G. D. Holmes & Co. Hull | 7A - 1 |
| 07710 | — Steel Sch. (Tug) 1,154 Dis. Light Wreck | 136 101 3 | | 1899 Scott, J. R. Pope, Dewsbury | Scott & Sons, Ld. | 106·9 | 24·1 | 11·7 | Glasgow British | C.D. 7½" x 27" x 27" Hull Johnson, Blyth & Co. Ld. Glasgow | C |
| 07711 | — Steel Sch. (Trawler) 1,154 | 143 101 44 | | 1899 Hawthorns & Co. Ld. Leith | J. Jones & T. R. Smith, Mgr. | 100·3 | 20·1 | 10·6 | Aberdeen British | T. 3Cy. 14", 21" x 30" - 24" Hull Hawthorns & Co. Ld. Leith | 11 - 0 |
| 07712 | Chiga Maru Steel Sch. (Fishing Vessel) Oil Eng. 1,154 | 182 — 79 | | 1919 Nishiishi Dock, Hiroshima | Shokosenkaisha | 89·4 | 19·9 | 9·3 | Kobe Japanese | Oil Engines Kobe — Hiroshima | |
| 07713 | Chihaya Maru Steel Sch. (Trawler) 1,154 Window | 179 141 84 | | 1920 Inaba Iron Works Sakai | Kyushu Gyogyo K.K. | 118·9 | 22·3 | 12·7 | Tobata Japanese | T. 3Cy. 15", 24" x 30" - 24" Inaba Iron Works, Sakai | |
| 07714 | Chijima Maru Steel Sch. (Oil Eng.) 1,154 | 113 — 79 | | 1917 Ichikawa Zosen Osaka | Ichichi Hyakkaiki | 93·9 | 20·1 | 9·1 | Nakadzu Japanese | Oil Engines 300 B.H. of 1.18", 19½" K. K. Gosya Tekkosho, Tok. | |
| 07715 | Chikara Steel Sch. (Trawler) 1,154 | 200 141 99 | | 1906 Thos. Smith & Son (Rodney) Ld. Rotherham | T. S. Foster | 127·9 | 22·9 | 11·9 | Grimsby British | T. 3Cy. 15", 21" x 30" - 24" Hull Amos & Smith, Hull | 12 - 0 |
| 07716 | Chikuzen Maru No. 5 Steel Sch. 1,154 | 193 141 118 | | 1917 Yamaji Motosu Nagahama | Nagasaki Kisen | 99·7 | 24·4 | 11·6 | Osaka Japanese | T. 3Cy. 19½" x 30½" - 24" Kobara, Shimoda & Osaka | |
| 07717 | Child Steel Sch. (Steel Pump Dredger) Fine Light 1,154 | 755 — 405 | | 1916 W. Simpson & Co. Ld. Sunbury | Government of Nigeria | 180·2 | 35·1 | 19·3 | Lagos British | T. 3Cy. 24½" 30" x 42" - 24" Hull W. Simpson & Co. Ld. Sunbury | 14 - 0 |
| 07718 | Chili Steel Sch. 1,154 | 198 141 79 | | 1908 H. Gilbert Southwick | Liverpool Lighterage Co. Ld. | 82·0 | 19·5 | 8·6 | Liverpool British | C. 3Cy. 15"-24" Hull H. Gilbert, Southwick | |
| 07719 | Chilkat Steel Sch. (Oil Eng.) 1,154 Dis. Light Wireless | 172 144 86 | | 1901 Falcon E. & S. Works S. Francisco | Alaska Packers Association | 115·3 | 24·1 | 10·0 | S. Francisco U.S. Status | Oil Engines 48 C.B.A. of 1.16" - 26" N.E.D. 1929 Hull Union Iron Works, Oakland Eng. Co. Oakland, Cal. | |
| 07720 | Chilbers Steel Sch. 1,154 Window | 224 141 130 | ✠100A1 Hul Dis. Trawler Dis. Light 1,154 | 1917 Cochrane & Sons Ld. Selby | T. R. Wilkinson Ld. | 139·2 | 23·7 | 12·9 | Hull British | T. 3Cy. 18", 29" x 37" - 24" Hull C. D. Holmes & Co. Ld. Hull | 13 - 4 |
| 07721 | Chimera Steel Sch. (Tug, Salvage) 1,154 | 130 — 69 | | 1908 Kaihsu Dockyd. & W. Tientsing | Georgetti & Co. | 93·7 | 18·0 | 10·0 | Chefoo French | T. 3Cy. 21", 34" x 27½" - 24" Kaihsu D. & W. Tientsing | V |
| 07722 | Chin Long Steel Sch. (Tug) 1,154 | 134 — 4 | | 1922 A. C. Farnham & Co. Ld. Shanghai | Tuke Tugs Lighterage Co. Ld. | 93·0 | 20·1 | 11·0 | Shanghai British | C. 3Cy. 24" x 30" - 24" Hull A. C. Farnham & Co. Ld. Sha. | |
| 07723 | China Steel Sch. (Trawler) 1,154 | 132 — 40 | | 1922 Cochrane & Sons Selby | T. W. Robinson | 115·5 | 21·0 | 11·5 | Gloucester British | T. 3Cy. 15", 23½" x 30" - 24" Hull C. D. Holmes & Co. Hull | 12 - 0 |
| 07724 | Chinchow Steel Twin Sch. 1,154 | 213 — 84 | | 1909 W. Denny & Bros. Dumbarton | Canadian Pacific Co. Ld. | 153·4 | 29·1 | 9·1 | Glasgow British | T. 4Cy. 16" x 22" - 24" Hull Denny & Co. Dumbarton | |
| 07725 | Chinder Steel Sch. (Fishing) 1,154 Dis. Light | 136 — 34 | | 1929 Hijos de J. Barreras Vigo | Pesquera Pacífico Argentina S. A. | 86·0 | 19·0 | 10·2 | Mexico Spanish | T. 3Cy. 21", 31½" x 26" - 24" Hijos de J. Barreras, Vigo | |
| 07726 | Ching Ling Steel Twin Sch. (Lighthouse) 1,154 | 255 — 194 | | 1915 Kiangnan Dk. & Eng. Co. Shanghai | Hai Kwan Customs | 129·0 | 30·0 | 14·0 | Foochow Chinese | T. 4Cy. 14" x 20" - 24" Shanghai Dk. & Eng. Co. | |
| 07727 | Chinhang Steel Twin Sch. (Tug) 1,154 | 223 — 84 | | 1917 New Eng. & S. Works Shanghai | China Bus. Co. Ld. | 140·0 | 29·1 | 7·0 | Shanghai British | T. 3Cy. 18", 30" x 20" - 24" New Eng. & S. Wks. Ld. Sha. | |
| 07728 | Chinthe Steel Sch. Fine Light Window | 800 — 400 | ✠100A1 Rgn For coasting service 1,154 | 1922 Tahoo & Co. R. & E. Co. R. & E. Ld. Shanghai | Rangoon Port Commissioners | 187·5 | 32·9 | 15·0 | Rangoon British | T. 3Cy. 16", 27" x 44" - 30" Hull Tahoo & Co. R. & E. Co. Ld. R. & E. Ld. Sha. | 16 - 7 |
| 07729 | Chio Steel Sch. (Fishing) 1,154 Dis. Light | 136 — 79 | | 1929 Hijos de J. Barreras Vigo | Pesquera Pacífico Argentina S. A. | 86·0 | 19·0 | 10·2 | Mexico Spanish | T. 3Cy. 24", 31½" x 26" - 24" Hull Hijos de J. Barreras, Vigo | |
| 07730 | Chishima Maru Steel Sch. (Oil Eng.) 1,154 | 136 — 79 | | 1915 Ichikawa Shipbldg. Hiroshima | Tenma Tepesan | 95·0 | 25·0 | 9·1 | Tokuda Japanese | Oil Engines | |
| 07731 | — Steel Sch. 1,154 | 123 — 44 | | 1912 Ono Yoshinori & Matsubara | Sakagami Bunkai | 93·0 | 17·7 | 10·0 | Hakodate Japanese | T. 3Cy. 13½" x 24" - 40" Tokyo Tekkosho K. K. Tokio | |
| 07732 | Chishima Maru No. 2 Steel Sch. (Oil Eng.) 1,154 | 136 — 194 | | 1917 Murai Kumamoto Kokura | Mitsubishi Kaiun | 104·6 | 27·1 | 9·9 | Shimonoseki Japanese | Oil Engines | |

| Numéro officiel | Noms des Navires | Tonnage | Détails de la Classe | Construction | Machines | Feu | Machines |
|---|---|---|---|---|---|---|---|
| [illegible] | Chita | 477 | | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Chita Maru | 142 | | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Chiya | 307 | | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Cio-Ka | 117 | | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Chofuku Maru | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | — | 118 | | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Chojo Maru | 117 | | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Chokyo Maru No. 5 | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Chokio | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Chomei Maru | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Chorley | [illegible] | +100A1 Fb | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Chosei Maru | 102 | | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Chowa Maru | 120 | | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Chosei Maru | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | — | 130 | | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Chotoku Maru No. 1 | 118 | | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Chozu Maru No. 1 | 122 | | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Chozu Maru No. 2 | 122 | | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Chozu Maru No. 3 | 122 | | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Chozu Maru No. 5 | 122 | | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Chozu Maru No. 6 | 127 | | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Chozu Maru No. 7 | 118 | | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Chozu Maru | 118 | | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Chr. Castberg | 308 | | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Chr. Nielsen | 236 | | [illegible] | [illegible] | [illegible] | [illegible] |

| Official No. | Steamer's Name, Rig, &c. | Tonnage | Particulars of Class Service | Year | Where Built | By Whom | Owners | Engines | Place of Registry | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|
| 07918 | Christabelle | 207 | | 1917 | Hull | Hull Steam Fishing & Ice Co. Ltd. | J. Marlow | 11½ | Aberdeen | 13 × 8 |
| 07919 | Christania T. Purdy | 213 | | 1917 | Dunbar | S.S. Purdy Trawlers Ltd. | | 11½ | Aberdeen | 13 × 8 |
| 07920 | Christian | 252 | | 1900 | Z. T. Jacobsen | Z. Th. Jacobsen | | 11½ | Grundsburg | |
| 07921 | — | 120 | | 1921 | Fol. Krupp | Boothelm | | 10½ | Stralsund | |
| 07922 | Christian IX. | 1504 | | 1908 | Aktieselskabet Vesterhavsbanen | | | 20½ | Esbjerg | |
| 07923 | Christiana | 305 | | 1896 | J. Fullerton & Sons | J. B. Simpson | | 12½ | Liverpool | 9 × 11 |
| 07924 | Christiane-Cécile | 134 | | 1902 | Jos. Boelck | Société "Les Bois" | | 9½ | Boulogne | |
| 07925 | Christian Catharina | 263 | | 1917 | Stettiner Oderwerke A.G. | S.S. Vineyard Steam Assn. (J. R. Robb, Mgr.) | | 12½ | Fraserburgh | |
| 07926 | Christine | 213 | ✠100A1 Ann | 1906 | Smith's Dock Co. Ltd. | Algemene Vracht Maatschappij N.V. (De Vries & Zn. Mgrs.) | | 11½ | Vancouver | 12 × 4 |
| 07927 | Christopher Kramm | 142 | | 1880 | Hudson Lange | Bodenstedt & Wilhelmsen (J. Boehm, Mgr.) | | 9½ | Kristiania | |
| 07928 | Christoveam Ribeiro | 130 | | 1911 | Nylands Verkstad Oslo | Andersen Kristiansen | | 9½ | Bergen | |
| 07929 | Chryses | 212 | | 1912 | Smith's Dock Co. Ltd. Middlesbro' | Sociedade Fabril Ing Co. Ltd. (W. R. Bailey, Mgr.) | | 11½ | Grimsby | 12 × 6 |
| 07930 | Chrysolite | 207 | | 1914 | Cochrane & Sons Ltd. Selby | Seeley & Knight, Ltd. | | 12½ | Grimsby | 13 × 9 |
| 07931 | Chrysostomi | 225 | | 1892 | — | Jean Peppendiek | | 12½ | Piraeus | |
| 07932 | Chub | 172 | | 1897 | Lobnitz & Co. Ltd. Renfrew | Mann, Georgeakis, Bartholomew Ltd. | | 10½ | Cape Town | |
| 07933 | Chubut | 1369 | | 1910 | Kijkoord's Rotterdam | Argentine Government | | 22½ | Buenos Aires | |
| 07934 | Chungtiao | 273 | ✠ Nwc | 1888 | Armstrong Whitworth & Co. Ltd. Newcastle | Chinese Merchants Gunboat | | 12½ | Shanghai | 13 × 9 |
| 07935 | Chun Ping | 425 | ✠100A1 Dru | 1929 | H. Robb, Ltd. Leith | Chinese Dredger Co. Ltd. | | 12½ | London | 12 × 8 |
| 07936 | Churton | 726 | ✠ Hkn | 1921 | H. M. C. Greenock Ltd. Liverpool | Municipalitegem. Rotterdam | | 12½ | Liverpool | 15 × 8 |
| 07937 | Chuting | 207 | | 1921 | Yangtsze Eng. Works Shanghai | China Fur Co. Ltd. | | 10½ | Shanghai | |
| 07938 | Cicilina | 238 | | 1906 | R. Duncan & Co. Ltd. Glasgow | Francesco Lanza fu G. (M. Bruno & F. Mgrs.) | | 11½ | Catania | |
| 07939 | Cilope | 172 | | 1906 | J. L. Meyer | La Patriotica Empresa de Remolques (A. M. Dellepiane & Co. Mgrs.) | | 10½ | Buenos Aires | |
| 07940 | — | 120 | | 1906 | Frederick Wolf | Giuseppe Salvo Marano | | 11½ | Catania | 1 |

| Numéro Officiel | Noms du Navire | Tonnage | Détails de la Classe | Construction | | | Propriétaires | Dimensions | Port d'Immatriculation | Machines | Chaudières | Observations |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | Cidade de Portalegre | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Clarte | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Clarette | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Clarence | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Clarkia | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | V * |
| [illegible] | Clake | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | V * |
| [illegible] | Citadelle | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Cité de Lévis | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Cité de Londres | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Cité de Paris | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Cité de Québec | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Cité des Trois Rivières | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Cite | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | V |
| [illegible] | — | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Città di Sorrento | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | I |
| [illegible] | City of Aberdeen | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | City of Edinburgh | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | City of Flint II | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | City of Liverpool | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |

| Official No. | Owner's Name | Tonnage | Character | Hull | Owners | Length | Breadth | Depth | Port of Registry | Engines | Date |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1730 | City of Milwaukee | 1042 | | 1151 Manitowoc S.B. Corp. Manitowoc, Wis. | Grand Trunk Western Railroad Co. | 180 | 30 | 12.2 | Milwaukee | T. (C.) | |
| 1731 | City of Rochester | 235 | | 1901 Scott (of Kingston) Ltd. Kingston | New Rodney Dun. Packet Co. Ltd. (S. J. Sheppick, Mgr.) | 109.2 | 22.2 | 7.8 | Rochester | C. (C.) | |
| 1732 | City of Sacramento | 1024 | | 1903 W. Cramp & Sons S.B. Co. Philadelphia | Southern Pacific Co. Ltd. Tucson, Ariz. | 237.2 | 36 | 14.12 | San Francisco | T. (C.) | |
| 1733 | City of Saginaw 31 | 1227 | | 1929 Manitowoc S.B. Corp. Manitowoc, Wis. | Cox Enterprise Ltd. Co. | 181.5 | 32 | 9.22 | Ludington, Mich. | 2 Steam Turbines | |
| 1734 | City of Sulky | 204 | + "Tug" Iron Tender | F's | | 79 | 21 | 11.1 | Portsmouth | T. (C.) | 12 + 6 |
| 1735 | City of Victoria | 1335 | | 1902 Maryland Shipbuilding & Dry Dock Co. Baltimore, Md. | Alaska-Victoria Ferry Co. | 233.6 | 34.9 | 14.9 | Seattle, Wash. | T. (C.) | |
| 1736 | City of York | 202 | | 1904 Gould & H. Ltd. Belfast | Steam Trawlers Ltd. (T. Cardwell, Mgr.) | 118.9 | 21.1 | 11.4 | Portsmouth | T. (C.) | 12 + 6 |
| 1737 | Ciudad de Alcudia | 176 | + | Hull | | 125.9 | 21.1 | 10.9 | Palma, Majorca Spanish | C. (C.) | |
| 1738 | Ciudadela | 271 | | 1924 Murdoch & Murray Ltd. Glasgow | Co. Trasmediterranea | 125.0 | 24.1 | 11.7 | Malaga Spanish | T. (C.) | 12 + 6 V |
| 1739 | Clarion | 200 | | 1903 Cook, Welton & Gemmell Beverley | T. C. A. F. Bon. Ltd. | 117.0 | 21.6 | 11.4 | Grimsby British | T. (C.) | 12 + 3 |
| 1740 | Claire | 219 | + Iron Tender | Kilns | | 117.0 | 21.6 | 11.3 | Grimsby British | T. (C.) | 12 + 3 |
| 1741 | Claire A. Mersa | 107 | | 1919 Navy Yard Bowlers, N. Y. | Steam Towage Transpo. Co. Inc. | 81.5 | 20.6 | 9.3 | New York U.S. Flag | (C.) | |
| 1742 | Claire Genevieve | 201 | | 1900 Smith's Dock Co. Ltd. Newcastle | Francis & Co. | 118.9 | 21.1 | 11.1 | Fowey British | T. (C.) | 12 + 6 V |
| 1743 | Claire Jacis | 150 | + | Solid | | 98.5 | 20.6 | 10.9 | Montreal Canada | T. (C.) | 11 + 10 |
| 1744 | Clara | 102 | | | | 118.4 | 22.3 | 11.9 | Vlaardingen Dutch | T. (C.) | |
| 1745 | — | 136 | | | | 92.9 | 23.1 | 9.7 | Malta British | (C.) Engine | |
| 1746 | — | 150 | + | Iron | | 101.9 | 21.2 | 9.3 | Hamburg German | (C.) Engines | 8 + 3 V |
| 1747 | — | 147 | | | | 92.9 | 21.2 | 10.2 | Lisbon Portuguese | C. (C.) | |
| 1748 | — | 130 | + 100A1 | CTu | | 101.5 | 22.1 | 8.9 | Kingston British | C. (C.) | 9 + 6 |
| 1749 | Clara Nini | 182 | | | | 110.2 | 20.8 | 9.9 | Tuscaloosa British | T. (C.) | 12 + 6 |
| 1750 | | | | | | | | | | | |

| Nom de Navire | Détails de la Classe | Construction | Machines |
|---|---|---|---|
| 1792 Cara Sutton | | 1912 Colby Diesel Co. | |
| 1793 Carense | | 1893 J. F. Ross | |
| 1794 Carense J. Morrow | | 1922 Ernest R. | |
| 1795 Carendas | | 1914 A. M. M. | |
| 1796 Carella | | 1914 Cook, W. | |
| 1797 Carla | | 1929 Anderson | |
| 1798 Carina | | 1926 N.Y. Navel | |
| 1799 Carina Luther | | 1911 Smith's | |
| 1800 Caughton | 100A1 Bin | 1920 Lamond | |
| 1801 Cave | | 1909 Lehring | |
| 1802 — | | 1911 — | |
| 1803 Cave Dalton | | 1920 Schiffb. | |
| 1804 Cave Erick | | 1920 Lehr, van | |
| 1805 Cave Wiech | | 1924 J. Fortche | |
| 1806 Cavenston | | 1926 J. Thomp | |
| 1807 Carlella I. | | 1916 Lloyd | |
| 1808 Cagnore | | 1905 Marbach | |
| 1809 Cendas | | 1899 J. Jones | |
| 1810 Cearway | 100A1 Bin | 1927 A. Hall | |
| 1811 Cleathorpes | | 1900 Gorlay | |
| 1812 Cemente | | 1905 Fraser | |

| No. in Book | Steamer's Name, Material, Rig, &c. | Tonnage | Character | Built | Owners | Length | Breadth | Depth | Port of Registry | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 17921 | Clementina II. | 299 | | 1908 | A. McLeod | 117·2 | 21·4 | 11·9 | Aberdeen | | 12 + 4 |
| 17922 | Cleopatra | 473 | | 1919 | Cleveland-Lindsay S.S. Co. | 142·0 | 26·6 | 14·6 | New York | | |
| 17923 | Cleopatra II. | 147 | +100A1 M.S. | 1910 | Smith's | 120·2 | 21·6 | 11·7 | Montreal | | 12 + 6 |
| 17924 | Clevela | 300 | +100A1 Fit | 1920 | Cochrane | 140·4 | 23·0 | 13·6 | Fleetwood | | 14 + 3 |
| 17927 | Cleveland | 172 | | 1891 | J. T. Ehring | 120·0 | 20·6 | 10·0 | Stockholm | | |
| 17928 | Cleveland Bay | 299 | | 1911 | Flensburger | 145·4 | 22·6 | 11·5 | Tranmere | | 12 + 6 |
| 17929 | Cleveleys | 115 | | 1929 | Latham | 80·2 | 19·4 | 9·2 | Fleetwood | | |
| 17930 | Clifton | 198 | | 1911 | Jos. T. Ely | 113·5 | 22·0 | 11·9 | Kennetty | | 22 + 9 |
| 17931 | Clive | 114 | | 1922 | Barry | 90·0 | 19·5 | 10·1 | Cardiff | | |
| 17932 | Clock | 100 | | 1902 | W. Simpson | 154·1 | 26·0 | 12·2 | Hull | | |
| 17933 | Clodia | 143 | | 1910 | Vianello | 119·0 | 20·0 | 7·0 | Venice | | |
| 17934 | Clotilde | 299 | +100A1 Fit | 1913 | Cochrane | 130·2 | 22·5 | 12·0 | Fleetwood | | 13 + 4 |
| 17935 | Cloughton Wyke | 296 | +100A1 Fit | 1910 | Cochrane | 130·5 | 22·7 | 12·0 | Fleetwood | | 13 + 6 |
| 17936 | Clovendale | 100 | | 1907 | J. Dunlop | 80·2 | 19·1 | 9·7 | Banff | | |
| 17937 | Clyde | 117 | | 1912 | Clyde S.B. Co. Ltd. | 104·5 | 23·1 | 9·9 | Glasgow | | |
| 17938 | Clyne Castle | 307 | +100A1 Hsw | 1929 | Cochrane | 130·4 | 24·0 | 11·6 | Swansea | | 13 + 9 |
| 17939 | Clyro | 279 | 100A1 M.S. | 1917 | Smith's | 133·5 | 23·4 | 12·0 | London | | 13 + 6 |
| 17940 | Clyvia | 181 | | 1884 | Cochrane | 104·9 | 20·6 | 11·1 | Tranmere | | 11 + 10 |
| 17941 | — | 120 | | 1917 | N. V. Scheepsbouwwerf | 89·3 | 22·6 | 10·1 | Scheveningen | | |
| 17942 | Coadjutor | 207 | | 1912 | Hawthorn | 118·9 | 22·2 | 11·5 | Swansea | | 12 + 3 |
| 17943 | Coalerpolis | 179 | | 1920 | J. Hall | 94·7 | 22·1 | 9·2 | Hull | | 11 + 9 |
| 17944 | Coaster | 299 | +100A1 Hpl | 1902 | Wood Skin | 124·0 | 21·5 | 10·0 | Newcastle | | 10 + 3 |

| Nom du Navire. | Détails de la Classe. | Construit. | Armateurs. | Dimensions. | Machines. |
|---|---|---|---|---|---|
| [illegible] Coastal | [illegible] | 1916 [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Cobski | [illegible] | 1918 [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Cobie Dene | [illegible] | 1902 [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Coburg | [illegible] 100A1 Lit | 1902 [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Cockie | [illegible] 100A1 [illegible] | 1922 [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Cockatoo | [illegible] | 1899 [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Cockspur | [illegible] | 1918 [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Codan | [illegible] | 1919 [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Codetta | [illegible] | 1905 [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Colbert | [illegible] | 1910 [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Colleanore | [illegible] 100A1 Deb | 1920 [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Colligny | [illegible] | 1876 [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Colladroe | [illegible] | 1919 [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Colleagre | [illegible] | 1919 [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Colesa | [illegible] 100A1 [illegible] | 1919 [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Colita | [illegible] Lit | 1918 [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Collingwood | [illegible] | 1909 [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] — | [illegible] 100A1 Lit | 1908 [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Colonele | [illegible] 100A1 Pg | 1919 [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Colsmb | [illegible] | 1919 [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Colombellow | [illegible] | 1919 [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Colon | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Colonia | [illegible] | 1899 [illegible] | [illegible] | [illegible] | [illegible] |

| Official No. | Steamer's Name, Rig, &c. | Tonnage | Particulars of Class | Where Built | Year Built | Owners | Engines | Place of Registry |
|---|---|---|---|---|---|---|---|---|
| 2787 | Colnes (Tug) | 287 | | | | | | |
| 2788 | — | 1064 | Int. | | | | | |
| 2789 | Columbia | 100 | | | | | | |
| 2790 | Columbus | | | | 4,30 | | | |
| 2791 | — | 171 | | | | | | |
| 2792 | Comandante Milheiro | 402 | | | | | | |
| 2793 | Comandante Riccardelli (Trawler) | 121 | | | | | | |
| 2794 | Comber | 301 | | | | | | |
| 2795 | Combo | 172 | | | | | | |
| 2796 | Comercio Monteridas (Motor) | 176 | | | | | | |
| 2797 | Comet | 132 | | | | | | |
| 2798 | Cometa (Tug) | 145 | | | | | | |
| 2799 | Commandant Emaille (Trawler) | 500 | | | | | | |
| 2800 | Commandant Gamas | 211 | | | | | | |
| 2801 | Commandant Richard | 700 | | | | | | |
| | Commandant Louis Richard, No. 2787 in Reg. | | | | | | | |
| 2802 | Commandante Durat | 130 | | | | | | |
| 2803 | Commandante Loretti | 231 | | | | | | |
| 2804 | Commander Evans | 346 | 100A1 Hul | | | | | |
| 2805 | Commander Holbrook | 227 | 100A1 Hul | | | | | |
| 2806 | Commander Horton | 227 | 100A1 Hul | | | | | |
| 2807 | Commander Nasmith | 300 | 100A1 Hul | | | | | |
| 2808 | Commandeder Peixoto | 135 | PGI | | | | | |

| Official No. | Steamer's Name, Rig, &c. | Tonnage | Particulars of Class | Where Built | Year Built | Owners | Engines | Place of Registry |
|---|---|---|---|---|---|---|---|---|
| 2809 | Comodoro | | | | | | | |
| 2810 | Compagnie | | | | | | | |
| 2811 | Compagnie | | | | | | | |
| 2812 | Compagnie | | | | | | | |
| 2813 | Compagnie | | | | | | | |
| 2814 | Compagnie | | | | | | | |
| 2815 | Compagnie | | | | | | | |
| 2816 | Compagnie | | | | | | | |
| 2817 | Compagnie | | | | | | | |
| 2818 | Compagnie | | | | | | | |
| 2819 | Compagnie | | | | | | | |
| 2820 | Compagnie | | | | | | | |
| 2821 | Compagnie | | | | | | | |
| 2822 | Compagnie | | | | | | | |
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| 2824 | Compagnie | | | | | | | |
| 2825 | Compagnie | | | | | | | |
| 2826 | Compagnie | | | | | | | |
| 2827 | Compagnie | | | | | | | |
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| 2831 | Compagnie | | | | | | | |
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| 2833 | Compagnie | | | | | | | |
| 2834 | Compagnie | | | | | | | |
| 2835 | Compagnie | | | | | | | |
| 2836 | Compagnie | | | | | | | |
| 2837 | Compagnie | | | | | | | |
| 2838 | Compagnie | | | | | | | |
| 2839 | Compagnie | | | | | | | |
| 2840 | Compagnie | | | | | | | |
| 2841 | Compagnie | | | | | | | |
| 2842 | Compagnie | | | | | | | |
| 2843 | Compagnie | | | | | | | |
| 2844 | Compagnie | | | | | | | |
| 2845 | Compagnie | | | | | | | |
| 2846 | Compagnie | | | | | | | |
| 2847 | Compagnie | | | | | | | |
| 2848 | Compagnie | | | | | | | |
| 2849 | Compagnie | | | | | | | |
| 2850 | Compagnie | | | | | | | |
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| 2857 | Compagnie | | | | | | | |
| 2858 | Compagnie | | | | | | | |
| 2859 | Compagnie | | | | | | | |
| 2860 | Compagnie | | | | | | | |
| 2861 | Compagnie | | | | | | | |
| 2862 | Compagnie | | | | | | | |
| 2863 | Compagnie | | | | | | | |
| 2864 | Compagnie | | | | | | | |
| 2865 | Compagnie | | | | | | | |
| 2866 | Compagnie | | | | | | | |
| 2867 | Compagnie | | | | | | | |
| 2868 | Compagnie | | | | | | | |
| 2869 | Compagnie | | | | | | | |
| 2870 | Compagnie | | | | | | | |
| 2871 | Compagnie | | | | | | | |
| 2872 | Compagnie | | | | | | | |
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| 2874 | Compagnie | | | | | | | |
| 2875 | Compagnie | | | | | | | |
| 2876 | Compagnie | | | | | | | |
| 2877 | Compagnie | | | | | | | |
| 2878 | Compagnie | | | | | | | |
| 2879 | Compagnie | | | | | | | |
| 2880 | Compagnie | | | | | | | |
| 2881 | Compagnie | | | | | | | |
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| 2887 | Compagnie | | | | | | | |
| 2888 | Compagnie | | | | | | | |
| 2889 | Compagnie | | | | | | | |
| 2890 | Compagnie | | | | | | | |
| 2891 | Compagnie | | | | | | | |
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| 2894 | Compagnie | | | | | | | |
| 2895 | Compagnie | | | | | | | |
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| 2983 | Compagnie | | | | | | | |
| 2984 | Compagnie | | | | | | | |
| 2985 | Compagnie | | | | | | | |
| 2986 | Compagnie | | | | | | | |
| 2987 | Compagnie | | | | | | | |
| 2988 | Compagnie | | | | | | | |
| 2989 | Compagnie | | | | | | | |
| 2990 | Compagnie | | | | | | | |
| 2991 | Compagnie | | | | | | | |
| 2992 | Compagnie | | | | | | | |
| 2993 | Compagnie | | | | | | | |
| 2994 | Compagnie | | | | | | | |
| 2995 | Compagnie | | | | | | | |
| 2996 | Compagnie | | | | | | | |
| 2997 | Compagnie | | | | | | | |
| 2998 | Compagnie | | | | | | | |
| 2999 | Compagnie | | | | | | | |
| 3000 | Compagnie | | | | | | | |

| Numéro Officiel | Noms | Signaux | Tonnage | Détails de la Classification | Construction | | Armateurs | Dimensions | Port d'Immatriculation | Machines | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 07780 | Commissioner | Wmdb | 274 | | 1910 | Forrest & Co. | Moulin Charnaux & Kerr Gorgon | 100'0 29'0 12'0 | New York | | |
| 07781 | — | Wmdk | 181 | | 1906 | Hall, Russell & Co. Ltd. | W. R. Dobbie & Co. Ltd. | 112'1 21'1 11'1 | Aberdeen | | 12 + 1 |
| 07781 | Commodore | Wmdb | 213 | | 1907 | A. C. Hillstrand | Commodore Trawling Ltd. | 119'6 29'1 14'0 | Vancouver | | |
| 07782 | Commonwealth | Wmdk | 172 | | 1912 | Akers | Fredhagen & Co. Bergen A.S. (Mgrs.) | 100'4 21'5 12'2 | Larvik | | N + |
| 07783 | — | Jmdk | 172 | | 1902 | Hepple & Co. Ltd. | R. C. Roberts | 90'7 19'4 10'0 | London | | 11 + 1 |
| 07784 | Companion | Wmdk | 153 | Aire | 1906 | Hall, Russell & Co. Ltd. | | 112'1 21'1 11'0 | | | 12 + 1 |
| 07785 | Comrade | Wmdk | 153 | | 1906 | Hall, Russell & Co. Ltd. | | 112'4 21'1 11'1 | Aberdeen | | 12 + 1 |
| 07786 | Comrades | Wmdk | 134 | | 1920 | Cochrane & Co. Ltd. | | 92'0 19'6 9'0 | Lowestoft | | |
| 07787 | Con | Wmdk | 187 | | 1920 | Hijos de J. Echevarrieta & A. | Hijos del Barcenas | 94'5 20'0 9'0 | Vigo | | |
| 07788 | Conn Doyle | Wmdk | 214 | 4-100A1 Hal Ulst | 1919 | Cochrane & Sons Ltd. | Boomgaardsen Hastings Ltd. | 109'7 23'5 13'0 | | | 13 + 0 |
| 07789 | Conception Heria | Wmdk | 181 | | 1902 | | Fonseca Real Hera | 114'9 21'6 11'0 | Vigo | | |
| 07790 | Conson | Wmdk | 442 | Vpr | 1918 | Lobnitz & Co. Ltd. | Mexican Gunnison Smith Ltd. | 143'0 29'0 12'0 | London | | 13 + 0 |
| 07791 | Conord | Wmdk | 236 | 4-100A1 Gln | 1905 | Cochrane & Sons Ltd. | Fonta & Kongsberg L. Müller (Mgrs.) | 120'7 21'7 11'0 | Kristiania | | 12 + 0 |
| 07792 | Consertia | Wmdk | 173 | | 1909 | J. Duthie, Sons & Co. | Vereenigde Kustvaarten N.V. (Mgrs.) | 100'3 20'7 10'3 | Vlaardingen | | 11 + 0 |
| 07793 | — | Wmdk | 116 | | 1910 | R. Müller | Rederi A/S Ret. (Engine) R. F. Eriksen (Mgrs.) | 87'0 21'0 9'0 | Tønsberg | | |
| 07794 | Consertia | Fwmd | 225 | | 1918 | Montreal | Government of Canada Dept. of Mar. & Fisheries | 128'0 22'2 10'1 | Ottawa | | |
| 07795 | Condor | Wmdk | 191 | | 1900 | A. Hall & Co. | F. T. Turner | 112'6 21'1 11'0 | Plymouth | | 12 + 1 |
| 07796 | — | Wmdk | 187 | | 1920 | Gibbs | | 98'0 20'3 12'0 | New York | | |
| 07797 | — | Wmdk | 192 | | 1907 | Schiffbau-Ges. | Schiffbau-Transport G. m. b. H. | 110'4 22'0 12'0 | Stettin | | |
| 07798 | — | Wmdk | 136 | | 1920 | N. V. Scheepswerf | Boiro Works Ltd. | 93'6 20'3 10'3 | Boiro | | |
| 07799 | — | Jmdk | 111 | | 1920 | N. J. v. d. Wiek | F. T. Twiss, Reed & Hall & F. Pedjik | 83'7 22'0 9'3 | Scheveningen | | |
| 07800 | — | Wmdk | 132 | | 1918 | N. V. Scheepswerf | H. Sandkamp, Jr. | 79'0 21'0 10'0 | Emden | | |

| Official No. | Steamer's Name | Tonnage | Particulars of Class Position | Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|
| [illegible] | Condor | 110 | | 1912 Nylands | San Francisco [illegible] | Vancouver | [illegible] | |
| [illegible] | Condoros | 216 | | 1917 Richards | [illegible] | [illegible] | [illegible] | V |
| [illegible] | Confender | 185 | ✠ Lab | [illegible] Hall, Russell & Co. Ltd. | Pater & Johnston Ltd. | Aberdeen | [illegible] | 12 + 1 |
| [illegible] | Confederate | 200 | | 1915 A. Hall & Co. Ltd. | [illegible] | [illegible] | [illegible] | 12 + 2 |
| [illegible] | Confiance | 141 | | 1892 Hackett | [illegible] | Glasgow | [illegible] | 11 + 2 V |
| [illegible] | Congo | 152 | | 1897 Cook, Welton & Gemmell | [illegible] | Grimsby | [illegible] | 11 + 14 |
| [illegible] | Congre | 200 | | 1915 A. Jon S.B. Co. Ltd. | [illegible] | Boulogne | [illegible] | 12 + 2 V |
| [illegible] | Coniston | 217 | | 1904 Cochrane & Sons Ltd. | [illegible] | Montrose | [illegible] | 12 + 4 |
| [illegible] | Conole | 138 | | 1906 Earle's Co. Ltd. | [illegible] | Whitehaven | [illegible] | 12 + 4 |
| [illegible] | Consistency | 122 | | 1911 Memphis S.B. Co. | [illegible] | [illegible] | [illegible] | |
| [illegible] | Consta Bros. | 145 | | 1916 J. A. Mc [illegible] | Montreal S.B. Co. Ltd. | Toronto | [illegible] | |
| [illegible] | Conqueror | 177 | | 1894 Hepple & Co. | Rutherford & Boys Tugs Ltd. | Newcastle | [illegible] | |
| [illegible] | — | 164 | ✠ Lyd | 1911 Pile Spence & Co. | [illegible] | [illegible] | [illegible] | |
| [illegible] | — | 172 | | 1897 Cox & Co. | [illegible] | Falmouth | [illegible] | 10 + 4 |
| [illegible] | Conquistador | 229 | | 1915 Hall, Russell & Co. Ltd. | [illegible] | Aberdeen | [illegible] | 12 + 4 |
| [illegible] | Conshy | 300 | ✠ 100A1 Stem P | 1899 Cochrane & Sons Ltd. | [illegible] | Grimsby | [illegible] | 11 + 4 |
| [illegible] | Conservator | 90 | ✠ 100A1 Lyn | 1913 Cochrane & Sons Ltd. | [illegible] | [illegible] | [illegible] | 9 + 2 |
| [illegible] | Consort | 181 | ✠ 100A1 Stem | 1909 Cook, Welton & Gemmell | [illegible] | Grimsby | [illegible] | 11 + 11 |
| [illegible] | — | 115 | ✠ 100A1 | 1910 J. Scott & Sons | [illegible] | [illegible] | [illegible] | 9 + 6 |
| [illegible] | Constance | 204 | | 1912 H. Lochner | [illegible] | Lossiemouth | [illegible] | V * |
| [illegible] | — | 156 | | 1902 Anderson, Green & Co. Ltd. | [illegible] | Leith | [illegible] | |
| [illegible] | — | 126 | | 1896 J. Harland | [illegible] | Liverpool | [illegible] | |

| Numéro Officiel | Nom du Navire | Port d'Attache | Tonnage | Classe de la Classification | Machines | Constructeur | Propriétaires | Dimensions | Machines |
|---|---|---|---|---|---|---|---|---|---|
| 9933 | Constance (ex-) | Newcastle | 252 | ✠ Qbc | | 1901 S.W. Kaplan | S.A. Alcock | | |
| 9934 | Contance II. | | 300 | ✠ 100A1 Hbc | | 1900 J. Barker, Ltd. | J. Barker, Ltd. | | |
| 9935 | Constant | | 190 | | | 1902 N.V. Scheepswerf | N.V. Scheepswerf | | |
| 9936 | Constantine | | 192 | | | 1900 J.T. Ehring | | | |
| 9937 | Consul Bracker | | 211 | | | 1910 Gebr. Lüdtke | | | |
| [illegible] | [illegible] | | 130 | ✠ 100A1 Abc | | 1920 Hull Rive. | J.J. Dredge & Sons, Ltd. | | |
| 9939 | Contest | | 213 | ✠ 100A1 Abc Lmc | | 1902 A. Hall & Co. Ltd. | Elder Dumpster Tug Co. Ltd. | | |
| 9940 | — | | 219 | ✠ 100A1 Lmc | | 1921 A. Hall & Co. Ltd. | | | |
| 9941 | Contrallar | | 211 | | | 1913 A. Hall & Co. Ltd. | | | |
| 9942 | Convallaria | | 199 | | | 1910 A. Hall & Co. Ltd. | | | |
| 9943 | Conway | | 335 | ✠ Hbc | | 1904 Vulcan | | | |
| 9944 | Conway Castle | | 340 | ✠ 100A1 Hbc | | 1914 Smith's Dock Co. Ltd. | | | |
| 9945 | Conway Dingle | | 300 | ✠ 100A1 Hbc | | 1919 Hepple & Co. Ltd. | | | |
| 9946 | Connemara | | 192 | ✠ | | 1916 T.E. Smith & Son | | | |
| 9947 | Cooperator | | 190 | | | 1918 Philips | | | |
| 9948 | Coralie | | 220 | ✠ Abc | | 1904 Marshall & Co. | | | |
| 9949 | Cort | | 192 | ✠ Hbc | | 1918 Fairfield's Co. | | | |
| 9950 | — | | 172 | | | 1900 Smith & Co. | | | |
| 9951 | Corinna | | 222 | | | 1918 Hall, Russell & Co. Ltd. | | | |
| 9952 | Cornet | | 155 | | | 1901 Smith's Dock Co. Ltd. | | | |
| 9953 | Coquimbano | | 114 | | | 1901 F. Cohen | | | |
| 9955 | Corbell | | 192 | ✠ Hbc | | 1890 Hepple & Co. | | | |
| 9956 | Corlane | | 192 | | | 1890 Vulcan | | | |

| Official No. | Name | Particulars of Class | Built | Owners | Dimensions | Engines | |
|---|---|---|---|---|---|---|---|
| 23010 | Corcyra | ✠100A1 Gna | 1914 Cook, W. & | Sea Fishing Co. Ltd. | | | |
| 23011 | Cordela | ✠100A1 Wh | 1900 | | | | |
| 23017 | Cordillera | | 1902 H. H. Stoller | | | | |
| 23020 | Corgarth | ✠100A1 Rrs | 1921 Crook Co. | S. & C. S. Rs. Ltd. | | | |
| 23026 | Corings | ✠100A1 Bds | 1914 W. Denny & | W. Crook & Co. Ltd. | | | |
| 23030 | Cortagle | | 1900 Woolley's Ld. | | | | |
| 23031 | Caristhiaz | | 1917 J. F. James | | | | |
| 23032 | Cormoran | | 1900 Schiffbau-Ges. | | | | |
| 23033 | — | | 1927 J. J. Pulp | | | | V |
| 23034 | — | | 1902 | | | | |
| | Marks S.S. Tuna Chelsea, | | | | | | |
| 23035 | Cormorant | ✠ A1 Cui | 1918 W. Simpson | | | | |
| 23036 | — | | 1929 New London | | | | B |
| 23037 | — | | 1900 Fleming & Ferguson, Ld. | | | | |
| 23038 | Corn. De Boer, Jr. | | 1918 Bergmans | | | | |
| 23039 | Corn Crook | | 1905 J. F. Ross | | | | |
| 23040 | Cornelia | | 1917 Gebr. Fikken | | | | V |
| 23077 | — | | 1906 Dundee | | | | |
| 23072 | — | | 1918 A. Frank | | | | |
| 23073 | Cornelia Clasina | | 1911 Gebr. Dorf | | | | |
| 23074 | Cornelia Maria | | 1918 J. Dorf | | | | |
| 23075 | | | | | | | |

| Numéro Officiel | Noms des Navires, Maisons, Armateurs, etc. | Tonnage | Classe de la Liste Spéciale | Machines | Chaudières | Construction | Propriétaires | Port d'Immatriculation | Observations |
|---|---|---|---|---|---|---|---|---|---|
| 1917 | Corsalina | [illegible] | | | | [illegible] | [illegible] | [illegible] | |
| 1918 | Corsalie Wessels | [illegible] | | | | [illegible] | [illegible] | [illegible] | |
| 1919 | Corsalia | [illegible] | | | | [illegible] | [illegible] | [illegible] | |
| 1920 | — | [illegible] | | | | [illegible] | [illegible] | [illegible] | |
| 1921 | — | [illegible] | | | | [illegible] | [illegible] | [illegible] | |
| 1922 | — | [illegible] | | | | [illegible] | [illegible] | [illegible] | |
| 1923 | Corsalie Prank | [illegible] | | | | [illegible] | [illegible] | [illegible] | |
| 1924 | Corset | [illegible] | | | | [illegible] | [illegible] | [illegible] | |
| 1925 | Corseta Cabralea | [illegible] | | | | [illegible] | [illegible] | [illegible] | |
| 1926 | Cora Flower | [illegible] | | | | [illegible] | [illegible] | [illegible] | |
| 1927 | Cornwall | [illegible] | | | | [illegible] | [illegible] | [illegible] | |
| 1928 | Corona | [illegible] | | | | [illegible] | [illegible] | [illegible] | |
| 1929 | — | [illegible] | | | | [illegible] | [illegible] | [illegible] | |
| 1930 | Corsaatia | [illegible] | | | | [illegible] | [illegible] | [illegible] | |
| 1931 | Corsaatian | [illegible] | | | | [illegible] | [illegible] | [illegible] | |
| 1932 | — | [illegible] | | | | [illegible] | [illegible] | [illegible] | |
| 1933 | Corsaal | [illegible] | | | | [illegible] | [illegible] | [illegible] | |
| 1934 | Corsaatian | [illegible] | | | | [illegible] | [illegible] | [illegible] | |
| 1935 | Cortie | [illegible] | | | | [illegible] | [illegible] | [illegible] | |
| 1936 | Corsiere di Genova | [illegible] | | | | [illegible] | [illegible] | [illegible] | |
| 1937 | Corsair | [illegible] | | | | [illegible] | [illegible] | [illegible] | |

| No. in Book / Official No. / Code Letters | Steamer's Name, Rebuilt, Rig, &c. / Late Name of ship / Special Service, No. of Decks, &c. | | Tonnage | Particulars of Classification / Character | Where Built | Owners | Engines | Boilers | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 10007 | Cortinelli | Motor | 175 | | 1931 Pendleb. Shipbuild. Lowestoft | Sociedad Instrucc. Ltd. | | | |
| 10008 | Cortina | Motor Twin Screw | 212 | | 1913 Cook, Wel. Cockerill Ltd. Newcastle | Rowland White Steamship Co. Ltd. (J. E. Evans, Mgr.) | Triple Exp. | | 13 + 1 |
| 10009 | Cortina | Motor Twin Screw | 225 | | 1906 H. Dendy, Wolfing Hamburg | Industria Frigorifica Argentina S.A. | Triple Exp. | | |
| 10010 | Corvus | Motor Twin Screw | 140 | | 1916 Hackw. & Timmon Glasgow | F. Schwarzkopf | Triple Exp. | | 11 + 2 |
| 10011 | Cory | Motor Twin Screw | 175 | ✠ A- | 1914 Burt, Mc. Lachlan & Co. Ltd. Paisley | Cory Brothers & Co. Ltd. | Triple Exp. | | 7 + 6 |
| 10012 | Cory Oil No. 1 | Motor Twin Screw | 350 | ✠ A1 Pilot | 1921 Ardrossan D.D. Co. Ltd. Ardrossan | Cory Bros. & Co. Ltd. | Triple Exp. | | 11 + 3 |
| 10013 | Cory Oil No. 2 | Motor Twin Screw | 350 | ✠ A1 Pilot | 1921 Ardrossan D.D. Co. Ltd. Ardrossan | Cory Bros. & Co. Ltd. | Triple Exp. | | 11 + 3 |
| 10014 | Cosmopolitet | Motor Twin Screw | 135 | | 1924 Wood Skinner Bangor | S. Rees | Triple Exp. | | Y |
| 10015 | Cosmos | Motor Twin Screw | 135 | | 1915 Edwards & Co. Ltd. London | Lewis & Ford Water Transp. Co. Ltd. (T. Tomlinson, Mgr.) | Triple Exp. | | |
| 10016 | Costante | Motor Twin Screw | 215 | | 1912 Hamada Shipbuild. Osaka Kyoto Osaka | Sen Kaisen Kk. | Triple Exp. | | 1 |
| 10017 | — | Motor Twin Screw | 150 | | 1911 F. Meierhofer Cuxhaven | Sen. Amb. "Sachsen" | Triple Exp. | | 1 * |
| 10018 | Costa | Motor Twin Screw | 151 | | 1906 Ansaldo Genoa | Tirreno S.A. (A. E. Tarlao, Mgr.) | Triple Exp. | | |
| 10019 | Costa & Bellavia | Motor Twin Screw | 150 | | 1911 A. De Jong Vlaardingen | Angelo Vespa | Triple Exp. | | Y * |
| 10110 | Cotamair | Motor Twin Screw | 270 | 100A1 M3 | 1917 Smith's Dock Co. Ltd. Middlesbro' | J. Pettis S.S. Co. Ltd. (J. E. Pettis, Mgr.) | Triple Exp. | | 13 + 6 |
| 10111 | Cotawold | Motor Twin Screw | 212 | ✠ 100A1 Hal | 1917 Cochrane & Sons Ltd. Selby | W. & W. Wood Ltd. | Triple Exp. | | 13 + 6 |
| 10112 | Coventry | Steam Twin Screw | 116 | | 1908 Vn. Franc. & Zn. Kiev Dock Kiev Russia | Vn. Franc. & Zn. Kiev Dock Kiev Russia (Soviet Government) | Triple Exp. | | |
| 10113 | Coventess of Derby | Motor Twin Screw | 130 | | 1914 Hepple & Co. S. Shields | Cowan & Co. Ltd. Edinburgh | Triple Exp. | | |
| 10114 | Courageous | Motor Twin Screw | 107 | ✠ A1 Fry | 1926 Burt, Mc. Lachlan & Co. Ltd. Paisley | Government of Burma | Triple Exp. | | 3 + 6 |
| 10115 | Courbagne | Motor Twin Screw | 225 | ✠ Nic | 1908 Harland & Wolff Belfast | Sociedad "Chalupas" de Rosario | Triple Exp. | | 12 + 6 Y |

| Numéro officiel | Noms de Navires, Machines, Chaudières, etc. | Tonnage | Cotes | Cotes de la Classification | Dimensions principales | Constructeurs | Propriétaires | Arrangements | Dimensions d'après le Tonnage | Date | Machines | Chaudières | Observations |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09110 | Courier | 200 | | | | 1898 Vulcan | | | | | | | |
| 09117 | | 131 | | Bow | | 1882 Day, Summers & Co. Ld. | | | | | | | |
| 09119 | Crestia | 220 | | | | 1919 Hall, Russell & Co. Ld. | | | | | | | |
| 09119 | Courier | 227 | | | | 1900 Cook, Welton & Gemmell | | | | | | | |
| 09120 | Courier | 200 | ✠100A1 | Aloe | 1 | 1919 Cochrane & Sons, Ld. | | | | | | | |
| 09121 | Cavadonga | 124 | | | | 1919 | | | | | | | |
| 09122 | Cowpen | 122 | | | | 1914 Furness, Shipbuilding Co. Ld. | | | | | | | |
| 09123 | Cortebes | 130 | | | | 1902 J. P. Rennie & Co. Ld. | | | | | | | |
| 09124 | Crabe | 111 | | | | 1912 Cochrane & Sons, Ld. | | | | | | | |
| 09125 | Crabbick | 200 | ✠100A1 | Aloe | | 1919 Hawthorn | | | | | | | |
| 09126 | Craftsman | 200 | | | | 1919 M. M. Davis & Sons | | | | | | | |
| 09127 | Craig-an-eran | 200 | | | | 1900 A. Hall & Co. Ld. | | | | | | | |
| 09128 | Craigentilloch | 200 | ✠100A1 | Aloe | | 1912 A. Hall & Co. Ld. | | | | | | | |
| 09129 | Craigearn | 100 | | | | 1912 J. Chambers, Ld. | | | | | | | |
| 09130 | Craigewan | 200 | | | | 1910 Hall, Russell & Co. Ld. | | | | | | | |
| 09131 | Craigiehall | 200 | | | | 1900 W. Simons & Co. Ld. | | | | | | | |
| 09132 | Craigielea | 211 | | | | 1916 A. Hall & Co. Ld. | | | | | | | |
| 09133 | Craigtyra | 100 | | Aloe | | 1908 J. Duthie & Co. | | | | | | | |
| 09134 | Craigmillar | 200 | | | | 1900 J. Duthie & Co. Ld. | | | | | | | |
| 09135 | Crail | 200 | ✠100A1 | Fb | | 1912 Smith's Dock Co. Ld. | | | | | | | |
| 09136 | Cramond Island | 180 | | | | 1910 Mackie & Co. Ld. | | | | | | | |
| 09137 | Crane | 200 | | | | 1911 Redpath, Brown & Co. Ld. | | | | | | | |

| No. in Book / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Service. No. of Decks, &c. | Where Built / Owners / Port / Date | Particulars of Class. Notation. / Character. / Year of Last Survey | Tons per Gross Ton | Built. / Where / When | Owners | Classed Dimensions, Tonnage, &c. / Length / Breadth / Depth | Port of Registry | Engines. No. & Kind of Cylinders, Stroke, Diameter, Pressure, Revolutions, Horse Power, Boilers, Maker's Name. | Speed Knots | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 3029 | Cranse Seagriens | Sheerness | 325 | | 1919 J. Inskip | E. Rushbrooke | 125·6 29·6 12·7 | Rochester | T.3Cy. 16", 21" x 40" 30" | 13 - 0 | V |
| 3030 | Cray | Sheerness | 32 | 100A1 Lon | 1913 Pitchpole | Port of London Authority | 72·0 18·0 9·6 | London | T.3Cy. 14" x 26" 20" | 9 - 3 | |
| 3031 | Crefeld | Sheerness | 300 | | 1917 Bullerow's | Crescent Tank Steamship Co. (J. Milnes, Mgr.) | 155·0 32·0 16·7 | Grimsby | T.3Cy. 19", 31" x 36", 22" | | G * |
| 3032 | Creadys | Sheerness | 239 | 100A1 Fn | 1917 Pauling's | Wm. Cory & Son, Ltd. | 129·5 29·4 12·9 | Gravesend | T.3Cy. 17", 26" x 30", 20" | 12 - 0 | |
| 3033 | Cremos | Sheerness | 300 | | 1922 Bulkow's | "Bulkow" Steamship Co. | 125·0 24·2 9·1 | Cuxhaven | T.3Cy. 17", 25" x 30", 22" | | G * |
| 3034 | Cremyll | Sheerness | 141 | Fre | 1909 C. Lubring | | 90·0 22·1 8·1 | Portsmouth | Motor | 9 - 3 | |
| 3035 | Creole | Wandsworth | 300 | Gul | 1918 J. & W. R. | Gary-Jarrow Tugs, Ltd. | 120·0 28·2 14·7 | Hull | T.3Cy. 18", 31" x 40" 30" | 13 - 0 | |
| 3036 | Crescent | Sheerness | 175 | 100A1 Hi | 1917 Smith's | D. Fenn, Ltd. (Wm. E. & R. Fenn, Mgrs.) | 125·0 23·4 12·0 | Rochester | T.3Cy. 18", 31" x 36", 24" | | |
| 3037 | Crest | Sheerness | 300 | | 1911 Fore River | Bay State Fishing Co. | 114·0 22·0 11·0 | Boston | T.3Cy. 19", 31" x 36", 24" | | |
| 3038 | — | Wandsworth | 115 | | 1918 | | 90·0 22·0 9·0 | Dublin | 1 Engine 4Cy. 8", 16" | | |
| 3039 | Crested Cock | Sheerness | 314 | 100A1 Lon | 1920 A. Hall & | Steamship Co. Ltd. | 100·0 28·1 12·2 | London | T.3Cy. 16", 26" x 42" 30" | 13 - 0 | |
| 3040 | Crest Sower | Sheerness | 315 | 100A1 Hul | 1920 Cochrane & | Steamship Co. Ltd. (A. Ferguson, Mgr.) | 150·0 24·0 13·0 | Hull | T.3Cy. 19", 32" x 42", 30" | 14 - 0 | |
| 3041 | Cretebleck | Ferro-Concrete | 287 | Shi | 1920 J. Van Mook | Steamship Co. Ltd. (Belgik Longkow, Ltd. Mgrs.) | 125·0 27·0 12·0 | London | T.3Cy. 16", 26" x 40" 27" | 14 - 10 | |
| 3042 | Cretefonte | Ferro-Concrete | 287 | Shi | 1919 J. van Mook | Steamship Co. Ltd. (Belgik Longkow, Ltd. Mgrs.) | 125·0 27·0 12·0 | London | T.3Cy. 16", 26" x 40" 27" | 14 - 11 | |
| 3043 | Cretegraff | Ferro-Concrete | 287 | Shi | 1920 J. van Mook | | 125·0 27·0 12·0 | London | T.3Cy. 16", 26" x 40" 27" | 14 - 10 | |
| 3044 | Cretelawer | Ferro-Concrete | 287 | Shi | 1919 Wind | Steamship Co. Ltd. (Belgik Longkow, Ltd. Mgrs.) | 125·0 27·0 12·0 | London | T.3Cy. 16", 26" x 40" 27" | 14 - 9 | |

| Official Number | Name | Port | Tons | Classed in the Classification Society | Construction | Where Built | Builder | Owners | Machines | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | Cretacea | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Crevette | [illegible] | [illegible] | 100 A1 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Crewe | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Cricklade | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Crikvenica | [illegible] | [illegible] | 100 A | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Crionari | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Criskelle Stephen | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Crisfeld | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Criste | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Cristobal Colon | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Croft | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Croiade | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Croton | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Crown Diamond | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Crusty | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Crusoe | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Cruiser | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Cruiser | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Cruzada | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Crusader | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Crystal | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Cuba | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Cubase | [illegible] | [illegible] | 100 A1 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Cubless | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

| Official No. | Steamer's Name | Particulars of Class | Built | Owners | Engines | |
|---|---|---|---|---|---|---|
| 161777 | Cules | | 1924 A. Hall & Co. Ltd. | | | |
| 161778 | Culloden | | 1896 J. P. Rennie | Trawl Fishing Co. Ltd. | | |
| 161779 | Dun Dee | | 1896 A. Aird | | | |
| 161780 | Cuthbert | | 1882 W. Simons & Co. | | | |
| 161781 | Cumbria | 100A1 | 1914 J. P. Rennie | Wilson & Co. Ltd. T. W. Brown, Mgr. | | |
| 161782 | Cupid | | 1909 | | | |
| 161783 | Curl-Curl | | 1926 Napier & Miller Ltd. | | | |
| 161784 | Curlew | | 1909 W. Simons & Co. Ltd. | | | |
| 161785 | — | | 1919 Fraserburgh Trawling Co. | | | |
| 161786 | — | | 1912 Hall, Russell & Co. Ltd. | A. W. King | | |
| 161787 | Curraghbeg | | 1922 J. Dunn | | | |
| 161788 | Curtis Bay | | 1890 Marvin & Co. | | | |
| 161789 | Cushag | 100A1 | 1904 J. Brown & Co. | | | |
| 161790 | Cushaven | | 1921 Denny Bros. | "Rosline" | | |
| 161791 | Cuyamaca | | 1906 J. Supple | | | |
| 161792 | Cy Fox | | 1919 | | | |
| 161793 | Cyclops | 100A1 | 1905 Harrison & Sons | | | |
| 161794 | Cyclos | 100A1 | 1919 | | | |
| 161795 | Cygnet | | 1882 Turnbull | | | |
| 161796 | — | | 1905 J. T. Ellering | | | |
| 161797 | Cylinda | | 1907 Smith's | | | |

| Numéro d'Indice | Nom du Navire | Tonnage | Détails de la Classe | Constructeurs | Machines | Propriétaires | Port d'Immatriculation | Marque | Date |
|---|---|---|---|---|---|---|---|---|---|
| 28136 | Cymris | [illegible] | [illegible] | 1893 W. Thomson [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | 1893 J. T. Ellring [illegible] | A. W. Bowers | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | 1887 Cook, W. [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 28321 | Cynthia No. 2 | [illegible] | [illegible] | 1887 Neafie & Levy [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 28322 | Cyrene | [illegible] | [illegible] | 1900 F. Stoll, Jr. [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

*,* Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable) in order to be being seen that their efficiency is duly maintained. It is also a condition that all repairs of Ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society and in order to prevent the inconvenience arising from ships losing their character from want of Survey, it is hereby intimated that the *Date of giving Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of Damage, or from other causes, write with the Owners, Masters, or Agents.

| Official No. | Name | Where Built | Tons | Particulars of Class | Hull | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|---|
| 00202 | D. R. M. | Wootton | 122 | | 1924 | Wolverhampton Steel Co. (Ltd.) | Pendle Coyle Res. Co. Ltd. | B. Wooton, N.S. | |
| 00204 | D. F. McAllister | Goodwin | 207 | | 1915 | Eastern | McAllister Towing & Transport Co. Inc. | New York | |
| 00205 | D. M. Dredge No. 16 | Wootton | 1064 | | 1917 | Canadian | Canadian Government | Montreal | |
| 00206 | D. W. Fitzgerald | Goodwin | 330 | +100A1 Also | 1916 | Hall, Russell & Co. Ltd. | S. Irvine & Sons, Ltd. | Aberdeen | |
| 00207 | D. W. Williams | Goodwin | 170 | ÷ A- Also | 1922 | W. J. Tay-wood & Son, Ltd. | Anchor Brocklebank Lines (Thos. & Jas. Brocklebank, Ltd. Mgrs.) | Liverpool | |
| 00208 | Da Gua | Goodwin | 300 | Also | 1918 | C. Bonnold | J. Arcular | Bonnet | |
| 00209 | Dabnisk I. | Goodwin | 300 | | 1921 | Lebedak Co. Ltd. Brothers | Sunday Port Trust | Sunday | |
| 00210 | Daga | Gampsey | 100 | | 1914 | E. W. Haggland, Rockhylne | Adolf Ottosson | Stockholm | |
| 00211 | Dagmar | Goodwin | 430 | | 1909 | Burmeister & Wain Copenhagen | Dalhanke Statsbaner | Frederica | |
| 00212 | — | Goodwin | 330 | | 1914 | Gotaverken | The Kalmarsundsbanan Association | Tallinn | |
| 00213 | Ti, III | Gampsey | 100 | | 1902 | Sirion | S. A. Andersson | Bergen | |
| 00214 | Dagny | Wooton | 100 | | 1904 | T. Nilsson | Fiskeriaktie Bolag A. B. St. Andersson, Mgr. | Göteborg | |
| 00215 | — | Wooton | 100 | | 1906 | Amapolo | Amelia | Montevideo | |
| 00216 | Dagua | Goodwin | 300 | +100A1 Also | 1929 | Cook, Welton & Gemmell, Ltd. Beverley | Consolidated Fisheries, Ltd. (Sir Lord Nunes, Bart. Mgr.) | Grimsby | |
| 00217 | DaAlia | Goodwin | 100 | | 1919 | Osaka Iron Works Osaka | S. A. Cern. Helio | Osaka | |
| 00218 | Dahlia II. | Goodwin | 150 | | 1889 | Cockerill, Seraing | F. W. Bodewadt | Hamburg | |
| 00219 | Daifuku Maru | Goodwin | 100 | | 1920 | Osaka Iron Works Osaka | Sumitomo S. K. | Osaka | |
| 00220 | — | Wooton | 100 | | 1929 | Tsukishi Tsumiuro Tokyo | Sakawa Kaisen | Tokyo | |
| 00221 | Daiichi Maru | Goodwin | 200 | | 1929 | Tsukishi S. K. K. Tokyo | Tsukishima S. K. K. | Tokyo | |
| 00222 | — | Wooton | 100 | | 1918 | T. Kawasaki Moji-Ko | Tokuda Toyosuke | Osaka | |
| 00223 | Daijin Maru | Wooton | 100 | | 1918 | Makaro | Kawasaki | Kobe | |
| 00224 | Daikoku Maru | Wooton | 100 | | 1919 | Nakamura | Nagasaki S. K. | Nakamura Saiji | |
| 00225 | Daikoku Maru No. 8 | Wooton | 100 | | 1921 | Makinoshima Tokyo Hiroya | Aoki Kisuke | Hiroya | |

| Numéro officiel | Noms des Navires | Signaux | Tonnage | Cotes | Construction | Machines | Propriétaires |
|---|---|---|---|---|---|---|---|
| [illegible] | Daily Chronicle | [illegible] | [illegible] | +100A1 Fb | 1918 Cook, W. & C. Ltd. | [illegible] | [illegible] |
| [illegible] | Daily Express | [illegible] | [illegible] | +100A1 Fb | 1920 Cook, W. & C. Ltd. | [illegible] | [illegible] |
| [illegible] | Daily Herald | [illegible] | [illegible] | +100A1 Fb | 1919 Houghton | [illegible] | [illegible] |
| [illegible] | Daily Mirror | [illegible] | [illegible] | +100A1 Fb | 1919 Cook, W. & C. Ltd. | [illegible] | [illegible] |
| [illegible] | Daily Telegraph | [illegible] | [illegible] | +100A1 Fb | [illegible] | [illegible] | [illegible] |
| [illegible] | Daini Maru | [illegible] | [illegible] | | 1918 Hall, Dennis & Co. Ltd. Wallsend-on-Tyne | [illegible] | [illegible] |
| [illegible] | Daini Maru No. 2 | [illegible] | [illegible] | | 1909 Nagata | [illegible] | [illegible] |
| [illegible] | Dairen Maru | [illegible] | [illegible] | | 1921 Yokohama | [illegible] | [illegible] |
| [illegible] | Daiyonetsu | [illegible] | [illegible] | +100A1 Hd | 1920 [illegible] | [illegible] | [illegible] |
| [illegible] | Dalmi Maru | [illegible] | [illegible] | | 1918 Nagasaki | [illegible] | [illegible] |
| [illegible] | Daley | [illegible] | [illegible] | | 1906 [illegible] | [illegible] | [illegible] |
| [illegible] | — | [illegible] | [illegible] | +100A1 NFL | 1912 J. Dublin | [illegible] | [illegible] |
| [illegible] | Daley II. | [illegible] | [illegible] | Abb | 1906 J. Dublin | [illegible] | [illegible] |
| [illegible] | Dalie Maru No. 1 | [illegible] | [illegible] | | 1907 Akers | [illegible] | [illegible] |
| [illegible] | Dalie Maru No. 2 | [illegible] | [illegible] | | 1907 Akers | [illegible] | [illegible] |
| [illegible] | Daitojima Maru No. 1 | [illegible] | [illegible] | | 1915 | [illegible] | [illegible] |
| [illegible] | Daitou Maru | [illegible] | [illegible] | | 1919 [illegible] | [illegible] | [illegible] |
| [illegible] | Daiun Maru No. 2 | [illegible] | [illegible] | | 1918 A. Tamaka | [illegible] | [illegible] |
| [illegible] | Daipei Maru | [illegible] | [illegible] | | 1918 Kinki | [illegible] | [illegible] |
| [illegible] | Daipei Maru No. 2 | [illegible] | [illegible] | | 1918 Mochizuki | [illegible] | [illegible] |
| [illegible] | Dajak | [illegible] | [illegible] | | 1920 Drysdale | [illegible] | [illegible] |
| [illegible] | Daly | [illegible] | [illegible] | | 1919 Cook, W. & C. Ltd. | [illegible] | [illegible] |

| Official No. | Name | Tonnage | Particulars of Class | Built | Owners | Engines | Place of Registry |
|---|---|---|---|---|---|---|---|
| [illegible] | Dale Castle | 345 | ✠100A1 | Glasg | [illegible] | [illegible] | [illegible] |
| [illegible] | Dalhousie | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Dalliot | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Dalmartja | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Dalmarnock | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Dalmenia | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Dalmenstonstalk | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Dalniard | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Dalnellane | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Dalnellies | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Dalnellide | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Dalnellise | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Dalnellite | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Dealfoie | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Damite | [illegible] | ✠100A1 | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Damagaard | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Dax | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | — | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | — | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Danfara | [illegible] | ✠100A1 | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Dandini | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

| Numéro Officiel | Noms du Navire, Numéro, Lettres et Signaux | Tonnage | Détails de la Classe | Machines | Chantiers | Propriétaires | Dimensions | Machines |
|---|---|---|---|---|---|---|---|---|
| 2027 | Danielle | | | | 1911 A. Hall | | | |
| 2028 | Dace | 280 | ✠100A1 | | 1911 Lack, Wil- | | | |
| 2029 | Danegerth | 139 | ✠100A1 | | 1911 Lythgoe | | | |
| 2030 | Daneherst | 130 | | | 1904 W. J. Yar- | | | |
| 2031 | Danfast | 299 | | | 1903 Cook, Wel- | | | |
| 2032 | Danella | 197 | | | 1906 J. Dobie, | | | |
| 2033 | Danestes | 299 | ✠100A1 | | 1911 J. Dobie, | | | |
| 2034 | Dania | 130 | | | 1904 Smith's | | | |
| 2035 | Daniel Clewlow | 299 | 100A1 | | 1911 Evans | | | |
| 2036 | Daniel Ezra | 237 | | | | | | |
| 2037 | Daniel M. | 130 | | | 1915 R. Thomp- | | | |
| 2038 | Daniward | 177 | | | 1911 J. Freitche | | | |
| 2039 | Danmark | 272 | | | 1912 Helsingfors | | | |
| 2040 | — | 900 | | | 1912 Nakskov | | | |
| 2041 | — | 313 | | | 1909 Trelleborgs | | | |
| 2042 | Dansborg | 223 | | | 1910 J. Ph. Jie- | | | |
| 2043 | Dantas Barreto | 140 | | | 1912 Ahers | | | |
| 2044 | Dante | 131 | | | 1917 Darlich, H. | | | |
| 2045 | Dante Alighieri | 176 | | | 1913 R. M. | | | |
| 2046 | Danzle II. | 277 | ✠100A1 | | 1910 Pollock | | | |
| 2047 | Danzle III. | 296 | ✠100A1 | | 1924 Cochrane | | | |

Notes: 2027 Danielle — Hull; 2028 Dace — Lack, Wil-; 2029 Danegerth — Lythgoe; 2030 Daneherst — W. J. Yar-; 2031 Danfast — Cook, Wel-; 2032 Danella — J. Dobie; 2033 Danestes — J. Dobie; 2034 Dania — Smith's; 2035 Daniel Clewlow — Evans; 2036 Daniel Ezra; 2037 Daniel M. — R. Thomp-; 2038 Daniward — J. Freitche; 2039 Danmark — Helsingfors; 2040 — Nakskov; 2041 — Trelleborgs; 2042 Dansborg — J. Ph. Jie-; 2043 Dantas Barreto — Ahers; 2044 Dante — Darlich, H.; 2045 Dante Alighieri — R. M.; 2046 Danzle II. — Pollock; 2047 Danzle III. — Cochrane

| Official No. / Date Launched | Steamer's Name. Material, Rig, &c. Load Draft if any. Special Surveys. Rec. of Trades, &c. | Tonnage | Particulars of Classification. Character. | Where Built. | Date when Built | Builders. | By Whom. | Owners. | Registered Dimensions. | Port of Registry. | Engines. | Boilers. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00202 1900 | Danube IV. Steel Screw. Elec. light. Bridge. Int. | 239 | +100A1 Lloyd's Yacht. | Lon | | 1937 | A. Hollis & Co. Ltd. Chatham. | Chinnyinnowski-ungskiewiczgsGes. Ltd. | 110·4·27·6·13·7 | London British | T.3Cy. 16", 26", 40" - 30" L. 1908. 10 K.W. | 12 - 11 at 40 - 42 |
| 00203 1900 | Dauntless Lost Crew of London. Yacht. Elec. light. | 150 | | | | 1901 | Cook, Wel. Cockleroi Ltd. Hull. | Rogers Fishing Co. Aberdeen Ltd. (J. Walker, Mgr.) | 115·0·23·9·11·6 | Aberdeen British | T.3Cy. 17", 26", 40" - 27" 1906. 10 K.W. | 12 - 4 |
| 00204 1900 | Danzig Steel Screw. Fishing. Old Rig. Elec. light. Bridge. Int. | 100 | | | | 1900 | J. L. Meyer Papenburg. | Ender Verlags-Bet. A.G. | 77·4·23·1·9·3 | Emden German | 101 Regiver Knockdown. | |
| 00205 1900 | Dapper Steel Screw. Fishing. Old Rig. Elec. light. Bridge. Int. | 479 | | | | 1915 | New York S.B. Co. Camden, N.Y. | Smith Fisheries Board | 174·6·30·9·12·5 | Dover British | T.3Cy. 18", 30", 48" - 27" 1909. 10 K.W. J. W. Sullivan, New York | |
| 00206 1900 | D'Arcy Cooper Steel Screw. Fishing. Elec. light. Bridge. Int. | 127 | | | | 1926 | Cockerill Ltd. Hollin. | Blue Seas, Ltd. | 94·2·19·6·10·9 | Tarmouth British | T.3Cy. 15", 24", 40" - 24" 1926. 10 K.W. C. D. Holmes & Co. Ltd. Hull. | 10 - 6 |
| 00207 1900 | Dateet Steel Screw. Elec. light. | 172 | +100A1 | Lon | | 1938 | Ferguson Bros. Port Glasgow. | Port of London Authority | 98·0·22·1·10·2 | London British | T.3Cy. 24", 34", 48" - 24" L.P. 1938. 10 K.W. Ferguson Bros. Pt. Glasgow. | 12 - 9 at 11 - 9 |
| 00208 1900 | Darenalam Steel Screw. Elec. light. | 100 | | | | 1906 | J. C. Stähle Stockholm. Hamburg. | Deutsche Ost-Afrika Linie | 34·2·20·0·11·9 | Hamburg German | T.3Cy. 16", 27", 40" - 22" 1906. 10 K.W. J. C. Stähle Stockholm, Ham. | |
| 00209 1900 | Darpie Steel Screw. Fishing. Old Rig. Elec. light. | 201 | | | | 1915 | Cook, Wel. Cockleroi Ltd. Beverley. | [illegible] | 140·2·24·1·12·9 | Grimsby British | T.3Cy. 18", 32", 48" - 24" 1915. 10 K.W. Smith & Smith, Ltd. Hull. | 13 - 10 |
| 00210 1900 | Darogah Steel Screw. Trawler. Elec. light. | 221 | | | | 1914 | Smith's Dock Co. Ltd. Middlesbro'. | Rowering Steam Fishing Co. Ltd. (Bailey & Knight, Ld. Mgrs.) | 117·2·22·9·11·7 | Grimsby British | T.3Cy. 17", 28", 46" - 24" 1914. 10 K.W. Smith's Dock Co. Ltd. M.B. | 12 - 8 |
| 00211 1900 | Dart Steel Twin Screw. Elec. light. Bar. Bilge. Bridge. Int. | 1129 | +100A1 Lloyd's Yacht. | B.As | | 1912 | Clydebank Co. Ltd. Dumbarton. | Royal Mail Steam Pkt. Co. | 180·0·42·2·9·9 | Buenos Ayres Argentine | T.4Cy. 16", 26", 41" - 24" L.P. 1912. 10 K.W. F. P. Pitt. | 12 - 7 at 9 - 9 |
| 00212 1900 | Dartmouth Steel Screw. Trawler. Old Rig. Elec. light. | 127 | | | | 1900 | Bethlehem S.B. Corp. Ltd. Quincy, Mass. | Connecticut Fish Corp. | 102·2·22·1·10·9 | Boston U.S.A. | 100 Engines 48 C.H.P. 1900. 10 K.W. Cooper Bessemer Gas Eng. Co. Mount Vernon, Ohio. | |
| 00213 1900 | Darwen Steel Twin Screw. Elec. light. | 177 | +100A1 Lloyd's Yacht. | Hul | | 1910 | Smith's Dock Co. Ltd. Middlesbro'. | Fishmongers Trawling Co. Ltd. (J. E. Wardallow, Agent.) | 117·4·27·5·12·0 | Fleetwood British | T.3Cy. 17", 28", 46" - 24" L.P. 1910. 10 K.W. Smith's Dock Co. Ltd. M.B. | 12 - 8 |
| 00214 1900 | Date Mare Steel Screw. Elec. light. | 193 | | | | 1909 | N. Doig Paisley & S.E. Scotia. | Colonial Steam S.S. | 110·4·19·9·12·6 | Bakersfield Pyrmont | T.3Cy. 14", 24", 40" - 24" 1909. Bakersfield. | |
| 00215 1900 | Dauntless Steel Screw. Elec. light. | 130 | + Fur Lift | Fre | | 1904 | Cook, Wel. Cockleroi Ltd. Hull. | Iceland Fishing, Freight & Transport Co. Ltd. | 90·0·18·1·9·2 | Hull British | T.3Cy. 16", 26", 40" - 26" 1904. 10 K.W. Bailey & Leslie, Hull. | 10 - 6 |
| 00216 1900 Lapis | — Steel Screw. (Pig). | 122 | | | | 1901 | McCracken & Co. Baltimore. | Wm. Crowell & Co. | 97·2·22·9·10·3 | Norfolk & Va. U.S.A. | T.3Cy. 15", 26", 40" 1901. McCracken Co. Baltimore. | |
| 00217 1900 | — Steel Screw. Elec. light. | 122 | | | | 1901 | J. Muir N. Westminster, B.C. | Pacific Coast Rev. Co. Ltd. | 92·0·20·2·9·2 | Vancouver B.C. British | T.3Cy. 17", 28", 46" 1901. Talend W. Co. Ltd. Vancouver. | |
| 00218 1900 | — Steel Screw. (Pig). Elec. light. | 122 | | | | 1900 | W. Cockshy Ross, Ltd. Plymouth. | Bristol Channel Towage, Salvage & Lighterage Co. Ltd. | 94·1·19·9·10·3 | London British | T.3Cy. 17", 26", 40" 1900. W. Cockshy Ross, Ltd. Ply. | 11 - 1 |
| 00219 1900 | Dauntless No. 6 Steel Screw. (Pig). Elec. light. | 140 | | | | 1904 | Gladstone Lewis Philadelphia, Pa. | Dauntless Transportation Co. Inc. | 112·5·21·0·9·3 | New York U.S.A. | T.3Cy. 17", 26", 40" 1904. Gladstone Lewis, Philadelphia. | |
| 00220 1900 | Dauntless No. 7 Steel Screw. Elec. light. | 157 | | | | 1906 | Dialogue Philadelphia. | Fishing Transports Co. | 99·1·22·0·10·1 | New York U.S.A. | T.3Cy. 14", 25", 40" - 24" 1906. Dialogue, Philadelphia. | |
| 00221 1900 | Dauntless No. 9 Steel Screw. Elec. light. Bridge. Int. | 130 | | | | 1906 | T. S. Marvel Noroton Heights, N.Y. | Northern Steam Transpo. Line, Inc. | 120·0·27·9·11·2 | New York U.S.A. | T.3Cy. 24", 40" - 26" 1906. 40 K.W. T. S. Marvel & Co. Noroton Heights, N.Y. | |

| Numéro d'Identité | Nom du Navire, Matériaux, Lieu de Construction, Propriétaire, Port d'Enregistrement, Signaux Distinctifs, Système Particulier, Propriétaire des Moteurs | Tonnage | Classe de la Classification | Date | Constructeur | Machines | Propulseur | Dimensions | Port d'Enregistrement | Machines | Chaudières | Observations |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 102111 | Dauntless No. 2 | 132 | | | 1920 | | | | | | | |
| 102112 | Dauphin I. | 197 | | | 1901 | | | | | | | |
| 102113 | Davara | 115 | ✠100A1 | F4 | 1922 | | | | | | | |
| 102114 | David | 114 | | | 1920 | | | | | | | |
| 102115 | David Hicks | 325 | | Pyd | 1918 | | | | | | | |
| 102116 | David Buchan | 250 | | | 1921 | | | | | | | |
| 102117 | David Campbell | 141 | | | 1907 | | | | | | | |
| 102118 | David Dale | 132 | ✠ | Bnf | 1921 | | | | | | | |
| 102119 | David Davies | 90 | ✠ | Cff | 1922 | | | | | | | |
| 102120 | David Ferrie | 270 | ✠100A1 | Bkz | 1906 | | | | | | | |
| 102121 | David Haigh | 75 | | | 1918 | | | | | | | |
| 102122 | David M. | 125 | | | 1915 | | | | | | | |
| 102123 | David Ogilvie | 170 | | M3 | 1917 | | | | | | | |
| 102124 | Davyder | 1012 | | | 1906 | | | | | | | |
| 102125 | Dayspring | 110 | ✠ | Xnc | 1922 | | | | | | | |
| 102126 | De Barbeleien | 425 | | | 1919 | | | | | | | |
| 102127 | De Dagereed | 115 | | | 1908 | | | | | | | |
| 102128 | De Hoop | 125 | | | 1920 | | | | | | | |
| 102129 | | 140 | ✠100A1 | Xnc | 1922 | | | | | | | |
| 102130 | De Hoop | 132 | | | 1911 | | | | | | | |
| 102131 | De Hoop II. | 125 | | | 1924 | | | | | | | |

| Official No. | Name | Port | Tonnage | Dimensions | Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|---|
| 1918 | De Jongh | Rotterdam | 207 | | 1914 | N. Vlaskamp, Rotterdam | Rotterdam | T.3Cy. 13½" 22½" x 27" | Y * |
| 2019 | De La Pole | Hull | 210 | ✠100A1 Hul | 1919 | Lord, Wolf, Hull | Hull | T.3Cy. 18½" 31" x 40" | 13 - 0 |
| 2020 | De Lancaster | Hull | 202 | | 1919 | Fernandez & Co. Buenos Aires | Buenos Aires | T.3Cy. 18½" 31" x 40" | 14 - 0 |
| 2027 | De Walden | Southampton | 220 | | 1917 | Gebr. van Hall, Utrecht | Dordrecht | Oil Engines | |
| 2030 | Dean Swift | London | 181 | ✠ Deb | 1908 | Cook, Welton & Gemmell, Hull | Hull | T.3Cy. 17" 30" x 40" | 12 - 1 |
| 2033 | Deanstreet | Newcastle | 149 | ✠100A Lon | 1906 | J. P. Rees, Newcastle-on-Tyne | Port of London Authority | S.C.Cy. 18" x 30" - 24" | 12 - 0 |
| 2036 | Deane | Sunderland | 136 | | 1915 | Kaldness, Stockholm | Sunderland | T.3Cy. 17" 30" x 40" - 24" | 12 - 2 X * |
| 2041 | Deansgate | Manchester | 235 | ✠ Deb | 1896 | Evans, of Y. A. Walker, Hull | L'pool | C.3Cy. 17" x 24" - 30" | 10 - 0 |
| 2042 | Deanvale | Newcastle | 120 | | 1899 | Earle's Co. Ltd. Hull | T. W. Rankcomb | T.3Cy. 17" 30" x 40" - 27" | 12 - 0 |
| 2043 | Deanville | London | 157 | ✠ Liv | 1881 | W. Pickers, Newcastle | Cn. Bernardo de Rey, Vep. | C.2Cy. 18" x 28" - 30" | 9 - 7 Y |
| 2044 | Deanle I. | Newcastle | 120 | | 1916 | Schiffwerft Zaitzkofen, Straubing | Deutsches Erdöl-Depot-G. m. b. H. | C.2Cy. 14½" x 20½" - 16" | |
| 2045 | Dennepetes | Newcastle | 161 | | 1879 | H. H. Falk, Wexford | Sub Trans. Ltd. | 90 0 21 1 10 2 | Liverpool |
| 2046 | Dee Why | Newcastle | 299 | | 1920 | Napier & Miller, Ltd. Glasgow | Port Jackson Steam S. Co. Ltd. | T.3Cy. 24" 37" x 27½" - 30" | 13 - 0 |
| 2047 | Deemsey | Newcastle | 162 | ✠100A1 Bly | 1900 | Lamonell, Lancaster | Lancaster Gas Ltd. Parsons, Wilty & Co. Ltd. Mgrs. | 100 0 24 2 11 2 | Liverpool |
| 2048 | Deepdale Wyke | Newcastle | 320 | ✠100A1 Hul | 1920 | Cochrane & Sons, Ltd. Selby | West Dock Steam Fishing Co. Ltd. (J. W. Ritchie, Mgr.) | 130 0 22 0 13 0 | Hull |
| 2049 | Deeside | Newcastle | 177 | ✠ Hul | 1903 | Gladstone, Ltd. Glasgow | Mrs. E. M. Morris (Rankin & Burton, Mgrs.) | 110 0 21 1 11 2 | Aberdeen |
| 2050 | Deportia | Newcastle | 130 | | 1906 | Cochrane & Cooper, Newcastle | Clement Dupuis | 94 0 20 5 10 2 | Dieppe |
| 2051 | Dejefoes | Glasgow | 212 | | 1924 | Vartelands Boiler & N. S. F. Ltd. Karlstad | Vartelands Boiler & N. S. F. (Sweden, Mgrs.) | 94 2 22 5 10 2 | Karlstad |
| 2052 | DeLa | Newcastle | 128 | | 1912 | J. Reid, Newcastle-on-Tyne | R. Herbert | 100 0 21 1 7 1 | Lancaster |
| 2053 | Delagua | Newcastle | 176 | | 1912 | Kaldness, Stockholm | Crook & Johnson, South Africa, Ltd. | 106 0 20 1 12 1 | Cape Town |
| 2054 | Delamere | Newcastle | 209 | ✠100A1 Hul | 1912 | Cochrane & Sons, Ltd. Selby | Boissevain Fishing Co. Ltd. | 110 0 22 0 12 0 | Hull |
| 2055 | Delaxe | Newcastle | 152 | | 1919 | Johnson, Saxby & Co. Ltd. | Self Belonging Co. | 93 7 24 0 12 7 | St. Anthony, Tyne |

| Nom du Navire. | Détails de la Classe Spéciale. | Construction. | Propriétaires et Armateurs. | Port d'Immatriculation. | Dimensions. |
|---|---|---|---|---|---|
| **Delaplaine** | 100A | 1920 Johnson | Lapplandsgruvan Ab. A. Wenkilä | London | |
| **Delaware** | | 1906 Dufton | | | |
| **Delet** | | 1912 Mitchell Co. | Angfbetygen A.B. "Kanna" Malmo E. Mattson, Mgr. | Lea | |
| **Delfa** | | 1918 | Ing. Petersen | Vidaa | |
| **Delfand** | | 1911 Gebr. Dorn | S.S. Engelsmann Mij. "Zeehavenkade" W. J. Lemmelle & J. Kwelle, Mgrs. | Vlaardingen | |
| **Delki** | | 1908 Cook, Welton & Gemmell Beverley | | Hull | |
| **Della** | | 1922 Kiel Gos. "Bremen" Neustadt | Cia. Argentina de Pesca Argentina-Sociedad Ltda. | Buenos Aires | |
| **Delila** | 100A1 | 1919 Gebrüder | Gesellschaft Fischerei, Ltd. (Ge Gebrüder Marschen Bremerhaven, Mgrs.) | Bremerhaven | |
| **Delmar** | | 1906 T. A. Marvel | New York Shipbuilding Co. | Hoboken | |
| **Delmerkhorst** | | 1907 G. Stadiger | "Rotterdam" Deutsche Reichsbahn-Zentralverwaltung A.G. | Rotterdam | |
| **Delmaine** | | 1906 J. Mc | J. Fowler | Glasgow | |
| **Delphin** | | 1910 Flensburger | Fur Flensburger Dampfschiffahrt Ges. | Flensburg | |
| — | | 1910 Tinnel, Blume | Gebr. Eckert | Altona | |
| — | | 1921 | Gaffiere | Dunkerque | |
| — | | 1906 J. & H. | Sociedad "Delfin" A.E. | Bilbao | |
| **Delphin IV.** | | 1911 Gebr. Nüse | E. Backer | Bremerhaven | |
| **Delphin T. 39** | | 1911 | Bergwerksverwaltung | Lockenhausen | |
| **Delphine** | 100A1 | 1914 Smith's | Gesellschaft Fischerei Ltd. (Ge Gebrüder Marschen, Bremerhaven, Mgrs.) | Bremerhaven | |
| **Delphinus** | | 1906 Smith's | Trawlers (White Fish) Ltd. (J. B. Burns, Mgr.) | Grimsby | |
| **Delver** | A1 | 1912 Lobnitz & Co. Ltd. | Compañia Minera Africa (Kalinovsk Harbour) (Mozambique, S.E.A.) | Cape Town | |
| **Dema** | | 1916 Vlaardingen | S.A. Pelsen | Vlaardingen | |

| Official No. | Steamer's Name | Tonnage | Particulars of Classification | Built | Owners | Engines |
|---|---|---|---|---|---|---|
| 26177 | Demon | | ✠100A1 Hal | | | |
| 26178 | Demirtas | | | 1933 North A Co. Sowling | Hamah Kavakindey | |
| 26179 | Demonstrat | | | 1929 J. van de Wiel Hengelo | T. Tonnes | |
| 26180 | Demosthenes | | | 19[illegible] Mitsubishi Co. Nagasaki | Sen. Jose Gonzalez de Hartzenbusch Fernandez, Hijo | |
| 26181 | Denzade | | ✠100A1 Dis | 1900 Gibb Sowling | Turbayne & Brisbane Shipping Co. Ltd. | |
| 26182 | Denah | | | 1927 Gebr. G. & H. Sietas Hamburg | A. Tellmann R. Sieting, Hijo | |
| 26183 | Desi | | | 1917 R. Brandenburg Emden | A. A. Tellmann | |
| 26184 | Dezie | | | 1919 Hoppe (1919) Ltd. Bremerhaven | G. Tejero Perez | |
| 26185 | Denis Papin | | | 1917 Halcoet Boulogne | E. Pajon | |
| 26186 | Denise-Simone | | ✠ Gran | 1898 J. Jones Rose Liverpool | E. Lerena | |
| 26187 | Denofa 2 | | | 1912 Moss Vaerft Moss | Det Forenede Fabriker De-Re-Fa-A S | |
| 26188 | Denofa 3 | | | 1930 A/S Moss Vaerft Moss | Det Forenede Fabriker De-Re-Fa-A S | |
| 26189 | Denshis Maru | | | 1878 Saigoku T. Ako | Ainosuke Kimchikawa Kaido | |
| 26190 | Dentaria | | | 1900 Clachnaha & Dunlop Ltd. Glasgow | T. W. Robinson | |
| 26191 | Derwick Head | | ✠100A1 Lev | 1929 Hansen Co. Ltd. Rotterdam | A. F. Kneyk Maatschappij Ltd. | |
| 26192 | Dereske | | | 1900 Harland & Co. Ltd. Hull | Fyneside Steamers Ltd. (J. Chest, Mgr.) | |
| 26193 | Derika II. | | | 1917 A. Hoornik Kinderdijk | Vereenigde Stoomvaartmaatschappij N.V. (De Vaart N.V. Mgrs.) | |
| 26194 | Derika IV. | | ✠ Gran | 1900 Cockerill & Co. Ltd. Hadley | Vereenigde Stoomvaartmaatschappij N.V. (De Vaart N.V. Mgrs.) | |
| 26195 | Derika V. | | | 1918 Gebr. Boot Leiden | Vereenigde Stoomvaartmaatschappij N.V. (De Vaart N.V. Mgrs.) | |
| 26196 | Derika VI. | | ✠ Yarm | 1920 Harland & Co. Ltd. Hull | Vereenigde Stoomvaartmaatschappij N.V. (De Vaart N.V. Mgrs.) | |
| 26197 | Derika VII. | | | 1918 Gebr. Boot Leiden | Vereenigde Stoomvaartmaatschappij N.V. (De Vaart N.V. Mgrs.) | |

| Numéro officiel | Nom du Navire | Détails de la Classification | Construction | Machines | Dimensions principales | Port d'immatriculation | Propriétaires |
|---|---|---|---|---|---|---|---|
| 0[illegible] | Derika VIII. | | 1918 A. Hamm A. Zoon | | 115'0/21'9/11'0 | | |
| 0[illegible] | Derika IX. | | 1913 Wuyster | | 110'0/20'7/10'0 | | |
| 0940 | Derika X. | | 1919 Selby S. B. & C. Co. Ltd. Selby | | 105'0/20'7/11'0 | | |
| 0941 | Derika XI. | 100 ✠ Yacht | 1919 Selby S. B. & C. Co. Ltd. Selby | | 104'7/20'9/11'0 | | |
| 0942 | Derika XII. | | 1919 Selby S. B. & C. Co. Ltd. Selby | | 104'9/20'9/11'0 | | |
| 0943 | Derika XIII. | | 1920 Selby S. B. & C. Co. Ltd. Selby | | 104'4/20'8/11'0 | | |
| 0944 | Derika XIV. | | 1920 N.V. Scheepsb. v.h. H. H. Bakema Rotterdam | | 122'2/22'0/10'7 | | |
| 0945 | Derika XV. | | 1919 N.V. Scheepsb. v.h. H. H. Bakema Rotterdam | | 122'2/22'0/10'7 | | |
| 0946 | Derika XVI. | | 1914 J. Verwey, Jr. Vlaardingen | | 92'5/22'0/10'2 | | |
| 0947 | Desirée | | 1919 Cook, Welton & Gemmell Ltd. Leith | | 117'2/23'5/12'0 | | |
| 0948 | Despatch | | 1921 J. Stewart London | | 99'4/18'5 | | |
| 0949 | Destine | 100 ✠ 100 A1 | 1914 Cook, Welton & Gemmell Ltd. Leith | | 117'9/23'0/12'2 | | |
| 0950 | Detector | | 1919 Canadian Government Dept. of Marine & Fisheries | | 143'0/22'0/12'0 | | |
| 0951 | Detroit | | 1904 G. Lakes Eng. Works Co. Detroit, Mich. | | 230'0/64'1/20'0 | | |
| 0952 | Deutsche Werft VIII. | | 1911 Akt.-Ges. "Neptun" Stettin | | 93'9/19'7 | | |
| 0953 | Deutschland | | 1909 Akt.-Ges. "Tecklenborg" Bremerhaven | | 154'1/24'0/20'0 | | |
| 0954 | Devasha | 100 ✠ Aux. | 1901 J. Dobbie Aberdeen | | 115'5/21'7/11'5 | | |
| 0955 | Devalarra | | 1920 Hall, Russell & Co. Ltd. Aberdeen | | 87'5/19'1 | | |
| 0956 | Devereux | | 1900 Earle's Co. Ltd. Hull | | 122'0/22'0/11'0 | | |
| 0957 | Devon and Harold | | 1920 Cochrill Dockyard Co. Ltd. Middlesbrough | | 118'0/22'0/12'0 | | |
| 0958 | | | | | | | |

| Official No. | Name | Tonnage | Particulars of Classification | Date | Builder | Owners | Port of Registry | Engines |
|---|---|---|---|---|---|---|---|---|
| 139113 | Devon | 1,000 | ✝ A1 RA | 1914 | Connell | | | |
| 139122 | Devonia | 99 | ✝100A Apl | 1924 | J. H. Dale | | | |
| 139121 | Dewas | 395 | ✝ Hd | 1909 | J. F. Ros- | | | |
| 139123 | Dewey | 121 | | 1910 | Abbott | L. F. Boyer | | |
| 139124 | Dewsland | 230 | | 1907 | Cochrane | | | |
| 139126 | Dewy Eve | 109 | | 1916 | Hardie | J. Watt | | |
| 139125 | Dewy Rose | 100 | | 1915 | J. Dunlop | Mrs. M. Watch | | |
| 139128 | Dhairya | 220 | ✝100A1 Krh | 1929 | Ferguson | | | |
| 139127 | Dharasattak | 227 | | 1915 | Burn & Co. | | | |
| 139129 | Dhara | 325 | ✝100A1 Fh | 1919 | Cochrane & | | | |
| 139130 | Diadem | 201 | | 1906 | Nakhodatto | | | |
| 139131 | Diamantina | 112 | | 1927 | J. McLean | | | |
| 139132 | Diamond | 150 | ✝ Gwn | 1894 | Cochrane | | | |
| 139133 | Diamond S. No. 2 | 100 | | 1929 | Vineyard | | | |
| 139134 | Diana | 388 | | 1921 | A. B. Fyn- | | | |
| 139135 | — | 223 | | 1898 | W. Lind- | | | |
| 139136 | — | 217 | | 1902 | J. Kodwel | | | |
| 139137 | — | 213 | | 1927 | Lidwelker | | | |
| 139138 | — | 175 | ✝ Fh | 1899 | Mackie & | | | |
| 139139 | — | 142 | | 1919 | | | | |
| 139140 | — | 127 | | 1921 | | | | |
| 139141 | — | 112 | | 1929 | Hijos de J. | | | |

| Numéro Officiel | Noms des Navires, Numéros Internationaux, Signaux, Port d'Attache, Propriétaires, Propriétaires Gérants, Propriétaires Armateurs | Tonnage | Détails de la Chaudière Principale | Chaudières | Machines | Propulseurs | Dimensions Principales de Chaudières, Propulseurs, &c. | Feux | Machines | Numéro Officiel |
|---|---|---|---|---|---|---|---|---|---|---|
| 10041 | Diario | 169 | | | | | | | | |
| 10042 | Dias | 117 | 100A1 | | | | | | | |
| 10043 | Dietzenbrey | 110 | | | | | | | | |
| 10044 | Dick | 160 | | | | | | | | |
| 10045 | Dido | 112 | | | | | | | | |
| 10046 | Didanda | 132 | | | | | | | | |
| 10047 | Dieiroche de Julio (10 de Julio) | | See letter "E" | | | | | | | |
| 10048 | Dieppois | 147 | | | | | | | | |
| 10049 | Dietrich Hasselbach | 170 | | | | | | | | |
| 10050 | Dilmer | 130 | 100A | | | | | | | |
| 10051 | Dilwara | 152 | 100A1 | | | | | | | |
| 10052 | Diza | 200 | | | | | | | | |
| 10053 | — | 130 | | | | | | | | |
| 10054 | Dizamar | 200 | 100A1 | | | | | | | |
| 10055 | Dizas | 210 | 100A1 | | | | | | | |
| 10056 | Dizgie | 120 | | | | | | | | |
| 10057 | Dizerah | 192 | | | | | | | | |
| 10058 | Dizerwie | 270 | | | | | | | | |
| 10059 | Dizilada | 150 | | | | | | | | |
| 10060 | Dizolale | 220 | | | | | | | | |
| 10061 | — | 120 | | | | | | | | |
| 10062 | | | | | | | | | | |

| Official No. | Steamer's Name | Material, Rig, &c. | Tonnage | Particulars of Class | Hull | Owners | Registered Dimensions | Port of Registry | Engines | Number of Boilers | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 154823 | Dimitrios Nergiol | Steel Sch. | 147 | | 1909 Lacroix Shipbuilding Co. Lessa | Dis. Rotterd. S.S. | 89·0 x 19·0 x 9·2 | Dublin (Lynch) | C.(T.) 17" x 24" x 16" | 5 x 1 | |
| 154824 | Digging V. | Steel Sch. Oil Eng. Elec. light | 250 | | 1929 N.V. Scheepsw. "De Vooruitgang" (v.h. D. & J. Bart) Alphen a/d Rijn | E. C. Tank Mach. Shipping Rotterdam | 139·5 x 21·6 x 7·6 | Rotterdam (Dutch) | Oil Engines 46 R.H.P. | | |
| 154825 | Director Gerling | Steel Sch. (Twin) Wireless | 130 | | 1927 Antwerp Eng. Co. Hoboken | Soc. Anon. de Remorq. à Hélice | 32·5 x 21·3 x 11·9 | Antwerp (Belgian) | T.(C.) 16" x 25½" x 16½" - 24" Kingfisher | | |
| 154826 | Director Gerling | Steel Sch. (Twin) Elec. light | 130 | | 1922 Cock, Wel. & Co. (Sunderland) Ltd. Wallsend | Soc. Anon. de Remorq. à Hélice | 116·0 x 22·0 x 11·8 | Antwerp (Belgian) | T.(C.) 16" x 24" x 16" - 24" R.D.S. | 12 x 8 | |
| 154827 | Director Jack Letzer | Steel Sch. (Twin) Elec. light | 123 | | 1919 Cockerill Co. Ltd. Tarnowitz | Remorquage Letzer S.A. | 89·5 x 21·2 x 10·6 | Antwerp (Belgian) | C.(C.) 16" x 24" - 24" | 11 x 6 | |
| 154828 | Director L. Reinke | Steel Sch. (Twin) Elec. light Wireless | 131 | | 1922 Antwerp Eng. Co. Ltd. Hoboken | Soc. Anon. de Remorq. à Hélice | 89·4 x 20·5 x 11·4 | Antwerp (Belgian) | T.(C.) 16½" x 24" x 16" - 24" | | |
| 154829 | Direktor Enauf | Steel Twin Screw Oil Eng. | 196 | | 1929 Nestimer (Schiffswerft Gerlia) | Deutsche Walfang-Gesellschaft Deutsche Fischerei-Gesellschaft | 147·6 x 29·5 x 7·1 | Cuxhaven (German) | T.(C.) 20" x 34½" - 24" R.D.S. | | G |
| 154830 | Direktor Lincke | Steel Sch. (Twin) Elec. light | 244 | | 1929 Deutsche Werft A.-G. Hamburg | "Rostock" Deutsche Reichs-Fischerei, Bremen-Cuxhaven A.-G. | 126·5 x 22·8 x 12·9 | Cuxhaven (German) | T.(C.) 15" x 24½" x 16½" - 24" | | G * |
| 154831 | Direktor Schwarz | Steel Sch. (Twin) Elec. light | 226 | | 1919 Ballerstedt's Schiffsw. Hamburg | "Rostock" Deutsche Reichs-Fischerei, Bremen-Cuxhaven A.-G. | 120·0 x 24·2 x 9·6 F.W. | Cuxhaven (German) | T.(C.) 15" x 24" x 16" - 24" | | G * |
| 154832 | Dirk | Steel Sch. Oil Eng. | 112 | | 1910 Gebr. v.d. Werf Vlissingen | A. & J. Pavn, Jun. | 82·0 x 22·0 x 9·2 | Rotterdam (Dutch) | Oil Engines R.H.P. | | |
| 154833 | Dirk Jacobus | Steel Sch. (Twin) Elec. light | 172 | | 1916 Maschinenbau-Gesellschaft v.h. Koppenrade Dortmund | Transport. Gesellschaft F. F. de Vries & V. (Mgrs.) | 100·3 x 23·0 x 10·0 | Leeuwarden (Dutch) | T.(C.) 14½" x 24½" - 24½" Maschinenbau-Gesellschaft v.h. Koppenrade, Dortmund | | |
| 154834 | Dirk Joh | Steel Sch. (Twin) Oil Eng. Elec. light | 112 | | 1910 G. v.d. Werf Kinderdijk | N. V. Van Mij. "Waterpas" (Joh. Smulle, Mgr.) | 82·7 x 22·1 x 9·2 | Vlaardingen (Dutch) | Oil Engines R.H.P. | | |
| 154835 | Dirk van Duyse | Steel Sch. (Twin) Oil Eng. Elec. light | 110 | | 1910 N. V. Scheepsw. Zeeuwsch Vlaanderen, Hoofdplaat | Jac. Andriesse Zoon | 82·7 x 22·0 x 9·2 | Zeeuwsche (Dutch) | Oil Engines | | |
| 154836 | Disa | Steel Sch. Elec. light | 229 | | 1899 K. Olsen Sandefjord | Sd. Vest | 99·4 x 23·0 x 9·9 Qm.Ms. 91·0 x 23·7 | Tønsberg (Norwegian) | C.(C.) 16" x 24" - 24" Landfy. M. V. Gulbrandsen | | |
| 154837 | — | Steel Sch. (Twin) Elec. light Wireless | 197 | | 1929 Hall, Russ. & Co. Ltd. Aberdeen | Irish Shipping (South Africa) Ltd. | 113·1 x 22·1 x 12·9 | Cape Town (British) | T.(C.) 27" x 30" x 16" - 24" Hall, Russ. & Co. Ltd. Abdn. | 12 x 8 | |
| 154838 | Dispatcher | Steel Twin Screw Oil Eng. Elec. light | 130 | | 1871 J. & G. Rennie Greenock | R. Burthwaite & Highbanking Co. Ltd. | 85·0 x 20·1 x 9·9 | W. Hartlepool (British) | R.(C.) 14" - 24" R.D.S. J. & G. Rennie, Greenock | | |
| 154839 | Distrito Federal | Steel Twin Screw Elec. light | 951 | | 1912 Jordahl Oyen Hendrik Ido Ambacht | Amazon River S.N. Co. (1911) Ltd. | 224·0 x 43·0 x 10·9 | Para (Brazilian) | T.(C.) 21" x 32" x 42" - 42" Kilmarnock, Mech. Fab. | | |
| 154840 | Ditkamerhus | Steel Sch. (Twin) Elec. light | 240 | | 1929 Eikenwerft Tönning | J. F. Svensen | 124·8 x 23·9 x 12·2 F.W. | Buenos Aires (Argentine) | T.(C.) 13½" x 22½" x 12½" - 22½" Eikenwerft A. G. Tönning | | |
| 154841 | Ditmar Koel | Steel Sch. Oil Eng. Elec. light Wireless | 300 | | 1916 H. C. Stülcken Sohn Hamburg | Hans Bachmann-Stuh. Akt.-Ges. | 136·0 x 24·2 x 9·3 F.W. Qm.Ms. | Cuxhaven (German) | T.(C.) 14" x 24½" x 16½" - 24" H. C. Stülcken Sohn, Hamburg | | G * |
| 154842 | Dixie | Steel Sch. Elec. light | 195 | | 1930 Cochrane & Sons Ltd. Selby | Trent Lightering Co. Ltd. | 77·6 x 22·6 x 11·2 | London (British) | T.(C.) 15" x 24" x 16" - 24" C. W. Richardson & Co. Ltd. Selby | | |
| 154843 | Dirla | Steel Twin Screw Elec. light | 297 | | 1928 Workman, Clark (1928) Ltd. Belfast | Belfast City Corporation | 140·7 x 29·2 x 11·7 F.W. | Belfast (British) | T.(C.) 16" x 26" x 26" - 26" Workman, Clark (1928) Ltd. | | C * |
| 154844 | Diana | Steel Sch. (Twin) Elec. light | 126 | | 1916 Gebr. Sietas G.m.b.H. Hamburg | Hansa Fishing Co. Ltd. (J. J. Stryp, Mgr.) | 88·6 x 20·3 x 10·0 | Lowestoft (British) | T.(C.) 16" x 24" x 16" - 24" Gas Engine Co. Ltd. Gt. Yar. | | |
| 154845 | Dorgt | Steel Sch. (Twin) Elec. light Wireless | 630 | | 1931 Fr. Schichau Werft A.-G. Danzigerwerft | Bergenstreet | 167·5 x 29·6 x 12·7 Qm.Ms. | Marienwerder (Danzig) | T.(C.) 21" x 32" x 42" - 42" Danziger Werft A.-G. Danzig | | G * |

| Numéro officiel | Noms des Navires | Tonnage | Cotes de la Classe Spéciale | Commerce | Armateurs | Dimensions | Machines | Chaudières |
|---|---|---|---|---|---|---|---|---|
| 1908 | Dobrynia Nikitich | | | | | | | |
| 1907 | Dockyard XV | | 100A | | | | | |
| 1906 | Dockyard XVI | | 100A | | | | | |
| 1905 | Doctor Ross | | | | | | | |
| 1904 | Dr. A. Hirsle | | | | | | | |
| 1903 | Dr. Carl Melchior | | | | | | | |
| | "Hesse," see No. 1941 in Supplement | | | | | | | |
| 1940 | * Dr. Frick | | | | | | | |
| 1902 | Doctor Lee | | 100A1 | FS | | | | |
| 1901 | Dr. Rudolf Wahrendorff | | | | | | | |
| 1900 | Dr. Wilhelmi | | | | | | | |
| 1899 | Dogger Bank | | | | | | | |
| 1898 | Doggerbank | | | | | | | |
| 1897 | Dokie | | | | | | | |
| 1896 | Dola | | | Year | 11 | | | |
| 1895 | Dolfijn | | | | | | | |
| 1894 | — | | | | | | | |
| 1893 | Doli | | | | | | | |
| 1892 | Dollart | | | | | | | |
| 1891 | Dolly Kahling | | | | | | | |
| 1890 | Dolores | | | | | | | |
| | (See Building Ship Register) | | | | | | | |
| 1889 | Dolores De Urquiza | | | | | | | |

| No. in Reg. Book | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Class, Survey, &c. | Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|
| 3930 | Dolphin | 143 | | 1882 J. Wood-cock Workington | Bell Dana, Ld. | 49·7·20·3 | Liverpool | |
| 3931 | | 111 | | 1920 G. Napier & Sons Southampton | J. A. Wiles | 85·4·20·8 | Liverpool | |
| 3932 | Dolsey | 122 | | 1926 Sunnfjord Bed. Verfts. Stavanger | Stavanger Verksted | 90·2·12·6 | Kristiansand Stavanger | S * |
| 3933 | Domeyn | 112 | | 1916 Gully Bros. Ld. Lowestoft | Kjøs Ad. Sunnfjord | 85·0·19·5 | Vigo Pontevedra | |
| 3934 | Domenica Madre | 250 | | 1930 Cant, Nav. Industries Rochester | J. Blanco S.M. | 122·8·22·2·12·6 | Montevideo Montevideo | I * |
| 3935 | Dominion | 115 | | 1902 J. P. Boyd & Son, Ltd. North Shields | Cia. Argentina de Mar, Rio de la Plata | 100·0·22·2·11·6 | Buenos Ayres Argentina | 12 × 6 |
| 3936 | Dominion Haleyd | 228 | | 1927 Ernest H. Co. Ltd. Halifax, N.S. | Halifax, Ld. | 124·9·22·4·10·9 | Lunenburg N.S. Canada | |
| 3937 | Don | 102 | Hol. Pilot Trawler 12.14 | 1898 Irvine's S. & E. Co. Ld. Leith | J. Thorpe W. A. McLeod, Syndics | 106·6·21·0·10·2 | Lowestoft Suffolk | 11 × 2 |
| 3938 | Don Andres | 123 | | 1914 | Tanner & Sons | 96·9·20·4 | M. Vidoz Montevideo | |
| 3939 | Don Bartolo | 177 | | 1906 Smith's Dock Co. Ld. North Shields | Cia. Argentina de Mar, Rio de la Plata | 89·2·21·2·12·2 | Buenos Ayres Argentina | 11 × 2 |
| 3940 | Don Benito | 215 | Pry 1.07 | 1907 J. Fullerton & Co. Paisley | A. Ferro y Hijos, A. Lda. | 183·4·23·1 | Buenos Ayres Argentina | 10 × |
| 3941 | Don Bruno | 127 | | 1910 Fearnley Mch. Works Sunderland | Cia. Argentina de Pesca, S.A. | 124·0·20·0·14·9 | Buenos Ayres Argentina | S * |
| 3942 | Don Federico | 421 | PGI Foreign 4.09 | 1909 Ferguson Bros. Port Glasgow | Great Western Railway | 169·0·32·1·11·2 | London Bristol | 12 × 5 |
| 3943 | Don Jose | 117 | | | Tanner & Sons | 101·6·23·3 | M. Vidoz Montevideo | |
| 3944 | Don Luis | 116 | | | Tanner & Sons | 124·9·23·6 | M. Vidoz Montevideo | |
| 3945 | Don Miles | 278 | | 1926 Nylands Verksted Oslo | Compania Argentina de Pesca | 119·9·24·4·14·9 | Buenos Ayres Argentina | S * |
| 3946 | Don Pancho | 251 | Hdn 15.04 | 1916 J. Marjoribanks Glasgow | Cia. Argentina de Carne congelada | 120·5·23·2·11·1 | Buenos Ayres Argentina | 11 × 6 |
| 3947 | Don Pedro | 256 | | 1888 Pearce Beckton Dundee | Sociedade Industrial Balsa, Ld. | 120·0·24·1·10·6 | Valparaiso Chile | 11 × 7 |
| 3948 | Don Rafael | 108 | | 1887 J. Ballie | Tanner & Sons | 85·9·20·1 | M. Vidoz Montevideo | |
| 3949 | Don Samuel | 204 | | 1925 Akers Mch. Works Oslo | Cia. Argentina de Pesca | 110·9·21·9·12·9 | Buenos Ayres Argentina | S * |

| Numéro Officiel | Noms des Navires, Numéros, Tonnages, &c. | Tonnage | Détails de la Construction | Constructeurs | Machines | Propriétaires |
|---|---|---|---|---|---|---|
| 10529 | Don Sebastian | [illegible] | | 1899 T. A. Walker | [illegible] | [illegible] |
| 10530 | Della Fuela | [illegible] | | 1901 Gen. Fire | [illegible] | [illegible] |
| 10531 | Donald | [illegible] | | 1911 G. Seebeck | [illegible] | [illegible] |
| 10532 | Donald & Doris | [illegible] | Lloyd's 100 A1 | 1907 W. C. Pays | [illegible] | [illegible] |
| 10533 | Donalda | [illegible] | | 1901 Cook, Welton & Gemmell | [illegible] | [illegible] |
| 10534 | Donar | [illegible] | | 1902 Gourlay | [illegible] | [illegible] |
| 10535 | — | [illegible] | | 1913 Fr. Schichau | [illegible] | [illegible] |
| 10536 | Donax | [illegible] | Lloyd's 100 A1 | 1910 J. Dunn's | [illegible] | [illegible] |
| 10537 | Dongan Hills | [illegible] | | 1910 Cleland Dry Docks, Ltd. | [illegible] | [illegible] |
| 10538 | Dongara | [illegible] | Lloyd's 100 A1 | 1910 Cochrane | [illegible] | [illegible] |
| 10539 | Dongatik | [illegible] | | 1922 Neill's | [illegible] | [illegible] |
| 10540 | Donna Nook | [illegible] | Lloyd's 100 A1 | 1910 Cochrane | [illegible] | [illegible] |
| 10541 | Donnally | [illegible] | | 1912 Harland | [illegible] | [illegible] |
| 10542 | Donnelle | [illegible] | | 1906 Cook, Welton & Gemmell | [illegible] | [illegible] |
| 10543 | Donnie Brae | [illegible] | Lloyd's 100 A1 | 1910 A. Hall & Co. | [illegible] | [illegible] |
| 10544 | Dora | [illegible] | | 1907 W. G. Sowerby | [illegible] | [illegible] |
| 10545 | — | [illegible] | | 1913 | [illegible] | [illegible] |
| 10546 | Dorado | [illegible] | | 1910 | [illegible] | [illegible] |
| 10547 | — | [illegible] | | 1912 A. Dyck | [illegible] | [illegible] |
| 10548 | Doralia | [illegible] | Lloyd's | 1913 J. P. Rennie | [illegible] | [illegible] |
| 10549 | Dorando | [illegible] | | 1910 Mackie & Thomson | [illegible] | [illegible] |

| Steamer's Name, Material, Rig, &c. | Particulars of Class Station. | Built | Owners | Port of Registry | Engines |
|---|---|---|---|---|---|
| Dorslee | | 1930 Lake, yard Dragon, Wimbledon | Dudley & Rose | | |
| Dorchester | | 1929 Rotherham & Sons, Ltd. Opinney, Mons | | | |
| Dordrecht | Yes | 1902 J. T. Goring & Co. Ltd. Hebburn | | | |
| Doris | 100A1 Low | 1909 Philip & Son, Ltd. Dartmouth | | | |
| Dortleen | | 1917 Hall, Russell & Co. Ltd. Aberdeen | R. Irvin, Jun. | | |
| Dorinda | 100A1 Fit | 1917 Dunlop & Co. Ltd. Preston | | | |
| Doris | Non | 1922 Burton & Co. Ramsey | Lockwood Bros. Co. Ltd. | | |
| — | | 1914 Bennie Forrests & Co. Ltd. Wivenhoe | Fowler, Port Trim | | |
| — | Fit | 1922 Cockerill & Cooper Beverley | A. Inness | | |
| — | | 1919 W. J. Yarwood Northwich | J. & R. Ross, Ltd. | | |
| Doris Thomas | 100A1 Lit | 1924 Manchester D. D. Co. Ltd. Manchester | Thomas Charters Ltd. | | |
| Dorli | | 1915 Wilson & Sons S. B. Co. Ltd. Newcastle | Scottish Shipowners Collieries Corporation | | |
| Dorothea | | 1899 Ramage & Ferguson, Ltd. Leith | S. T. Davis, Mem. "Rosalind" (Lyne) | | |
| — | | 1906 Dunlopper Sidney & Mark Deptford | Lester Bros. Lockwood & Co. | | |
| — | | 1900 Clayton Rawden | Lessee Carlisle Storegrab & S. | | |
| Dorothee | | 1902 P. Dijkstra Lekkerkerk | J. A. Moes | | |
| Dorothy | | 1910 Montrose S. B. Co. Ltd. Montrose | S. Arnold & Sons Ltd. & Co. (Lyne) | | |
| Dorothy Gray | | 1906 Hall, Russell & Co. Ltd. Aberdeen | S. Irvin & Sons Ltd. | | |
| Dorothy Lambert | 100A1 Fit | 1922 Smith's Dock Co. Ltd. Middlesbrough | Scandinavian Trans. Ltd. & Rowlandson Trading Co. (Tees-side) Ltd. (Lyne) | | |
| Dorimond | | 1922 J. Pouilin & Co. Marseilles | "Rodier" Compagnie Rodier-Bordeaux-Bordeaux-Centrum S.A. | | |
| — | | 1910 J. L. Meyer Papenburg | Lester Bros. Lockwood & Co. | | |

| Numéro Officiel | Nom du Navire | Détails de la Classe | Construction | Architecture | Dimensions | Port d'Immatriculation | Machines | |
|---|---|---|---|---|---|---|---|---|
| 98870 | Dorenda | 100 ✠ Lloyd | 1890 Newcastle | J. H. Leary | | London | | 10 + 6 |
| 98871 | Dean | 21 | 1883 Jarrow | "Kaiser" | | Sunderland | | 11 |
| 98872 | Del & Hollie | 120 | 1916 McCreery | The Co. Bell | | Newcastle | | |
| 98873 | Degar-Brein | 171 | 1916 N.V. Burger | | | Zaandam | | V |
| 98874 | Degas France | 250 | 1919 E. Dyelles | M. Bouhomard | | Havre | | V |
| 98875 | Douglas | 175 | 1919 Leith | Leith & Rosyth | | Leith | | |
| 98876 | — | 110 ✠ Lloyd | 1900 W. Clark | Leith & Rosyth | | Leith | | 10 + 6 |
| 98877 | — | 120 | 1920 Norfolk | Wainwright Bros. Ltd. | | Kingston | | |
| 98878 | Dorys | 270 ✠ Lloyd | 1902 J. Dubois | Cie. Portugaise | | Lisbon | | 12 + 6 |
| 98879 | — | 150 | 1917 Cook, Wil- | Tregaron Wave | | Swansea | | 11 + 10 |
| 98880 | Dove | 160 | 1897 Edwards | Lund Bros. & | | Hull | | 11 + 10 |
| 98881 | Dover | 152 | 1896 Mackie & | Grandhout | | London | | 11 + 7 |
| 98882 | — | 115 | 1900 J. Wilson | Rose Street & | | Dundee | | |
| 98883 | Dogs Mars No. 1 | 122 | 1919 Nakinda | Tsu Tajiro | | Kawa- | | |
| 98884 | Dragon | 183 | 1910 Cox & Co. | Fairmile B. Co. Ltd. | | Middlesbro' | | 11 + 6 |
| 98885 | — | 187 | 1911 Kaiserin | Ges. Francaise | | Danzig | | |
| 98886 | Dragon Vert | 275 | 1910 Canadian | La Morue | | Lunenburg | | V |
| 98887 | Dramis | 108 | 1920 Hamilton | Thomson Bros. | | Leith | | |
| 98888 | Dragon | 183 | 1901 A. Halle Co. | Lindt Flensburg | | Flensburg | | 12 + 6 |
| 98889 | Drake | 199 ✠ 100A1 | 1913 M. U. Mar- | Sociedade Ferro- | | Lisbon | | 11 + 6 |
| 98890 | Dreadnought | 195 ✠ Alex | 1907 Hull, Rim- | S. Bowe | | Hull | | 11 + 7 |
| 98891 | Dredger No. 2 | 250 | 1915 Woodbridge | Lewis & Rock | | Newcastle | | 12 + 6 |

| Official No. | Steamer's Name, Rig, &c. | Gross | Particulars of Classification | Built | Owners | Port of Registry | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|
| 09501 | Dredger No. 10 | 594 | Blue | 1906 Ferguson Bros. | | | | |
| 09502 | Dragg | 140 | | 1919 G. Ellefsen | | | | V |
| 09504 | Drake | 300 | +100A1 Aber | 1894 | | | | |
| 09505 | — | 115 | | 1916 W. Malder | | | | V |
| 09506 | Dresden | 250 | | 1921 J. Fresche | | | | G |
| 09507 | Drifter No. 1 | 192 | Abe | 1906 J. Lewick | | | | |
| 09508 | Drifter No. 2 | 183 | +100A1 Abe | 1920 J. Lewick | | | | |
| 09509 | Drina | 187 | A- Pyt | 1898 Lloyd | | | | |
| 09510 | Drifters | 117 | | 1920 J. Venk | | | | G |
| 09511 | Drivak | 120 | | 1907 Tradhjmt | | | | |
| 09512 | Drochterson | 126 | | 1916 deJong | | | | G |
| 09513 | Drumaire | 230 | +100A1 Hol | 1917 A. Jeffrey | | | | |
| 09514 | Drunie | 300 | +100A1 Hol | 1929 Cook, Wel- | | | | |
| 09515 | Drussel | 130 | | 1906 Zimmer | | | | G |
| 09516 | Drut | 114 | | 1906 K. Skaal- | | | | |
| 09517 | Dwell | 111 | | 1849 Mouls Co. | | | | |
| 09518 | Druttaing Victoria | 3202 | | 1909 Swan, Hun- | | | | G |
| 09519 | Drudge | 418 | | 1867 Armstrong | | | | |
| 09520 | Druid | 325 | Glas | 1902 Fleming & | | | | |
| 09521 | Drumblair | 190 | Abe | 1900 J. Duthick | | | | |

| Signaux | Noms | Détails de la Classification | Construction | Machines | Propriétaires |
|---|---|---|---|---|---|
| | Deutsche | ✠100A1 Glass | 1913 Neptun's Werft, Stettin | | |
| | Drummer Boy | | 1910 Gulbrandsen | | |
| | Drusilla | ✠100A1 Hull | 1914 Smith's Dock Co. Ltd. Middlesbro' | | |
| | Du Pois II | | 1900 Tyldesley | | |
| | Duchess of Devonshire | | 1891 L.A.H. | | |
| | Duchesse de Brabant | | 1916 Cockerill | | |
| | Dunoodin | | 1906 Smith's Dock Co. Ltd. Middlesbro' | | |
| | Duddon | | 1906 Harbaint | | |
| | Dun Roslin | | 1919 Dubrovnik | | |
| | Dunn II. | | 1914 Unna | | |
| | Dufferin | | 1905 J. Mellill | | |
| | Dagong | | 1907 Ferguson | | |
| | Duke of Athell | | 1905 J. Thomson | | |
| | Duke of Devonshire | | 1896 L.A.H. | | |
| | Duke of Edinburgh | Hull | 1878 Humphrys | | |
| | Duke of Normandy | ✠100A1 Dec | 1908 Philips | | |
| | Dulcinella | ✠100A1 Abe | 1918 Hall, Russell | | |
| | Dun Angus | | 1912 Dublin | | |
| | Dunaven | ✠100A1 Gosh | 1906 A. Hall | | |
| | Dunvegan McRae | ✠100A1 Hul | 1910 Lack, Wilson | | |
| | Dundarave | | 1909 G. Brown | | |
| | Dundas | | 1919 Deutsch | | |
| | Dundee | | 1875 W. Simons | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Special Survey | Tonnage | Particulars of Classification | Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|---|
| 3603 | Dundis | | 300 | +100A1 Dds | 1914 | | | | |
| 3620 | Dunelm | | 161 | | 1903 | | | | |
| 3627 | Dungeness | | 300 | +100A1 Hd | 1914 | | | | |
| 3628 | Dunlaith | | 200 | +100A1 Gsh | 1930 | | | | |
| 3633 | Dunmore | | 423 | | 1919 | | | | |
| 3634 | Dunset | | 304 | | 1914 | | | | |
| 3637 | Dunraven Castle | | 279 | +100A1 Ave | 1912 | | | | |
| 3642 | Dunsaire | | 179 | +100A1 Gsh | 1899 | | | | |
| 3643 | Duns | | 136 | | 1924 | | | | |
| 3644 | Duperre | | 337 | | 1919 | | | | |
| 3646 | Durashah | | 296 | | 1902 | | | | |
| 3648 | Durns | | 117 | | 1901 | | | | |
| 3647 | Durnesbee | | 225 | | 1919 | | | | |
| 3649 | Durga | | 219 | | 1911 | | | | |
| 3650 | Durrawee | | 271 | 100A1 Syd | 1919 | | | | |
| 3653 | Duseldorf | | 242 | | 1919 | | | | |
| 3651 | Dusterbrook | | 157 | | 1912 | | | | |
| 3652 | Duran | | 122 | | 1919 | | | | |
| 3653 | Dus | | 221 | | 1905 | | | | |
| 3654 | — | | 134 | | 1906 | | | | |
| 3655 | Dwina | | 633 | | 1921 | | | | |

| Numéro d'Ordre | Nom du Navire, Numéro officiel, etc. | Tonnage | Année de la Classification | Code | Construction | Armateurs | Dimensions | Machines | Mention |
|---|---|---|---|---|---|---|---|---|---|
| | Port d'Attache, Propriétaire du Navire | | | | | | | | |
| Signaux | | | | | | | | | |
| 1929 | **Dyrleigen** | 119 | | | 1929 Kristiansand | A. Sandstykken | 90·2 19·0 10·7 | | |
| 1929 | Dan Sjøl | 44 | | | Norway | Kristiansand | Nor | | |
| 1911 | **Daerjaaky** | 121 | | | 1911 | Portsmouth | 75·0 17·0 | | |
| | Wyman | — | | | England | of Portsmouth | | | |
| 1929 | **Deistarkraets** | 120 | | | 1929 A.B. Holm | Singsaker | 84·5 19·6 | | |
| 1929 | | 44 | | | Gothenburg | & Larsen | | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, when the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually if practicable), in order to be kept aware that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery required at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to the efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships being their classmen from want of Survey, it is **to be** intimated that the *duty of giving Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| Official No. | Steamer's Name, Material, Rig, &c. | Tons | Particulars of Classification | Built | Owners | Engine | Port of Registry | Engines |
|---|---|---|---|---|---|---|---|---|
| 150656 | E. H. Brosnan | 272 | | 1896 Bertram | Hyperbaric Experimentalis Ltd. | 140 7 | Guam | |
| 150660 | E. J. Codd | 141 | | 1906 E. J. Tull | Consolidated Fisheries Co. | 120 9 | Wrangell | |
| 150661 | E. P. Ripley | 179 | | 1907 Krusick | Atchison, Topeka & Santa Fe Railway Co. | 115 5 | San Francisco | |
| 150662 | E. Ross | 300 | +100A1 Dis | 1909 Ingram's | E. E. Ross | 130 9 | Yarmouth | |
| 150663 | E. W. Edwards | 181 | | 1901 W. S. | E. Earl Edwards Co. | 122 5 | Reedsville, Va. | |
| 150664 | E. Warren Edwards | 214 | | 1918 | The Edwards Co. | 123 2 | Reedsville, Va. | |
| 150665 | E. & F. | 276 | 100A1 Mil | 1917 Smith's | | 125 5 | Kirkwall | |
| 150666 | Eager | 122 | | 1912 Cockerill & Ross | E. E. Elliston | 68 0 | Lowestoft | |
| 150667 | Eagle | 225 | +100A1 Mel | 1900 J. T. Eli- | Robert Parker Ltd. | 125 4 | Melbourne | |
| 150668 | Earnest | 227 | +100A1 Fis | 1916 Smith's | | 117 4 | Lowestoft | |
| 150669 | Earl Cairns | 131 | + Fog | 1883 Ferguson's | F. E. Harrowhead | 93 2 | Rickmansworth | |
| 150670 | Earl Essex | 229 | +100A1 Gros | 1914 Cook, Wel- | | 117 0 | Grimsby | |
| 150671 | Earl Haig | 224 | +100A1 Hul | 1919 Cochrane & | | 139 0 | Hull | |
| 150672 | Earl Kitchener | 349 | +100A1 Hul | 1915 Cook, Wel- | | 140 2 | Hull | |
| 150673 | Earl Sigurd | 221 | | 1921 Hall, Russ. | | 118 0 | Kirkwall | |
| 150674 | Earl of Beaconsfield | 114 | | 1883 J. T. Eg- | | 90 0 | Leith | |
| 150675 | Earl of Buchan | 227 | +100A1 Abe | 1916 Hawthorn | | 117 2 | Peterhead | |
| 150676 | Earl of Devon | 196 | + Hul | 1891 Mackrich | | 119 9 | Kirkcaldy | |
| 150677 | Earl of Fife | 118 | | 1882 R. Duncan & Co. | | 100 4 | Leith | |
| 150678 | Earl of Zetland | 250 | +100A1 Abe | 1927 J. Fullerton & Co. | | 144 9 | Aberdeen | |
| 150679 | Earnslaw | 332 | | 1911 J. McGregor & Co. Ltd. | | 168 9 | Dunedin | |

| Noms du Navire | Détails de la Classe | Construit | Machines | |
|---|---|---|---|---|
| **East Coast** | | 1901 A. Hall & Co. Ltd. Aberdeen | S.R.E. Ross | Aberdeen |
| **East Cork** | | 1909 Campbell Leslie & Co. Ltd. Portsmouth | Liverpool Screw Towing & Lighterage Co. (T.E. Richardson) | Liverpool |
| **East Star** | 100A1 Hol | 1900 J. & K. Smith Dundee, Kirkcaldy | S. Lowther | Dundee |
| **Eastbourne** | | 1906 Macfarlane & Co. Ltd. Thomson Glasgow | S.E. Moss | Fleetwood |
| **Eastella** | | 1908 Macfarlane & Co. Ltd. Thomson Glasgow | W. R. Snow | Hull |
| **Easters** | | 1906 Newport Steam Fishing Co. Ltd. Newport, Mon. | Eastern Transports Co. | Wilmington (Del.) |
| **Eastern Prince** | | 1919 A. D. Story Essex, Mass. | East Coast Lines, Inc. | Provincetown, Mass. |
| **Eastham** | | 1899 J. G. Fyfe & Co. Ltd. Southampton | Manchester Ship Canal Co. | Manchester |
| **Eastholm** | | 1919 A. Mitchell & Co. Ltd. Tantallon, E.Fd. | J. Westmacott & Co. of Canada, Ltd. | Vancouver |
| **Eastleigh** | | 1901 J. P. Rennie & Co. Ltd. Southampton | T. E. A. S. Roberts | London |
| **Eastoft** | 100A1 Hol | 1900 Anderson, Anderson & Co. Ltd. Aberdeen | W. J. Ireland | Hull |
| **Eastward Ho** | | 1899 Cook, Welton & Gemmell Ltd. Hull | Cook, Welton & Gemmell Ltd. (Sir Stephen D. Harvey, Bart., Kgr.) | Lowestoft |
| **Ebas** | | 1901 N.V. Scheepswerf Vanneyleghem Zwijndrecht | E. R. Stone | Brooklyn |
| **Ebb** | | 1919 Bath Iron Works Ltd. Bath, Me. | Bethlehem Fishing Co. | Boston, Mass. |
| **Ebe** | | 1914 Cant. Nav. Bissett Palermo | Nav. Ann. Pedemonte & Ro | Palermo |
| **Ebea Hanzer** | | 1900 N.V. Noordelijke Scheepswerven Groningen | J. R. Tonner | Groningen |
| **Ebet** | | 1905 C. Thoren Stockholm | N. J. Lyngfeldt | Stockholm |
| **Ebor Abbey** | | 1911 A. Hall & Co. Ltd. Aberdeen | Rutherford Steam Fishing Co. Ltd. (J. A. Barrie, Kgr.) | Aberdeen |
| **Ebor Belle** | | 1905 A. Hall & Co. Ltd. Aberdeen | A. King | Grimsby |
| **Ebor Wyke** | 100A1 Hol | 1899 Cochrane & Co. Ltd. Selby | West Dock Steam Fishing Co. Ltd. (E. W. Robins, Kgr.) | Hull |
| **Ebro** | 100A1 Hol | 1911 N.V. Mch. Scheepswerf van P. Smit, Jr. Rotterdam | N.V. Internationale Sleepdienst Maatschappij Zwolle in stay of [illegible] | Rotterdam |

| Official No. | Steamer's Name | Tonnage | Particulars of Classification | Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|
| 06701 | Kiru | 102 | ✠ Gmc | 1899 Cockerill & Co. | Kuwait Boat Co. | Kuwait | T.3Cy.14½",18"x24"-27" | 10 + 3 V |
| 06702 | Ranik | 127 | | 1919 J.W.Brooke & Co. Ltd. | A.Burke | British | T.3Cy.14",21½"x24"-14" | 10 + 4 V |
| 06703 | Eccles | 150 | ✠ Gbl | 1905 J.T.Eddy & Co. | Manchester Ship Canal Co. | Manchester British | 2.3Cy.20"-24" | 70 + 6 |
| 06704 | Rockshill | 220 | ✠ Gcc | 1911 Cockerill & Co. | Co-operative Fishing Society Ltd. (L.A.Gray, Mgr.) | Aberdeen British | T.3Cy.19",27"x28"-24" | 11 + 3 |
| 06705 | Echo | 132 | | 1905 W.Brown | T.B.Arnold & Co. Ltd. | Glasgow British | Oil Engines | |
| 06706 | Bekwarden | 128 | | 1925 Wilhelms-haven Schiffswerft | Reed Wilhelms-haven | Wilhelmshaven German | T.3Cy.8½",16½"x20½"-13½" | G * |
| 06707 | Belair | 172 | | 1906 Nylands Verkstad (Kristian) Ltd. | Svensk Johnson | Cape Town British | T.3Cy.13½",24½"x31"-22" | |
| 06708 | Eclipticus | 144 | | 1896 Edwards | R.V.Finch, Mem. (quasi) P.J. Schippers, Mgr. | Amsterdam Dutch | T.3Cy.9",18"x22½"-12½" | 11 + 3 |
| 06709 | Edda | 128 | | 1909 Akers | The Crane Welding Co. Ltd. | Norway British | T.3Cy.12",21½"x18"-22" | N * |
| 06710 | Eddie | 212 | ✠100A1 Trs | 1904 Wood Skin-ner & Co. Ltd. | Lonsdale Dredging & Transporting Co. Ltd. | British | | 10 + 4 |
| 06711 | Edelgard | 104 | | 1912 | Dutch Rotterdam | Hamburg German | Oil Engines 29 C.R.A. | |
| 06712 | Eden | 261 | | 1896 R. Williams | W.Rowe | Harrypeer British | 2.3Cy.17"x26"-24" | 10 + 3 |
| 06713 | Edengarth | 69 | ✠100A1 Ldr | 1908 Lytham S.B. & Eng. Co. | Rea, Ld. | Liverpool British | 2.3Cy.14"x20"-21" | 9 + 3 |
| 06714 | Eferra | 102 | | 1929 Pelm Mar-ock Engine Works | F.Ashmagni | Spanish | T.3Cy. | |
| 06715 | Edgar D. Williams | 213 | | 1889 | R.McGeilen, Sr. | Chicago, Ill. Unit. States | Oil Engines 28 C.R.A. | |
| 06716 | Edgar Wallace | 300 | ✠100A1 Hd | 1923 Cockerill & Co. | Swengroen Boom Towing Co. Ltd. | Dutch | T.3Cy.16",22"x27"-22" | 13 + 3 |
| 06717 | Edinburgh Castle | 241 | | 1899 Dundee S.B. Co. Ltd. | R.R.Rennie | Dundee British | T.3Cy.18",28"x27"-24" | 12 + 3 |
| 06718 | Edit | 127 | | 1922 Schiffswerft Hansa | H.Ertger | Hamburg German | Oil Engines 48 C.R.A. | G * |
| 06719 | Edith | 253 | | 1911 A.W. Robertson & Co. | London, Midland, & Scottish Ry. | London British | 2.3Cy.17"x24"-24" | |
| 06720 | — | 225 | ✠ Hwg | 1900 Scott & Sons | Sun Shipp. Co. Ltd. (Henry Bros. Mgrs.) | Liverpool British | C.3Cy.14"x20"-20" | 11 + 4 |
| 06721 | — | 189 | | 1893 A. Hall & Co. | Sir Samuel Shipping Co. Ltd. | Yarmouth British | C.3Cy.16"x26"-18" | 9 + 3 |
| 06722 | — | 135 | | 1906 Hong Kong & Whampoa Dock Co. Ltd. | Hong Kong & Whampoa Dock Co. Ltd. | Hong Kong British | T.3Cy.9",14"x20"-12" | |

| Numéro d'Identification | Nom du Navire | Signal Officiel | Port d'Attache | Tonnage | Détails de la Chaudière | Construction | Propriétaires | Dimensions | Machines | Observations |
|---|---|---|---|---|---|---|---|---|---|---|
| 00722 | **Edith** | | | 154 | ✠ A1 Hol | 1899 Cook, Welton & Gemmell, Hull | J. A. Rees, Ltd. | | | |
| 00724 | **Edith M. Fordy** | | | 199 | | 1916 Martinolich, Monfalcone | S. S. Fordy | | | |
| 00725 | **Edith Newhall** | | | 132 | | 1916 Smith's Dock Co., Ltd., Middlesbrough | | | | |
| 00726 | **Edith Williams** | | | 299 | ✠ Lth | 1906 J. Dubin, Sorel | | | | |
| 00727 | **Editor** | | | 198 | | 1899 Mackie & Thomson, Glasgow | | | | |
| 00728 | **Edmond-Rend** | | | 299 | | 1907 Smith's Dock Co., Ltd., Middlesbrough | | | | |
| 00729 | **Edmond van Beveren** | | | 299 | | 1919 Cook, Welton & Gemmell, Ltd., Beverley | | | | |
| 00730 | **Edmund Burke** | | | 272 | | 1902 G. Cooper, Hull | J. Pace | | | |
| 00731 | **Edouard Paul** | | | 139 | ✠ | 1906 Edwards, Bow, E. London | | | | |
| 00732 | **Edouard Watteau** | | | 310 | | 1911 Ateliers & Chs. de la Seyne, Havre | | | | |
| 00733 | **Edsand** | | | 282 | | 1902 Arnold, Stockton, Sweden | | | | |
| 00734 | **Eduard Anassis** | | | 299 | 100A1 Hol | 1919 Bow, McLachlan & Co., Ltd., Paisley | | | | |
| 00735 | **Eduardo Benet** | | | 111 | | 1922 Nav. España, Cartagena | | | | |
| 00736 | **Eduardo Weibel** | | | 225 | | 1922 A. Castellanos, Almería | | | | |
| 00737 | **Edvard** | | | 242 | | 1899 P. Larsson, Thorsburg | | | | |
| 00738 | **Edward** | | | 132 | | 1911 Schiffl. Gen. Genossenschaft, Wien | | | | |
| 00739 | **Edward Greenwood** | | | 142 | | 1915 Lobnitz & Co., Renfrew | | | | |
| 00740 | **Edward J. McKeever, Jr.** | | | 223 | | 1918 R. Palmer & Sons, Rochester | | | | |
| 00741 | **Edward Jackson** | | | 143 | | 1905 W. Simons & Co., Renfrew | | | | |
| 00742 | **Edward Northcote** | | | 412 | | 1912 Fleming & Ferguson, Paisley | | | | |
| 00743 | **Edward T. Daloeli** | | | 199 | | 1901 White Eng. Co., Brooklyn, N.Y. | | | | |
| 00744 | **Edward Walmsley** | | | 216 | 100A1 Fr | 1919 J. P. Rennoldson, Sunderland | | | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Class Symbols | Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|
| 157410 | **Edwardian** Steel Screw | 340 | ✠100A1 Steam | 1921 Cook, Welton & Gemmell Ltd. Hull | Compañía Pesquera Ca. Ltd. (W. W. Bell, Mgr.) | Grimsby | T.3Cy. 17½" 27½" 40" | 4 + 6 |
| 157446 | **Edwina** Steel Screw | 357 | ✠100A1 Fls | 1919 Dundee S.B.Co. Ltd. Dundee | J. Hunt & Sons Ltd. | Fleetwood | T.3Cy. 15½" 25" x 20" | 13 + 6 |
| 157447 | **Eemland** Steel Screw | 305 | | 1919 Jonkerik Pijper Hoogkerk Groningen | [illegible] | Harlingen | T.3Cy. 16" 26" x 24½" | |
| 157448 | **Eemmond** Steel Screw | 220 | | 1917 Schiffb. Ges. Unterweser m.b.H. Wesermünde-L. | E. F. Sommerfeld | Wesermünde | T.3Cy. 17½" 26½" x 24½" | |
| 157449 | **Eema** Steel Screw | 199 | | 1929 J. Koster Hoogezand-Sappemeer Holland Groningen | Coöperatieve Visserij Maatschappij (J. Kol, Mgr.) | Scheveningen | Oil Engines 75 C.R.A. 3Cy. 11" x 17½" | V * |
| 157500 | **Eendracht I.** Steel Screw | 232 | | 1906 Wilton Edkhuyzen Co. Sneek | N.V. Stoom. Maats. Eendracht Hoge Zeilen Firma Wed. J. J. Groot, Mgr.) | Terschelling | T.3Cy. 13½" 20" x 20" | 13 + 3 |
| 157501 | **Eendracht III.** Steel Screw | 132 | | 1912 Gebr. v. d. Meer Vlaardingen | Gebr. Dolk | Katwijk | Oil Engines 3Cy. 11½" x 15½" | |
| 157502 | **Eestimaa** Steel Screw | 465 | | 1881 Lenzmann & Co. Stettin | The Estonian Steamship Association | Tallinn | T.3Cy. 21" x 40" | G |
| 157503 | **Egeland** Steel Screw | 152 | | 1912 Akers Mek. Verksted Oslo | Det Vestlige Dampskibsselskab Ca. Ltd. | Bergen | T.3Cy. 17" 26" x 22" | N * |
| 157504 | **Egerion** Steel Screw | 272 | ✠100A1 Liv | 1911 J. Crichton & Co. Leith | Alexander Towing Co. Ltd. | Liverpool | T.3Cy. 21" x 16" | 13 + 6 |
| 157505 | **Egill Skallagrimsson** Steel Screw | 326 | ✠100A1 Hdl | 1910 Cochrane & Sons Ltd. Selby | Kreuzfahrer Ltd. (R. Thors, Mgr.) | Reykjavik | T.3Cy. 18½" 29½" x 19" | 13 + 3 |
| 157506 | **Eglantine** Steel Screw | 237 | | 1905 Atel. & Ch. de Provence Dunkerque | Soc. "La Pêche Française" | Fécamp | T.3Cy. 15" 23½" x 20" | Y * |
| 157507 | **Egret** Steel Screw | 226 | ✠ Gcn | 1929 Cochrane & Cooper Ltd. Beverley | [illegible] | Grimsby | T.3Cy. 15" 21" x 24" | 12 + 3 |
| 157508 | **Eguna** Steel Screw | 270 | | 1912 Mitsu Bishi Dockyard Co. Kobe | Sho Aiku. "Tamon Maru" | Fukuoka | T.3Cy. 16½" 26½" x 20" | I |
| 157509 | **Eider** (ex Wasel) Steel Screw | 154 | | 1897 J. Dublin, Sons & Co. Aberdeen | Steven, Sinnett & Co. (J. Lain, Mgr.) | Lerwick | T.3Cy. 13½" x 22½" | 11 + 3 |
| 157510 | — Steel Screw | 142 | | 1892 W. Hamilton & Co. Port Glasgow | Dunlop, White Steamship Ltd. (J. R. Dunn, Mgr.) | Greenock | T.3Cy. 14" 23" x 22" | 11 + 11 |
| 157511 | **Eidsfjord** Steel Screw | 193 | | 1892 Akers Mek. Verksted Oslo | Stadsgrunnlands Rederi Sampanjeselskap | Kristiania | T.3Cy. 15" 26" x 20" | |
| 157512 | **18 de Julio** Steel Screw | 319 | | 1910 Sund Kristiania Det Aktietekniske Skibsbyggeri Christiania | Empresa Nacional de Administración Portuaria (Comisión Ejecutiva) | Montevideo | Oil Engines 3Cy. 16" x 30" | 15 + 6 |
| 157513 | **Eik** Steel Screw | 193 | | 1910 Fosnavaag Mek. Verksted Fosnavaag | A/S Laxvik Skibsrederiet (E. H. Wangelsk Co. A/S, Mgrs.) | Stavanger | T.3Cy. 13" 20" x 20" | N * |
| 157514 | **Eik II.** Steel Screw | 222 | | 1922 Holsen Verksted A/S Larvik | Skeilangsrederiet Fosnavaag (Det Norske Co. A/S, Mgrs.) | Larvik | T.3Cy. 14" 23" x 22" | N * |
| 157515 | **Eilberktal** Steel Screw | 217 | | 1902 Bonnett Vidaus Fagnières | H. Weiss | Colmar | T.3Cy. 14½" x 22½" | G * |
| 157516 | **Eileen Duncan** Steel Screw | 222 | ✠100A1 Liv | 1910 Cochrane & Sons Selby | J. Duncan, Sons & Co. | Liverpool | T.3Cy. 13½" 21½" x 20" | 12 + 4 |

| Numéro Officiel | Nom du Navire | Détails de la Classification | Construction | Architecture | Dimensions | Port d'Attache | Machines | Observations |
|---|---|---|---|---|---|---|---|---|
| 137[illegible] | **Eilen Donna** | | 1914 J. Chaminade, Lo. | Jacobsen & Co. | | Sarpsborg | | |
| 13[illegible] | **Eilen Wærf** | | 1905 Fleming & Ferguson, Ltd. | Wærft Eilenver | | Wallington, S.E. | | |
| 13[illegible] | **Eilen Wayness** | | 1914 Jos. T. Eliott & Co. Ltd. | Wærftsen | | | | |
| 137[illegible] | **Eilas** | 100A1 Apl | 1906 W. Tinsley | | | Newcastle | | |
| 137[illegible] | **Einshittel** | | 1920 Dunlop | "Rostock" | | Rostock | | G |
| 137[illegible] | **Eingbolt** | | 1906 J. J. Pattje | | | Bremen | | |
| 137[illegible] | **Eira** | | 1896 Akers | | | Oslo | | |
| 137[illegible] | **Eisler** | | 1903 Triebjan | | | Wismar | | G |
| 137[illegible] | **Eismark** | | 1926 J. C. Tecklenborg | "Rostock" | | Rostock | | G |
| 137[illegible] | **Eisko Mara** | | 1915 | | | | | |
| 137[illegible] | **Eiver** | | 1920 Georg Eide | | | Kristiania | | N |
| 137[illegible] | **Eiliptika** | | 1922 Greenald | | | Eskjerg, Fanø | | |
| 137[illegible] | **Ekelle** | | 1918 Jungferstieg | | | | | |
| 137[illegible] | **El Affa** | | 1921 Philipp | | | | | |
| 137[illegible] | **El Amira Fawzia** | | 1922 Swan, Hunter | | | | | |
| 137[illegible] | **El Bunta** | 100A1 Ore | 1927 J. Thomy | | | | | |
| 137[illegible] | **El Cubas** | 100A1 Mob | 1914 T. T. Eliott | | | | | |
| 137[illegible] | **El Dominicana** | 100A1 Kpt | 1922 Warren | | | | | |
| 137[illegible] | **El Gaiters** | | 1914 R. Thomp | | | | | |
| 137[illegible] | **El Kebir** | | 1922 Philipp | | | | | |

| Official No. | Name | Port | Tons | Particulars of Classification | Built | Owners | Length | Breadth | Depth | Port of Registry | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | El Lobo | [illegible] | 105 | + Lloyd | 1898 | Willoughby Bros. Ltd. Plymouth | 80·2 | 21·0 | 10·3 | [illegible] | [illegible] | 11 + 1 |
| [illegible] | El Mansalah | [illegible] | 311 | | 1917 | Forg. & Ch. de la Méditerranée | 132·0 | 24·0 | 12·0 | [illegible] | [illegible] | Y * |
| [illegible] | El Paso | [illegible] | 193 | | 1926 | Reitzleben A.G. | 234·0 | 43·0 | 17·0 | [illegible] | [illegible] | |
| [illegible] | El Pelicano | [illegible] | 250 | +100A1 Mch | 1903 | Nedeel, [illegible] | 129·8 | 24·7 | 12·4 | [illegible] | [illegible] | 13 + 6 |
| [illegible] | El Tair | [illegible] | 102 | | 1905 | [illegible] | 107·0 | 20·4 | 11·0 | [illegible] | [illegible] | |
| [illegible] | El Tigrel | [illegible] | 129 | | 1926 | Philipp Bros. Ltd. | 74·5 | 21·1 | 11·2 | | | 11 + [illegible] |
| [illegible] | El Union | [illegible] | 125 | +100A Tug | 1922 | Rossin, [illegible] | 100·0 | 24·0 | 9·9 | [illegible] | [illegible] | 7 + [illegible] |
| [illegible] | Elbe | [illegible] | 212 | | 1871 | J. Ilsö | 101·1 | 23·4 | 10·6 | [illegible] | [illegible] | |
| [illegible] | — | [illegible] | 102 | | 1911 | Jos. L. Meyer | 99·0 | 22·1 | 10·5 | [illegible] | [illegible] | |
| [illegible] | — | [illegible] | 190 | | 1904 | A. Veijk | 99·2 | 21·2 | 11·6 | Antwerp | [illegible] | |
| [illegible] | Elberfeld | [illegible] | 217 | | 1920 | Schiffs. Ges. | 127·6 | 22·6 | 9·2 | [illegible] | [illegible] | O * |
| [illegible] | Elcano | [illegible] | 157 | | 1911 | Alers | 103·0 | 20·1 | 11·0 | [illegible] | [illegible] | N * |
| [illegible] | Elche | [illegible] | 155 | | 1906 | Hawthorn & Co. | 100·4 | 21·6 | 10·1 | [illegible] | [illegible] | 11 + 6 |
| [illegible] | Eldborg | [illegible] | 282 | | 1911 | A/S Mons | 124·0 | 24·2 | 12·2 | [illegible] | [illegible] | N * |
| [illegible] | Elderslie | [illegible] | 792 | | 1924 | Lobnitzs & Co. Ltd. | 182·2 | 35·0 | 15·0 | Glasgow | [illegible] | |
| [illegible] | Elder | [illegible] | 107 | | 1901 | Meilbeck Eaton Jensen | 100·7 | 18·2 | 8·7 | [illegible] | [illegible] | N * |
| [illegible] | Eldorado | [illegible] | 180 | + Hul | 1902 | Mackie & Thomson | 100·2 | 21·6 | 10·0 | [illegible] | [illegible] | 11 + 6 |
| [illegible] | Eldorita | [illegible] | 207 | | 1920 | J. J. Abdela & Mitchell, Ltd. | 108·6 | 22·1 | 9·6 | [illegible] | [illegible] | 10 + 6 |
| [illegible] | Eldy | [illegible] | 282 | | 1911 | A/S Mons | 124·0 | 24·2 | 12·2 | [illegible] | [illegible] | N * |
| [illegible] | Eleanor | [illegible] | 192 | | 1914 | W. J. Yarwood & Sons Ltd. | 98·0 | 22·0 | 10·2 | [illegible] | [illegible] | |
| [illegible] | Eleanor | [illegible] | 212 | | 1906 | Mackie & Thomson | 110·0 | 21·7 | 11·3 | [illegible] | [illegible] | 12 + 6 |
| [illegible] | Electa | [illegible] | 126 | | 1919 | Paul Wahl | 92·0 | 17·1 | 9·2 | [illegible] | [illegible] | |
| [illegible] | Elector | [illegible] | 199 | | 1896 | Mackie & Thomson | 104·0 | 21·0 | 10·7 | [illegible] | [illegible] | 11 + 7 |
| [illegible] | Electra II | [illegible] | 299 | +100A1 Pil | 1904 | Cook, Welton & Gemmell | 120·0 | 22·2 | 11·0 | [illegible] | [illegible] | 12 + 10 |

| Numéro Officiel | Nom du Navire | Tonnage | Détails de la Classification | Construction | Armateurs | Dimensions | Port d'Immatriculation | Machines | |
|---|---|---|---|---|---|---|---|---|---|
| 1909 | **Elofsis II.** Sweden | 118 | W | 1909 J. Reidt | A. Persson | 120·0 19·0 8·0 | Fiskebäck | | |
| 1910 | **Elsmere** Sweden | 196 | +100A1 Ste | 1910 J. Ing | Rock Wood | 92·1 19·0 9·7 | Stockholm | | F. + |
| 1911 | **Elsa** Sweden | 143 | | 1911 | | 100·0 19·0 10·0 | Sweden | | |
| 1912 | **Essi** Sweden | 224 | Fir + | 1912 E. Finck | A. Gustafsson | 141·0 22·1 13·0 | Finland | | 11 + G |
| 1913 | **Essi Kastlepoulos** Greece | 438 | | 1913 J. Meyer | A. S. Simonsen | 164·0 29·0 9·0 | Greece | | 9 + S |
| 1914 | **Elenita** Spain | 133 | | 1914 | J. Ingelmolinos | 84·0 21·7 11·0 | Spain | | |
| 1915 | **Elsmere** Sweden | 154 | | 1915 Gefe | Gust. F. Jule | 99·0 22·1 9·0 | Sweden | | G |
| 1916 | **Elsi** Sweden | 215 | | 1916 Dedichsen | Lauer-Grundlos | 110·0 28·0 14·0 | Sweden | | S * |
| 1917 | **Elf Eiag** Sweden | 208 | | 1917 Ochman | Sweden Fishing Co. Ltd. | 102·4 22·0 12·0 | Sweden | | 12 + S |
| 1918 | **Elfangen** Sweden | 173 | | 1918 Eriksberg | | 96·0 19·0 9·0 | Sweden | | |
| 1919 | **Elfdalen** Sweden | 223 | | 1919 Kleppens | | 105·3 22·4 11·0 | Sweden | | V * |
| 1920 | **Elfangen** Sweden | 172 | | 1920 Oskarshamn | | 94·2 17·0 7·0 | Sweden | | |
| 1921 | **Elvjade** Sweden | 151 | | 1921 Eichelhöer | | 90·4 22·0 10·0 | Lower Saxony | | |
| 1922 | **Eiglaga** Sweden | 140 | | 1922 Kristiansund | A. S. Eiglaga | 100·2 19·0 10·0 | Norway | | S * |
| 1923 | **Elias** Spain | 130 | | 1923 M. Lera | Tarrag. Esp. | 91·5 18·0 9·0 | Spain | | |
| 1924 | **Elin Chevarieux** Sweden | 134 | | 1924 A. Fanno | S. V. Fan. Maers. | 100·5 20·0 10·0 | Sweden | | 11 + G |
| 1925 | **Eira** Sweden | 142 | | 1925 K. Skaal | Bröd. Jernström | 99·7 24·0 10·0 | Norway | | S * |
| 1926 | **Elma** Sweden | 179 | | 1926 Emil | Larssonbrykan | 100·5 22·0 9·0 | Finland | | |
| 1927 | **Elsabeth** Sweden | 228 | | 1927 J. Ring | Bern G. Hansen | 118·0 30·5 11·0 | Sweden | | Y * |
| 1928 | — Sweden | 152 | | 1928 F. Kreiler | S. Kreiner | 100·4 21·2 10·0 | Sweden | | G * |
| 1929 | — Sweden | 177 | | 1929 Helmstad | S. A. Felsen | 100·0 24·7 10·0 | Sweden | | V * |
| 1930 | — Sweden | 157 | | 1930 Nach Jöhing | J. A. Petersen | 101·7 28·5 10·7 | Sweden | | V * |

| Official No. / Code Letters | Name / Port / Tonnage / Special Features | Tonnage | Particulars of Classed Scantlings | Built: When | Built: By Whom / Where | Owners | Dimensions | Port of Registry | Engines | Machinery Marks |
|---|---|---|---|---|---|---|---|---|---|---|
| 0[illegible] | **Elizabeth** Steel Lanch Sailing Vessel (Motor) Rig. 1.[illegible] (See Sailing Ship Register) | 14[illegible] | | 1910 | J. Smith Poppenwerft | J. Jenkes | 37'-0/13'-0/ 6'-[illegible] | Stockington British | (M) Engines 10 C.H.P. [illegible] | V * |
| 0[illegible] | — Steel Lanch Sailing Vessel Rig. 1.[illegible] (See Sailing Ship Register) | 14[illegible] | | 1914 | Gebr. Meller Frankel | B. Akrum | 100'-0/19'-6/ 7'-[illegible] 200 B.H.P. | Brake Germany | (M) Engines 10 C.H.P. [illegible] Motorschuiten A. G. Brake | G * |
| 0[illegible] | — Steel Sailing Vessel (Fishing) Oil Eng. 1.[illegible] (See Sailing Ship Register) | 11[illegible] | | 1911 | A. Pannevis Alphen a.d. Rijn | Jac. Aalbersberg Zeeuw | 80'-0/22'-0/ 9'-[illegible] | Sekerveen [illegible] Dutch | (M) Engines [illegible] | |
| 0[illegible] | — Steel Sailing Vessel Oil Eng. 1.[illegible] (See Sailing Ship Register) | 10[illegible] | | 1912 | L. Mulder Mortendijk | H. Hoffmann | 80'-5/20'-6/ 7'-[illegible] | Harwich German | (M) Engines 10 C.H.P. [illegible] Motorschuiten A. G. Brake | G * |
| 0[illegible] | **Elizabeth Marie** Steel Sailing Vessel (Trawler) Kiss-Light Winches D.F. Longitudinal Framing 1.[illegible] | 21[illegible] | | 1914 | Aiel & Co. Arbroegen Nairn | V. Tolmeier | 174'-5/29'-0/13'-[illegible] F.P. | Fécamp French | T. (C) 1[illegible] | V * |
| 0[illegible] | **Elise** Steel Sailing Vessel (Trawler) 1.[illegible] (See Sailing Ship Register) | 21[illegible] | | 1910 | Gebr. van der Werff Vlaardingen | J. J. Van Ommeren, Van Ommeren & Co., Mgrs. | 116'-4/22'-8/12'-2 | Vlaardingen Dutch | T. (C) [illegible] J. A. Kuiper, Vlaardingen | |
| 0[illegible] | — Steel Sailing Vessel Oil Eng. 1.[illegible] (See Sailing Ship Register) | 19[illegible] | | 1904 | N. P. Petersen Thisted | Trans. Petersen (Dansk Dampskibs Selk., Mgrs.) | 100'-6/24'-6/11'-[illegible] | Copenhagen Danish | (M) Engines 10 C.H.P. [illegible] | V * |
| 0[illegible] | — Steel Sailing Vessel Paraffin Motor 1.[illegible] (See Sailing Ship Register) | 16[illegible] | | 1917 | L. Wahlstrom Gothenburg | Gustafsson & Co. | 101'-7/21'-5/ 9'-[illegible] | Gothenburg Swedish | Paraffin Motor (C) [illegible] Motorschuit "Gothenburg" 3 Sphere c.i.i.i. | |
| 0[illegible] | — Steel Sailing Vessel Oil Eng. 1.[illegible] (See Sailing Ship Register) | 15[illegible] | | 1890 | J. Ph. Jorgensen Thisted | H. E. Jensen | 96'-0/23'-0/10'-[illegible] | Skive Danish | (M) Engines 10 C.H.P. [illegible] | V * |
| 0[illegible] | — Steel Sailing Vessel Oil Eng. 1.[illegible] (See Sailing Ship Register) | 17[illegible] | | 1916 | D. A. J. Kiel Schleswig | Aachen Shipping Co. (G. F. P. Larsen, Mgr.) | 82'-4/21'-9/ 8'-[illegible] | Aarhus Danish | (M) Engines [illegible] | V |
| 0[illegible] | **Elias I. Carsle** Steel Sailing Vessel Kiss-Light 1.[illegible] | 27[illegible] | | 1930 | Hall, Russell & Co. Ltd. Aberdeen Lloyd's [illegible] | R. Carsle & Others (W. Carsle, Mgr.) | 117'-6/22'-1/12'-[illegible] [illegible] D.B. [illegible] | Aberdeen British | T. (C) [illegible] | 12 - 1 |
| 0[illegible] | **Elise Schroder** Steel Sailing Vessel (Trawler) Kiss-Light Wireless Rail. Rig 1.[illegible] | 21[illegible] | | 1926 | Deutsche Werft A.G. Hamburg | Deutsche Fischerei A.G. | 127'-4/22'-6/ 9'-[illegible] [illegible] | Wesermünde-Geestemünde German | T. (C) [illegible] Werft A. G. Hamburg | G * |
| 0[illegible] | **Elizabeth** Steel Ferry Kiss-Light 1.[illegible] | 21[illegible] | | 1928 | Hong Kong & Whampoa Dock Co. Ltd. Hong Kong | Yaumati Ferry Steamboat Co. | 130'-5/30'-1/ 8'-[illegible] [illegible] | Penang British | T. (C) [illegible] Hong Kong & Whampoa Dock Co. Ltd. Hong Kong | 9 - 1 |
| 0[illegible] | **Elizabeth Bromley** Steel Sailing Vessel Ketch 1.[illegible] | 14[illegible] | | 1915 | J. Scurth Sun Rowden | Caldwell's Paper Mills Co. Ltd. | 99'-0/18'-7/ 8'-[illegible] [illegible] | Hull British | (M) [illegible] C. D. Holmes & Co. Ltd. Hull | 9 - 0 |
| 0[illegible] | **Elizabeth Drew** Steel Sailing Vessel Fore-Mast 1.[illegible] (See Sailing Ship Register) | 17[illegible] | | 1871 | J. Shirley Pakistow | R. O. Clarke | 82'-5/22'-7/10'-[illegible] | Tynemouth British | Paraffin Motor (C) [illegible] A. E. R. Woodward, Keighley | |
| 0[illegible] | **Elizabeth Ellen Fisher** Steel Sailing Vessel Auxiliary Sail Fore-Mast (See Sailing Ship Register) | 11[illegible] | Lon. | 1871 | M'Lea Sun Rotherhithe | A. S. Tonks | 80'-5/21'-2/ 9'-[illegible] [illegible] | Dublin British | Paraffin Motor 10 C.H.P. | 10 - 1 |
| 0[illegible] | **Elizabetha** Steel Sailing Vessel 1.[illegible] | 15[illegible] | | 1916 | W. J. Yarwood & Son Ltd. Northwich | Lever Bros. Ltd. | 90'-2/21'-7/ 9'-[illegible] [illegible] | Liverpool British | Paraffin Motor (C) [illegible] W. J. Yarwood & Son Ltd. | |
| 0[illegible] | **Eljan** Steel Sailing Vessel (Fishing) Kiss-Light 1.[illegible] | 20[illegible] | | 1919 | A. P. Aalesund & M. T. Aalesund | P. Bonik & Sons A/S | 117'-6/20'-8/10'-[illegible] [illegible] | Aalesund Norwegian | T. (C) [illegible] A. P. Aalesund & M. T. | N * |
| 0[illegible] | **Ela** Steel Sailing Vessel 1.[illegible] | 18[illegible] | Mil. | 1905 | Cook, Welton & Gemmell Beverley | W. H. S. Nichols | 100'-7/21'-0/11'-[illegible] [illegible] | Hull British | T. (C) [illegible] | 12 - 1 |
| 0[illegible] | — Steel Sailing Vessel (Fishing) Oil Eng. 1.[illegible] | 12[illegible] | | 1910 | Tarr & Jones Essex, Mass. | Boston Fish Trading Co. | 102'-0/27'-7/11'-[illegible] | Gloucester Mass. U.S. Ensign | (M) Engines 10 C.H.P. | |
| 0[illegible] | **Ela** Steel Sailing Vessel (Motor) Oil Eng. 1.[illegible] (See Sailing Ship Register) | 20[illegible] | | 1916 | J. King Anderson Strandburg | Tyson & King | 152'-0/29'-6/1'-[illegible] [illegible] | Swansea British | (M) Engines 10 C.H.P. [illegible] J. & Chas. Rathbone M. T. A/S | V * |

| Numéro Officiel | Nom du Navire | Tonnage | Détails de la Classification | Construit | Armateurs | Dimensions | Port d'Attachement | Machines | |
|---|---|---|---|---|---|---|---|---|---|
| 1998 | Ella | 198 | | 1898 C. Cassens Rostock | Sauerbaum-Reederei, Ges. | 99'0 23'0 10'0 | Lübeck | | |
| 1994 | Ella | 193 | | 1894 H. C. Stülcken Hamburg | J. Rosenfeld Stralsund | 112'0 23'0 10'0 | Lauenburg | | |
| 1905 | Elna | 205 | | 1905 Jos. L. Meyer Papenburg | Atlantic Trade Bleichroeder & S. (J. T. Ruberger G.m.b.H. Hyr.) | 109'4 23'4 12'0 | Hamburg | | |
| 1906 | — | 190 | | 1906 N. P. Peter and Thaut | Gauthiers | 110'0 23'0 11'0 | Gauthiers | | |
| 1911 | — | 175 | | 1911 Werft Nobiskrug G.m.b.H. Rendsburg | Joh. Kuttner | 104'0 22'1 9'0 | Stockholm | | |
| 1898 | — | 110 | | 1898 Varnavin Yard Varnavin | Rederiet Elna (Jacob E. Elsen) | 87'5 24'6 10'0 | Varnavin | | |
| 1912 | — | 130 | | 1912 A. N. H. C. Chernomorsk Shipyards Russia | Adr. Sovrendovgo-Dobrovolskoi | 104'0 20'6 9'0 | Odessa | | |
| 1906 | Elon Dunkey | 203 | | 1906 J. S. Dunkey Milwaukee, Wis. | Diesel Tucker Elon Dunkey, Inc. | 114'5 20'0 10'0 | New York | | |
| 1905 | Elon M. | 204 | ✠100A1 Lon | 1905 J. Konst | T. J. Morand | 117'0 21'0 9'0 | Lowestoft | | |
| 1902 | Elona | 207 | 100A1 Fh | 1902 A. Hall & Co. Aberdeen | Gibson Steam Trawlers Ltd. (Jos. Gibson Thomson, Managing Director, Fleetwood Ltd. Hyr.) | 125'6 23'1 12'6 | Fleetwood | | |
| 1902 | Elonora | 205 | ✠ Fr | 1902 A. Hall & Co. Aberdeen | Cie. Egyptienne de Pêche Le Sidi-Ammar | 120'0 22'1 12'0 | Alexandria | | |
| 1904 | Elsamere | 193 | | 1904 Machin & Thomson Glasgow | Sir William Pickering & Co. Ltd. | 109'1 21'0 10'0 | Hull | | 11 + 6 |
| 1901 | Elle | 112 | | 1901 A. F. Smal Amsterdam | Koninklijke Amst. Stoomvaart Maatschappij | 73'8 19'6 9'0 | Flessingue | | |
| 1900 | Elling | 187 | | 1900 A. Edgren Gothenburg | Erik Mors (A. Mors, Hyr.) | 98'4 22'7 9'0 | Trondhjem | | |
| 1901 | Elma | 192 | | 1901 Gothenburg | Linser Wenn & Co. (O. K. Lundgren, Hyr.) | 101'4 19'6 9'7 | Gothenburg | | |
| 1912 | Ely | 112 | | 1912 F. Sparre Hyssna | A. W. Jensen & Co. | 91'0 21'7 9'0 | Copenhagen | | |
| 1911 | Elma | 171 | | 1911 A. Apel Wardow | A. Meier | 107'6 19'9 9'7 | Pirmasens | | |
| 1904 | Elmer A. Keeler | 236 | | 1904 Harlan & D. Co. Portsmouth, N. H. | Keeler Transportation Lowell | 111'4 22'9 12'0 | New York | | |
| 1907 | Elmer E. Gray | 121 | | 1907 Turk Essex, Mass. | Gorton-Pew Fisheries | 100'5 24'0 11'0 | Gloucester | | |
| 1912 | Elmira | 195 | ✠100A1 Glas | 1912 Neptune S.B. Co. Newport News | Dominion Fisheries Ltd. (Sir Robert Reader, Hyr.) | 112'0 23'0 11'0 | Newport | | 13 + 4 |
| 1912 | — | 190 | | 1912 Newport News S.B. & D. Co. Newport News | Pennsylvania Railroad | 99'0 24'0 10'0 | New York | | |

| Official No. / Code Letters | Steamer's Name, Material, Rig, &c. / Late Place of reg. / Special Surveys. No. of Decks, &c. | Gross Tonnage | Particulars of Classification: Character | Built: When / By Whom / Where | Owners | Length | Breadth | Depth | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 00876 | **Elsa** Wood Screw Motor (Oil Eng) (See Sailing Ship Register) | 264 | | 1919 Akt. Motor Skibsverft Sydslesvig | Kiesenhorn Gesellschaft (G. Tadsen, Mgr.) | 122·4 | 27·2 | 12·3 | Rostock Germany | | V |
| 00877 | **Elsert** Steel (Trawler) | 167 | | 1902 Smith's Dock Co. Ltd. South Shields | R. Y. Tinch Rosin "Lynnal" (R. J. Scruggs, Jr. Mgr.) | 104·9 | 21·0 | 11·9 | Grimsby British | | 11 - 10 |
| 00878 | **Elsa** Wood Screw (See Sailing Ship Register) | 112 | | 1895 ——— Sweden | Emil Ekstrom | 81·1 | 22·4 | 9·7 | Gothenburg Swedish | | |
| 00879 | **Elsa Croy** Wood Screw Motor (Oil Eng) (See Sailing Ship Register) | 290 | | 1917 K. Brodin's Varis A.B. Gefle | Aktiebolaget | 119·5 | 22·5 | 11·9 | Riga Latvia | | G |
| 00880 | **Else** Steel (Fishing) (Oil Eng) | 143 | | 1906 G. H. Thyssen Stahl | Thyssen-Tegernsee Fischerei Ges. | 92·8 | 21·4 | 10·7 | Bremerhaven Germany | | G |
| 00881 | —— Steel (Tug) | 107 | | 1914 H. Parr Lock A.G. Lauchhammer | Kriegsministerium | 92·9 | 18·4 | 6·3 | Danzig | | |
| 00882 | **Else Busch** Steel (Trawler) | 214 | | 1921 Deutsche Werke A.G. Kiel | C. C. H. Busch | 127·2 | 22·6 | 9·7 | Bremerhaven Germany | | G |
| 00883 | **Else Kühlke** Steel (Oil Eng) (See Sailing Ship Register) | 161 | | 1924 Gotaverken Aktiebolaget Gothenburg | F. Kühlke | 118·6 | 20·2 | 8·7 | Hamburg Germany | | G |
| 00884 | **Else Kuxhal II.** Steel (Trawler) | 225 | | 1920 Schichau Unterweser A.G. Werk Seebeck | Kuxhal | 127·1 | 22·9 | 9·4 | Wesermünde Germany | | G |
| 00885 | **Elsfeth** Steel (Tug) | 188 | | 1922 Allan Werke A.G. Rostock | Unterweser Reederei A.G. | 91·2 | 22·9 | 11·7 | Bremerhaven Germany | | G |
| 00886 | —— Steel (Fishing) (Oil Eng) | 114 | | 1915 C. Lühring Rennerwerke | Bremen-Tegernsee Fischerei Ges. | 82·7 | 21·6 | 9·4 | Bremerhaven Germany | | G |
| 00887 | **Elsie** Steel | 186 | ✠ Fit. Bow Trawler | 1896 Cochrane & Cooper Berwick | J. Pattison | 110·9 | 21·3 | 11·3 | Fleetwood British | | 12 - 1 |
| 00888 | **Elsinore** Steel Motor Motor (Oil Eng) | 150 | ✠ A1 Hull Trawler | 1922 Dublin Dock Co. Ltd. Dublin | Sign Earlier Commissioners | 93·2 | 24·1 | 8·9 | Sligo British | | 9 - 6 |
| 00889 | **Elster** Steel (Fishing) | 130 | | 1907 Brenner Vulkan Vegesack | Bremen-Tegernsee Fischerei Ges. | 90·9 | 21·8 | 9·9 | Vegesack Germany | | G |
| 00890 | **Elswick** Steel (Trawler) | 215 | | 1906 Neptune Bow Bowling | Mrs. E. Irvin (T. T. Irvin, Mgr.) | 120·2 | 21·6 | 11·6 | Aberdeen British | | 12 - 6 |
| 00891 | **Elvira** Steel Paddle | 130 | ✠ Hlb | 1892 Blackwood Hillman Pt. Glasgow | John Bell Wadsworth (J. A.) | 110·4 | 19·6 | 7·0 | Huelva Spanish | | 8 - 1 |
| 00892 | **Elvy** Wood Screw Motor (Oil Eng) (See Sailing Ship Register) | 124 | | 1904 N. Hansen Kastrup | H. M. Harrison | 89·7 | 22·9 | 9·2 | Falkenberg Swedish | | V |
| 00893 | **Ely** Steel (Trawler) | 183 | | 1908 Mackie Thomson Glasgow | R. T. Georgs | 109·1 | 21·5 | 10·6 | Grimsby British | | 11 - 6 |
| 00894 | **Elsiena** Steel (Oil Eng) | 192 | | 1921 J. Koster, Ges. Groningen | J. Pelje | 108·6 | 21·6 | 9·9 | Beverwijk Dutch | | V |
| 00895 | **Em. K. Svitzer** Steel (Salvage Steamer) | 270 | | 1920 Burmeister & Wain Copenhagen | Em. K. Svitzer's Bjerg Enterprise | 158·8 | 33·3 | 12·7 | Copenhagen Danish | | |
| 00896 | **Emanuel** Wood Screw Motor (Oil Eng) (See Sailing Ship Register) | 264 | | 1918 A. F. Petersen Thisted | Rederiet A/S Edel (Thorvald Jørgensen, Mgr.) | 117·2 | 26·8 | 12·2 | Broadstairs Danish | | V |

| Numéro Officiel | Nom du Navire | Port d'Attache | Tonnage | Détails de la Classe Spéciale | Construit | Propriétaires | Machines | Port | Dimensions | Lettres Distinctives |
|---|---|---|---|---|---|---|---|---|---|---|
| 13000 | Emanuel (Fishing) | | 198 | | 1912 | Frederiksund Skibsværft A.S. (Andersen) | | | | V |
| 13001 | — (Sailing Vessel) | | 192 | | 1900 | Gebr. Berk | | | | |
| 13002 | — (Sailing Vessel) | | 116 | | 1910 | F. Müller | | | | G |
| 13003 | Enjoany | | 140 | ✠100A1 | 1898 | Cook, Wel- | | | | |
| 13004 | Enden (Fishing) | | 112 | | 1914 | J. L. Meyer | | | | |
| 13005 | Emerald | | 198 | | 1900 | W. Hocks | | | | |
| 13006 | — | | 100 | ✠ | 1901 | Mackie & Thomson | | | | |
| 13007 | — (Trawler) | | 100 | | 1904 | Cochrane & Cooper | | | | |
| 13008 | — (Trawler) | | 128 | | 1909 | Gourlay | | | | |
| 13009 | Daniel Vanderwalde | | 205 | 100A1 | 1917 | Bow, Mc- | | | | |
| 13010 | Emil | | 211 | | 1909 | Werft | | | | G |
| 13011 | Emile Selassey | | 132 | | 1897 | Fonderie | | | | V |
| 13012 | Emilie Emily | | 77 | ✠100A1 | 1902 | Smith & Sons | | | | |
| 13013 | Emilien | | 221 | ✠100A1 | 1911 | Smith's | | | | |
| 13014 | Emily | | 208 | | 1869 | | | | | |
| 13015 | — | | 154 | | 1898 | J. Scott & Co. | | | | |
| 13016 | — | | 60 | ✠100A1 | 1906 | Day, Sum- | | | | |
| 13017 | Emily Charlotte | | 122 | | 1896 | Morley | | | | |
| 13018 | Emily Morley | | 172 | | 1906 | Mackie & Thomson | | | | |
| 13019 | Emma | | 250 | | 1905 | Scott & Son | | | | V |

| Numéro Officiel | Machines | Chaudières | Propriétaires | Observations |
|---|---|---|---|---|
| 13000 | | | | |
| 13001 | | | | |
| 13002 | | | | |
| 13003 | | | | |
| 13004 | | | | |
| 13005 | | | | |
| 13006 | | | | |
| 13007 | | | | |
| 13008 | | | | |
| 13009 | | | | |
| 13010 | | | | |
| 13011 | | | | |
| 13012 | | | | |
| 13013 | | | | |
| 13014 | | | | |
| 13015 | | | | |
| 13016 | | | | |
| 13017 | | | | |
| 13018 | | | | |
| 13019 | | | | |

| Official No. | Vessel's Name | Where Built | When Built | Owners | Port of Registry | Flag | Engines | Remarks |
|---|---|---|---|---|---|---|---|---|
| 00011 | Emma | | | | | | | |
| 00012 | — | | | | | | | |
| 00017 | — | | | | | | | |
| 00018 | — | | | | | | | |
| 00019 | Emma Johanna | | | | | | | |
| 00020 | Emma R. S. | | | | | | | |
| 00021 | Emma Reimer | | | | | | | |
| 00022 | Emma Richardson | | | | | | | |
| 00023 | Emmanuel | | | | | | | |
| 00024 | Emmanuella | | | | | | | |
| 00025 | Empedocle | | | | | | | |
| 00026 | Emperor | | | | | | | |
| 00027 | — | | | | | | | |
| 00028 | Empire | | | | | | | |
| 00029 | — | | | | | | | |
| 00030 | Empress | | | | | | | |
| 00031 | Empress of India | | | | | | | |
| 00032 | Empyrean | | | | | | | |
| 00033 | Ems | | | | | | | |
| 00034 | Emulator | | | | | | | |
| 00035 | En Avant | | | | | | | |

| Numéro d'Identification | Noms des Navires, Nationalité, Port d'attache, Signaux Distinctifs, Numéros des Ports | Tonnage | Détails de la Classification: Cotes | Construit: Année | Chantier | Armateurs | Dimensions: Longueur | Largeur | Creux | Port d'attache | Machines | Chaudières | Observations |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3916 | Ena I. Steel Screw (Trawler) 1,24 | 116 | | 1911 | T. R. Oe. Werft Co. Ltd. Bremerhaven | Fischdampfer | 109·7 | 21·1 | 9·7 | Wesermünde | T. 3Cy. 12", 19", 30" - 30" Stoke Hole | 11 + 8 | |
| 3917 | Ena K. Wood Screw (Oil Eng) 1,24 (See Building Ship Register) | 134 | | 1917 | T. S. A. Lorz Mechanic Island | Ena K. Co. Ltd. | 87·9 | 22·6 | 9·9 | Hamburg, M.F. Hansa | Oil Engines 9·1 D.A. 3Cy. 19", 29" - 39" Kruppkiel Fachmann-Maschinen Ges. Ltd. Thorn-Elmen, W.G. | | |
| 3918 | Enaura Steel Screw (Trawler) 1,24 | 104 | | 1906 | Cook, Welton & Gemmell Hull | J. F. Gamble | 100·0 | 21·0 | 11·0 | Grimsby British | T. 3Cy. 16", 27", 43" - 30" W.M. Grimsby Docks, Hull | 11 + 8 | |
| 3919 | Enderly Steel Screw (Trawler) 1,24 | 103 | | 1899 | Mackintosh Thomson Glasgow | T. Deleve | 104·0 | 21·0 | 10·10·7 | Grimsby British | T. 3Cy. 20", 34", 57" - 30" W.M. Grimsby Docks, Ltd. G.B. | 11 + 2 | |
| 3920 | Endia Steel Screw 1,24 | 144 | | 1907 | J. L. Meyer Papenburg | Emmen Emmerwerft | 113·6 | 20·6 | 6·9 | Leer Germany | T. 4Cy. 14", 23", 37" - 30" J. L. Meyer, Papenburg | | |
| 3921 | Endymion Steel Screw (Trawler) 1,24 (See Building Ship Register) | 154 | Hal | 1906 | Cook, Welton & Gemmell Hull | [illegible] | 100·0 | 21·0 | 11·0 | Grimsby British | T. 3Cy. 16", 27", 43" - 30" W.M. Grimsby Docks, Hull | 11 + 8 | |
| 3922 | Energy Steel Screw (Sailing Vessel) Motor 1,24 (See Building Ship Register) | 142 | | 1919 | Chr. L. Jacobsen Tranekjærvig paa Marstal | K. Albertsen | 97·4 | 24·0 | 10·10·9 | Marstal Danish | Motor | | V * |
| 3923 | Energie Steel Screw (Pig) 1,24 | 131 | | 1922 | Antwerp Eng. Co. Hoboken | Soc. Anon. de Navigation Belge-Africaine | 93·4 | 30·5 | 11·6 | Antwerp Belgian | T. 3Cy. Cockerill Wandhofen A. G. Grossenbaumberg | | |
| 3924 | — Steel Screw (Oil Eng) 1,24 | 127 | | 1924 | F. Meyer Stralsund | Fraul. Stralsund | 98·1 | 18·1 | 7·1 | Stralsund German | Oil Engines 9·1 D.A. 3Cy. 12", 20" - 30" Fachmann Maschinenfabrik G. m. b. H. Danzig | | |
| 3925 | Energy Steel Screw 1,24 | 223 | Doh | 1884 | R. Dixon & Co. Middlesbro' | | 123·5 | 21·9 | 11·6 | Glasgow British | C.D. 2Cy. 18", 30" - 30" W.M. Glasgow | 12 + 1 | |
| 3926 | Enera Steel Screw 1,24 | 210 | | 1923 | Ahrens Hub. Yacht Dock | A/S Det Det. Nyre | 115·7 | 23·9 | 13·3 | Bergen Norwegian | T. 3Cy. 14", 23", 40" - 30" W.M. Ahrens Hub. Yacht Dock | | N * |
| 3927 | Enes Enses Steel Screw (Gas Light) 1,24 | 223 | Moh | 1906 | Lobnitz & Co. Ltd. Renfrew | Department du Finistère (Section de la Navigation, Navigation) | 125·9 | 20·4 | 10·1 | Brest French | T. 3Cy. 20", 34", 50" - 30" Lobnitz & Co. Ltd. Renfrew | 11 + 1 | V |
| 3928 | Engelbekt Steel Screw 1,24 | 157 | | 1901 | O. A. Broström Stockholm | Rederi A/B Göteborg-Stockholm (G. Thorsteinsson, Mgr.) | 96·4 | 20·4 | 6·9 | Gothenburg Swedish | T. 3Cy. 11", 18", 30" - 30" W.M. Gothenburg | | |
| 3929 | Engelina Steel Screw (Oil Eng) (Sailing Vessel) 1,24 (See Building Ship Register) | 117 | | 1909 | W. Mulder Harlingen | K. Stichting Zeeuwse K. Oldenzaal (Mgr.) | 82·6 | 19·4 | 7·0 | Vlissingen Dutch | Oil Engines D.C.A. 3Cy. 12", 19" Rotterdamsche Werf. Ltd. Rotterdam | | G * |
| 3930 | Engelina II. Steel Screw (Sailing Vessel) 1,24 (See Building Ship Register) | 108 | | 1910 | Gebr. Van Vlissingen Hansweerd | L. Meulenaar | 103·9 | 21·9 | 6·7 | Vlissingen Dutch | Oil Engines D.C. 3Cy. 12", 19", 30" - 30" Koninklijke Maatschappij Fijnmechanische Bouwen Rotterdam N. Appingedam | | V * |
| 3931 | Engene Steel Screw 1,24 | 120 | | 1920 | Holmens Varf Horten | R.N.A.S. Forsvaret | 79·0 | 19·2 | 8·2 | Horten Norwegian | Oil Engines D.C.A. | | N * |
| 3932 | Englishman Steel Screw 1,24 | 92 | A Hal | 1912 | H. Scott Greenock | Department | 71·0 | 14·9 | 7·0 | Belfast British | T. 3Cy. 12", 20", 30" - 30" W.M. Belfast Harbour Commrs. Belfast | 7 + 6 | |
| 3933 | Engwe Steel Screw 1,24 | 160 | | 1880 | W. Lindsay & Co. Newcastle | Thomas Dove Sells Engh. Akties (A. Dunthorn, Mgr.) | 94·4 | 18·3 | 8·2 | Newcastle Swedish | T. 3Cy. 14", 23", 37" - 30" W. Lindsay & Co. Ltd. Newcastle | | |
| 3934 | Enid Steel Screw (Ship Aft Wall Anch) 1,24 (Hull Arr.) | 253 | 100 A1 Bog | 1902 | J. Dunlop, R. Co. Ltd. Ayr | W. W. Vivian (W. Lloyd Williams, Mgr.) | 131·5 | 22·5 | 7·9 | Swansea British | T. 3Cy. 16", 26", 40" - 30" W.M. Swansea Docks Ltd. Swansea | 10 + 8 | |
| 3935 | — Steel Screw (Ship Aft) 1,24 | 131 | | 1905 | Marshall & Co. Glasgow | Dalgleish Ltd. | 90·7 | 18·4 | 8·0 | Bridgewater British | T. 3Cy. 16", 26", 40" - 30" W.M. Walker, Blackwood & Co. Ltd. | | C |
| 3936 | Enkeping I. Steel Screw 1,24 | 132 | | 1882 | W. Lindsay & Co. Newcastle | A/S Ingebretsen | 100·7 | 19·0 | 9·4 | Stavanger Norwegian | T. 3Cy. 17", 26", 40" - 30" W.M. Lindsay & Co. Ltd. Newcastle | | |
| 3937 | Enserdale Steel Screw (Trawler) 1,24 | 182 | | 1906 | Mackintosh Thomson Glasgow | S. J. Walker | 108·1 | 21·5 | 10·9 | Swansea British | T. 3Cy. 17", 29", 46" - 30" W.M. Swansea Docks Ltd. | 11 + 8 | |

| Official No. / Distinc. Letters | Steamer's Name, Material, Rig, &c. / Date Keels laid / Special Surveys, No. of Decks, &c. | Particulars of Class / Tonnage / Characteristics | Built: Where / By Whom / Where | Owners | Port of Registry / Flag | Engines | Boilers |
|---|---|---|---|---|---|---|---|
| [illegible] | **Eariqua** Steel Sc (Fug) Elec Light 1,24 | [illegible] | 1933 Gowlett, R. & Sons Co. (1927) Ld Sunds | Cia Argentina de Nav. Angelitu-Sudamerica. | Buenos Aires Argentina | T.3Cy.14½"/20"x27"-54" 10 N.H.P. Built'08 D.R.P.Co.Ld.Hull | 12 × 8 |
| [illegible] | **Essaigne** Steel Sc (Oil Eng) (Trawler) Elec Light 1,24 | [illegible] | 1931 N.V. Werf. "Vooruit" Spijkenisse | Soc. La Pêche (Société Fr. Bonin, Mgr.) | La Rochelle French | [illegible] Engines 20.1.34 8Cy.22½"-18" Vitesse Mécanique Lonrcine Bouche | Y * |
| [illegible] | **Essaigne-Fleuri** Steel Twin Sc (Oil Eng) 1,24 | [illegible] | 1914 Odeon Gebrüder Stadelmann Stettin | Ets. J. Dantes-Bénéfinger de Dieu | Havre French | T.3Cy. Engines 1914 8Cy.22"-42" J. Pollard & Co. London | Y |
| [illegible] | **Etoile** Steel Sc (Barge) 1,24 | [illegible] | 1914 Sevillana Compañía Sevilla | Antonio Wagner Sáez | Vilanova French | T.3Cy. Sevillana Compañía, Sevilla | |
| [illegible] | **Enterprise** Steel Sc | [illegible] | 1907 New Barrell Johnston Co. Ld Shelburne, N.S. | Kobe Sweden | [illegible] Canada | T.3Cy.13"x22"-24" 4 N.H.P. New Barrell Johnston Iron Co. Ld. Yarmouth, N.S. | |
| [illegible] | **Fate Maru** Steel Sc (Fug) 1,24 | [illegible] | 1908 Kawasaki Dkyd. Co. Ld Kobe | Mitsumasendo Trading K.K. | Dairen Japanese | T.3Cy.13½"/20"x22"-22" Kawasaki Dkyd. Co. Ld. Kobe | |
| [illegible] | **Fatemiast** Steel Sc (Whaler) Elec Light Crosse-Blanc 1,24 Wechen | [illegible] | 1932 Kaldnes Mek. Verksted Tønsberg | [illegible] | Tønsberg Norwegian | T.3Cy.16½"/27"x27½"-54" Kaldnes M. V. Tønsberg | N * |
| [illegible] | **Favira** Steel Twin Sc (Fug) Elec Light 1,24 | [illegible] Pen For Steam [illegible] 1,24 | 1907 Murdoch & Murray Ld. Glasgow | Fishmonger Ld. | Paris French | T.4Cy.17"x24"-40" [illegible] Murdoch & Murray Ld. Glasgow | 6 × 6 |
| [illegible] | **Fal** Iron Sc (Lifeboat Crossing Brighton) (Tidings Steamer) Elec Light 1,24 | [illegible] | 1876 Nylands Varkstad Oslo | Bergings & Dy. Aktiebolag Bergen (E. Bredin, Mgr.) | [illegible] Swedish | T.3Cy.10½"x18½"-28" Nylands Varkstad, Oslo | |
| [illegible] | **Fan** Compo Elec Light | [illegible] | 1877 Bakkers Ideln Vlissingen | Ang. & Afdeling Bakkers | Antwerpen Belgian | T.3Cy.10"x14"-26" Wetteld Co. Gothenburg | |
| [illegible] | **Fagerosi** Iron Sc (Trawler) Elec Light 1,24 | [illegible] | 1911 Civil Transit Cooper Ld Selby | A. Le Bergsen & Co. | Grimsby French | T.3Cy.17½"/30"x26"-33" C.D. Holmes & Co. Hull | 11 × 11 V |
| [illegible] | **Fainard** Steel Sc (Trawler) 1,24 | [illegible] | 1906 Smith's Dock Co. Ld Northumberland | R. L. Branch | Grimsby British | T.3Cy.15½"/26"x24"-30" Smith's Dock Co. Ld. N. Eng. | 12 × 10 |
| [illegible] | **Fagnano** Steel Twin Sc (Oil Eng) Elec Light | [illegible] | 1929 Cant. Nav. Fusina Venezia | Società Fertiempo Adria di Nav. | Venezia Italian | 100 Engines 4S.C.SA. 2Cy.16½"-42" Fusina Fiume Tug. Lgno | I * |
| [illegible] | **Fagendorf** Steel Sc (Trawler) Elec Light 1,24 | [illegible] | 1921 Detmiger Schiffw. Mach. Detmg | "Rostow" Deutsche Schiffahrts-Gesellschaft Stettin (Stettiner Dampfer-Gesellschaft, A.G.) | Stettin German | T.3Cy.17½"/26"x30½"-22" Deutsche Schiffahrts & Kanal. | G * |
| [illegible] | **Eppleton Hall** Steel Paddle (Fug) 1,24 | [illegible] | 1914 Hepple & Co. Ld. Southbridge | Lambton, Hetton & Joicey Collieries, Ld. W. B. Fisher, Mgr. | Newcastle British | T.3Cy.20"-36" Hepple & Co. Ld. S. Shields | |
| [illegible] | **Equa** Steel Twin Sc (Oil Eng) Elec Light 1,24 | [illegible] | 1929 Cant. Nav. Fusina Venezia | Soc. Fertiempo di Nav. | Venezia Italian | 100 Engines 4S.C.SA. 2Cy.17½"-42" Soc. Anon. Fusina Tug. Lagunare | I * |
| [illegible] | **Equator** Steel Sc (Trawler) 1,24 | [illegible] | 1899 Mackie & Thomson Glasgow | [illegible] | Grimsby British | T.3Cy.20½"/32"x26"-30" Mackie & Thomson Ld. Glas. | 11 × 7 |
| [illegible] | **Eraclea** Wooden Sc (Fug) Elec Light 1,24 | [illegible] | 1919 M. M. Dorval Sorel Polmarva, M.P. | R. J. Fenlaki | Tunis French | T.3Cy.10"x16"-26" W. A. Cahill, Sch. | |
| [illegible] | **Eraclea** Steel Sc 1,24 | [illegible] Abo For Steam [illegible] 4,50 | 1906 J. Dethlefs Torry S.B. Co. Aberdeen | J. G. A. Stephen | Peterhead British | T.3Cy.11"x22"-16" J. Abercrombie & Co. Abe. | 9 × 6 |
| [illegible] | **Eraglu** Steel Sc 1,24 | [illegible] | 1906 Hall, Russell & Co. Ld Aberdeen | Turkish Steam Navigation Co. | Constantinople Turkish | T.3Cy.13"/19"x22"-22" Hall, Russell & Co. Ld. Abe. | |
| [illegible] | **Erfurt** Steel Sc (Trawler) Elec Light 1,24 | [illegible] | 1914 Schiffw. Ges. Unterweser m.b.H. Wesermünde-G. | "Rostow" Deutsche Schiffahrts-Gesellschaft Stettin (Stettiner Dampfer-Gesellschaft, A.G.) | Rostock German | T.3Cy.17½"/26"x30½"-22" Deutsche Schiffahrts-Ges. Stettin | G * |
| [illegible] | **Erie Strand** Steel Sc (Trawler) 1,24 | [illegible] Abo For Steam [illegible] 1,24 | 1914 A. Hall & Co. Ld. Aberdeen | Strand Steam Fishing Co. Ld. | Aberdeen British | T.3Cy.17½"/26"x26"-36" (2) A. Hall & Co. Ld. Aberdeen | 13 × 9 |
| [illegible] | **Erica** Steel Sc (Trawler) (ex Erica III, ex Erica) Elec Light 1,24 | [illegible] | 1902 Schofield, Wooster & Co. Barnsley | R. V. Fanchery Rosts. "Batavia" J. A. Fraenza, Jr. (Mgr.) | Vlissingen Dutch | T.3Cy.17"/25"x26"-36" C.D. Holmes & Co. Hull | 12 × 10 |

| Numéro d'Ordre | Noms de Navire | Détails de la Classe | Construction | Propriétaires | Machines | Notes |
|---|---|---|---|---|---|---|
| 19901 | Erica | | 1915 Gebr. Bunt, Leuchtenburg | R.C. Swain | | |
| 19902 | Erica | | 1914 Gebr. Bunt, Leuchtenburg | C. Dickie | | G |
| 19903 | — | ✠100A1 Doc | 1919 Rowhedge, Rowhedge | Anglo-Sd. S.S. Co. | | |
| 19904 | Erik | | 1913 Gebr. Bunt, Leuchtenburg | A.J. Stavenesses | | |
| 19905 | Erik Jarl | | 1910 Trond-heim M.V. Trondheim | Mowi Fjiss Rederiaktsj. | | |
| 19906 | Erika | | 1910 Nordsee-werke, Emden | E. Andersen | | G * |
| 19907* | — | | 1912 Gebr. Bunt, Wurt A.G. Stralsund | Lauer Reisage-Reeb. Ges. Bremen | | |
| 19907 | Erikka | ✠100A1 Gen | 1914 Smith's Dock Co. Ltd. Middlesbrough | Consolidated Fishery Ind. (for Dutch Marine, Sept. Syr.) | | |
| 19908 | Erinn | ✠100A1 Abs | 1910 Scheepsw. Gebr. Pelly, Zaandam | Stoomsleepvaart Visserij Co. Ltd. | | |
| 19909 | Erinyds | | 1908 Rotterdam Dry Dock Co. Ltd. Rotterdam | F.W. Bontemantel | | |
| 19910 | Erling | | 1909 P. Larsen, Thorshavn | | | |
| 19911 | Erling Skjalgsen | | 1911 J. Harland Ltd. Tonsberg | Det Forenede | | |
| 19912 | Ernack | | 1909 Sir W. G. Armstrong Whitworth & Co. Ltd. Newcastle | Newcastle | | |
| 19913 | Ernine | | 1910 Cook, Welton & Gemmell Beverley | R.S. Ivor | | |
| 19914 | Erna | ✠100A1 Fis | 1913 J. Dobbie Govan Shipbldg. Co. Govan | Sea Products Co. Grangemouth (Fleetwood) Ltd. | | |
| 19915 | — | | 1921 Marstal Maskinfab. A/S Marstal | H. Nygaard | | Y * |
| 19916 | — | | 1919 E. J. Smith & Son, Hoogezand | J. H. Sulzwien | | G * |
| 19917 | Erna Gaalke | | 1913 A.M. Fraser Middlesbrough Lowlands | R. Gaalke | | N * |
| 19918 | Ernest | ✠ Fis | 1906 Van Duijvendijk & Hoog Hoogezand | Port of Paris | | |
| 19919 | Ernest Selvay | 100A1 Ore | 1917 Dow, Mac Lachlan & Co. Ltd. Paisley | Sociedade Anon. Industrial | | |
| 19920 | Erni | ✠100A1 Mot | 1929 A. Hall & Co. Ltd. Aberdeen | Gunnolfsvaag Vestagrø Transportlag Ltd. | | |
| 19921 | | | | | | |

| No. in Book / Official No. / Code Letters | Steamer's Name, Material, Rig, &c. / Last Name if any / Special Survey, No. of Decks, &c. | Tonnage | Particulars of Class Station. / Character | Built. / When | Built. / By Whom / Where | Owners. | Port of Registry | Engines. | |
|---|---|---|---|---|---|---|---|---|---|
| 09002 | **Erni** Steel Screw (Sailing Vessel) 1.26 (See Sailing Ship Register) | 152 | | 1898 | H. Tiger Drake | Paul Bonsen | Hamburg Germany | (1) Engines 60 C.R.A. | V |
| 09003 | — Steel Screw (Lighter) (Sailing) Bldg. Jeff 1.26 | 100 | | 1913 | W. van der Werf, Middelstuid | Arnold Andersen | Dagerbren Swedish | (1) Engines | |
| 09004 | **Ernst** Steel Screw (Lighter Tug) Elec. light Windlass 1.26 | 135 | | 1923 | F. Schichau Elbing | Kriegsmarine | Danzig | T. 8Cy. 18½" 20" x 16½" - 22" F. Schichau, Elbing | G * |
| 09005 | — Wooden Screw (Sailing) 1.26 | 72 | | 1918 | Solerkeping | A. M. Trondsen, (J. S. Torell, Mgr.) | Kristiania Swedish | (1) Engines | |
| 09006 | **Ernst Brauns** Steel Screw (Trawler) 4.26 | 215 | | 1914 | G. Seebeck A.G. Geestemünde | Gesellschaft Seebeck | Wesermünde-G. German | T.(C) 19" 29½" x 18½" - 24" G. Seebeck, A.G. Wesermünde-G. | G * |
| 09007 | **Ernst Grenkel** Steel Screw (Trawler) Elec. light 1.26 | 265 | | 1922 | G. Seebeck A.G. Geestemünde-G. | Gesellschaft Seebeck | Wesermünde-G. German W.G. | T.(C) 19" 29½" x 18½" - 22½" G. Seebeck, A.G. Wesermünde-G. | G * |
| 09008 | **Ernst Gunther** Steel Screw 1.26 | 125 | | 1905 | Flensburger Schiffbau-Ges. Flensburg | Ver. Flensburger Dampfschiff Gesellschaft Dampfschiffs-Ges. | Flensburg German | (1) Cy. 19½" x 24" - 22" Flensburger Schiffbau-Ges. | |
| 09009 | **Ernst Kritzler** Steel Screw (Trawler) Elec. light 1.26 | 214 | | 1924 | Deutsche Werke A.G. Kiel-Gaarden | "Rostock" Deutsche Fischerei-Gesellschaft, Bremerhaven, A.G. | Rostock German W.G. | T.(C) 19" 29½" x 18½" - 22" Deutsche Werke A.G. Kiel-Gaarden | G * |
| 09010 | **Ernst Kahling** Steel Screw (Trawler) Elec. light Windlass S.F. Half Bldg. | 271 | | 1927 | Schiffbau-Ges. "Weser" A.G. Bremen | Hochseefischerei J. Wuring A.G. "Rostock" Deut. Hochseef. Bremerhaven-Cuxhaven A.G. Mgr. | Rostock German W.G. | T.(C) 19" 29½" x 18½" - 24" Deutsche M.G. & S.M. Bremen | G * |
| 09011 | **Ernst Moritz Arndt** Steel Screw (Trawler) Elec. light | 172 | | 1906 | J. J. Meyer Papenburg | Gebrüder Wiemann | Stettin German W.G. | (1) Cy. 16½" x 18½" - 18½" J. J. Meyer, Papenburg | G * |
| 09012 | **Ernst von Briesen** Steel Screw (Trawler) Elec. light Windlass S.F. | 272 | | 1928 | Schiffbau-Ges. "Weser" A.G. Bremen | Hochseefischerei J. Wuring A.G. "Rostock" Deut. Hochseef. Bremerhaven-Cuxhaven A.G. Mgr. | Rostock German W.G. | T.(C) 19" 29½" x 18½" - 24" Deutsche M.G. & S.M. Bremen | G * |
| 09013 | **Ernst Wittpfennig** Steel Screw (Trawler) 1.26 | 220 | | 1920 | G. Seebeck A.G. Geestemünde | Gesellschaft Seebeck | Wesermünde-G. German W.G. | T.(C) 19" 29½" x 18½" - 22" G. Seebeck, A.G. Wesermünde-G. | G * |
| 09014 | **Erolora** Steel Screw (Sailing Vessel) Windlass S.F. 1.26 | 225 | ✠ 100A1 Steam Trawler | 1916 | Cook, Welton & Gemmell, Ltd. Beverley | M. Cecil Bakock Steam Ltd. | Grimsby British | T.(C) 17" 27" x 16" - 24" Smith 49 B.P. | 18 + 7 |
| 09015 | **Eros** Steel Screw (Sailing Vessel) Motor (See Sailing Ship Register) | 420 | | 1918 | Kopitoff Nikolaevsk Russia | Kopitoff Petroleum Co. | Nikolaevsk Russian | Motor 30 C.R.A. 1.26 Motorschiffen "Donau," Aalborg | V * |
| 09016 | **Erosh** Steel Screw (Trawler) Elec. light Windlass 1.26 | 420 | | 1931 | F. Schichau G.m.b.H. Danzig | Bergenfisk | Kristiansund Norwegian W.G. | T.(C) 19" 29½" x 18½" - 22" F. Schichau G.m.b.H. Elbing | G * |
| 09017 | **Erika** Steel Screw (Sailing) Wooden 1.26 | 263 | | 1890 | Lindholmens Varv A.B. Gothenburg | Nya Ångfartygs Aktiebolaget Ostasiatiska Kompaniet | Fowey Greek W.G. | T.(C) 16" 25½" x 16" - 24" Gothenburg Mekaniska Verkstad | 11 + 6 |
| 09018 | **Erwin** Steel Screw (Sailing Vessel) 1.26 (See Sailing Ship Register) | 125 | | 1907 | J. S. Figee, Jr. Groningen | William Fraas | Hamburg German | (1) Engines 26 C.R.A. | V |
| 09019 | **Estalonia** Steel Screw (Trawler) 1.26 | 220 | | 1911 | Cook, Welton & Gemmell, Ltd. Beverley | T. W. Jackson | Grimsby British | T.(C) 18" 29" x 17" - 24" G. D. Holmes & Co. Ltd. Hull | 12 + 7 |
| 09020 | **Eschwege** Steel Screw (Schwerkriegsmaschiner Elec. light 1.26 | 263 | | 1930 | H. C. Stülcken Sohn Hamburg | Hansa Reederei A.G. | Danzig German W.G. | T.(C) 19" 31½" x 18½" - 22" H. C. Stülcken Sohn, Ham. | G * |
| 09021 | **Eshed** Steel Screw (Tug) (Sailing Vessel) 1.26 | 114 | | 1888 | — | Gulf of Georgia Towing Co. Ltd. | Vancouver B.C. British | 2.(C) 11" x 16" - 24" Sun, McLachlan & Co. Ltd. Pt. | |
| 09022 | **Esher** Steel Screw (Trawler) 1.26 | 220 | | 1914 | Smith's Dock Co. Ltd. Middlesbro' | McGregor Fishing Co. Ltd. | Hull British W.G. | T.(C) 18" 27" x 18" - 24" Lidgerwood, Ltd. Glasgow | 12 + 7 |
| 09023 | **Eskil** Steel Screw (Sailing Vessel) 1.26 (See Sailing Ship Register) | 142 | | 1911 | — Stockholm | Eskil & Jan. Svensson, (Mgr.) | Kristiansund Swedish | (1) Engine | |

| Numéro Tableau | Nom du Navire | Tonnage | Détails de la Chaudière | Construction | | Propriétaires | Port | Machines | Observations |
|---|---|---|---|---|---|---|---|---|---|
| 19024 | Bakiteana II. | 142 | | 1911 | Montreal Co. | Bakiteana | | | |
| 19025 | Bakiteana Express | 200 | | 1929 | Lindholmens Varv, Göteborg | Bakiteana | | | |
| 19026 | Bakima | 132 | | 1892 | | R. Sigmann | | | |
| 19027 | Esmeralda | 78 | Ha | 1920 | Lady, Wolverhampton | J. S. Brayhurst | | | 11 × 9 |
| 19028 | — | 78 | | 1890 | Hong Kong & Whampoa Dock Co., Hong Kong | Kinloch & Co. | | | |
| 19029 | Espadarte I. | 200 | | 1905 | Machlachlan, Thomson, Glasgow | Sociedade Portuguesa de Pesca, Espadarte Lda. | Lisboa | | 13 × 9 |
| 19030 | Espadarte II. | 200 | | 1908 | Earle's Co., Ltd., Hull | Sociedade Portuguesa de Pesca, Espadarte Lda. | Lisboa | | 13 × 9 |
| 19031 | Esperanza | 200 | Lo | 1887 | Laird Bros., Birkenhead | Compagnie Générale de Pêche, Rue Du Chalet 101 | Paris | | 19 × 8 |
| 19032 | Esperanza | 130 | | 1911 | J. J. Pakis, Kilmun, Wolverhampton | S. Jose | Lisboa | | Y * |
| 19033 | Esperance | 130 | | 1906 | Sociedade Anonima Portuguesa de Pesca, Rua Do Alecrim, Lisboa | J. Lelbrecht | Lisboa | | Y * |
| 19034 | Esperanto | 200 | | 1906 | Hepple & Co., Ltd., Sunderland | Dachsteinwerke Transportgesellschaft | Pola, Adriatic | | 9 × 6 Y |
| 19035 | — | 170 | | 1896 | Gebr. Bunt, Lauenburg | Rudolph Wanner | Lauenburg | | |
| 19036 | Esperza | 200 | Lab | 1907 | Palmer, Jarrow-on-Tyne | Sociedad Minera | Bilbao | | |
| 19037 | Essex | 200 | Lo | 1901 | J. T. Ebeling, Lowestoft | "Essex" Steam Fishing Co., Ltd., Lowestoft | Lowestoft | | 12 × 9 Y |
| 19038 | Energetic | 200 | | 1891 | C. S. Swaisland, Thames, Greenwich | Spencer's Ltd. | Grimsby | | 8 × 9 |
| 19039 | Estafette | 207 | | 1903 | Machlachlan, Thomson, Glasgow | French Government | Brest | | 11 × 8 |
| 19040 | Estelaraggo | 227 | | 1921 | Schiffw. Fulpmeo, Innsbruck | Fulpmeo Fischereigesellschaft, Innsbruck | Innsbruck | | Y * |
| 19041 | Estelberg | 200 | | 1916 | J. H. N., Waldsee, Hamburg | Fulpmeo Fischereigesellschaft, Innsbruck | Innsbruck | | Y * |
| 19042 | Estela | 160 | | 1919 | Astilleros Mugardos S.A., Santander | M. Zend-Zabala | Bilbao | | |
| 19043 | Estar | 210 | | 1899 | Lady, Wolverhampton, Hull | C. C. Johnson | Hull | | 11 × 9 |
| 19044 | Esther | 207 | | 1877 | W. A., Leith, Kirkcaldy, Fife | Esther Fishing Co., Ltd. | Kirkcaldy | | |
| 19045 | Esther Olinda | 126 | | 1919 | Sociedade Portuguesa de Pesca, Lisboa | Sociedade Portuguesa de Pesca, Lisboa | Lisboa | | |
| 19046 | Estoril | 112 | | 1919 | Cia. Union Fabril, Lisboa | Sociedade Portuguesa, Industria e Transportes, Lda. | Lisboa | | |

| Official No. | Name | Tonnage | Particulars of Class Retained | Built | Owners | Port of Registry | Engines |
|---|---|---|---|---|---|---|---|
| 0000 | Estoy | | | 1870 J. & K. Smit, Kinderdijk | Maatschappij Zeehaven | London | T.3Cy. 11½", 21½" x 24", 24" |
| 0001 | Estrada Palma | | | 1920 W. Cramp & Sons, Philadelphia | Florida East Coast Car Ferry Co. Inc. | New York | T.4Cy. 20", 32" x 24", 24" |
| 0002 | Estrella D'Alva | | Glass | 1909 Cook, Welton & Gemmell, Ltd. Beverley | Estrella D'Alva, Lda. Empresa de Pesca e Vap. (A. J. Mason, Mgr.) | Lisbon | T.3Cy. 19", 31½" x 27", 27" |
| 0003 | Estrella de Mar | | | 1914 Cochrane & Sons, Ltd. Selby | Estrella D'Alva, Lda. Empresa de Pesca e Vap. (A. J. Mason, Mgr.) | Lisbon | T.3Cy. 16½", 27" x 27", 27" |
| 0004 | Estrella de Norte | | | 1913 Cochrane & Sons, Ltd. Selby | Estrella D'Alva, Lda. Empresa de Pesca e Vapor (A. J. Mason, Mgr.) | Lisbon | T.3Cy. 17", 27" x 27", 27" |
| 0005 | Etal | | | 1933 J. Koster Hoogezand "Zuiderkroon" Groningen | Van Traals Wharf Co. Ltd. | London | Oil Engine |
| 0006 | Eta | | | 1906 J. Freriks & Co. A.G. Hengelo | Sobeck & Nickauer Karlsruhe, Mgr. | Stockholm | Oil Engine |
| 0007 | Etesia | | | 1900 Hall, Russell & Co. Ltd. Aberdeen | H. Sander | Dieppe | T.3Cy. 16½", 26" x 24", 24" |
| 0008 | Ethel | | | 1870 J. Payne Fareham, Hants. | South Wales Liverpool S.S. Co. Ltd. (E. Gilchrist & Co. Mgrs.) | Newport | 2Cy. 18", 30" |
| 0009 | Ethel Crawford | | +100A1 Alex | 1915 Smith & Sons (Marine), Ltd. Kelvinhaugh | Turkish Government (Ministry of Marine), Mgr. | Aberdeen | T.3Cy. 17", 27" x 24", 27" |
| 0010 | Ethel Irvin | | +100A1 Hal | 1909 Hall, Russell & Co. Ltd. Aberdeen | Alex. E. Irvin (T. T. Irvin, Mgr.) | Aberdeen | T.3Cy. 17", 27" x 24", 27" |
| 0011 | Ethelwyn A. McFadden | | | 1911 R. S. Wilson Cambridge, Quay Co. R.R. | S. Rickie | Preston | Oil Engine |
| 0012 | Etna | | | 1917 A. de Jong Vlissingen | N. J. Jansen | Stavoren | Oil Engine |
| 0013 | Etoile | | | 1908 Nylands Verkstad Oslo | Tore Wedinge & Co. A.S. | Durban | T.3Cy. 11½", 19½" x 18", 27" |
| 0014 | Etoile de l'Est | | +100A1 Bor | 1916 Jos. T. Eltringham & Co. Ltd. Wallsend-on-Tyne | Ruel et Salaün (L. J. Beunlech, Mgr.) | Boulogne | T.3Cy. 19½", 29" x 30", 27" |
| 0015 | Etoile du Nord | | | 1917 Cassellas Port Glasgow | Ruel et Salaün (L. J. Beunlech, Mgr.) | Boulogne | T.3Cy. 19½", 31½" x 30½", 24" |
| 0016 | Etna | | Lem | 1897 Mackie & Thomson Glasgow | J. Barne | Greenock | T.3Cy. 17", 27" x 26", 26" |
| 0017 | Etruscan | | | 1913 Cook, Welton & Gemmell, Ltd. Beverley | Hull Steamship Co. Grimsby Ltd. | Grimsby | T.3Cy. 17", 27" x 24", 24" |
| 0018 | Euclase | | +100A1 Hal | 1921 Cook, Welton & Gemmell, Ltd. Beverley | Kingswood Trawling Co. Ltd. | Hull | T.3Cy. 17½", 27½" x 25½", 24" |
| 0019 | Eudoria | | | 1891 Cook, Welton & Gemmell, Ltd. Beverley | Consolidated Fisheries, Ltd. (Kingston Trawl. Marines, Ltd., Mgr.) | Grimsby | T.3Cy. 16½", 27" x 26", 27" |

| Numéro officiel | Nom du Navire | Tonnage | Détails de la Chaudière | Constructeur | Propulseur | Machines | Port | Classe |
|---|---|---|---|---|---|---|---|---|
| 1926 | Eugene F. Moran | 170 | | 1915 Nord-West | | | New York | |
| 1926 | Eugene Peters | 140 | | 1911 Frey & Co. | | | | |
| 1929 | Eugenia | 172 | | 1909 | | | | |
| 1930 | Eule | 132 | | 1906 M. [illegible] | | | | G * |
| 1927 | Eupheny | 133 | 10 cyl | 1907 Mackie & | | | | 14 + 7 |
| 1927 | Eureka | 153 | | 1906 C. H. [illegible] | | | | |
| 1923 | — | 172 | Qlr 1 | 1912 W. Hamil- | | | | 13 + 1 |
| 1924 | Euts | 95 | | 1910 Gourlay | | | | 13 + 3 |
| 1925 | Europe | 153 | | 1917 N.V. Noord | | | | V * |
| 1926 | — | 114 | | 1918 Schiffer, v. | | | | V * |
| 1927 | — | 157 | | 1918 Jansen & | | | | |
| 1928 | Europe | 172 | | 1909 Jenkins & | | | | V * |
| 1929 | Eurus | 130 | | 1909 Cochrane & | | | | 13 + 6 V |
| 1930 | Euskal-Erria | 1193 | | 1917 Sociedad Pesquera | | | | V * |
| 1931 | Euthania | 362 | | 1919 Clark, Wed- | | | | 12 + 10 |
| 1932 | Eva | 227 | 100A1 Hull | 1919 Aitken & | | | | 12 + 6 / 14 + 7 |
| 1933 | — | 224 | | 1920 D. W. Kro- | | | | |
| 1934 | — | 189 | Alnor | 1920 Edwards | | | | 11 + 10 |
| 1935 | — | 147 | | 1916 Ch. Leffler's | | | | |
| 1936 | Eva U. Golp | 183 | | 1921 Neuhaus | | | | |
| 1937 | Eva Wales | 250 | 100A1 Abo | 1913 Goodall H. | | | | 13 + 6 |
| 1938 | Evelana | 206 | 100A1 Bon | 1922 J. Ander- | | | | 13 + 6 |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Classification | Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|
| 09000 | **Evangelistria** | | | 1930 M.Hartman | S.Rossia | Piraeus | | |
| 09001 | **Evarista** | 119 | Tyn | 1934 Mackie & Thomson | Smith&Son | Bilbao | | E - G |
| 09002 | **Evelin** | 138 | Ilm | 1903 N.Hook | S.Toledo | Spanish | | |
| 09003 | **Evelina** | 202 | | 1919 Rennie | Rutherford&Sons | S.Shields | | |
| 09004 | **Evelina** | 207 | | 1912 G.Seebeck A.G. | E.T.Kaiserin | Teneriffe | | G |
| 09004 | **Evelina Rutten** | 193 | +100A1 Alm | 1919 Hall, Russell&Co.Ltd. | R.R.Rutten | Aberdeen | | 12 - 7 |
| 09005 | **Evelyn** | 235 | | 1906 Gaudet&B. | Sparrow&Fuller | Stornoway | | 12 - 6 |
| 09006 | **Evelyn** | 116 | | 1930 Marquis | J.Rowan | Bergen | | |
| 09007 | **Evelyn B.** | 237 | | 1918 N.V.v.d. | J.J.Rooing | Zierikzee | | C |
| 09008 | **Everest** | 188 | | 1907 Mackie | R.Allsop | Aberdeen | | 11 - 7 |
| 09009 | **Evergreen** | 182 | Hal | 1908 Mackie | | Hull | | 11 - 6 |
| 09100 | **Everoand** | 134 | | 1920 G.Seebeck A.G. | Cuxwerner | Bremerhaven | | G |
| 09101 | **Everton** | 239 | | 1918 Cochrane | Sullivan,Fielding | Belfast | | 12 - 2 |
| 09102 | **Evesham** | 239 | | 1915 Cochrane | Sullivan,Fielding | Belfast | | 12 - 2 |
| 09103 | **Evora** | 274 | | 1903 Frl.Krupp | Companhia dos | Lisbon | | 9 - 10 |
| 09104 | **Evretas** | 274 | | 1871 Day,Summers | Miss Kennard | Plymouth | | |
| 09105 | **Ewald** | 209 | | 1913 Smith's | Stavanger | Stavanger | | 12 - 6 |
| 09106 | **Excel** | 103 | + Lim | 1907 J.Dobbie, | Kirkwalls,Ltd. | Lowestoft | | 9 - 6 |
| 09107 | **Excellent** | 336 | +100A1 Bos | 1919 Cochrane | F.Aspas | Santander | | 12 - 6 |
| 09108 | **Excelsior** | 144 | | 1937 J.Kooiker | Stadvik&Landsm | Groningen | | Y |
| 09109 | — | 112 | | 1884 W.Cross | Walworth | Liverpool | | |
| 09110 | — | 121 | | 1917 A.Frank | J.J.Adkin | Groningen | | |

| Numéro officiel | Nom du Navire | Signal | Tonnage | Détails de la Classe | Classe | Chantier | Architecte | Machines | Port | Propriétaires | Remarques |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 09111 | Excelsior | | 115 | | | | | | | | |
| 09112 | Exeter | | 165 | ✠100A1 M.C. | | 1907 Mackie & Thomson Glasgow | J. B. Gough | | | | |
| 09113 | Exmouth | | 236 | ✠100A1 F.V. | | | | | | | |
| 09114 | Expansion | | 175 | | | 1904 W. A. Fleck | Gibbs McRobb | | | | |
| 09115 | Expert | | 186 | | | 1906 Mackie & Thomson Glasgow | Expertise | | | | |
| 09116 | — | | 130 | | | 1907 Hall, Russell & Co. Ltd. Aberdeen | Lord, Highfield Fishing | | | | |
| 09117 | Expertless I. | | 127 | | | 1909 G. A. Schrader Kostenbrock | S.S. "Expertless" | | | | |
| 09118 | Expertless II | | 118 | | | 1911 A.V.L. Gen. "Eugene" Bremen | Sovereign | | | | |
| 09119 | Expertless III | | 118 | | | 1911 A.V.L. Gen. "Eugene" Bremen | Sovereign | | | | |
| 09120 | Express | | 203 | Fault 3.15 | | 1904 W. H. Thompson & Co. Ltd. Hartlepool | Sur. Mot. gear on Fisheries | | | | |
| 09121 | — | | 220 | | | 1910 | Helmholtzgt. S.S. | | | | |
| 09122 | — | | 130 | | | 1907 J. Kaiser Bremerhaven | Wm. H. Müller & Co. N.Y. | | | | |
| 09123 | — | | 120 | | | 1894 L. Hamerk Ste. Chapelle | Ste. Française de Bat. à Vapeur de Gr. Apel | | | | |
| 09124 | — | | 118 | | | 1908 Johannsen & Co. Sunly | Fr. Flensburg, Gemeinsch. Seefischerei Genossenschaft | | | | |
| 09125 | Extremadura | | 195 | | | 1900 Cotsday Bros. & Co. Grimsby | Cia. Española de Trans. Portugaise | | | | |
| 09126 | Eyakao | | 225 | ✠100A1 Steam | | 1914 Cook, Welton & Gemmell Ltd. Berwick | H. Cecil Schenck Sons Ltd. | | | | |
| 09127 | Eylan | | 206 | | | 1911 Bonsch Bremerhaven | Transportbeverij Ely | | | | |
| 09128 | Eystein Orre | | 122 | | | 1907 Kjellstadli Karlsen, Bergen | Sverdrup | | | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to the being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only satisfies as to efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| Official No. / Code Letters | Steamer's Name, Nationality, Rig, &c. (Late Name if any) / Special Passage, No. of Decks, &c. | Tonnage | Particulars of Class Status. Character. | Where Built | By Whom Built | Owners | Length | Breadth | Depth | Flag | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09132 F. | Steel Screw Tug (Tug) | 43 | ✠ Rve | 1916 | Ferguson Bros. (Port Glasgow) Ld. Port Glasgow | London, Midlands & Scottish Ry. | 65·0 | 20·0 | 12·6 | Liverpool British | T.3Cy. 14", 20", 40" - 27" L.P. | 12 + 6 |
| 09133 F. A. Dealy | Steel Screw (Tug) | 22 | | 1904 | Lindstrom S.B. Co. Aberdeen, Wash. | Marine Rev. Co. | 104·0 | 20·0 | 10·7 | U.S. Pennsylvania Oil, Gas & Power W.M. | 1.3Cy. 12", 18", 28" | |
| 09134 F. Dupre | Steel Screw (Tug) | 18 | | 1904 | Simonson & Winchester Iron Ld. Suva, Fiji | J. F. Fairweather, Ld. | 75·0 | 20·1 | 9·7 | Gt. Britain British | 1.3Cy. 14", 20", 34" | |
| 09135 F. H. Assos | Steel Screw (Oil Eng.) (Tug) | 112 | | 1912 | Allison Pulp & Paper Co. Ld. Twin Falls, Ont. | Allison Pulp & Paper Co. Ld. | 75·0 | 20·7 | 9·7 | Montreal British | 1.3Cy. 11½", 18", 30" | 11 + 5 |
| 09136 F. H. Beckwith | Steel Screw (Fishing) (Tug) | 195 | | 1904 | Pennsylvania Ship. Md. | U.S. Govt. | 130·7 | 22·0 | 9·3 | Washington U.S. Civil Engineer | | |
| 09137 F. H. Chappell | Steel Screw (Tug) | 213 | | 1919 | C. Hilliman S.B. & E. Co. Philadelphia | American Dredging Co. | 129·0 | 25·2 | 13·4 | Philadelphia U.S. Army | 1.3Cy. 16", 26", 40" - 28" | |
| 09138 F. I. | Steel Screw (Tug) | 150 | | 1902 | Pengrand Hok. Yard Pengrand | Pelindo, Java | 95·2 | 19·7 | 8·6 | Dutch Netherlands | 1.3Cy. 14", 19½", 14½" | |
| 09139 F. Maciesegts | Steel Screw (Oil Eng.) (Tug) | 232 | | 1919 | Cuba Dock de Cienfuegos S.A. Talleres | Junta de Obras del Puerto de Habana | 102·1 | 25·5 | 11·7 | Habana Spanish | 1.3Cy. 9½", 16½", 41½" | |
| 09140 F. T. Everard | Steel Screw (Tug) | 133 | ✠ 100A1 Yar | 1929 | Fellowes & Co. Ld. Gt. Yarmouth | F. T. Everard & Sons, Ld. | 82·0 | 21·6 | 11·6 | London British | 1.3Cy. 18", 27", 48" - 37" L.P. | 11 + 9 |
| 09141 F. W. Grant | Steel Screw (Tug) | 111 | | 1914 | Midland D.D. Co. Ld. Midland, Ont. | Canadian Dredging Co. Ld. | 75·2 | 18·0 | 9·2 | Midland Ontario | 1.3Cy. 15", 25", 38" | |
| 09142 Fabia | Steel Screw (Oil Eng.) (Fishing) (Tug) | 196 | | 1920 | F. L. Rice Boothbay Harbor, Me. | J. Gladden Portsmouth | 121·6 | 22·0 | 13·4 | Gloucester Mass. U.S. Bureau | 1.3Cy. 16", 27", 42" | |
| 09143 — | Steel Screw (Tug) | 151 | ✠ 100A - Lon | 1919 | Edwards & Co. Ld. Millwall | William Watkins, Ld. (J. A. Watkins, Mgr.) | 85·0 | 19·9 | 10·0 | London British | 1.3Cy. 15", 25", 38" | 11 + 9 |
| 09144 Fabrizia B. | Steel Screw (Oil Eng.) (Tug) (Not Sailing Ship Register) | 100 | | 1922 | Corp. Fin. Mondial d'Antre Cale (ex Tonnaghi) | Stock Exchange | 79·7 | 21·0 | 8·7 | Tonnaghi Italian | 1.3Cy. 7", 9½" | |
| 09145 Fade | Steel Screw (Tug) | 200 | ✠ 100A1 Lis | 1912 | Cochrane Ltd. (Phone Bailey) | Rio Portuense de Obras de Saneamento, Ltda. (W. C. Martins, Mgr.) | 102·5 | 23·0 | 12·0 | Uruguay Montevideo | 1.3Cy. 19", 27", 48" - 34" L.P. | 12 + 8 |
| 09146 Fagerstrand I. | Steel Screw (Tug) | 200 | | 1922 | Kleinwinde A/B Stockholm Gothenburg | A/B Stockholm Ångspårbåtsbolag | 102·1 | 22·1 | 8·9 | Sweden Norwegian | 1.3Cy. 16½", 11½", 20½" - 16" | |
| 09147 Failte | Steel Screw (Tug) | 504 | | 1901 | J. Samuel Sons Liverpool | S. Palmer | 135·0 | 27·1 | 11·0 | Cork British | 1.3Cy. 19", 30", 51" - 30" | 11 + 6 |
| 09148 Fair City | Steel Screw (Tug) | 121 | ✠ 100A1 Dun | 1904 | Dundee Shipbuilders Co. Ld. Dundee | Dundee Parish Lighting Co. Ld. | 90·0 | 20·0 | 8·0 | Dundee British | 1.3Cy. 16", 26", 42" | 8 + 10 |
| 09149 Fair Isle | Steel Screw (Trawler) (Tug) | 182 | | 1908 | Hall, Russell & Co. Ld. Aberdeen | A. S. Crockett | 112·6 | 22·1 | 12·0 | Aberdeen British | 1.3Cy. 15½", 26", 40" - 27" | 12 + 6 |
| 09150 Fair Maids | Steel Screw (Tug) | 172 | A- P93 | 1912 | Smith's Dock Co. Ld. Middlesbro' | Premier Whaling Co. Ld. (A. E. Lorenz, Mgr.) | 110·7 | 20·6 | 12·0 | Durban Natal | 1.3Cy. 16", 26", 40" - 28" L.P. | 12 + 7 |
| 09151 Fair Maid | Steel Screw (Tug) | 171 | | 1905 | M'Knight & Co. Ayr | Grangemouth & Forth Towing Co. Ld. | 100·0 | 20·0 | 7·1 | Grangemouth British | 1.3Cy. 17", 28", 46" | |
| 09152 Fair View | Steel Screw (Trawler) (Tug) | 187 | | 1909 | A. Hall & Co. Ld. Aberdeen | Ld. Dundee Steam Fishing Co. (J. Lyon) | 112·6 | 22·0 | 11·9 | Grimsby British | 1.3Cy. 19½", 30", 48" - 32" | 12 + 6 |

| Numéro d'Ordre / Numéro Officiel / Signaux | Nom du Navire, Numéro, Port d'Attache, Pavillon, Distinctifs, Signaux | Tonnage | Détails de la Classification | Constructeurs | Machines | |
|---|---|---|---|---|---|---|
| 10106 | Fairplay V. | 102 | | 1901 H. C. Stülcken Sohn, Hamburg | Triple-exp. | |
| 10111 | Fairplay X. | 108 | | 1911 Neue Werft, Hamburg | Triple-exp. | |
| 10112 | Fairplay XIV. | 91 | | 1921 Neue Werft, Hamburg | Triple-exp. | |
| 10113 | Fairplay XV. | 120 | | 1922 Neue Werft, Hamburg | Triple-exp. | |
| 10104 | Fairplay XVII. | 100 | | 1909 Schiffbau-Ges. Unterweser, Bremerhaven | Triple-exp. | G |
| 10115 | Fairway | 315 | ✠100A1 Glas | 1914 Cochrane & Sons, Selby | Triple-exp. | |
| 10116 | Fairy | 300 | ✠100A1 Nav | 1902 J. Fullerton & Co., Paisley | Triple-exp. | |
| 10117 | Faithful Friend | 112 | | 1913 J. Chambers, Leverstock | Triple-exp. | |
| 10118 | Faithful Star | 103 | | 1927 Cochrane & Sons, Selby | Triple-exp. | |
| 10119 | Falcon | 136 | ✠ Lib | 1884 S. & H. Morrison, Aberdeen | Triple-exp. | |
| 10120 | — | 126 | | 1892 G. Hennig & Co., London | Triple-exp. | |
| 10121 | — | 104 | | 1886 Alex. Hay & Sons, Leith | Triple-exp. | |
| 10122 | Falls | 212 | | 1919 W. Rodger, Glasgow | Triple-exp. | |
| 10123 | Falko | 102 | | 1906 H. van der Kolk, Kinderdijk | Triple-exp. | G |
| 10124 | Falken | 243 | | 1911 Fr. Lürssen, Vegesack | Triple-exp. | V |
| 10125 | — | 229 | | 1906 Schiffbau-Ges. Unterweser, Bremerhaven | Triple-exp. | G |
| 10126 | — | 102 | | 1905 Earle's S. & E. Co., Hull | Triple-exp. | |
| 10127 | Falmouth | 180 | ✠100A1 Lloyd | 1897 Mackie & Thomson, Glasgow | Triple-exp. | |
| 10128 | Falstaff | 120 | | 1912 F. M. Simpson, Southampton | Triple-exp. | |
| 10129 | Fame | 413 | | 1919 Swan, Hunter & Wigham Richardson, Wallsend-on-Tyne | Triple-exp. | R |
| 10170 | — | 230 | | 1917 T. D. Marshall, Sheffield | Triple-exp. | |
| 10171 | Fane | 310 | | 1920 Smith's Dock Co., Middlesbrough | Triple-exp. | G |

| Official No. | Name | Port | Tons | Classification | Where Built | Owners | Engines | Year |
|---|---|---|---|---|---|---|---|---|
| 150172 | Fanget | Westfjord | 145 | | | | | |
| 150173 | Fangstmand | Westfjord | 151 | | | | | |
| 150174 | Fakies | Westfjord | 151 | | | | | |
| 150175 | Fanny | Westfjord | 172 | | | | | |
| 150176 | Fabi | Westfjord | 142 | | | | | |
| 150177 | — | Westfjord | 139 | | | | | |
| 150178 | Fantastica | Westfjord | 254 | | | | | |
| 150179 | Faraday | Westfjord | 322 | ✠100A1 Hul | | | | |
| 150180 | Faringno | Westfjord | 130 | | | | | |
| 150181 | Farjan I. | Westfjord | 325 | | | | | |
| 150182 | Farjan II | Westfjord | 112 | | | | | |
| 150183 | Farmanden I. | Westfjord | 171 | | | | | |
| 150184 | Farmen | Westfjord | 227 | | | | | |
| 150185 | Fari | Westfjord | 161 | | | | | |
| 150186 | Faustt | Westfjord | 160 | | | | | |
| 150187 | Father O'Flynn | Westfjord | 222 | ✠ Hull | | | | |
| 150188 | Faultless | Westfjord | 120 | | | | | |
| 150189 | Faust | Westfjord | 192 | | | | | |
| 150190 | Faustina | Westfjord | 156 | | | | | |
| 150191 | Favorita | Westfjord | 214 | ✠100A1 | | | | |
| 150192 | Favorita Concepcion Ia | Westfjord | 122 | | | | | |
| 150193 | Favorita | Westfjord | 300 | | | | | |
| 150194 | Fawn | Westfjord | 162 | | | | | |

| Numéro officiel | Noms du Navire, Numéro, Indicatif, Port d'attache | Tonnage | Détails de la Classe | Construit | Armateurs | Dimensions | Machines | Feux | Machines | Chaudières |
|---|---|---|---|---|---|---|---|---|---|---|
| 1909 | Fearless | 187 | | 1888 Cochrane & Sons Woolwich | Shipowners & Merchants Trading Co. Ltd. | 89'0.2/22'7.1/11'9.0 | 1 C. 2 Cyl. | Firemen | 1 C. 2 Cyl. 10" 20" x 18" 24" | 1 S.E. |
| 1910 | — | 126 | | 1890 P. Cullen Newcastle | Williams & Co. Ltd. | 112'0.2/20'0.1/9'0.0 | 1 C. | Boatman | 1 C. 2 Cyl. 14" x 21" 28" | 1 S.E. |
| 1911 | Fearless | 122 | | 1911 J. Duthie Torry | J. F. Leech | 64'0.1/18'0.1/9'0.0 | 1 C. | Lewis Smith | 1 C. 2 Cyl. 10" 20" x 18" 24" | 1 S.E. |
| 1912 | Federal No. 1 | 176 | | 1919 North-west Eng. Works Green Bay, Wis. | Michigan Fishing & Transpo. Co. | 85'0.2/24'7.1/12'2.0 | New York | Fall Engine | 1 C. 2 Cyl. 14" x 24" 36" | 1 S.E. |
| 1913 | Federal No. 2 | 176 | | 1919 North-west Eng. Works Green Bay, Wis. | Michigan Fishing & Transpo. Co. | 85'0.2/24'7.1/12'2.0 | New York | Fall Engine | 1 C. 2 Cyl. 14" x 24" 36" | 1 S.E. |
| 1914 | Federico | 210 | Lloyd's | 1900 J. Meyer Leer | S.S. Ad | 117'0.2/22'9.0/8'0.0 | Fraser | Hughes | 1 C. 2 Cyl. | 2 - S |
| 1915 | Felmara | 313 | | 1896 Schiffbau-Ges. Flensburg | Felmara Lines Hans Wm. Ty. | 114'0.2/22'2.1/10'9.0 | Hong Kong | Chinese | 1 C. 2 Cyl. 14" x 27" 30" | 4 |
| 1916 | Fei Ling | 234 | | 1930 Kiangnan Dock & Eng. Co. Shanghai | Dock & Eng. Co. | 99'0.2/22'0.1/12'0.0 | Chinese | Kiangnan Dk. & Eng. Co. | 1 C. 2 Cyl. 18" x 30" 48" | |
| 1917 | Felsteig | 141 | | 1896 Grenner Falkan Tvigstock | A. S. Jarlsberg | 100'0.2/21'2.0/9'0.0 | Christiania | Grenner Falkan, Tvigstock | 1 C. 2 Cyl. 16" x 24" 32" | G |
| 1918 | Felinia | 196 | | 1923 Ferri Mech. Shops Ltd. Port Glas | Sun Shipping Ltd. | 84'0.2/21'0.1/11'1.0 | Kilmarnock | Ferri Mech. Shops Ltd. | 1 C. 2 Cyl. 16" x 26" 26" | |
| 1919 | Felita | 170 | | 1914 A. Jolidaß Wilhelm-Lü. Hamburg | J. Swanson & Sons Ltd. | 99'1.2/21'1.0/9'0.0 | Glasgow | Hughes 30.11.14. | 1 C. 2 Cyl. 16" x 24" 36" | |
| 1920 | Felix Cirica | 142 | | 1930 Cochrane & Cooper Jersey | Agustin Cirica | 89'0.2/20'0.1/11'0.0 | Schwitzer Spanish | Hughes | 1 C. 2 Cyl. 17" x 27" 40" | 1 - S |
| 1921 | Felix Dzerjinsky | 312 | | 1927 J. Swiderski Lodz, Poland Wismar | Sovgoryblovo | 140'0.2/23'0.1/12'0.0 | Leningrad Russian | Swiderski, Lodz, Poland | 1 C. 2 Cyl. 20" x 32" | |
| 1922 | Felix Faure | 210 | | 1930 R. de la Brosse & Fouché Nantes | Cie. Européenne de Nav. | 100'0.2/22'0.1/9'0.0 | Rouen French | R. de la Brosse & Fouché, Nantes | 1 C. 2 Cyl. 16" x 24" 40" | V |
| 1923 | Felguérik | 67 | 100 A1 Lloyd's | | | | | | | 2 - S |
| 1924 | Femara | 227 | | 1920 Frederiksværk Mek. Verksted A/S Frederiksund | A/S Det Ø. Asiatiske Kompagni | 116'0.2/22'0.1/12'0.0 | Copenhagen Danish | Frederiksværk Mek. Verksted A/S | 1 C. 2 Cyl. 14" 20" x 21" 30" | N |
| 1925 | Fenerlagre | 285 | | 1894 Gourlay Bros. & Co. Dundee | Turkish Eastern Steamship Co. | 180'0.2/22'7.1/9'0.0 | Dundee Scottish | Gourlay Bros. & Co. Dundee | 1 C. 2 Cyl. 20" x 42" 40" | |
| 1926 | Fenna | 127 | | 1910 Nysted Skibsværft Schiffswerft Nysted | J. Mø[illegible] | 98'7.2/20'6.1/7'0.0 | Copenhagen Danish | Hughes | 1 C. 2 Cyl. 20" x 32" 32" | V |
| 1927 | Fenrir | 749 | | 1894 Burmeister & Wain Copenhagen | Det Sydøstasiatiske Selskab | 180'0.2/30'0.1/12'0.0 | Copenhagen Danish | Burmeister & Wain, Copen. | 1 C. 2 Cyl. 30" x 48" 60" | |
| 1928 | Fentonian | 226 | | 1913 Cochrane & Sons Ltd. Selby | Nat. Bulkamark Ltd. Lon. Grimsby, Ltd. | 120'0.2/21'0.1/12'0.0 | Germany British | Cochrane & Sons Ltd. Selby | 1 C. 2 Cyl. 17" 27" x 24" 24" | 2 - S |
| 1929 | Fenton Little | 222 | Lloyd's | 1900 Vickers, Sons & Maxim Ltd. Barrow | Barrow Hol | 122'0.2/22'0.1/9'0.0 | Vickers Sons & Maxim | Vickers Sons & Maxim Ltd. Barrow | 1 C. 2 Cyl. 21" 36" x 36" 48" | 2 - S |
| 1930 | Fenton | 730 | | 1894 Schiffbau-Ges. Flensburg | Fen Steamship Co. Ltd. Hamburg | 130'0.2/23'1.0/9'0.0 | Flensburg German | Schiffbau-Ges. Flensburg | 1 C. 2 Cyl. 24" x 40" 40" | 4 |

| Official No. | Steamer's Name, Nationality, Rig, &c. | Special Surveys | No. of Decks, &c. | Tonnage | Particulars of Class Assigned | Where Built | Owners | Length | Breadth | Depth | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 09217 | Ferdinand | | | | | 1907 | | | | | | | |
| 09218 | Ferdinand Siedermeyer | | | | | 1923 | | | | | | | |
| 09219 | Fern Den | | | | | 1916 | | | | | | | |
| 09220 | Fernand Hardyne | | | | 100A | 1922 | | | | | | | |
| 09221 | Fernando | | | | | 1911 | | | | | | | |
| 09222 | Fernando | | | | Ctbs | 1908 | | | | | | | |
| 09223 | Fernando do C. | | | | | 1910 | | | | | | | |
| 09224 | Fernbank | | | | | 1907 | | | | | | | |
| 09225 | Fernside | | | | 100A1 | 1921 | | | | | | | |
| 09226 | Ferrie | | | | 100A1 | 1922 | | | | | | | |
| 09227 | Ferrovrie | | | | | 1922 | | | | | | | |
| 09228 | Ferrodanka | | | | | 1905 | | | | | | | |
| 09229 | Ferrum | | | | 100A1 | 1900 | | | | | | | |
| 09230 | Feyyaz | | | | | 1891 | | | | | | | |
| 09231 | Fenuta | | | | 100A1 | 1914 | | | | | | | |
| 09232 | Fiamma dell'Etna | | | | | 1911 | | | | | | | |
| 09233 | Fiat | | | | 100A1 | 1916 | | | | | | | |
| 09234 | Fidelia | | | | 100A1 | 1891 | | | | | | | |
| 09235 | Fidenia | | | | | 1929 | | | | | | | |
| 09236 | Fidus II. | | | | | 1906 | | | | | | | |
| 09237 | Fife Ness | | | | | 1919 | | | | | | | |

| Nom de Navire | Classe | Propriétaire | Pays | Chantier | Année | Tonnage | Dimensions | Machines | Propulseur | Observations |
|---|---|---|---|---|---|---|---|---|---|---|
| Fidanila | ✠100A1 | | | | | | | | | |
| Fighting Cock | | | | | | | | | | |
| Filey | | | | | | | | | | |
| Filey Queen | 100A1 | | | | | | | | | |
| Filya | | | | | | | | | | |
| Fina | | | | | | | | | | |
| Fink | | | | | | | | | | |
| Finkenwerder | | | | | | | | | | |
| Finland | | | | | | | | | | |
| Fire Queen | ✠100A | | | | | | | | | |
| Firefly | | | | | | | | | | |
| Firers | | | | | | | | | | |
| Fischereidirektor Lübbert | | | | | | | | | | |
| Fish Hawk | | | | | | | | | | |
| Fisher | | | | | | | | | | |
| Fisk | | | | | | | | | | |
| Fissaa | | | | | | | | | | |
| Fisterjord | | | | | | | | | | |
| Fitzroy | ✠100A1 | | | | | | | | | |
| Fjara | | | | | | | | | | |
| Fjalir | | | | | | | | | | |
| Fjellstad | | | | | | | | | | |

| No. in Book | Steamer's Name, Measurements, Rig, &c. | Particulars of Classed Routine | Built | Owners | Engines | Remarks |
|---|---|---|---|---|---|---|
| 00200 | Fjelsir | 100A Rib | | | | |
| 00201 | Fjord | | | | | C * |
| 00202 | Fladen | | | | | V |
| 00203 | Fladesgrund | | | | | G * |
| 00204 | Flamant | | | | | V |
| 00205 | Flamborough | 100A1 Hal | | | | |
| 00206 | Flamingo | Low | | | | |
| 00207 | | | | | | |
| 00208 | Flamme | | | | | V |
| 00209 | Flandre | 100A1 Gow | | | | |
| 00210 | Flandria | | | | | |
| 00211 | Flavia | 100A1 Lwt | | | | |
| 00212 | Fleck | Lwt | | | | |
| 00213 | Fleetway | | | | | |
| 00214 | Fleetwing | | | | | |
| 00215 | Fleetwood | | | | | |
| 00216 | Fleming | 100A1 Hal | | | | |
| 00217 | Flemsey | | | | | |
| 00218 | Flensburg | | | | | G * |
| 00219 | Fleurdelis | 100A1 Hfx | | | | |
| 00220 | Fleurita | | | | | |

| Numéro d'Ordre | Noms du Navire | Signaux | Tonnage | Classe de la Société Bureau Veritas | Construit | Propriétaires | Machines | Port d'Attache | Dimensions | Observations |
|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | Fleve | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Fleve I. | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Fleve III. | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Fleve IV. | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Flint Castle | [illegible] | [illegible] | + 100 A1 Tug | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Flintsman | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Flip | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Flis | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | V * |
| [illegible] | Floandi | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | V |
| [illegible] | Floating Crane No. 2 | [illegible] | [illegible] | + A1 PS | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Flora | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | — | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | — | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | I * |
| [illegible] | Floraua | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Floraua | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | — | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | V * |
| [illegible] | Floraua Brierley | [illegible] | [illegible] | + 100 A1 Fit | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Floraua Gocks | [illegible] | [illegible] | + 100 A1 Tug | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Floraua Dunley | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Floraua | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Floretta | [illegible] | [illegible] | + 100 A1 Lor | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |

| Official No. / Date Letters | Steamer's Name, Nationality, Rig, &c. / Late Name if any / Special Service, No. of Decks, &c. | Tonnage | Particulars of Class Section: Character | Built: When | Built: By Whom / Where | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|---|
| 03302 | Florida | 154 | | 1902 | Hepple & Co. Ltd. | | | | |
| 03303 | Floris | 306 | ✠100A1 | 1910 | Cockerill | | | | |
| 03304 | Flossbilde | 127 | | 1909 | J. Frerichs & Co. | | | | |
| 03305 | Flow | 292 | | 1922 | Bath Iron Works Corp. | | | | |
| 03306 | Fluth | 139 | | 1911 | Tempest Tolhus | | | | |
| 03307 | Flying Brown | 187 | ✠100A1 | 1915 | J.T. Eltring | | | | |
| 03308 | Flying Buzzard | 202 | | 1912 | Ferguson Bros. | | | | |
| 03309 | Flying Condor | 202 | | 1914 | Ferguson Bros. | | | | |
| 03310 | Flying Cormorant | 202 | | 1908 | Ferguson Bros. | | | | |
| 03311 | Flying Dutchman | 183 | | 1892 | J.P. Rennie | | | | |
| 03312 | Flying Eagle | 202 | | 1908 | Rowe, McLachlan & Co. Ltd. | | | | |
| 03313 | Flying Fish | 183 | | 1882 | J.T. Eltring | | | | |
| 03314 | Flying Foam | 217 | | 1917 | Ferguson Bros. | | | | |
| 03315 | Flying Foulmi | 700 | ✠100A1 | 1915 | J.T. Eltring | | | | |
| 03316 | Flying Kite | 202 | | 1922 | Rowe, McLachlan & Co. Ltd. | | | | |
| 03317 | Flying Scotsman | 177 | | 1896 | J.P. Rennie | | | | |
| 03318 | Flying Serpent | 195 | | 1911 | Ferguson Bros. | | | | |
| 03319 | Flying Spray | 217 | | 1917 | Ferguson Bros. | | | | |
| 03320 | Flying Sprite | 145 | | 1883 | J.T. Eltring | | | | |
| 03321 | Flying Swallow | 183 | | 1903 | Ferguson Bros. | | | | |
| 03322 | Flying Wing | 206 | | 1915 | Cook, Welton & Gemmell Ltd. | | | | |
| 03323 | Foam | 206 | | 1918 | Manitowoc S.B. Co. | | | | |
| 03324 | | | | | | | | | |

| Numéro Officiel | Noms des Navires, Numéros, Tonnages, etc. | Tonnage Net | Classe de la Société | Construction | Propulseur | Machines | Port d'Immatriculation | Machines | Dimensions |
|---|---|---|---|---|---|---|---|---|---|
| 01921 | Foamflower | 321 | +100A1 Hul | 1896 | | | | | |
| 01922 | Foca | 291 | | 1900 | | | | | |
| 01923 | — | 317 | + Hull | 1899 | | | | | |
| 01924 | Fohr Amrum | 213 | | 1908 | | | | | |
| 01925 | Fol | 122 | | 1912 | | | | | |
| 01926 | Folk | 250 | | 1905 | | | | | |
| 01927 | Folla | 203 | | 1909 | | | | | |
| 01928 | Fonix | 151 | | 1871 | | | | | |
| 01929 | Forenful | 280 | +100A1 Hull | 1920 | | | | | |
| 01930 | Forfham | 250 | | 1920 | | | | | |
| 01931 | Forelj | 317 | | 1919 | | | | | |
| 01932 | Forelle | 113 | | 1919 | | | | | |
| 01933 | Foremost | 244 | +100A1 Hull | 1920 | | | | | |
| 01934 | Foremost VI. | 500 | + Hull | 1922 | | | | | |
| 01935 | Foremost VII. | 500 | + Hull | 1922 | | | | | |
| 01936 | Foremost 17 | 963 | | 1911 | | | | | |
| 01937 | Foremost 18 | 963 | | 1911 | | | | | |
| 01938 | Foremost 20 | 793 | | 1914 | | | | | |
| 01939 | Foremost 27 | 872 | | 1925 | | | | | |
| 01940 | Foremost 63 | 327 | +100A1 Hull | 1920 | | | | | |
| 01941 | Foremost 64 | 324 | +100A1 Hull | 1920 | | | | | |
| 01942 | | | | | | | | | |

| Official No. | Steamer's Name, Where built, Reg. No. | Particulars of Class Society | Built | Owners | Tonnage | Port of Registry | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|
| 0[illegible] | Foremost 45 | 100 + 100A1 GM | 1929 A. Hall & Co. Ltd. Aberdeen | Great Western Railway | [illegible] | London | [illegible] | [illegible] |
| 0[illegible] | Foremost 52 | 100 + 100A1 | 1931 A. Hall & Co. Ltd. Aberdeen | [illegible] | [illegible] | Falmouth | [illegible] | [illegible] |
| 0[illegible] | Foremost Chief | 100 + 100A1 | 1929 A. Hall & Co. Ltd. Aberdeen | James Dredging, Towage & Transportation Ltd. | [illegible] | London | [illegible] | [illegible] |
| 0[illegible] | Foremost Prince | + 100A1 Gb | 1930 Blythswood S. B. Co. Ltd. Glasgow | James Dredging, Towage & Transportation Ltd. | [illegible] | London | [illegible] | [illegible] |
| 0[illegible] | Foremost Scot | 100 + 100A1 Abe | 1929 A. Hall & Co. Ltd. Aberdeen | James Dredging, Towage & Transportation Ltd. | [illegible] | London | [illegible] | [illegible] |
| 0[illegible] | Forlandet | | 1921 Bakarbiene | A/S Fangstkompaniet | [illegible] | [illegible] | [illegible] | |
| 0[illegible] | Faraly | 100 + 100A1 Lrv | 1945 J. Crank Co. Leith | Alexandra Towing Co. Ltd. | [illegible] | Liverpool | [illegible] | [illegible] |
| 0[illegible] | Formenters | | 1907 Barcelona | Cia. Valenciana de Remolcadores | [illegible] | Valencia | [illegible] | |
| 0[illegible] | Formosa | 100 + Dun | 1911 Dundee S. B. Co. Ltd. Dundee | Cia. Argentina de Rio Riachuelo, Buenos Aires | [illegible] | Buenos Aires | [illegible] | [illegible] |
| 0[illegible] | Formoby | | 1918 Holle | Jr. Knudsen | [illegible] | Rudkøbing | [illegible] | |
| 0[illegible] | Forsbaga | | 1907 Eriksberg Mek. Verk. Gothenburg | Forsbaga Rederi A/B | [illegible] | Karlstad | [illegible] | |
| 0[illegible] | Forshaw | | 1897 Lobnitz & Co. Ltd. Renfrew | Corporation of Preston | [illegible] | Preston | [illegible] | |
| 0[illegible] | Fort | | 1919 Kanaleboolaget Trygg | T. B. Jensen | [illegible] | Arendal | [illegible] | |
| 0[illegible] | Fort Albert | | 1906 A. Hall & Co. Ltd. Aberdeen | Stephen Fishing Co. Ltd. | [illegible] | Aberdeen | [illegible] | [illegible] |
| 0[illegible] | Fort-de-France | | 1899 Lobnitz & Co. Ltd. Renfrew | Government of Martinique | [illegible] | Fort de France | [illegible] | |
| 0[illegible] | Fort Dee | + 100A1 Abe | 1919 J. Lewis & Sons Ltd. Aberdeen | John Lewis & Sons Ltd. (Sir Andrew Lewis, Mgr.) | [illegible] | Aberdeen | [illegible] | [illegible] |
| 0[illegible] | Fort Edward | | 1908 A. Hall & Co. Ltd. Aberdeen | Rumo-Baxter Steam Fishing Co. Ltd. | [illegible] | Aberdeen | [illegible] | [illegible] |
| 0[illegible] | Fort Garry | | 1909 T. H. Ruthof Limited | Rudens Shipping Co. | [illegible] | Liverpool | [illegible] | |
| 0[illegible] | Fort James | | 1907 Hall, Russell & Co. Ltd. Aberdeen | Unitas Steam Fishing Co. Ltd. (J. D. Wilson, Mgr.) | [illegible] | Aberdeen | [illegible] | [illegible] |
| 0[illegible] | | | 1919 J. A. Weinzierl Hamburg | Rudens Shipping Co. | [illegible] | Hartlepool | [illegible] | |

| Nom du Navire | Détails de la Classe | Constructeur | Machines | Remarques |
|---|---|---|---|---|
| Fort McHenry | | | | |
| Fort Robert | ✠100A1 Alm | W. Simons | | |
| Fort Rosa | | | | |
| Fort Royal | ✠100A1 Alm | | | |
| Fort Sysa | ✠100A1 Alm | | | |
| Fort Wayne | | | | |
| Fort William | | | | |
| Fortalesa | | | | |
| Fortis | | | | |
| Fortitude | | | | |
| Fortress | 100A1 Alm | | | |
| Fortuna | | | | |
| — | P Ar | | | |
| — | | | | |
| — | | | | |
| — | | | | |
| — | | | | |
| — | | | | |
| Forward | | | | |

| Official No. / Code Letters | Steamer's Name, Nationality, Rig, &c. / Date Name of ship / Owner's Name, City of Trade, &c. | Tonnage | Particulars of Classification / Character | Where Built | Year Built | Builder | Owners | Length / Breadth / Depth | Port of Registry | Engines | Boilers | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | Forward II. | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Forward III. | [illegible] | ✠ 100A1 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Fosa | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | V |
| [illegible] | Foss | [illegible] | ✠ 100A1 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Fossa | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Fosagate | [illegible] | ✠ A1 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Fosgates | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | V |
| [illegible] | Fosla | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | V |
| [illegible] | Foundation Franklin | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | C |
| [illegible] | Foundation Jupiter | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Foundation Margaret | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | 4 de Octubre | [illegible] | ✠ | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Fundale | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Fusion | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Fragtenant 3 | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | N |
| [illegible] | Fram | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Fruma | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Frans Tiesar | [illegible] | ✠ 100A1 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Frases | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | — | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | V |
| [illegible] | — | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | — | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | V |
| [illegible] | Frasse Chirie | [illegible] | ✠ | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |

| Numéro d'Identité | Nom du Navire, Numéro officiel, Signal, Port d'attache, Propriétaire | Tonnage | Détails de la Classe | Construit | Ancrages, Machines, Propulseurs, Chaudières, Pression, Cylindres, Hélices, Vitesse, Propulsion, Puissance, Pavillon | Propulsion | Machines | Chaudières | Pavillon | Machines | Classe | Propulsion |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1940 | Francis Ann | 121 | | 1876 J. Cowlishaw | | | | | | | | |
| 1943 | Francis Punis | 170 | | 1928 W. J. Yarmouth | | | | | | | | |
| 1944 | Francesco A. | 120 | | 1930 | | | | | | | | I |
| 1945 | Francesco Rismonde | 222 | | 1921 Cant. Nav. | | | | | | | | I |
| 1946 | Francette | 172 | | 1924 Cook, Wel. | | | | | | | | V |
| 1947 | Francis Bailey | 110 | ✠100A1 Hbl | 1914 Hepworth Co. Ld. | | | | | | | | |
| 1948 | Francis Duncan | 172 | | 1920 Aiad. A.Ch. | | | | | | | | |
| 1949 | Francis Gilbertson | 270 | ✠100A1 Hbl | 1928 A. Hall & Co. Ld. | | | | | | | | |
| 1950 | Francis Samuelson | 142 | | 1924 Smith's | | | | | | | | |
| 1951 | Francis Storey | 406 | | 1917 Lloyd, T. & R. Co. Ld. | | | | | | | | |
| 1952 | Francisco Frost | 300 | | 1874 | | | | | | | | |
| 1953 | Francisco | 320 | ✠100A1 Hbl | 1913 Cochrane | | | | | | | | |
| 1954 | Francisco Sans | 267 | | W. Simons & Co. | | | | | | | | |
| 1955 | Franciscus Antonius | 130 | | 1901 Gebrüder | | | | | | | | |
| 1956 | Franco Tosi | 230 | | Stab. | | | | | | | | I |
| 1957 | François | 114 | | 1909 F. Cuyeau | | | | | | | | |
| 1958 | Frank | 112 | | 1917 N. J. v. d. | | | | | | | | |
| 1959 | Frank A. Parsi | 190 | | 1919 Maryland | | | | | | | | |
| 1960 | Frank Dixon | 120 | ✠ Hbl | 1920 Philadelphia | | | | | | | | |
| 1961 | Frank Prodgk, Jr. | 110 | | 1916 L. S. Figueiredo | | | | | | | | |
| 1962 | Frank L. Cenzalie | 120 | | 1871 J. Vaidesse | | | | | | | | |
| 1963 | Frank M. | 230 | ✠100A1 Hbl | 1919 J. Kinder | | | | | | | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Class Society | Built | Owners | Port of Registry | Engines | Dimensions |
|---|---|---|---|---|---|---|---|---|
| [illegible] | Frankfort | [illegible] | | 1913 Schiffs-Ges. Cuxhaven | [illegible] | Wesermünde | [illegible] | [illegible] |
| [illegible] | — | [illegible] | | 1921 Deutsche Werft G. Bremerhaven | "Rudow" [illegible] | Cuxhaven | [illegible] | [illegible] |
| [illegible] | — | [illegible] | | 1908 M. van der [illegible] | [illegible] | Emden | [illegible] | [illegible] |
| [illegible] | Franklin | [illegible] | | 1919 Fleming & Ferguson, Ltd. Paisley | [illegible] Minister of Transport | Ottawa | [illegible] | [illegible] |
| [illegible] | — | [illegible] | | 1877 [illegible] | J. B. Forsmann | Bergen | [illegible] | [illegible] |
| [illegible] | Frankepan | [illegible] | A1 | 1908 M. U. Mac[illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Franz Michael | [illegible] | | 1917 Bergenske M. V. A/S. Stavanger | [illegible] | Stavanger | [illegible] | [illegible] |
| [illegible] | Franz | [illegible] | | 1912 G. Seebeck A.G. Geestemünde | [illegible] | Wesermünde | [illegible] | [illegible] |
| [illegible] | Franziska | [illegible] | | 1909 G. J. van der Werff Hoogezand | [illegible] | Hamburg | [illegible] | [illegible] |
| [illegible] | — | [illegible] | | 1911 Gebr. [illegible] | Franz Wesser | Hamburg | [illegible] | [illegible] |
| [illegible] | — | [illegible] | | 1909 Gebr. [illegible] | [illegible] Schepers | Bremen | [illegible] | [illegible] |
| [illegible] | Franzoli | [illegible] | +100A1 | 1914 Cockerill [illegible] | [illegible] | Bermuda | [illegible] | [illegible] |
| [illegible] | Fratelli Chiesa | [illegible] | | 1908 G. Massaro [illegible] | Luigi Fil. Chiesa | Leghorn | [illegible] | [illegible] |
| [illegible] | Fratelli Neri | [illegible] | | 1910 Collingwood S. B. Co. Ltd. Collingwood | [illegible] | Leghorn | [illegible] | [illegible] |
| [illegible] | Fred B. Dalzell | [illegible] | | 1902 E. Fulton & Son S. B. Co. Ltd. Newcastle, Ont. | Dalzell Towing Co. Inc. | New York | [illegible] | [illegible] |
| [illegible] | Fred B. Dalzell, Jr. | [illegible] | | 1900 White Eng. Co. Brooklyn, N.Y. | Dalzell Towing Co. Inc. | New York | [illegible] | [illegible] |
| [illegible] | Fred B. Richards | [illegible] | | 1900 Norfolk Lerry Co. Philadelphia | Great Lakes Dredging & Dock Co. | New York | [illegible] | [illegible] |
| [illegible] | Freda M. Himmelman | [illegible] | | 1919 Neidich & Blanford Lansing, Mich. | Freda M. Himmelman Dredging Co. Ltd. | Lunenburg | [illegible] | [illegible] |
| [illegible] | Freddy | [illegible] | | 1918 L'eden Iron Works Tacoma | Tacoma & Tacoma S.S. (John Bassett Mgr.) | Ostend | [illegible] | [illegible] |
| [illegible] | Frederic Sauvage | [illegible] | +100A1 | 1928 Ateliers & Chs. Bouchaud Boulogne | Charpin, Delpouve & Co. | Boulogne | [illegible] | [illegible] |
| [illegible] | | | | | | | | |

| Numéro Officiel | Noms des Navires | Tonnage | Détails de la Classification | Construction | Propriétaires | Machines | Remarques |
|---|---|---|---|---|---|---|---|
| [illegible] | Frederick D. Underwood | [illegible] | | [illegible] | [illegible] | [illegible] | |
| [illegible] | Frederick H. II. | [illegible] | | [illegible] | [illegible] | [illegible] | |
| [illegible] | Frederick T. McCoy | [illegible] | | [illegible] | [illegible] | [illegible] | |
| [illegible] | Frederico Guilherme | [illegible] | | [illegible] | [illegible] | [illegible] | |
| [illegible] | Fredrikse | [illegible] | | [illegible] | [illegible] | [illegible] | |
| [illegible] | Fressia | [illegible] | | [illegible] | [illegible] | [illegible] | |
| [illegible] | Freyja II. | [illegible] | | [illegible] | [illegible] | [illegible] | |
| [illegible] | Freia | [illegible] | ✠ | [illegible] | [illegible] | [illegible] | |
| [illegible] | Freiburg | [illegible] | | [illegible] | [illegible] | [illegible] | |
| [illegible] | Freighter | [illegible] | ✠ 100A1 | [illegible] | [illegible] | [illegible] | |
| [illegible] | Freire de Andrade | [illegible] | ✠ | [illegible] | [illegible] | [illegible] | |
| [illegible] | Frej | [illegible] | ✠ A1 | [illegible] | [illegible] | [illegible] | |
| [illegible] | Freja | [illegible] | | [illegible] | [illegible] | [illegible] | |
| [illegible] | — | [illegible] | | [illegible] | [illegible] | [illegible] | |
| [illegible] | Freja I. | [illegible] | | [illegible] | [illegible] | [illegible] | |
| [illegible] | Freja III. | [illegible] | | [illegible] | [illegible] | [illegible] | |
| [illegible] | Freja IV. | [illegible] | | [illegible] | [illegible] | [illegible] | |
| [illegible] | Freja V. | [illegible] | | [illegible] | [illegible] | [illegible] | |
| [illegible] | Freja VI. | [illegible] | | [illegible] | [illegible] | [illegible] | |
| [illegible] | Freo | [illegible] | | [illegible] | [illegible] | [illegible] | |
| [illegible] | — | [illegible] | | [illegible] | [illegible] | [illegible] | |

| Official No. | Steamer's Name, Material, Rig, &c. / Last Name if any. / Special Surveys. No. of Decks, &c. | Tonnage | Character | Owners | Engines |
|---|---|---|---|---|---|
| 1976 | **Freya** | 113 | | | |
| 1977 | **Freetid I.** | 192 | | | |
| 1978 | **Freshwater** | 264 | | | |
| 1979 | **Freuer** | 2600 | | | |
| 1980 | **Frey** | 382 | | | |
| 1981 | — | 146 | | | |
| 1982 | — | 129 | | | |
| 1983 | **Freya** | 238 | | | |
| 1984 | **Friarage** | 215 | | | |
| 1985 | **Frida** | 172 | | | |
| 1986 | **Frida Both** | 253 | | | |
| 1987 | **Frida** | 115 | | | |
| 1988 | **Friderica Rex** | 247 | | | |
| 1989 | **Fridmartwalt** | 132 | | | |
| 1990 | **Frieda** | 286 | | | |
| 1991 | — | 115 | | | |
| 1992 | — | 115 | | | |
| 1993 | **Frieda Höge** | 165 | | | |
| 1994 | **Friedrich August** | 130 | | | |
| 1995 | **Friedrich Franz** | 336 | | | |
| 1996 | **Friedrich Karl** | 257 | | | |

| Official No. | Name | Where Built | Owners | Flag of Registry | Port |
|---|---|---|---|---|---|
| 1925 | N. T. Nicol | Frederick Holmes | | Brazil | |
| 1926 | J. C. Trek- | A/B Finnveitt (F. E. Polmen) | | Sweden | Trelleborg |
| 1927 | J. S. W. Lite & Co. Ltd. | Southern Shipbuilding | | Canada | |
| 1927 | Rich. Schröder | Northern Pacific Boiler Works Portland | | U.S. Pacific | |
| 1927 | J. Thomsen | C. J. Eisenberg & Sonne | | Denmark | Copenhagen |
| 1928 | D. Grieb | Gregorius | | Germany | Hamburg |
| 1929 | Freeman | Grant & Johnson, S. Africa Ltd. | | Cape Town | |
| 1930 | Hall, Russell & Co. Ltd. | Fishery Board for Scotland | | British | |
| 1930 | J. Lowick | Friarage Steam Fishing Co. Ltd. (J. Grahamslaw) | | Hartlepool | |
| 1931 | H. van der Kolf | Finch Hunts, "Vlaardingen" | | Vlaardingen | |
| 1931 | D. Tiek | J. C. Hegemann & Bolt | | Hamburg | Cuxhaven |
| 1932 | J. Hagen- | Rickmers & Frede (J. Lehmann) | | Germany | |
| 1934 | Friderica | F. A. Fort | | Wanne-Eickel | |
| 1935 | H. van | Johann Eckhoff | | Hamburg | Hamburg |
| 1936 | Frida, Fiker | Van Java Stoomvaart Maatschappij (N.V.S.S.M.) | | Netherlands | Amsterdam |
| 1937 | J. Fricke | Stevens Engineering Co. Ltd. | | Canada | |
| 1938 | Schiffer | E. Duisburg | | Germany | Duisburg |
| 1939 | H. van | E. Wilh. Hage | | Hamburg | Hamburg |
| 1940 | C. Lüdeling | Stevens Engineering Co. Ltd. | | Canada | |
| 1941 | Reichswehr | F. Bauer | | Wanne-Eickel | |
| 1942 | Schiffer | Deutsch Schiffbau A.G. (J. Frühß & Fils) | | Hamburg | Hamburg |

| Numéro Officiel | Nom du Navire | Tonnage | Détails de la Classe | Construit | Armateurs | Dimensions | Port | Machines | |
|---|---|---|---|---|---|---|---|---|---|
| 1997 | Friedrich Wilhelm | 192 | | 1904 Nordseewerke, Emden | Gustav Gaffken Hochseefischerei | 29·7 / 21·0 / 9·4 | Boulogne | Lab. Engines 19, 12, 20 x | |
| 1998 | Friedrichsort | 117 | | 1902 Gebr. Sachsenberg, Köln-Ehrenfeld | Kaiserswerther A.G. | 84·6 / 21·4 / 9·3 | Kiel | C.2Cy. 14" x 18" x 18" | G * |
| 1999 | Friesland | 300 | | 1910 Fockens Stoom Sleepdienst Maatschappij | N.V. Bataafse Slepersdienst | 128·6 / 22·0 / 13·7 | Rotterdam | C.2Cy. 16", 26", 44" x 27" | V * |
| 2000 | — | 187 | | 1911 H.C. Stülcken Sohn, Hamburg | Lade Jonsson & Co. | 129·0 / 24·0 / 9·6 | Wismar | C.2Cy. 16", 26" x 27" | G * |
| 2001 | — | 180 | | 1898 Gusum Stora Varvsbolag | N.V. Tor. Ill. Stenersen & Co., T. J. Barton, Mgr. | 149·7 / 29·0 / 11·0 | Gothenburg | C.2Cy. 19", 30" x 27" | |
| 2002 | — | 192 | | 1914 A. Vuyk & Zn. Stoom-Caffaz e.d. Eml | A. Ahlers | 144·9 / 23·7 / 7·4 | Groningen | Oil Engines 3Cy. 13, 18, 26" x 18" | |
| 2003 | — | 180 | | 1910 Nederl. Stoomvaart Maatschappij | N.V. Zeevaartschap "Rijnstad", Dr. Sarweyhuysen, Mgr. | 94·7 / 21·0 / 10·3 | Gravenhage | C.2Cy. | |
| 2004 | Frisia | 147 | Ex Frisia 19.06 | 1906 Hanborg Werft, Lübeck | N.V. Stoom. Maats. "Frisia", A. Ahlers | 100·3 / 21·0 / 10·9 | Paderborn | C.2Cy. 14", 20" x 20", 20" | 11 - 6 |
| 2005 | Frisia III. | 230 | | 1908 Meyer, Delfzijl | A.G. Reederei Norden-Frisia | 141·0 / 22·1 / 9·4 | Brunsbüttel | C.4Cy. 16", 16", 16" x 24", 27" | G * |
| 2006 | Frisia IV. | 240 | | 1906 Gebr. Sachsenberg G.m.b.H. | A.G. Reederei Norden-Frisia | 147·7 / 22·0 / 9·4 | Brunsbüttel | C.2Cy. 20" x 41½" x 41½" | G * |
| 2007 | Fritkjof | 198 | | 1910 H. Grøndal | H. Robertsen | 99·4 / 22·3 / 13·0 | Christiania | C.2Cy. 17" x 17" x 27" | V * |
| 2008 | Frisia! | 670 | | 1920 A. Lürssen | Strandungsbeute-Verwaltungsgesellschaft, E. Ruhstrat, Mgr. | 167·6 / 24·0 / 11·4 | Bremerhaven | Oil Engines 3Cy. 24", 29½", 29½" | V * |
| 2009 | Fritz Busse | 230 | | 1917 Schiffw. u. Masch. "Weser" A.G. | F. Busse | 125·6 / 22·2 / 10·4 | Wismar | C.2Cy. 17", 26" x 19", 19" | G * |
| 2010 | Fritz Hincke | 200 | | 1929 Deutsche Werft A.G. | Reederei Gebr. J. Wiering G.m.b.H. "Fortuna" | 148·6 / 25·0 / 11·0 | Bremerhaven | C.2Cy. 19", 31", 31" x 24", 24" | G * |
| 2011 | Fritz Homann | 200 | | 1930 Deutsche Werft A.G. | Strandungsbeute Gebrüder | 148·6 / 25·0 / 11·0 | Wismar | C.2Cy. 19", 31", 31" x 24", 24" | G * |
| 2012 | Fritz Reiser | 270 | | 1924 J.C. Tecklenborg A.G. Werft | Reederei Gebr. Oetjkiesel, Fortuna | 133·7 / 24·0 / 11·0 | Wismar | C.2Cy. 16", 26", 44" x 27", 27" | G * |
| 2013 | Fritz Reuter | 210 | | 1917 Schiffbau-Ges. m.b.H. Werft | Strandungsbeute Gebrüder | 127·6 / 22·6 / 9·2 | Wismar | C.2Cy. 15", 24", 44" x 27", 27" | G * |
| 2014 | Fritz Schindler | 274 | | 1898 Schiffw. u. Masch. Werft | Gebrüder Schindler G.m.b.H. | 143·0 / 26·4 / 11·7 | Hamburg | C.2Cy. 16", 26" x 27", 27" | |
| 2015 | Fritz Schröder | 210 | | 1921 Deutsche Werft A.G. Kiel | Deutsche Fischerei A.G. | 132·0 / 24·0 / 9·4 | Wismar | C.2Cy. 16", 26" x 27", 27" | G * |
| 2016 | Fritzen | 180 | | 1906 C. Cassens Emden | "Germania" Seefischerei Gesellschaft A.G. | 79·0 / 21·3 / 9·2 | Emden | Oil Engines 3Cy. 13, 18, 26" x 18" | |
| 2017 | Frobisher | 310 | 100A1 Ex Frobisher 1.20 | 1919 Gosfield S.B. Co. Ltd. Hull | [illegible] | 138·5 / 22·7 / 11·9 | Hull | C.2Cy. 17", 30", 48" x 30", 30" | 13 - 6 |

Z 2 H.M.S. "Fortune."

| Official No. | Steamer's Name, Where built, Rig, &c. | Particulars of Class & Equipment | Tonnage | Where Built | When Built | Owners | Registered Dimensions | Port of Registry | Engines | Number of Boilers | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | Fridi | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Fromo | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Frontier II. | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Fronto | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Fu Ping | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Fu Tsu | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Fukaki Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Fuku | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Fuk Wo | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Fukiu | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Fuji | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Fuji Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | — | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Fujisaki Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Fukuya Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Fuku Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | — | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Fusabe Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Fukusei Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Fukushima Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Fukusaki Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Fukusaki Maru No. 1 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |

| Numéro | Noms des Navires | Tonnage | Classe de la Société | Constructeurs | Machines | Remarques |
|---|---|---|---|---|---|---|
| 1503 | Fukuyama Maru No. 6 | 199 | | T. Shimada, Osaka | | |
| 1504 | Fukuyoshi Maru | 147 | | Kawasaki, Yo Tsuchiro | | |
| 1505 | Fullah | 97 | | C. Nicol, Kawasaki | | |
| 1506 | Funi Maru | 193 | | Ando, Tsuruoka | | |
| 1507 | Furanuk | 147 | | Furanuk, T. Z. Kawasaki | | |
| 1508 | Furet | 132 | ✠ | Karle & Co., Kiel | | 11 - 3 V |
| 1509 | — | 187 | | Tyneside E. W. Co., Newcastle | | V |
| 1510 | Furet II. | 142 | ✠100A1 Rive | Lindo & B., Glasgow | | 12 - 3 |
| 1511 | Furet III. | 202 | | Lübecker Maschinen-Ges., Lübeck | | |
| 1512 | Furness | 220 | ✠ Rive d | J. P. Rennie, Greenock | | 12 - 4 |
| 1513 | Furth | 213 | | Schiffs-Ges. "Kaiser", Hamburg | | |
| 1514 | Furu | 81 | 100A1 Ost | Gebrüder, Danzig | | 5 - 3 |
| 1515 | Fusa | 172 | | Motala Co., Göteborg | | |
| 1516 | Fusa Maru | 172 | | Mitsubishi, Nagasaki | | |
| 1517 | Fusilier | 202 | | W. Arthur & Co., Paisley | | |
| 1518 | Futaba Maru | 142 | | Ohashi Kyosuke, Tokyo | | |
| 1519 | Futakami Maru | 123 | | Hashimoto Kisaburo, Tamashima | | |
| 1520 | Futerlet | 234 | | T. L. Meyer, Papenburg | | 13 - 3 |
| 1521 | Fuyo Maru | 213 | | K. K. Onoda, Ono | | |
| 1522 | Fyldes | 300 | ✠100A1 Hal F | Gebrüder, Danzig | | 14 - 3 |
| 1523 | Fyngis | 193 | | Helsingfors, Turku | | |
| 1524 | Fylla | 193 | | Flensburger Schiffbau-Ges., Flensburg | | |

| No. of Vessel | Steamer's Name: Pennant, Rig, &c. / Last Name of ship / Special Surveys. No. of Decks, &c. | Tonnage | Particulars of Class Retention. Character. | Where Built | Built. When | Built. By Whom / Where | Owners. | Registered Dimensions. Length | Breadth | Depth | Port of Registry / Flag | Engines. | Boilers | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9992 | Fylla (ex Flyn) (the Railway Ship Shipbuilder) | [illegible] | | | 1921 | N.P.V. Dorpen Sylvolg | S.A. Remmeter | 99'4/24'1/ 9'2 | | | Swedishborg Danish | Motor [illegible] | | Y * |
| 9993 | Fyn (Ferry - Gosser for C of) | [illegible] | | | 1912 | Orlogs-vaerftet Copenhagen | Bestyrelsen for Orlogsvaerftet | 172'9/24'5/14'1 | | | Frederiks Danish | C.M.Cy. 19"x36"-36" [illegible] Orlogsvaerftet, Cpn. | | |
| 9994 | Fyrd | [illegible] | | | 1911 | Pungstrand Mek. Verkst. Pungstrand | Swedish Johnson Stockholm Ltd. | 104'0/20'2/11'9 | | | Cape Town British | T.M.Cy. 11",20"x22"-24" [illegible] | | |
| 9995 | Fyt | [illegible] | | | 1911 | Frysinnen Mek. Verkst. Sundsfjord | Sofiaemedlem, p Dn. | 100'4/19'2/10'9 | | | Falstria Danish | T.M.Cy. 11",19"x28"-24" [illegible] | | |
| 9997 | Fytis I. | [illegible] | | | 1909 | Bergsunds Mek. Verkst. Stockholm | Svedlin & Wilhelmsen Kjøbenhavn | 104'6/19'8/ 9'2 247 Tons 150 | | | Swedish | T.M.Cy. 19",19"x32"-24" [illegible] Bergsunds M.V. Stockholm | | |
| 9998 | Fytis II | [illegible] | | | 1912 | Bergsunds Mek. Verkst. Stockholm | Svedlin & Wilhelmsen Kjøbenhavn | 100'1/19'6/ 7'9 [illegible] 247 Tons 150 | | | Swedish | C.M.Cy. 17",x24"-24" [illegible] Bergsunds M.V. Stockholm | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.**

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to surveys by the Society's Surveyors periodically (annually, if practicable), in order to the being seen that Seaworthiness is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their character from want of Survey, it is hereby intimated that the duty of *giving Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| Numéro officiel | Noms des Navires | Tonnage | Cotes de la Classification | Constructeurs | Architectes | Machines | Notes |
|---|---|---|---|---|---|---|---|
| 19[illegible]G. | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 19[illegible]G. B. Greene | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 19[illegible]G. E. Foster | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 19[illegible]G. F. B. | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 19[illegible]G. J. Tassent | [illegible] | [illegible] | ✠100A1 Bra | [illegible] | [illegible] | [illegible] | |
| 19[illegible]G. S. Allyn | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 19[illegible]G. W. Humphreys | [illegible] | [illegible] | ✠100A1 Lon | [illegible] | [illegible] | [illegible] | |
| 19[illegible]G. W. B. No. 1 | [illegible] | [illegible] | 100A1 | [illegible] | [illegible] | [illegible] | |
| 19[illegible]G. W. Rogers | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 19[illegible]Gua Pas | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 19[illegible]Guarden | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 19[illegible]Gabriele-Maria | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 19[illegible]Gaby | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 19[illegible]Gadiya | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 19[illegible]Gadra | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 19[illegible]Gael | [illegible] | [illegible] | ✠ Reg | [illegible] | [illegible] | [illegible] | |
| 19[illegible]Galli | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 19[illegible]— | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 19[illegible]Gage | [illegible] | [illegible] | ✠100A1 Yor | [illegible] | [illegible] | [illegible] | |
| 19[illegible]Gagera | [illegible] | [illegible] | ✠100A1 Yor | [illegible] | [illegible] | [illegible] | |
| 19[illegible]Gaio-Galantes-Da | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |

| Official No. | Steamer's Name, Port, Rig, &c. | Tonnage | Particulars of Class | Built | Owners | Register Dimensions | Port of Registry | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|
| 0000 | **Galvata** | | | 1896 A. Hodgson & Co. Ch. Glasgow | Dalbeach Steam | | Paris | | |
| 0000 | **Galasta** | | | 1929 Fedro Maz. & Talleres Mexico | F. Indemergui | | Spanish | | |
| 0000 | **Galates** | | | 1872 W. Hoare & Son Liverpool | Liverpool Lighter-age Co. Ld. | | Liverpool British | | |
| 0000 | **Gale** | | | 1919 Fraserhal's Co. Savannah, Ga. | Bayliner Fishing Co. | | Boston U.S. | | |
| 0000 | **Galerna** | | | 1927 Hall, Russell & Co. Ld. Aberdeen | Frigorifica y Industrial de Baeiao-Bilbao | | Spanish | | |
| 0000 | **Galiano** | | | 1929 W. O'Brien Victoria, B.C. | W. Point | | British | | |
| 0000 | **Galicia** | | | 1884 T. & W. Smith Newcastle | S. Tejero Perez | | Corunna Spanish | | |
| 0000 | — | | | 1924 Smith's Dock Co. Ld. Middlesbro' | Hvalfangerselskabet Antarctic A/S | | Sandefjord Norwegian | | |
| 0000 | **Galicia** | | | 1909 O. Pierrich Lemington | S. Blanch & Co. | | Vigo Spanish | | |
| 0000 | **Galleon** | | 100A1 Gren | 1920 Cook, Welton & Gemmell Ltd. Beverley | Pendeleton Fishing Co. Ld. R.S. Champa, Mgr. | | Grimsby British | | |
| 0000 | **Galleyle** | | 100A1 Liv | 1907 Smith's Dock Co. Ld. Southbank | Harley & Hollins Ld. | | Liverpool British | | |
| 0000 | **Galiara** | | | 1915 — Fayal | Sociedade Navegacao | | Horta Portuguese | | |
| 0000 | **Galegia** | | | 1919 Canadian Vickers Ld. Montreal | F. Pajot | | La Rochelle French | | |
| 0000 | **Galtatrom** | | | 1902 Mitchell Co. Whitby | Frank Robertson & R.A. Carrick, Mgrs. | | Sand Swedish | | |
| 0000 | **Galvani** | | 100A1 Hul | 1929 Cook, Welton & Gemmell Ld. Beverley | F. & T. Bros. Ld. | | Hull British | | |
| 0000 | **Galvarina** | | 100A1 Fly | 1921 Rose, Morgan & Co. Ld. Paisley | Dutch Royal Steamship | | Delfzijl Dutch | | |
| 0000 | **Gama** | | | 1902 Alves & Co. Vila Viçosa | Lot Brothers & S. | | Sandefjord Norwegian | | |
| 0000 | **Gambri** | | 100A1 Gren | 1929 Cook, Welton & Gemmell Ld. Beverley | Scandinavian Steamship Co. A/S | | [illegible] | | |
| 0000 | **Gamez** | | Aber | 1902 Mackie & Thomson, Glasgow | Fishers & Williams (R.R.Owen) | | Swansea British | | |
| 0000 | **Gamin** | | | 1917 Flensburger Schiffbau-Ges. Flensburg | F. Pajot | | La Rochelle French | | |
| 0000 | **Gamlely** | | | 1899 W. Lindberg Stockholm | Angl. Ahrenk. Steamship (J. Palmquist Mgr.) | | Varberg Swedish | | |
| 0000 | **Gamma** | | | 1919 Chr. F. Jensen Thisted | S. Kaghskaar | | Skagen Danish | | |

| Tonnage | Noms des Navires | Chaudières | Machines | Construction | Propriétaires | Tonnage | Dimensions | Machines | Remarques |
|---|---|---|---|---|---|---|---|---|---|
| 1921 | Ganger Rolf | | | 1876 | Burgess | | | | |
| 1921 | Ganges | | +100A1 | 1921 | Jordan & | | | | |
| 1921 | Gannet | | | 1884 | Earle's Co. Ltd. | | | | |
| 1921 | Gantock Rock | | +100A | 1914 | Gaddis & | | | | |
| 1921 | Garder | | +100A1 | 1900 | Smith's | | | | |
| 1921 | Gardengs | | 100A1 | 1904 | J. W. Kier | | | | |
| 1920 | Gardesia | | | 1921 | Cochrane, | | | | |
| 1921 | Garibaldi | | | 1904 | Cie. Franç. | | | | |
| 1921 | Garm | | | 1899 | Day, Summers & | | | | |
| 1920 | Garsia | | | 1912 | Cochrane & | | | | |
| 1921 | Gartclyde | | | 1903 | T. W. Toward | | | | |
| 1920 | Gasaumsalator III. | | | 1915 | Burmeister | | | | |
| 1921 | Gasengas | | | 1914 | Smith's | | | | |
| 1921 | Gaston Boissons | | | 1920 | A. Jouhet | | | | |
| 1920 | Gatenka | | | 1921 | Ateliers & | | | | |
| 1920 | Gaul | | +100A1 | 1908 | Earle's Co. Ltd. | | | | |
| 1920 | Gaulois | | | 1907 | Ateliers & | | | | |
| 1921 | Gauntlet | | | 1891 | J. P. Rice | | | | |
| 1921 | Gave | | +100A1 | 1920 | A. Halle | | | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Classification | Built | Owners | Dimensions | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|---|
| | Date Form if any / Special Passage, No. of Decks, &c. | Gross / Deduct Engine Room / Net | Character / Date / Where Classed | When / By Whom / Where | | Length / Breadth / Depth | Flag | | |
| 1921 | Gartle | 103 | | 1919 | Co. & Co., Engineers Ltd., Falmouth | 112' 0 / 21' 5 / 10' 7 | Falmouth, Penzance | 2 Cyl. 12½" x 16" - 40" 2 S.A. Brandt Gardner Ltd. Stamford Perkins, Ltd. 3.46 | |
| 1924 | Gatista | 124 | | 1920 | T. D. Neill & Co., Rotherhithe | 118' 0 / 22' 9 / 11' 0 | Tranquillity, London | 2 Cyl. 10" x 16" - 30" Polkomb & Co. Falmouth | 11 - 1 |
| 1922 | Gayert | 130 | Lloyd's Register 6.26 | 1905 | W. Hamilton & Co., Port Glasgow | 100' 7 / 19' 2 / 11' 1 | Greenock, Port Glasgow | 2 Cyl. 30" x 40" - 54" 2 S.R. Engl. Comb. G.S.R. Co. 4 Plain Slide Valves, Lubricator | 11 - 14 |
| 1923 | Gazelle | 120 | | 1911 | N. V. Scheepsw. "Gazelle" (Gebr. G. & H. Bolkesteijn), Groningen | 124' 0 / 23' 0 / 7' 0 / 150 Dwt | Delfzijl, Dutch | 104 Engines 30 C.S.A. 2 Cyl. 14½" - 14½" G.S.R. Appingedamsche Bronze Maatschappij, N.V. | |
| 1927 | — | 170 | | 1914 | A. Normand & Fils, Havre | 154' 2 / 20' 0 / 9' 0 | Havre, French | 2 Cyl. 20" x 32" - 40" S.R.M. 110 S.H.P. A. Normand, Havre | V |
| 1925 | — | 130 | | 1925 | D. & J. Dorch, Sneekerweg, Sneek | 100' 0 / 16' 8 / 6' 2 | Warkum, Dutch | 101 Engines 30 C.S.A. 2 Cyl. 11" - 12" G.S.R. N.V. Motorfabriek Bolkes, Sneek | |
| 1928 | Gebel Atags | 207 | 100A1 Lloyd's Range 6.28 For Coastal Service; Accommodation Carrying all stores, ballast, F.P. Fitted for oil fuel, F.P. | 1921 | G. Brown & Co., Alexandria, Egypt | 134' 0 / 29' 1 / 12' 7 / 250 Dwt | London, British, Egypt | 2 Cyl. 14" x 20" - 30" 1 S.R.M. 1 S.H.P. Plain Slide Valves, Lub. Blowlamp | 12 - 1 / 1 - 10 / 11 - 1 |
| 1926 | Gebruder Brake | 222 | | 1907 | Eider-werft, Aktien-Ges., Tönning | 125' 2 / 23' 1 / 12' 4 / 210 Dwt | Husum, Schleswig, Germany | 2 Cyl. 17½" x 24½" - 25½" Eider-werft, A.-G., Tönning | |
| 1924 | Gertruida | 147 | | 1919 | J. Vink, Sneek, Groningen | 99' 2 / 17' 7 / 7' 0 / 120 Dwt | Groningen, Dutch | 110 Engines 40 C.S.A. 2 Cyl. 11" - 12" G.S.R. Hoedfabrik Zwanenburg, A.G. Koln-Deutz | |
| 1922 | — | 144 | | 1917 | Bonk, Oldersum, Emdenerweg | 98' 0 / 17' 6 / 6' 9 / 120 Dwt | Groningen, Dutch | 100 Engines 30 C.S.A. 2 Cyl. 14½" - 17½" G.S.R. N.V. Motorfabriek "Delta" Gebrs. "Alphen & Rijn" | |
| 1921 | — | 112 | | 1915 | Schroeder, Gebrs. Meets, Scheemda, Groningen | 82' 1 / 21' 7 / 7' 0 | Scheemda, Dutch | 90 Engines 2 Cyl. Bronsdiesel Appingedamsche Bronze Maatschappij, Appingedam | |
| 1924 | — | 120 | | 1924 | J. Koster, Hzn., Groningen | 92' 9 / 19' 2 / 6' 0 / 120 Dwt | Foxhol, Dutch | 102 Engines 30 C.S.A. 2 Cyl. 10½" - 16½" G.S.R. Machf. Delfzijl, Delfzijl | |
| 1921 | Geertruida Paterbiet | 107 | | 1919 | J. S. Figee, Groningen | 85' 1 / 21' 9 / 9' 2 | Foxhol, Dutch | Motor 2 Cyl. 10½" - 16½" Alphen, Frederiksoord | |
| 1920 | Gees | 107 | | 1920 | E. J. Smit & Zoon, Bergumerdam | 104' 9 / 21' 1 / 7' 0 / 150 Dwt | Groningen, Dutch | 110 Engines 40 C.S.A. 2 Cyl. 12" - 14½" G.S.R. Appingedamsche Bronze Maatschappij, Appingedam | |
| 1927 | Geestemunde | 102 | | 1906 | Gremme, Vulkan, Vegesack | 84' 3 / 19' 7 / 9' 0 | Bremen, Germany | 7 Cyl. 8" - 14½" x 16" - 17½" G.S.R. Bremer Vulkan, Vegesack | |
| 1926 | Gemsjaga | 115 | | 1922 | N.V. Noord Rederijkoper, Groningen | 99' 4 / 17' 0 / 5' 9 | Groningen, Dutch | 110 Engines 40 C.S.A. 2 Cyl. 14½" - 18½" N.V. Machf. v.h. J. E. Capellen, Delfzijl | |
| 1926 | Gefos | 217 | | 1900 | J. E. Anderson, Gothenburg | 109' 6 / 25' 2 / 11' 4 / 270 Dwt | Gothenburg, Swedish | 110 Engines 30 C.S.A. 2 Cyl. 17½" - 18½" G.S.R. Gothenburg M.T.A.B. | V |
| 1926 | — | 120 | | 1926 | Frederiksen, Frederiksø | 94' 1 / 24' 6 / 9' 0 | Rudkøbing, Danish | 100 Engine 40 C.S.A. 2 Cyl. A. Frederiksen & Sønner, Faaborg | V |
| 1921 | Gebeimrat Kersigs | 171 | | 1920 | Werft, Reiniger, Gesellschaft & Co. K.G., Hamburg | 104' 3 / 22' 1 / 8' 7 | Hamburg, Germany | 100 Engines 40 C.S.A. 2 Cyl. 11" - 13½" G.S.R. Reiniger "Gesellschaft" A.G. Koln-Deutz | |
| 1922 | Geir | 325 | | 1908 | G. Sorlock, Aktiebolag, Bergen | 132' 7 / 25' 9 / 12' 7 / 300 Dwt | Bergen, Norway | 170 Engines 2 Cyl. 14½" x 20½" - 24½" G.S.R. Sorlock A.S. Bergen | |
| 1922 | — | 300 | 100A1 Lloyd's Range 6.28 | 1912 | Cock, Wi. & Co., Ltd., Falmouth | 135' 7 / 29' 3 / 12' 2 / 270 Dwt | Falmouth, Cornwall | 2 Cyl. 18" - 28" x 40" - 54" G.S.R. | 12 - 1 |

| Tonnage | Cercle de la Chaudière | Machines | Construction | Dimensions | Port |
|---|---|---|---|---|---|
| 1908 Geisinger | 200 | | 1910 Martens | | |
| 1909 Geiye Maru | 200 | | 1912 | | |
| 1909 Gekko | 200 | | 1910 Burn & Co. Ltd. | | |
| 1907 Geje Zee | 515 | ✠100A1 Bus | 1911 Lindenau | | |
| 1909 Gellinda | 200 | | 1907 Blackwood | | |
| 1909 Gelria | 190 | | 1909 Cockerill | | |
| 1909 Gelstra | 210 | Aus | 1910 Mackinlay | | |
| 1907 Gerz | 120 | | 1910 Boyd & Co. Shanghai | | |
| 1909 Gessa | 200 | | 1910 Harland & W. | | |
| 1909 Gessna | 200 | | 1910 Canadian | | |
| 1909 General Birdwood | 300 | ✠100A1 Bel | 1910 Cockerill | | |
| 1909 General Botha | 300 | ✠100A1 Abo | 1910 Cockerill | | |
| 1909 General Foch | 200 | | 1910 Montreuil | | |
| 1907 General G. M. Sertel | 150 | | 1910 Schwartz | | |
| 1909 General Joffre | 190 | | 1910 Jos. T. Eccles | | |
| 1909 General Pau | 200 | | 1910 Montreuil | | |
| 1907 Generale Castaing | 400 | | 1910 Nicolai | | |
| 1907 Genova Cross | 200 | | 1904 J. Stewart | | |
| 1907 Genevieve | 200 | | 1910 Mandelsloh | | |
| 1907 Genye Maru | 200 | | 1910 | | |
| 1907 Georg | 120 | | 1907 J. Hagemann | | |
| 1907 | | | | | |

| Official No. / Code Letters | Steamer's Name, Material, Rig, &c. / Year of Build / Special Features, No. of Decks, &c. | Gross Tonnage | Particulars of Classification | Built: Where | Built: By Whom / Where | Owners | Registered Dimensions | Port of Registry | Engines | Boilers | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 150976 | Georg Robbert | [illegible] | | | 1918 | [illegible] | [illegible] | [illegible] | [illegible] | | G * |
| 150977 | Georg Stage | [illegible] | | | 1911 | [illegible] | [illegible] | [illegible] | [illegible] | | |
| 150978 | George | [illegible] | | | 1931 | W. J. Dwight | [illegible] | [illegible] | [illegible] | | |
| 150979 | George V. | [illegible] | ✠100A1 | | 1918 | J. P. Bow- | [illegible] | [illegible] | [illegible] | | 12 + 2 |
| 150980 | George Adgell | [illegible] | ✠100A1 | | 1919 | Cook, Wel- | [illegible] | [illegible] | [illegible] | | 13 + 6 |
| 150981 | George Anager | [illegible] | ✠100A1 | | 1920 | Cook, Wel- | [illegible] | [illegible] | [illegible] | | 14 + 6 |
| 150982 | George Bligh | [illegible] | ✠100A1 | | 1917 | Cochrane | [illegible] | [illegible] | [illegible] | | 12 + 6 |
| 150983 | George C. Greer | [illegible] | | | 1919 | Boyles | [illegible] | [illegible] | [illegible] | | |
| 150984 | George Gosling | [illegible] | | | 1919 | Lips S. B. | [illegible] | [illegible] | [illegible] | | C * |
| 150985 | George Curtis | [illegible] | | | 1881 | | [illegible] | [illegible] | | | |
| 150986 | George D. Irvin | [illegible] | | | 1911 | Hall, Rus- | [illegible] | [illegible] | [illegible] | | 12 + 9 |
| 150987 | George D. Lewis | [illegible] | | | 1933 | Thomas | [illegible] | [illegible] | [illegible] | | |
| 150988 | George Deakin | [illegible] | | | 1866 | Ann Deakin | [illegible] | [illegible] | [illegible] | | |
| 150989 | George Dinsdale | [illegible] | | | 1912 | [illegible] | [illegible] | [illegible] | [illegible] | | 9 + 6 |
| 150990 | Geo. F. Haller | [illegible] | | | 1901 | John | [illegible] | [illegible] | [illegible] | | |
| 150991 | Geo. F. Randolph | [illegible] | | | 1900 | Baltimore | [illegible] | [illegible] | [illegible] | | |
| 150992 | George H. Hastie | [illegible] | | | 1916 | A. Halle | [illegible] | [illegible] | [illegible] | | 13 + 6 |
| 150993 | George L. Potter | [illegible] | | | 1909 | [illegible] | [illegible] | [illegible] | [illegible] | | |
| 150994 | George Livesey | [illegible] | ✠ A1 | | 1929 | Lytham | [illegible] | [illegible] | [illegible] | | 11 + 4 |
| 150995 | George M. McKee | [illegible] | | | 1929 | Thos. H. H. | [illegible] | [illegible] | [illegible] | | 12 + 6 |
| 150996 | Geo. N. Barrett | [illegible] | | | 1920 | Lewis Smith & | [illegible] | [illegible] | [illegible] | | |

| Numéro officiel | Nom du Navire, Voiles, Hélices, &c. / Port d'Attache, Pavillon, Signaux | Tonnage | Détails de la Classe / Cotes | Machines | Constructeurs | Propriétaires | Dimensions | Port d'Enregistrement | Machines | Remarques |
|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | **George B. Purdy** Steel Screw (Trawler) [illegible] | [illegible] | | | 1917 J. Inglis Yard No. [illegible] | [illegible] | 119' 0" × 22' 0" × 12' 0" | Aberdeen | [illegible] | [illegible] |
| [illegible] | **George Scott** Steel Screw (Trawler) [illegible] | [illegible] | | | 1916 Hall, Russell & Co. Ltd. Aberdeen | [illegible] | 119' 4" × 22' 1" × 11' 9" | Aberdeen | [illegible] | [illegible] |
| [illegible] | **George Stroud** Steel Screw (Trawler) [illegible] | [illegible] | ✠100A1 Ice Trawler | Aux. | 1920 A. Hall & Co. Ltd. Aberdeen | [illegible] | [illegible] | Aberdeen | [illegible] | [illegible] |
| [illegible] | **Geo. W. Stevens** Steel Screw (Trawler) [illegible] | [illegible] | | | 1919 Lewis Smith & Nephew Ltd. Grangemouth | [illegible] | 94' 6" × 24' 7" × 14' 0" | Grangemouth | [illegible] | [illegible] |
| [illegible] | **George W. Yates** Steel Screw (Trawler) [illegible] | [illegible] | ✠ Ice Trawler | Bol. | 1912 G. Brown & Co. Greenock | [illegible] | [illegible] | Greenock | [illegible] | [illegible] |
| [illegible] | **George and Earl** Wood Screw (Oil Pilot) [illegible] | [illegible] | | | 1921 Kirk & [illegible] | [illegible] | 134' 4" × 27' 4" × 17' 0" | Glasgow | [illegible] | [illegible] |
| [illegible] | **Georgos Greek** Steel Screw (Trawler) [illegible] | [illegible] | | | 1909 Davie, D. D. & Co. Ltd. Ph. Richmond, N.S.W. | [illegible] | 159' 9" × 29' 7" × 16' 7" | New York | [illegible] | [illegible] |
| [illegible] | **Georges Leverdier** Steel Screw (Trawler) [illegible] | [illegible] | | | 1920 Lobnitz & Co. Ltd. Renfrew | [illegible] | 129' 6" × 24' 5" × 11' 0" | Marseille | [illegible] | [illegible] |
| [illegible] | **Georges-Louis** Steel Screw (Trawler) [illegible] | [illegible] | | | 1908 A. Hall & Co. Aberdeen | [illegible] | 140' 0" × 20' 2" × 10' 0" | Bordeaux | [illegible] | [illegible] |
| [illegible] | **Georges de Joly** Wood Screw (Oil Pilot) [illegible] | [illegible] | | | 1920 Voss Werke Stettin | [illegible] | 165' 7" × 31' 2" × 13' 6" | Brest | [illegible] | [illegible] |
| [illegible] | **Georgetown** Steel Screw (Trawler) [illegible] | [illegible] | | | 1920 Smith & Iron Works Inc. Port Mo. | [illegible] | 114' 7" × 23' 0" × 11' 6" | Boston | [illegible] | [illegible] |
| [illegible] | **Georgette** Steel Screw (Trawler) [illegible] | [illegible] | | | 1911 G. Seebeck A.G. Geest-emünde-G. | [illegible] | 119' 6" × 22' 0" × 10' 0" | Lorient | [illegible] | [illegible] |
| [illegible] | — Steel Screw (Trawler) [illegible] | [illegible] | ✠100A1 Fast Trawler | [illegible] | 1918 Osaka I. Co. Ltd. Osaka | [illegible] | 119' 4" × 22' 1" × 12' 1" | Osaka | [illegible] | [illegible] |
| [illegible] | **Georgi Mars** Steel Screw (Trawler) [illegible] | [illegible] | | | 1914 Akers Mek. Verksted Oslo | [illegible] | 92' 8" × 19' 5" × 10' 0" | Oslo | [illegible] | [illegible] |
| [illegible] | **Georgina Primeiro** Steel Screw (Trawler) [illegible] | [illegible] | | | 1902 J. Dobie & Co. Govan | [illegible] | 110' 1" × 21' 7" × 11' 9" | Lisbon | [illegible] | [illegible] |
| [illegible] | **Georgios** Wood Screw (Oil Pilot) [illegible] | [illegible] | | | 1913 E. Oyvegrud Bjørne | [illegible] | 99' 4" × 20' 0" × 12' 1" | Bergen | [illegible] | [illegible] |
| [illegible] | **Gera** Steel Screw (Trawler) [illegible] | [illegible] | | | 1919 H. C. Stülcken Sohn Hamburg | [illegible] | 119' 3" × 24' 0" × 9' 0" | Hamburg | [illegible] | [illegible] |
| [illegible] | **Gerald B. Russell** Steel Screw (Trawler) [illegible] | [illegible] | | | 1919 J. & R. Weir Montreal | [illegible] | 100' 1" × 17' 0" × 10' 0" | Montreal | [illegible] | [illegible] |
| [illegible] | **Geraldine** Steel Screw (Trawler) [illegible] | [illegible] | | | 1906 Chaix Lyon | [illegible] | 119' 6" × 20' 2" × 10' 2" | Dieppe | [illegible] | [illegible] |
| [illegible] | **Gerard** Steel Screw (Trawler) [illegible] | [illegible] | | | 1913 Schichau Gdańsk Danzig-Neufahrwasser | [illegible] | 129' 3" × 22' 6" × 9' 2" | Danzig | [illegible] | [illegible] |
| [illegible] | — Steel Screw (Trawler) [illegible] | [illegible] | | | 1921 F. Krupp A.G. Kiel | [illegible] | 113' 2" × 24' 7" × 9' 0" | Adriatic | [illegible] | [illegible] |
| [illegible] | **Gerbrandina Johanna** Steel Screw (Trawler) [illegible] | [illegible] | ✠100A1 Fast Trawler | Yacht | 1912 Reiß & Co. Hamburg | [illegible] | 120' 0" × 23' 0" × 12' 0" | Hamburg | [illegible] | [illegible] |

| No. in Book / Official No. / Date Letters | Steamer's Name: Motorship, Mag. &c. / Line Name (if any) / Special Services, No. of Decks, &c. | Tonnage | Particulars of Class Section: Character / Hull Material / Propelling Machinery | Built: Year / By Whom / Where | Owners | Engine: Kind / Cylinders / Stroke | Port of Registry / Flag | Engine: No. & Dia. of Cylinders, Stroke, Speed, Horse Power, Boilers, Engine Maker's Name | Number Masts / Length / Breadth / Depth / Tonnage | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|
| 3071 | Gerhrig (Trawler) | | | 1904 Neuhof, Schiffs-Masch. Gesellschaft | Algemeene Vissch. Maatsch. N.V. (De Vooit N.V. Agts.) | 12.9 9.22.5 9.6 | Vlaardingen Dutch | T.3Cy.18",21 x 42",21 x 27" | 2 2 6 | |
| 3072 | Gerd (Trawler) | | | 1910 Nylen & Gustaffson, Sweden | G. Gerth | 10.7 8.22.6 9.3 | Gothenburg Swedish | | | |
| 3073 | — (Fishing Vessel, Motor) (Not Sailing Ship Register) | | | 1922 Gr-45 Sweden | H. Thorell | 10.4 8.22.7 9.0 | Vaxholm Swedish | 3Cy.Engines 45 C.R.A. 11½"-18½" Kristinehamns Mekaniska Verkstads Aktiebolag | | |
| 3074 | Gerda (Trawler) | | | 1918 H. C. Stülcken Sohn, Hamburg | E. F. Robert | 11.4 8.24.2 9.0 | Hamburg German | T.3Cy.14",21 x 30½",21" | | G * |
| 3075 | — (Fishing Vessel) (Not Sailing Ship Register) | | | 1902 S. Gerd, Sweden | G. Hansen | 10.7 7.22.6 9.3 | Gothenburg Swedish | 3Cy.Engines 28 C.R.A. 12"-24½" Kristinehamns A.B. Lyckeby | | Y * |
| 3076 | — (Fishing) | | | 1894 Ali. Ges. "Weser" Bremen | W. Zimmermann | 12.7 7.20.6 11.2 | Bremerhaven German | T.3Cy.18",26 x 34",21" | | G |
| 3077 | — (Fishing) | | | 1912 C. Lühring Bremerhaven | Bremen-Tagesfischerei-Genossenschaft | 9.1 5.21.4 9.6 | Bremen German | 3Cy.Engines 28 C.R.A. 11"-17½" Bremerhaven A. G. Weser | | G * |
| 3078 | Gerda II (Motor Sailing Ship Register) | | | 1931 Werft Nobiskrug G.m.b.H. Rendsburg | E. Seiger | 10.4 8.22.1 9.2 | Hamburg German | 3Cy.Engines 40 C.R.A. 11"-17½" Rendsburger Maschinenbau A. G. Kiel | | G * |
| 3079 | Gerdina (Not Sailing Ship Register) | | | 1925 C. Appelsh Zoon, Zwartsluis | J. Pietsie | 10.4 8.17.7 9.0 | Stavoren Dutch | 3Cy.Engines 28 C. 12½"-17½" Koninkl. Maatschappij Amsterdam | | |
| 3080 | Gerhard (Motor Sailing Ship Register) | | | 1917 J. L. Meyer Papenburg | Schultz & Mers | 12.7 8.22.5 10.9 | Wester-wünde-H. German | T.3Cy.18",24 x 34½",24" | | G * |
| 3081 | — (Not Sailing Ship Register) | | | 1925 J. L. Meyer Papenburg | J. Gerdsmann | 10.7 6.19.7 6.7 | Barssel German | 3Cy.Engines 28 C.R.A. 9½"-14" | | G * |
| 3082 | — (Fishing Vessel) (Not Sailing Ship Register) | | | 1906 W. Mulder Sneek, Holl. | Sneek, Holl. | 9.3 6.18.0 6.9 | Sneek Dutch | 3Cy.Engines 28 C.R.A. 12"-17½" Koninkl. Maatschappij Amsterdam | | V |
| 3083 | Gerlind (Fishing) (Not Sailing Ship Register) | | | 1909 J. Fretsch A.G. Stettin | Bremen-Tagesfischerei-Genossenschaft | 9.3 7.21.4 9.6 | Bremen German | 3Cy.Engines 28 C.R.A. 11"-17½" Deutsche Kreis-Werft, Berlin | | G * |
| 3084 | Germaine II. (Fishing) (Not Sailing Ship Register) | | | 1912 Ahrens Werft, Vechta, Oldb. | Soc. Française d'Entrep. & Remorquage de Trawlers Pêcheur | 9.8 6.18.5 11.1 | Fécamp French | T.3Cy.17",24 x 26"-24" Ahrens Werft, Vechta, Oldb. | | |
| 3085 | Germanner (Motor Sailing Ship Register) | | | 1902 P. Smit, Jr. Rotterdam | Rotterdamsche Sleepvaart-Maatschappij | 11.0 7.22.0 9.3 | Rotterdam Dutch | T.3Cy.9",14 x 18"-14" P. Smit, Jr. Rotterdam | | V |
| 3086 | Germanstown (Not Sailing Ship Register) | | | 1912 Harlan & Hollingsworth Wilmington, Del. | F. F. Harris, Jr. | 13.9 9.20.1 13.2 | Philadelphia U.S. Navy | T.3Cy.17",28 x 48"-36" Harlan & Hollingsworth, Del. | | |
| 3087 | Germina (Not Sailing Ship Register) | | | 1895 Mackie & Thomson Glasgow | T. G. Orbin | 11.5 7.20.0 7.0 | Leith British | C.3Cy.18 x 28"-24" Mackie & Thomson, Glasgow | 2 6 | 1 |
| 3088 | Gertha (Motor Sailing Vessel) (Not Sailing Ship Register) | | | 1911 Lengwenn | Harm. Ehlers | 10.4 7.17.9 6.2 | Hamburg German | 3Cy.Engines 28 C.R.A. 11½"-17½" N. V. Koninklijke Industrie v. h. Fab. Boot, Alphen | | V |
| 3089 | Gertrud (Fishing) (Not Sailing Ship Register) | | | 1922 Schichau Werft Danzig | Lloyd Seetrans-port A.G. Ges. | 10.6 7.21.1 10.2 | Lübeck German | C.3Cy.18 x 24½"-18" Maschinenfabrik Altona | | G * |
| 3090 | — (Fishing) (Not Sailing Ship Register) | | | 1930 C. Lühring Bremerhaven | H. Rosenfeld | 10.9 7.22.1 9.6 | Cuxhaven German | 3Cy.Engines 40 C.R.A. 12"-17½" A. G. Kiel-Ducrow | | G * |

| Numéro d'Indice | Noms des Navires | Tonnage | Détails de la Classe | Constructeurs | Propriétaires | Port d'Immatriculation | Machines | Chaudières |
|---|---|---|---|---|---|---|---|---|
| [illegible] | Gertrud | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Gertrud II. | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Gertrude | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Gertrude Cappleman | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Gertrude Walzer | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Geschwisterliebe | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Gesina | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Gesù Crocifisso | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Gettysburg | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Gezina | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | — | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | — | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Giannina G. | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Gibel-Tarik | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Giet | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Gifford Jones | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Gigante | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Gigetta | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Gigletta | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Gijs | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Gijsbert Karel van Hogendorp | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

| Official No. | Steamer's Name, Nationality, Rig, &c. | Tonnage | Character | Hulls | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|
| 01761 | Gilbert | 159 | | 1954 | | | | |
| 01762 | Gilroy | 151 | | 1899 | J. F. Rey- | | | |
| 01763 | Giorgina | 250 | | 1918 | J. J. | | | I |
| 01764 | Giorgio | 130 | | 1912 | Y. Mikrio | | | |
| 01765 | — | 178 | | 1911 | Carl. Starbuck | | | |
| 01766 | Giorgio Orsini | 232 | | 1910 | Cant. Nav. | | | I |
| 01767 | Giovanna | 231 | | 1911 | J. Dubbie | | | I |
| 01768 | Gippsland | 159 | | 1906 | P. Turner | | | |
| 01769 | Girard | 326 | 100A1 Hul | 1910 | | | | |
| 01770 | Girl Gladys | 115 | | 1917 | Colby Bros. | | | |
| 01771 | Giseta | 200 | | 1920 | | | | G |
| 01772 | Giskey | 177 | | 1910 | | | | N |
| 01773 | Giulia | 190 | | 1899 | | | | |
| 01774 | Giverny | 257 | | 1918 | | | | |
| 01775 | — | 222 | | 1907 | A. Elmard | | | V |
| 01776 | Giyewani Maru | 150 | | 1909 | Ishikawa | | | |
| 01777 | Gladiador | 152 | | 1886 | | | | |
| 01778 | Gladiator | 251 | | 1877 | Roberts's | | | |
| 01779 | Gladiolus | 118 | | 1885 | J. H. | | | |
| 01780 | Gladstone | 214 | 100A1 Sea | 1910 | J. Crook | | | |
| 01781 | Gladys | 199 | 100A1 Fo | 1917 | Jack, Wil- | | | |
| 01782 | Glafjorden | 122 | | 1886 | | | | |
| 01783 | Glafra | 172 | | 1891 | S. Grech | | | |

| Numéro officiel | Nom du Navire | Tonnage | Détails de la Classification | Construit | Armateurs | Dimensions | Port d'immatriculation | Machines |
|---|---|---|---|---|---|---|---|---|
| 3270 | Glaros | 133 | | 1910 Kawasaki | H. M. Sutcliffe | 112' 3" x 20' 1" x 11' 9" | Pirano | |
| 3271 | Glaisas | 135 | | 1912 Cochrane & Sons, Ltd. | Wolf Bowman | 120' 3" x 21' 6" x 11' 3" | Stornoway | |
| 3272 | Glazie | 139 | | 1913 Wood, C. | Cie. Européenne de Pêcheries, Rue | 96' 6" x 19' 7" | St. Malo | |
| 3273 | Glean On | 100 | | 1919 J. Chambers, Ltd. | R. Irvin & Sons, Ltd. | 90' 5" x 20' 1" x 10' 3" | Gourock | |
| 3274 | Gledwin | 330 | | 1920 J. C. Tecklenborg, G. m. b. H. | "Rudow" Seehandelsgesellschaft m. b. H. | 146' 0" x 25' 2" x 11' 9" | Geestemünde | |
| 3275 | Glen Kidston | 300 | ✠100A1 Glen | 1920 Cochrane & Sons, Ltd. | R. Dick & Sons, Ltd. | 140' 4" x 23' 1" x 13' 3" | Greenock | |
| 3276 | Glen Strathallan | 300 | ✠100A1 Glen | 1920 Cochrane & Sons, Ltd. | R. A. Dalgleish, Ltd. | 139' 2" x 23' 1" x 13' 3" | Greenock | |
| 3277 | Glenbrook | 251 | ✠100A1 Nav | 1909 Hepple & Co., Ltd. | T. Roe, Gardner, Ltd. (Brisbane, Queensland) | 120' 2" x 21' 6" x 8' 3" | Brisbane | |
| 3278 | Glenclova | 119 | | 1910 A. Punt & Co. (Glasgow and Leith) | Glenclova Steamship Co., Ltd. | 85' 6" x 18' 1" x 9' 2" | Montreal | |
| 3279 | Glencley | 190 | | 1900 Scott & Sons, Bowling | G. M. Sandison | 90' 0" x 19' 6" x 9' 0" | Glasgow | |
| 3280 | Glenelg | 320 | | 1920 Blackwood & Gordon, Port Glasgow | Glenelg Steamship Co., Ltd. | 134' 9" x 23' 6" x 9' 3" | Greenock | |
| 3281 | Glenesk | 330 | | 1907 A. Hall & Co., Ltd. | R. Ainsley | 131' 3" x 22' 0" x 11' 3" | Aberdeen | |
| 3282 | Glengarnock | 104 | | 1920 Aitchison, Blair, Ltd. | Glenarnock Steamship Co., Ltd. | 75' 7" x 19' 3" x 9' 3" | Montreal | |
| 3283 | Glenholme | 222 | | 1919 W. D. Rennie | Kristiania Dampskibsselskab | 102' 0" x 20' 0" x 9' 7" | Kristiania | |
| 3284 | Glenn-Mayne | 67 | | 1919 Thornycroft, J. I. Thornycroft & Co. | R. Gabrel | 142' 0" x 21' 6" x 14' 6" | Los Angeles | |
| 3285 | Glengil | 333 | | 1902 Mackie & Thomson, Glasgow | A. A. Davidson | 115' 8" x 21' 0" x 11' 9" | Aberdeen | |
| 3286 | Glenrae | 300 | ✠100A1 Nav | 1906 Hepple & Co., Ltd. | T. Roe, Gardner, Ltd. (Brisbane, Queensland) | 120' 4" x 22' 6" x 9' 3" | Brisbane | |
| 3287 | Gleaney | 127 | | 1905 Sir Raylton Dixon & Co., Middlesbrough | A. Lowe | 100' 0" x 20' 6" x 10' 0" | Newcastle | |
| 3288 | Glitta | 300 | | 1916 W. J. Yarrow & Co., Ltd. | Lowe Bros. Ltd. | 90' 3" x 21' 0" x 9' 3" | Liverpool | |
| 3289 | Globe I. | 320 | | 1921 Aiers | Stoltenhagen & Co. (Stolten, Schmack & Co.) (Bremen, Hyro.) | 110' 9" x 21' 9" x 12' 9" | Lübeck | |
| 3290 | Globe II. | 320 | | 1921 Aiers | Stoltenhagen & Co. (Stolten, Schmack & Co.) (Bremen, Hyro.) | 110' 9" x 21' 9" x 12' 9" | Lübeck | |
| 3291 | Globe III. | 173 | | 1920 Nylands Verksted | Stoltenhagen & Co. (Stolten, Schmack & Co.) (Bremen, Hyro.) | 108' 7" x 21' 3" x 12' 0" | Lübeck | |
| 3292 | Globe IV. | 142 | | 1912 Aiers | Stoltenhagen & Co. (Stolten, Schmack & Co.) (Bremen, Hyro.) | 99' 0" x 20' 1" x 11' 0" | Lübeck | |

| Official No. | Steamer's Name, Intended, Rig, &c. | Tonnage | Particulars of Classification | Built | Owners | Registered Dimensions | Port of Registry | Engines | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 09907 | **Glaze V.** | | | | | | | | |
| 09908 | **Glamorgan I.** | | | | | | | | |
| 09909 | **Glamorgan II.** | | | | | | | | |
| 09910 | **Glamorgan III.** | | | | | | | | |
| 09911 | **Gloria** | | | | | | | | |
| 09912 | — | | | | | | | | |
| 09913 | — | | | | | | | | |
| 09914 | — | | | | | | | | |
| 09915 | — | | | | | | | | |
| 09916 | — | | | | | | | | |
| 09917 | — | | | | | | | | |
| 09918 | **Gloria May** | | | | | | | | |
| 09919 | **Gloucester** | | | | | | | | |
| 09920 | **Glückauf** | | | | | | | | |
| 09921 | **Glückburg** | | | | | | | | |
| 09922 | **Gudrunsen** | | | | | | | | |
| 09923 | **Go Ahead** | | | | | | | | |
| 09924 | **Gobela** | | | | | | | | |
| 09925 | **Godthaab** | | | | | | | | |
| 09926 | **Godland** | | | | | | | | |
| 09927 | — | | | | | | | | |
| 09928 | **Gotland II.** | | | | | | | | |

| Numéro Officiel | Nom du Navire | Signal Distinctif | Port d'Attache | Tonnage | Détails de la Classe | Chantier | Année | Propriétaires | Machines | Observations |
|---|---|---|---|---|---|---|---|---|---|---|
| 1900 | Goeland IV | | | 140 | | | | | | |
| 1900 | Goele | | | 100 | | | | | | |
| 1900 | Goldcrest | | | 136 | | | | | | |
| 1900 | Goldfinch | | | 170 | | | | | | |
| 1900 | Goldcrown | | | 170 | | | | | | |
| 1900 | Goldcroft | | | 170 | | | | | | |
| 1900 | Golden Bean | | | 200 | | | | | | |
| 1900 | Golden Feather | | | 100 | | | | | | |
| 1900 | Golden Gleam | | | 230 | Oven | | | | | |
| 1900 | Golden State | | | 150 | | | | | | |
| 1900 | Golden Thought | | | 130 | | | | | | |
| 1900 | Golden Way | | | 1130 | | | | | | |
| 1900 | Goldeve | | | 170 | | | | | | |
| 1900 | Gold Nuggets | | | 200 | | | | | | |
| 1900 | Goldak | | | 410 | | | | | | |
| 1900 | — | | | 177 | | | | | | |
| 1900 | Gollat | | | 200 | | | | | | |
| 1900 | Goltark | | | 300 | Oven | | | | | |
| 1900 | — | | | 150 | | | | | | |
| 1900 | Golly | | | 210 | | | | | | |
| 1900 | Gomanan | | | 100 | | | | | | |
| 1900 | Golub | | | 100 | | | | | | |

| Numéro Officiel | Chantier | Année | Armateurs | Dimensions | Port d'Immatriculation | Machines | Observations |
|---|---|---|---|---|---|---|---|
| 1900 | Gelst | | | | | | |
| 1900 | Chantiers Navals | | | | | | |
| 1900 | J. Pollock | | | | | | |
| 1900 | J. Pollock | | | | | | |
| 1900 | J. Pollock | | | | | | |
| 1900 | J. Pollock | | | | | | |
| 1900 | Cochrane | | | | | | |
| 1900 | John | | | | | | |
| 1900 | Cochrane | | | | | | |
| 1900 | W. F. Stone | | | | | | |
| 1900 | A. Hall | | | | | | |
| 1900 | Dickie | | | | | | |
| 1900 | J. Pollock | | | | | | |
| 1900 | G. H. Tippe | | | | | | |
| 1900 | J. H. Fils | | | | | | |
| 1900 | W. Cramp | | | | | | |
| 1900 | Nel Fiere | | | | | | |
| 1900 | Armstrong | | | | | | |
| 1900 | Fang & Ch. | | | | | | |
| 1900 | Kaiserski | | | | | | |
| 1900 | Motsphaer | | | | | | |
| 1900 | Mulala | | | | | | |

| Official No. | Name | Tonnage | Particulars of Class | Where Built | Owners | Port of Registry | Engines | Remarks |
|---|---|---|---|---|---|---|---|---|
| | **Gonçalves Zarco** | 154 | | 1930 Kingston-on-Clarence, Tasmania, Madeira | Engel, Teixeira Rocheda, Lda. | Lisbon | | |
| | **Gondia** | 225 | | 1927 Cockerane | William Watkins, Ltd. (J. S. Watkins, Mgr.) | London | | 12 × 4 |
| 0[illegible] | **Gondolier** | 113 | | 1885 J. & G. Thomson, Glasgow | David MacBrayne (1936), Ltd. | Greenock | J. & G. Thomson, Glasgow | |
| 0[illegible]4 | **Gonie No. 6** | 159 | | 1885 T. Scott, Gonie | Scott & Sellman Triangle, Ltd. | Gonie | T. Scott, Gonie | |
| 0[illegible]5 | **Gonie No. 10** | 165 | | 1896 J. P. Rennie | Scott & Sellman Triangle, Ltd. | Gonie | | 12 × 6 |
| 0[illegible]6 | **Gonigwai** | 271 | 100A1 Yt4 | 1919 Gillings' J. D. Co. Ltd. Wellingborough | Bell Fraser | Sydney | J. D. Co. Ltd. Wellingborough | 13 × 6 |
| 0[illegible]7 | **Gonnamboo** | 222 | | 1919 Gore, Dyer & Sorensen, R.S.W. | Cambline | Sydney | Gore, Dyer & Sorensen, R.S.W. | 13 × 6 |
| 0[illegible]8 | **Gonrangai** | 222 | | 1919 Gore, Dyer & Sorensen, R.S.W. | Cambline | Sydney | Gore, Dyer & Sorensen, R.S.W. | |
| 0[illegible]9 | **Gonsander** | 236 | +100A1 Lrr | 1908 Smith's Dock Co. Ltd. North Shields | Harley & Miller, Ltd. | Liverpool | | 12 × 6 |
| 0[illegible]0 | **Gorax** | 199 | +100A1 Lmh | 1907 Cook, Welton & Gemmell, Ltd. Beverley | Trolle & Rodgin G. & Berglind, Mgr. | Stockholm | | 12 × 7 |
| 0[illegible]1 | **Gorch Fock** | 357 | | 1917 H. C. Stülcken Sohn, Hohe Werft, Hamburg | Hans Bockmann K.G. | Cuxhaven | | G * |
| 0[illegible]2 | **Gordon** | 229 | + A1 Lcm | 1922 J. S. White & Co. Ltd. Cowes | London Coasting Company | London | | 7 × 6 |
| 0[illegible]3 | **Gordon Richards** | 213 | +100A1 Mh | 1907 J. Duthie, Torry, Aberdeen | Duthie Towing Co. (J. R. S. Duthie, Mgr.) | Aberdeen | | 12 × 6 |
| 0[illegible]4 | **Gorecht** | 307 | | 1927 J. Smith & Son, Fraserburgh | J. Watson | Fraserburgh | | V * |
| 0[illegible]5 | **Gorgona** | 295 | | 1914 Staten Island S.B. Co. (Richmond, N.Y.) | Panama Canal (Panama Rail Road Co. Inc., Mgrs.) | New York | | |
| 0[illegible]6 | **Gorizia** | 256 | | 1895 Mottala Werk, Vienna, Hohenstaufen | North Western River Nav. Co. | Lemberg | | |
| 0[illegible]7 | **Gorredijk** | 251 | | 1916 Bonsch, Maas, Rotterdam | Van Ommeren, N.V. (Van Ommeren, N.V., Mgrs.) | Vlaardingen | | |
| 0[illegible]8 | **Gos 1** | 234 | | 1927 Jachtw. Vaals, Tromsø | Kristiansen-skipet "Pelagos" (A. S. Brunsø & A. Lippe, Mgrs.) | Tromsø | | N * |
| 0[illegible]9 | **Gos 2** | 251 | | 1928 Smith's Dock Co. Ltd. Middlesbro' | Kristiansen-skipet "Pelagos" (A. S. Brunsø & A. Lippe, Mgrs.) | Tromsø | | C * |
| 0[illegible]0 | **Gos 3** | 251 | | 1928 Smith's Dock Co. Ltd. Middlesbro' | Kristiansen-skipet "Pelagos" (A. S. Brunsø & A. Lippe, Mgrs.) | Tromsø | | C * |
| 0[illegible]1 | **Gos 4** | 234 | | 1928 Abeo Werk, Vienna, Jesso | Kristiansen-skipet "Pelagos" (A. S. Brunsø & A. Lippe, Mgrs.) | Tromsø | | N * |
| 0[illegible]2 | **Gos 5** | 250 | | 1928 Smith's Dock Co. Ltd. Middlesbro' | Kristiansen-skipet "Pelagos" (A. S. Brunsø & A. Lippe, Mgrs.) | Tromsø | | C * |

| Signal Letters | Nom du Navire | Détails de la Classification | Construction | Machines | |
|---|---|---|---|---|---|
| [illegible] | Gosford II. | [illegible] | 1911 W. Denny [illegible] | [illegible] | [illegible] |
| [illegible] | Goshawk II. | [illegible] | 1900 [illegible] | [illegible] | [illegible] |
| [illegible] | Gosse | [illegible] | 1919 [illegible] | [illegible] | [illegible] V |
| [illegible] | Gosta Berling | [illegible] | 1900 Aktb. Karl-[illegible] | [illegible] | [illegible] |
| [illegible] | Gotaborg | [illegible] | 1916 [illegible] | [illegible] | [illegible] |
| [illegible] | Gota | [illegible] | 1910 [illegible] | [illegible] | [illegible] |
| [illegible] | Gota Kanal II | [illegible] | 1888 [illegible] | [illegible] | [illegible] |
| [illegible] | Gota Kanal IV. | [illegible] | 1892 P. Larsson [illegible] | [illegible] | [illegible] |
| [illegible] | Gota Kanal VI. | [illegible] | 1890 [illegible] | [illegible] | [illegible] |
| [illegible] | Gota Lejon | [illegible] | [illegible] | [illegible] | |
| [illegible] | Gote | [illegible] | 1910 C. P. Johnson [illegible] | [illegible] | [illegible] V |
| [illegible] | Goth | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Gothic | [illegible] | 1904 A. J. Ohlsson [illegible] | [illegible] | [illegible] |
| [illegible] | Gotland | [illegible] | 1896 [illegible] | [illegible] | [illegible] |
| [illegible] | Goulfar II. | [illegible] | 1911 [illegible] | [illegible] | [illegible] V |
| [illegible] | Gouwens | [illegible] | 1906 L. [illegible] | [illegible] | [illegible] V |
| [illegible] | Governador | [illegible] | 1906 W. [illegible] | [illegible] | [illegible] |
| [illegible] | Governor Taft | [illegible] | 1920 [illegible] | [illegible] | [illegible] |
| [illegible] | Goyei Maru No. 3 | [illegible] | 1919 Kawagoye [illegible] | [illegible] | [illegible] |
| [illegible] | Goyei Maru No. 6 | [illegible] | 1919 Kawagoye [illegible] | [illegible] | [illegible] |
| [illegible] | Gozal | [illegible] | 1912 J. Koster [illegible] | [illegible] | [illegible] V |
| [illegible] | Gozina Hildegunda | [illegible] | [illegible] | [illegible] | [illegible] |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Class Retained | Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|
| 09886 | Gom | 172 | | 1902 Cook, W. & | U.K. Broad | | | |
| 09887 | Gostape | 129 | Fin | 1900 M. C. | | | | |
| 09888 | Graaf Vinari | 195 | ✠100A1 Nav | 1901 A. Hall & | | | | |
| 09889 | Grab Dredger No. 2 | 330 | ✠100A1 Alm | 1901 A. Hall & | | | | |
| 09890 | Grace A. Barrett | 170 | | 1919 Northwest | E. E. Barrett | New York | | |
| 09891 | Grace A. Dalzell | 180 | | 1914 E. Palmer & | | New York | | |
| 09892 | Grackle | 191 | | 1915 Goole S. B. | | | | 12-11 |
| 09893 | Grada | 130 | | 1902 J. Cook | | | | |
| 09894 | Grade | 172 | ✠ Tri | 1914 Cantieri S. | | Trieste | | |
| 09895 | Grafton | 351 | | 1917 Walsh Isld. | | | | |
| 09896 | Gragnata | 444 | | 1924 W. Denny | | | | 11-0 |
| 09897 | Graham | 239 | | 1915 Ahern | | | | |
| 09898 | Graham Bell | 252 | | 1929 Davie S. B. | | | | 13-0 |
| 09899 | Grainer | 146 | | 1909 J. J. Butler | | | | |
| 09900 | Grampus | 133 | ✠100A Cal | 1899 Barn & Co. | | | | 9-9 |
| 09901 | Gran Canaria | 321 | | 1904 Grand Canary | | | | |
| 09902 | Granada | 236 | | 1921 | | | | |
| 09903 | Granat I | 230 | | 1925 Nylands | | | | |
| 09904 | Grand Fleet | 324 | ✠100A1 Alm | 1919 Cochrane | | | | 13-6 |
| 09905 | Grand Haven | 232 | | 1909 Craig S. E. | | | | |
| 09906 | Grand Rapids | 242 | | 1924 Manitowoc | | | | |
| 09907 | Grane | 120 | | 1891 Burmeister | | | | |

| Numéro officiel | Noms des Navires | Tonnage | Détails de la Classe | Constructeurs | Machines | |
|---|---|---|---|---|---|---|
| 00810 | Granthall | 184 | | 1919 Chandler | | |
| 00811 | Granville | 180 | 100 A1 Lloyd's | 1870 Wood | 101 | |
| 00812 | Granville III. | 125 | | 1919 H. H. Horn | 85 | |
| 00813 | Grasta | 110 | | 1921 Mjelstad | 89 | |
| 00814 | Gravelot | 123 | | 1913 Gooch, H. | 110 | |
| 00815 | Gravina | 190 | | 1918 | 122 | |
| 00816 | Gray | 707 | 100 A1 Lloyd's | 1909 H. Williams | 182 | 14 × 7 |
| 00817 | Graygarth | 130 | 100 A1 Lloyd's | 1910 Lythgoe | 83 | 10 × 5 |
| 00818 | Graythorpe | 115 | | 1901 L. Tyzio | 90 | |
| 00819 | Graz | 217 | | 1917 McLiffe, J. | 125 | |
| 00820 | Great Admiral | 394 | | 1909 Cook, Wal- | 133 | 22 × 10 |
| 00821 | Gt. Emperor | 171 | | 1909 J. T. Ewing | 93 | 11 × 6 |
| 00822 | Greathan | 132 | | 1900 J. P. Ros- | 92 | |
| 00823 | Grebe | 252 | | 1900 Cook, Wal- | 130 | 12 × 6 |
| 00824 | Greta | 204 | | 1907 Smith's | 112 | |
| 00825 | Grecian Empire | 190 | | 1899 Cook, Wal- | 113 | 12 × 5 |
| 00826 | Green | 102 | | 1910 Akers | 91 | |
| 00827 | Green Reward | 349 | 100 A1 Lloyd's | 1917 Cochrane & | 140 | 11 × 6 |
| 00828 | Greenisland | 282 | | 1901 Allan, R. | 143 | 10 × 6 |
| 00829 | Greenland | 140 | 100 A1 Lloyd's | 1922 Cook, Wal- | 82 | 10 × 6 |
| 00830 | Greenwood | 198 | | 1896 G. White | 114 | |
| 00831 | Greetings | 806 | 100 A1 Lloyd's | 1914 Nicholson | 197 | 12 × 7 |
| 00832 | Grey | 112 | | 1882 T. Charlton | 89 | 11 × 5 |

| Official No. | Name | Tonnage | Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|
| 0994 | Grenada | 273 | 1907 Cook, Welton & Gemmell, Ltd. Beverley | J. Suter | Grimsby | T.3Cy. 17", 31", 46" - 24" | 12 - 3 |
| 0995 | — | 183 | 1907 Earle's Co. Ltd. Hull | Hull Steam Fishing & Ice Co. Ltd. | Hull | T.3Cy. 16", 27", 43" - 24" | 12 - 2 |
| 0996 | Greenan | 242 | 1908 Helsingjörs Varf & Ångs Aktiebolag Helsingborg | Aktiebolaget Ångfartygs Aktiebolaget Ångfartygs Aktiebolaget | Helsingborg | T.3Cy. 18", 31", 51" - 30" | Y * |
| 0997 | Greenville | 407 | 1911 Polson Iron Works Co. Ltd. Toronto | Canadian Government Department Fish. Marine & Fisheries | Ottawa | T.3Cy. 16", 29", 48" - 30" | 12 - 4 |
| 0998 | Greta | 145 | 1911 Schiffb. Gebr. Unterweser Lehe | Joh. W. Thede | Hamburg | (See Building Ship Register) | G * |
| 0999 | — | 143 | 1908 G. Lanting Delfzijl | J. Boer | Leeuwarden | (See Building Ship Register) | Y |
| 0997 | — | 153 | 1910 — | M. J. Rowmans & H. M. J. Rowmans | Hamburg | Motor | |
| 0998 | Gretchen v. Allwörden | 122 | 1910 Gebr. v. Bun Leuchtenburg | A. v. d. Wettern | Hamburg | (See Building Ship Register) | N |
| 0999 | Greta | 155 | 1914 C. Lühring Hammelwarden | Gustav Bauer | Hamburg | (See Building Ship Register) | G * |
| 0900 | — | 177 | 1905 Stockak Kolin Wellingsbüttel | J. F. Stoepel & Sohn | Stade | (See Building Ship Register) | |
| 0901 | Gretha | 250 | 1907 W. Walker Burgtown | Robert A. Stevens & J. O. Stokes | Gloucester | T.3Cy. 19", 30" - 24" | 12 - 4 |
| 0902 | Gretl | 122 | 1912 Gebr. v. d. Meer Vlaardingen | J. F. G. Schouten | Hamburg | (See Building Ship Register) | G |
| 0903 | Grib | 227 | 1925 Fremme Mek. Vaerksted Sandefjord | A. Johansen & A. Berthelsen (Mgrs.) | Sandefjord | T.3Cy. 19", 28" - 40" | N * |
| 0904 | Griesewarder | 142 | 1921 A. L. Gos, "Waser" Bremen | Lürssen & Schmarje | Hamburg | T.3Cy. 19", 28" - 42" | |
| 0905 | Grigsass | 102 | 1905 G. Howaldt Aktien Kiel | Burg Gladbach Bau-u. g. G. | Flensburg | T.3Cy. 9", 16" - 24" | I * |
| 0906 | Grimsnes | 140 | 1909 Wood, Skinner & Co. Ltd. Bristol | H. A. Mac Jose Grimsnes | Lerwick | T.3Cy. 17", 27" - 40" | 11 - 4 Y |
| 0907 | Grimm | 357 | 1922 Bodewes's Scheepswerven Martenshoek | "Rodbos" Bodewes Scheepswerven Martenshoek A.G. | Oudkerk | T.3Cy. 18", 29" - 42" | G * |
| 0908 | Grimsey | 208 | 1907 H. C. Stuhlmann Hamburg | Dampfschiff Grimsey G.m.b.H. | Hamburg | T.3Cy. 19", 31" - 48" | G * |
| 0909 | Grimstad | 253 | 1922 Fredriksstad M. V. Fredrikstad | Dampskibs. Vestfjord Bergstad Fredriksten, Mgr. | Arendal | T.3Cy. 19" - 30" | N * |
| 0910 | Grip | 165 | 1915 Moss Verft Moss | Det Forenede Fyrdirektorat | Oslo | T.3Cy. 19", 30" - 48" | N * |
| 0911 | Gripsholm | 162 | 1879 W. Lindberg & Söner Stockholm | Gripsholms Rederi Aktiebolag (A. Wennergren, Mgr.) | Stockholm | T.3Cy. 16" - 31" | |

| Numéro Officiel | Noms du Navire, Numéro Signal, etc. | Tonnage | Détails de la Classification | Construit | Armateurs | Dimensions | Port d'Immatriculation | Machines | Chaudières | |
|---|---|---|---|---|---|---|---|---|---|---|
| 0000 | Gris Nez | | | 1911 Cochrane & Sons, Ltd. Selby | Cant. Cochrane Wm. Gibbins | | Newcastle | | 18 + 4 | V |
| 0001 | Grid | | | 1911 F. T. Everard & Sons, Ltd. Greenhithe | F. T. Everard & Sons, Ltd. | | London | | | |
| 0004 | Grita de Aaronis | | | 1906 J. Pollock Sons & Co., Ltd. Paisley | Compagnie Générale Transatlantique (Compagnie Générale Maritime) | | Cap Vidar | | 1 + 2 | |
| 0005 | Groben | | | 1904 Chantiers Navals Français | Compagnie Générale Transatlantique | | Bordeaux | | | |
| 0006 | Grosland | | | 1900 Cook & Co. Falmouth | La Morue Française | | Nantes | | | Y * |
| 0007 | Grouge | | | 1904 Deutsche Werft A.G. Hamburg | Deutsche Fischerei-Verein Fischerei-Gesellschaft | | Bremen | | | 1 |
| 0008 | Groningen | | | 1908 Nobiel, Stettiner Maschinenbau-Actien-Gesellschaft Stettin | Nobiel, Stettiner Maschinenbau-Actien-Gesellschaft | | Stettin | | 14 + 2 | |
| 0009 | — | | | 1909 Lake, Lyman, Alex. Hyde | S. V. Barnes Wilmington | | Wilmington | | | Y * |
| 0010 | — | | | 1908 Bonn & Mees, Amsterdam | S. V. Tot Nut "Rotterdam II" (F. J. Bakker, Rjn.) | | Rotterdam | | | |
| 0011 | — | | | 1914 Zoon, Groningen | Coöperatie "Noordland" (Fr. Eisinga en Zoon, Rjn.) | | Groningen | | | |
| 0012 | Grotland | | | 1914 G. Seebeck Aktien-Ges. Geestemünde | Lude Jansen & Co. | | Wesermünde | | | G * |
| 0013 | Gros Pierre | | | 1911 T. Ichong Groningen | Soc. de Pêche Danoise Jutlandia (Jug Bjerg, Rjn.) | | Esbjerg | | | Y |
| 0014 | Grosbeak | | | 1910 Goole S. B. Co. Goole | Colonial Trans. & Shipping, Ltd. | | London | | 12 + 1 | |
| 0015 | Grosmont Castle | | 100 A1 | 1917 Smith's Dock Co., Ltd. Middlesbro' | Consolidated Fisheries, Ltd. (Sir Colin D. Harvey, Bart., Rjn.) | | Cardiff | | 13 + 4 | |
| 0016 | Gross Friedrichsburg | | | 1917 Lindner Elsawerk G. Fleischer Stettin | "Gesser Hochsee" Fischerei-Gesellschaft A.G. | | Bremerhaven | | | |
| 0017 | Gross Rauder | | | 1915 H. C. Stülcken Sohn Hamburg | "Rudau" Deutsche Seefischerei-Gesellschaft Bremerhaven A.G. | | Bremerhaven | | | G * |
| 0018 | Grossberg | | | 1912 Stülcken A.G. Hamburg | Walsal Steamship | | Newcastle | | | G * |
| 0019 | Grosseron | | 100 A1 Reg | 1908 Gebrüder Sachsenberg A.G. Cassel | Schwarzkopf & Hamm | | Hamburg | | | |
| 0020 | Grotto | | | 1872 Trulock & Co. Ltd. Tyne | J. H. Amoore | | Newcastle | | | |
| 0021 | Groupe Du Cos | | | 1910 Ch. Bonnaud & Cie. Bordeaux | G. Delmas & Cie. | | Bordeaux | | 13 + 4 | V |
| 0022 | Grouse | | 100 A1 | 1900 Goole S. B. Co. Goole | Colonial Trans. & Shipping, Ltd. | | London | | 15 + 3 | |

| Official No. / Code Letters | Steamer's Name, Motorship, Rig, &c. / Year Built / Special Features, No. of Decks, &c. | Tonnage | Particulars of Class / Classification | Hull | Owners | Gross Tonnage | Net Tonnage | Deadweight Tonnage | Port of Registry | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 9983 | Grulla | 154 | + A1 RAs | | | | | | | | |
| 9984 | Grum | 78 | | | | | | | | | G |
| 9985 | — | 198 | | | | | | | | | G * |
| 9986 | — | 137 | | | | | | | | | Y * |
| 9987 | — | 130 | | | | | | | | | |
| 9988 | Grytna | 132 | | | | | | | | | |
| 9989 | Guadalhorce | 201 | | | | | | | | | |
| 9990 | Guaná | 300 | + A RAs | | | | | | | | |
| 9991 | Guanahara | 300 | | | | | | | | | |
| 9992 | Guanahani | 324 | + Dun | | | | | | | | |
| 9993 | Guanchiserfe | 198 | | | | | | | | | |
| 9994 | Guarany | 320 | + Lloyd | | | | | | | | |
| 9995 | Guardian | 456 | | | | | | | | | |
| 9996 | Guardsman | 122 | + A1 Hal | | | | | | | | |
| 9997 | Guayas | 265 | | | | | | | | | |
| 9998 | Gudal | 233 | | | | | | | | | Y * |
| 9999 | Gudrun | 130 | | | | | | | | | |
| 10000 | Guest | 122 | | | | | | | | | |
| 10001 | Guipúzcoa | 78 | + 100A1 Bis | | | | | | | | |
| 10002 | Guido Moring | 299 | | | | | | | | | G * |
| 10003 | Guillemot | 238 | | | | | | | | | |
| 10004 | Guimera | 207 | | | | | | | | | |

| Nom du Navire | Détails de la Cloue Rivetée | Construction | Machines | |
|---|---|---|---|---|
| 1925 Gula | | | | |
| 1926 Guldbergsund | | | | |
| 1927 Gulfport | | | | |
| 1928 Gulfprey | | | | |
| 1929 Gulfprite | | | | |
| 1930 Gullbas | 100A1 | | | |
| 1931 Gullhopper | 100A1 | | | |
| 1932 Gulzare | | | | |
| 1933 Gylos | | | | |
| 1934 Gun 1 | | | | |
| 1935 Gun 2 | | | | |
| 1936 Gun 3 | | | | |
| 1937 Gun 4 | | | | |
| 1938 Gun 5 | | | | |
| 1939 Gun 6 | | | | |
| 1940 Gun 7 | 100A1 | | | |
| 1941 Gun 8 | | | | |
| 1942 Gun 9 | | | | |
| 1943 Gusberg | | | | |
| 1944 — | | | | |
| 1945 Gusell | | | | |
| 1946 | | | | |

| No. in Book | Steamer's Name, Nationality, Rig, &c. | Particulars of Classification | Tonnage | Particulars of Classification | Built | Owners | Dimensions | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|---|---|
| 10037 | Gushdim | | 111 | | 1906 Nykvigsverf M.V. Kjøbing | Dansk A/S Nikolaus Kjøbenhavn | 104·3·10·7 | Kjøbenhavn | | |
| 10038 | Gusser | ✠100A1 | 349 | Gone | 1927 Gebrüder Sachsenberg | Gesellschaft Fischerei Ld. (Ihr Schiffs Kapitän, Bert, Mgr.) | 140·4·25·9·13·2 | Grimsby | | 14 + 6 |
| 10039 | Gassi | | 116 | | 1909 R. T. Hoore-de Graaner | R. Graaner | 87·8·19·0 | | | |
| 10040 | Gather | | 108 | | 1928 E. J. Smit | J. Barnels | 104·9·20·6 | Zaandam | | G * |
| 10041 | Gather | | 137 | | 1906 J. Pyrich | Bremen-Tugs-gesellschaft Vorbereitungs. | 91·9·21·4 | Bremen | | G * |
| 10042 | Gara Amtas | | 177 | | 1905 Clark, Wel-lington & Company Barrow | Shaughnessy Ins. | 101·2·29·9·11·9 | | | 12 + 1 |
| 10043 | Gara Itazepuna | ✠ | 332 | Gone | 1899 J. Duthie, Sons & Co. Aberdeen | Shaughnessy Ins. | 110·9·21·2·11·9 | | | 12 + 4 |
| 10044 | Guri | | 219 | | 1929 Frantzen M.V. Sandefjord | Sandfjorde Damskibsrederi A/S | 92·9·23·6 | Oslo | | 3 * |
| 10045 | Gurzand | | 342 | | 1922 Cammell Laird & Co. Birkenhead | Corporation of the Trinity House | 126·9·28·7·12·9 | London | | |
| 10046 | Gurth | | 226 | | 1909 Cochrane & Sons Selby | United Steam Fishing Co. Ld. | 122·2·21·5·11·4 | Grimsby | | 12 + 4 |
| 10047 | Guschi | | 141 | | 1925 Deutsche Werke Kiel A.G. Kiel | Lüneburg | 98·6·20·8 | Hamburg | | G |
| 10048 | Gustaf | | 351 | | 1918 Yelands Yard Trend | Stuart & Palmer | 82·6·22·8 | Göteborg | | Y * |
| 10049 | Gustaf Redberg | | 102 | | 1909 Kristinehamns Mek. Verkstad Kristinehamn | Fraktbolaget Thord Redberg (Mgr.) | 76·3·18·1·10·7 | Kristinehamn | | |
| 10050 | Gustaf Lagerfjelke | | 179 | | 1930 Bergsunds Mek. Verkstad Stockholm | Trafik A/B Nikarna Kjøbenhavn | 96·4·19·7 | Stockholm | | |
| 10051 | Gustaf Wasa | | 127 | | 1876 W. Lindberg M.V. Stockholm | Ostersjöbolaget (Ingh. Ahlsén, B.A. Pedersen, Mgr.) | 94·9·17·9 | Mora | | |
| 10052 | Gustav | | 254 | | 1899 Kjøbenhavns Flyde. Skibsværft Copenhagen | A/S Dybsøe Dokkerbetriebet | 122·9·24·2 | Aarhus | | Y * |
| 10053 | — | | 108 | | 1909 K. A. Fly-gen & Möller Copenhagen | Lauterberg | 94·9·19·2 | Hirtshals | | |
| 10054 | Gustav Meyer | | 311 | | 1930 Deutsche Werke A.G. Königsberg | Seebetriebswerk Carl Kampf, Pachtmeist | 127·4·22·6 | Wasser-schubs-G. Berlin | | G * |
| 10055 | Gustavsberg II. | | 152 | | 1928 Motala Co. Motala | A/S Gustavsberg Fab. Intressenter (A.S. W. Göthberg, Mgr.) | 83·2·18·7 | Gustavsberg | | |
| 10056 | Gustavsberg III. | | 192 | | 1905 Bergsunds M.V. Aktiebolag Stockholm | A/S Gustavsberg Fab. Intressenter (A.S. W. Göthberg, Mgr.) | 106·1·23·8 | Gustavsberg | | |
| 10057 | Gustavsberg IV. | | 163 | | 1904 Bergsunds Mek. Verkstad Stockholm | A/S Gustavsberg Fab. Intressenter (A.S. W. Göthberg, Mgr.) | 99·9·18·9 | Gustavsberg | | |
| 10058 | | | | | | | | | | |

| Signal Letters | Name of Vessel, Number of Tonnage, &c. | Tonnage | Details of the Class Assigned | Construction | Owners | Port | Machinery |
|---|---|---|---|---|---|---|---|
| 1264 | Gustavsberg V. | 136 | | 1886 | | | |
| 1265 | Gutstaff | 136 | | 1886 | | | |
| 1266 | Gas Tanker | 159 | ✠100 A1 Class | 1914 | | | |
| 1267 | Guyana | 200 | | 1912 | | | |
| 1268 | Gusel Sadirna | 112 | Class | | | | |
| 1269 | Gvra 2 | 22 | | 1926 | | | |
| 1270 | Gwaqides Maru No. 1 | 217 | | 1925 | | | |
| 1271 | Gwenarra | 102 | | 1902 | | | |
| 1272 | Gwendolin | 103 | | 1870 | | | |
| 1273 | Gwellian | 222 | ✠100 A1 Class | 1911 | | | |
| 1274 | Gwest | 162 | | 1897 | | | |
| 1275 | Gyldenlove I | 121 | | 1907 | | | |
| 1276 | Gyldenlove II | 122 | | 1910 | | | |
| 1277 | Gyll | 250 | | 1912 | | | |
| 1278 | Gyllir | 302 | ✠100 A1 Class | 1920 | | | |
| 1279 | Gyberk | 171 | | 1918 | | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually if practicable), in order to be being seen that their efficiency is fully maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to (not retaining the character assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their character from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| No. in Book | Steamer's Name, Material, Rig, &c. | Particulars of Class & Equipment | Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|
| 10000 | H. | Wood | 197 | Brw | 1937 H. Robb, Ld. | London, Midlands & Scottish Ry | Flin | 12 + 9 |
| 10001 | H. A. Walker | Wood | 72 | | 1917 Orr & B. | | | |
| 10002 | H. B. Christian | Composite | 192 | | 1902 Harthorne | | | |
| 10003 | H. C. Cadman | Wood | 411 | | 1890 J. H. Hay | Tyghes S.S. Dublin | | |
| 10004 | H. C. Pigott | Wood | 425 | | 1912 Fleming & | McGowan Harbour Board Commissioners | McGowan | 13 + 8 |
| 10070 | H. E. Stroud | Wood | 114 | Llw | 1915 A. Hall & Co. Ld. | S. S. Stroud | Aberdeen | 12 + 6 |
| 10071 | H. F. Duncan | Composite | 191 | | 1919 Montreal | Can. Nav. Lines Ld. | Montreal | |
| 10072 | H. Fock | Wood | 222 | | 1920 Marine- | H. Fock & Co. Inc. | Hamburg | G * |
| 10073 | H. Holsboie | Wood | 228 | | 1920 Nth. Th. Gen. | "Rostow" | Northenham | G * |
| 10074 | H. P. & H. C. No. 4 | Wood | 402 | A1 Hpl | 1906 J. T. Ewing | Hartlepool Port & Harbour Commissioners | Hartlepool | 12 + 9 |
| 10075 | H. P. & H. C. No. 5 | Wood | 543 | 100A1 Hpl | 1910 Jos. T. Ei- | Hartlepool Port & Harbour Commissioners | Hartlepool | 14 + 6 |
| 10076 | H. P. & H. C. No. 6 | Wood | 357 | 100A1 Hpl | 1924 Irvine's S.B. | Hartlepool Port & Harbour Commissioners | Hartlepool | 12 + 6 |
| 10077 | H. R. B. | Wood | 180 | 1(a) | 1907 Mackie & | T. S. Brownhouse | Bristol | 11 + 7 |
| 10078 | H. R. Humphreys | Wood | 202 | | 1919 Hum- | Brownhouse & Co. Inc. | Newport News, Va. | |
| 10079 | H. T. De Bardeleben | Wood | 420 | | 1920 Pennsylvania | W. H. Doyle & Co. Inc. | Philadelphia | B |
| 10080 | Haakon | Iron/Steel | 112 | | 1874 J. Sutherland & Co. | Sutherland Fishing Co. Ld. | Lerwick | |
| 10081 | Haalogaland | Wood | 222 | | 1921 Fredriksstad | A/S Haarvaag | Haarvaag | |
| 10082 | Haarek | Steel | 125 | | 1912 Christie | Christiania | Christiania | |
| 10083 | Haaslein | Wood | 149 | | 1907 Salvesen | S. Melhus | Haugesund | |
| 10084 | Habicht | Wood | 157 | | 1897 Schiffw. | Fischerei-Ges. | Cuxhaven | G * |
| 10085 | Haere | Wood | 178 | | 1900 Nicol | Wemyss Ld. | Kirkcaldy | |

| Numéro d'Ordre | Nom du Navire | Tonnage | Détails de la Classe | Construction | Propriétaires | Machines | Remarques |
|---|---|---|---|---|---|---|---|
| 10006 | Hahia | 100 | | 1903 L. Molitor | | | |
| 10007 | Hafeitzen | 102 | | 1900 Cook, Welton & Gemmell | Trust L.& N.Pak. | | |
| 10008 | Hahsein | 113 | ✠100A1 Hull | | | | |
| 10009 | Hagen | 117 | | 1909 J. Frerichs | | | G * |
| 10010 | Hagi Maru | 122 | | 1909 Kawasaki | | | |
| 10011 | Hagurosan Maru | 124 | | 1905 Ishikawajima | | | |
| 10012 | Hai | 127 | | 1910 J. H. N. Wichhorst | | | G * |
| 10013 | Hai-Lee | 200 | Hull | 1910 Rennie | | | |
| 10014 | Haiman | 270 | | 1899 A. Dubigeon | | | Y * |
| 10015 | Hakata Maru No. 1 | 272 | | 1919 Matsuo | Hakata Trad. S.K. | | |
| 10016 | Hakata Maru No. 2 | 272 | | 1920 Matsuo | Hakata Trad. S.K. | | |
| 10017 | Hakata Maru No. 3 | 272 | | 1920 Tokicho | Hakata | | |
| 10018 | Hakata Maru No. 6 | 272 | | 1922 Kobe Steel | Hakata Trad. S.K. | | |
| 10019 | Hakata Maru No. 7 | 272 | | 1923 Kobe Steel | Hakata Trad. S.K. | | |
| 10020 | Hakusan Maru | 134 | | 1914 O. Nakata | | | |
| 10021 | — | 123 | | 1920 Kojima | | | |
| 10022 | Hakuna Maru No. 1 | 126 | | 1906 Akers | Seyo Kaiun S.K. | | |
| 10023 | Hakuna Maru No. 2 | 126 | | 1906 Akers | Seyo Kaiun S.K. | | |
| 10024 | Halberstadt | 300 | | | "Rickmer" | | G * |
| 10025 | Halcyon | 121 | | 1903 H. Scott | S.S. Pulsing | | |
| 10026 | Halden 1 | 100 | | 1906 Yolande | Stalheim Dampskibs A.S. (M.A. Martinsen, Mgr.) | | |
| 10027 | Halden 2 | 102 | | 1910 J. Vosk | | | |
| 10028 | Halden 3 | 130 | | 1900 Frederiksen | Stalheim Dampskibs A.S. (M.A. Martinsen, Mgr.) | | |

| No. in Reg. Book / Official No. / Code Letters | Steamer's Name, Material, Rig, &c. / Line Power of eng. / Special Service. No. of Decks, &c. | Tonnage | Particulars of Class / Character | Year Built | Built / Where | By Whom / Owners | Registered Dimensions | Port of Registry / Flag | Engines | Boiler Work | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 10109 | Halbor | 113 | + | Apr 13 | 1933 | Hawks | | | | 10 | |
| 10110 | Halifax | 500 | | | 1911 | Napier & | | | | 12 | |
| 10111 | — | 189 | +100A1 | Lat | 1937 | Mackie & | | | | 11 | |
| 10112 | Hall Cabo | 216 | | | 1912 | D. Sullivan | | | | | |
| 10113 | Halle | 222 | | | 1921 | Harlan | | | | | G |
| 10114 | Hamburg | 204 | | | 1917 | Reiherst'g | | | | | G |
| 10115 | Hamilton | 180 | + 100A1 | Jrr | 1905 | Scotch | | | | 9 | |
| 10116 | Hamme | 113 | | | 1899 | Brunner | | | | | G |
| 10117 | Hammer | 162 | | | 1905 | Nylands | | | | | |
| 10118 | Hammerhud | 240 | | | 1899 | Kjøbenhvn | | | | | V |
| 10119 | Hammond | 344 | + 100A1 | Glas | 1929 | Cook, Wel- | | | | 14 | |
| 10120 | Hamoon | 186 | | | 1922 | Walker | | | | | |
| 10121 | Hamze | 188 | | | 1919 | Xiamenchi | | | | | |
| 10122 | Han Wo | 240 | | | 1919 | New Eng. | | | | | |
| 10123 | Hanneri II. | 127 | | | 1910 | Smith's | | | | | |
| 10124 | Handel II. | 318 | | | 1914 | Gebr. Beck | | | | | |
| 10125 | Handel & Zeevaart | 138 | | | 1909 | | | | | | |
| 10126 | Handyman | 86 | + A- | Hal | 1909 | Cook, Wel- | | | | 10 | |
| 10127 | Hanestrom I. | 245 | | | 1912 | Thorsing | | | | | |
| 10128 | Hanestrom II. | 245 | | | 1915 | P. Larsen | | | | | |
| 10129 | Hango Maru | 111 | | | 1931 | Kondo | | | | | |
| 10130 | Hanka | 130 | | | 1911 | Akers | | | | | |

| Numéro d'Ordre | Nom du Navire, Numéro, Signal, &c. | Tonnage | Détails de la Classe Spéciale | Construit | Armateurs | Dimensions | Port d'Attache | Machines | |
|---|---|---|---|---|---|---|---|---|---|
| 12129 | **Haakkijs IV.** | 151 | | 1907 O. Alinde | [illegible] | [illegible] | [illegible] | | |
| 12132 | **Haaks** | 182 | | 1906 Alexei Nik. | [illegible] | [illegible] | [illegible] | | |
| 12133 | **Hanna** | 145 | | 1914 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | G * |
| 12136 | — | 141 | | 1906 J. J. Patijn | [illegible] | [illegible] | [illegible] | [illegible] | G * |
| 12137 | — | 147 | | 1907 E. Sundström | [illegible] | [illegible] | [illegible] | [illegible] | V * |
| 12138 | — | 132 | | 1911 J. J. Pieter | [illegible] | [illegible] | [illegible] | [illegible] | G * |
| 12147 | — | 132 | | 1911 J. J. Patijn | [illegible] | [illegible] | [illegible] | [illegible] | |
| 12148 | — | 111 | | 1911 Schorpe | [illegible] | [illegible] | [illegible] | [illegible] | |
| 12150 | **Hannah R. Reynolds** | 153 | + 100 A1 Alex. | 1920 W. Beard | [illegible] | [illegible] | [illegible] | [illegible] | |
| 12152 | **Hannchen Allers** | 154 | | 1913 W. Mahler | [illegible] | [illegible] | [illegible] | [illegible] | G * |
| 12154 | **Hanns Seibert** | 445 | + 100 A1 Alex. | 1920 Gebr. Wolf | [illegible] | [illegible] | [illegible] | [illegible] | |
| 12154 | **Hansi** | 154 | | 1910 W. Rolter | [illegible] | [illegible] | [illegible] | [illegible] | V |
| 12161 | **Hansotte** | 245 | | 1922 Schiffbau-Ges. "Werder" | [illegible] | [illegible] | [illegible] | [illegible] | G * |
| 12164 | — | 132 | | 1916 J. B. Ali. Figee | [illegible] | [illegible] | [illegible] | [illegible] | V |
| 12165 | **Hans** | 250 | | 1916 J. Van der Wolf | [illegible] | [illegible] | [illegible] | [illegible] | G * |
| 12166 | — | 175 | | 1924 Dominion | [illegible] | [illegible] | [illegible] | [illegible] | G * |
| 12167 | — | 120 | | 1916 Geb. Müller | [illegible] | [illegible] | [illegible] | [illegible] | V * |
| 12185 | — | 170 | | 1902 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 12186 | — | 124 | | 1902 H. H. Müller | [illegible] | [illegible] | [illegible] | [illegible] | |

| No. in Book | Steamer's Name | Built (When) | Built (By Whom, Where) | Owners | Port of Registry / Flag |
|---|---|---|---|---|---|
| 10150 | Hans Georg (See Sailing Ship Register) | 1906 | C.Lühring Hammelwarden | [illegible] | Stettin German |
| 10151 | Hans Günther | 1931 | E.J.Smit & Zoon Hoogezand | [illegible] | Hamburg German |
| 10152 | Hans Joachim | 1916 | Schiffb.Ges Unterweser A.G. Wesermünde | Deutsche Fischerei A.G. | Wesermünde German |
| 10153 | Hans Johann (See Sailing Ship Register) | 1905 | J.Th. Wilmink Groningen | [illegible] | Hamburg German |
| 10154 | Hans Otto Ippen 11 | 1901 | F.Schichau Elbing | [illegible] | Stettin German |
| 10155 | Hans Peter (See Sailing Ship Register) | 1915 | Gebr. Kool [illegible] | [illegible] | Hamburg German |
| 10156 | Hans Pickenpack | 1921 | Marinewerft Wilhelmshaven | [illegible] Pickenpack | Hamburg German |
| 10157 | Hans Werner (See Sailing Ship Register) | 1928 | W.Mühler [illegible] | [illegible] | Hamburg German |
| 10158 | Hans Wriedt | 1929 | Frerichswerft A.G. Einswarden | "Nordsee" Deutsche Hochseefischerei [illegible] | Nordenham German |
| 10159 | Hansa | 1918 | R.Holtz Harburg | [illegible] | Cuxhaven German |
| 10160 | — (See Sailing Ship Register) | 1911 | D.W. Kremer Elmshorn | [illegible] | Hamburg German |
| 10161 | Hanseat | 1926 | J.C.Tecklenborg A.G. Wesermünde | [illegible] | Bremerhaven German |
| 10162 | Hansi | [illegible] | [illegible] | [illegible] | [illegible] |
| 10163 | Hapai | 1909 | Fleming & Ferguson Ld Paisley | Auckland Harbour Board | Auckland N.Z. British |
| 10164 | Haparanda | 1894 | Bergsunds M.V. Stockholm | Trafikaktieb. Haparanda | Haparanda Swedish |
| 10165 | Happy Days | 1914 | Colby Bros. Lowestoft | [illegible] | Lowestoft British |
| 10166 | Harald | 1916 | Motala [illegible] | [illegible] | [illegible] Swedish |
| 10167 | Harbor Trader | 1927 | J.McLean [illegible] | [illegible] | [illegible] |
| 10168 | Hardangeren | [illegible] | Bergens Mek. Værksted Bergen | Hardanger [illegible] | Bergen Norwegian |
| 10169 | Hardback | 1901 | J.P. [illegible] | [illegible] | [illegible] British |
| 10170 | [illegible] | 1912 | [illegible] | [illegible] | [illegible] Norwegian |
| 10171 | Hardi No. 107 | 1913 | Lobnitz & Co Ld Renfrew | [illegible] | Port Said Egyptian |

| Numéro officiel | Nom du Navire, Numéro, Signal | Port d'Attache | Tonnage | Détails de la Classe | Construit | Propriétaires | Machines | Chaudières |
|---|---|---|---|---|---|---|---|---|
| 101772 | Harsidinger | Wisselfjord | 145 | | 1910 Rosenberg | Edward Barrett | | |
| 101773 | Harfat | Stavanger | 138 | | 1911 W. J. Yar- | Great Grimsby | | |
| 101774 | Harkilia | Wisselfjord | 279 | | 1911 J. F. Ros- | J. F. Rutenbeck | | |
| 101775 | Harle | Wisselfjord | 250 | | 1911 J. Stubbs | Sea Ann. Steam-Trawl. & Co. Limited | | |
| 101776 | Harlech Castle | Wisselfjord | 279 | +100A1 Stea | 1910 Smith's | Consolidated Fish-Trawling Ltd. (Robert Middleton) | | |
| 101777 | Harmina | Wisselfjord | 177 | | 1912 J. Kuster | H. H. Rubbe | | |
| 101778 | Harnser | Wisselfjord | 130 | | 1910 Colby Iron | Jack Brown & Ltd. | | |
| 101779 | Haro | Wisselfjord | 211 | Yor | 1910 A. Mc | R. C. McIntyre Steam Co. Ltd. | | |
| 101780 | Harold | Wisselfjord | 130 | | 1906 H. C. | R. Fricker & Co. Ltd. | | |
| 101781 | Harold F. O'Brien | Wisselfjord | 250 | | 1910 Morse D. D. | Standard Oil Co. | | |
| 101782 | Harpon | Wisselfjord | 130 | | 1910 Cigogne | Vertus & Schmelzing | | |
| 101783 | Harpon II | Wisselfjord | 230 | | 1910 Nylandis | A/S Lofoten & T. Dahl & Co. | | |
| 101784 | Harpier | Wisselfjord | 307 | +100A1 Ch | 1910 Smith & Co. | R. H. Worth | | |
| 101785 | Harrington | Wisselfjord | 149 | +100A1 Stea | 1910 J. T. Ehring | Alexander Towing Co. Ltd. | | |
| 101786 | Harry | Wisselfjord | 130 | | 1910 | F. J. Hjelmset | | |
| 101787 | Harry Eastick | Wisselfjord | 127 | | 1910 Yarrow | H. W. Eastick | | |
| 101788 | Harry F. Keller | Wisselfjord | 250 | | 1910 Columbian | Harry A. Keller | | |
| 101789 | Harry G. Lytle | Wisselfjord | 200 | | 1910 Sharpsnes | Bro. Rasin Towing & Rafting Co. | | |
| 101790 | Harry Melling | Wisselfjord | 275 | +100A1 Fis | 1910 J. Rennie & | Melings Ltd. W. Melling, Esq. | | |
| 101791 | Harstad | Wisselfjord | 127 | | 1910 Trondjem | A/S Nordgrænsens Kys | | |
| 101792 | Hartford Sunny | Wisselfjord | 130 | | 1910 New York | Standard Tonnage Transportation Co. | | |
| 101793 | Hartness | Wisselfjord | 300 | + A1 Hyd | 1910 Fleming & | Harlingen Fish Factory Commission | | |
| 101794 | Harvard | Wisselfjord | 311 | | 1910 Ellis & | Thomas Walsh Leslie | | |

| Numéro officiel | Propriétaires | Port d'Attache | Machines | Chaudières | Dimensions |
|---|---|---|---|---|---|
| 101772 | | Stavanger | | | |
| 101773 | | Stavanger | | | |
| 101774 | | Stavanger | | | |
| 101775 | | Swansea | | | |
| 101776 | | Lowestoft | | | |
| 101777 | | Tacoma, B.C. | | | |
| 101778 | | Lowestoft | | | |
| 101779 | | Tacoma, B.C. | | | |
| 101780 | | Adelaide | | | |
| 101781 | | New York | | | |
| 101782 | | Antwerp | | | |
| 101783 | | Bergen | | | |
| 101784 | | Cape Town | | | |
| 101785 | | Cape Town | | | |
| 101786 | | Gravesend | | | |
| 101787 | | Thornaby | | | |
| 101788 | | New York | | | |
| 101789 | | New York | | | |
| 101790 | | Fleetwood | | | |
| 101791 | | Harstad | | | |
| 101792 | | New York | | | |
| 101793 | | Harlingen | | | |
| 101794 | | Stavanger | | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Port | Tonnage | Particulars of Class | Where Built | By Whom | When | Owners | Engines | Port of Registry | Boilers | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12236 | **Harvard** | Wood | 113 | | 1891 | A.D. Story | | R.L. Lincoln | | Freeport | | |
| 12237 | **Harvest King** | Wood | 119 | ✠ Lat | 1879 | Brandt's | | S. Evans | | Dublin | | |
| 12238 | **Harvest Queen** | Steel | 187 | ✠100A Nav | 1923 | Wm. Pollock | | | | Newcastle | | |
| 12239 | **Hashidate Maru No. 2** | Steel | 187 | | 1906 | Osaka Iron Works | | | | Osaka | | |
| 12240 | **Hashidate Maru No. 3** | Steel | 136 | | 1910 | Uraga Dock Co. | | | | Tokio | | |
| 12241 | **Haslam** | Steel | 182 | | 1919 | W. J. Yarwood & Sons, Ltd. | | | | Liverpool | | |
| 12242 | **Hatasa** | Steel | 297 | | 1925 | Smith's Dock Co. Ltd. | | | | Glasgow | | C ✠ |
| 12243 | **Hatiya** | Steel | 186 | | 1907 | Turner, | | | | Calcutta | | |
| 12244 | **Hatsuho Maru** | Steel | 199 | | 1914 | H. Takeuchi | | | | Tokio | | |
| 12245 | **Hatsusa** | Steel | 297 | | 1927 | Smith's Dock Co. Ltd. | | | | Glasgow | | C ✠ |
| 12246 | **Hauiki** | Steel | 148 | | 1911 | G. Nicoll | | | | Auckland | | |
| 12247 | **Haukaness** | Steel | 341 | ✠100A1 Gran | 1920 | Cook, Welton & Gemmell, Ltd. | | | | Newcastle | | |
| 12248 | **Haukelid** | Steel | 143 | | 1909 | Bergens Mek. Verksted | | | | Bergen | | |
| 12249 | **Haukes** | Steel | 251 | | 1926 | Frantzen | | | | Sandefjord | | N ✠ |
| 12250 | **Haukes II** | Steel | 172 | | 1911 | Smith's Dock Co. Ltd. | | | | London | | N |
| 12251 | **Hauler** | Steel | 143 | ✠100A1 Tug | 1926 | J. Meyer's | | | | London | | |
| 12252 | **Hauptmann Göring** | Steel | 301 | | 1924 | Schiffbau-ges. | | | | Wesermünde | | Q ✠ |
| 12253 | **Haus** | Steel | 139 | | 1914 | Müller & Barbers | | | | Bergen | | |
| 12254 | **Haut de Quarante** | Steel | 72 | | 1930 | Smith's | | | | Dundee | | |
| 12255 | **Hautaro** | Steel | 296 | | 1922 | J. Brown & Co. Ltd. | | | | Auckland | | |
| 12256 | **Hav** | Steel | 243 | | 1931 | A.B. Akers | | | | Drammen | | N ✠ |
| 12257 | **Havoso** | Steel | 116 | ✠100A1 Hon | 1928 | W. Beardmore & Co. Ltd. | | | | Glasgow | | |
| 12258 | **Hawaiian Intrepidus** | Steel | 314 | ✠100A1 Gran | 1919 | Schlesw. | | | | Flensburg | | |

| Numéro Officiel | Nom du Navire | Port d'Attache | Tonnage | Détails de la Classification | Construction | Armateurs | Dimensions Principales | Port d'Immatriculation | Machines | Observations |
|---|---|---|---|---|---|---|---|---|---|---|
| 1[illegible] | Haslerya | [illegible] | 1[illegible] | | 1914 X[illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Hasslen | [illegible] | 1[illegible] | | 1[illegible] Pungrynd | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Hadrygvin | [illegible] | [illegible] | | 1[illegible] J. Ring | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Hasglyti | [illegible] | 1[illegible] | | 1907 X[illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Hathaden | [illegible] | 1[illegible] | | 1909 X[illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Hadid | [illegible] | 1[illegible] | | 1891 J. P. Ries | [illegible] | [illegible] | [illegible] | [illegible] | 10 × 5 |
| 1[illegible] | Harmann | [illegible] | 1[illegible] | | 1913 Rosenberg | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Havern II | [illegible] | 1[illegible] | | 1911 Nylands | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Havern III | [illegible] | 1[illegible] | | 1913 Fraserne | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Harskaaren | [illegible] | 1[illegible] | | 1907 X[illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Hawaiian Castle | [illegible] | 1[illegible] | | 1907 C. Lehring | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Hawers | [illegible] | 1[illegible] | | 1912 W. H. | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Hawk | [illegible] | 1[illegible] | | 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | — | [illegible] | 1[illegible] | | 1904 Nylands | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | — | [illegible] | 1[illegible] | | 1904 Flensburg | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Hawser | [illegible] | 1[illegible] | Now 1[illegible] 100A1 | 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Hawthorn | [illegible] | 1[illegible] | 100A1 Lr | 1[illegible] G. Fenwick | [illegible] | [illegible] | [illegible] | [illegible] | 10 × 6 |
| 1[illegible] | — | [illegible] | 1[illegible] | | 1902 Cook, Wil- | [illegible] | [illegible] | [illegible] | [illegible] | 11 × 11 |
| 1[illegible] | Hayana Mars | [illegible] | 1[illegible] | | 1911 O. J. W. Je- | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Harbour Wyke | [illegible] | 1[illegible] | 100A1 Fn | 1911 Cochrane | [illegible] | [illegible] | [illegible] | [illegible] | 13 × 6 |
| 1[illegible] | Haptarpass | [illegible] | 1[illegible] | | 1904 Gourlay | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Hays | [illegible] | 1[illegible] | | 1912 D. W. Kruse | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Hayward | [illegible] | 1[illegible] | | 1912 La Angelus | [illegible] | [illegible] | [illegible] | [illegible] | |

| No. in Book / Official No. / Date Published | Steamer's Name, Nationality, Rig, &c. / Date Place of Reg. / Special Services, No. of Decks, &c. | Tonnage | Particulars of Class / Character / Date of Last Survey | Hull: Where / By Whom / When | Owners | Tonnage Dimensions | Port of Registry / Flag | Engines / Engine Maker's Name | Remarks | |
|---|---|---|---|---|---|---|---|---|---|---|
| 12221 | Headlight | 102 | | 1904 W. Denny & Bros. Dumbarton | "Light" Steamship Co. Ltd. (Frank Marshall, Ltd. Mgrs.) | 98'5/18'0/ 8'9 | Newcastle | 2-30 by 16" x 24" - 24" TEM | | |
| 12230 | Headman | 177 | 4-100A1 Hul | 1924 Cochrane & Sons, Ltd. Selby | United Towing Co. Ltd. | 98'5/24'0/11'9 | Hull | 2-C.y 14" x 24" x 40" - 27" | | |
| 12231 | Heather Pet | 196 | | 1922 Willock | F.T. Everards Sons, Ltd. | 94'0/23'5/ 9'0 | Kingstown | 301 Engines | | |
| 12232 | Heatherock | 182 | | 1908 Ferguson, Sons | Liverpool & Irish Lights Steamship Co. (J. R. Nicholson) | 107'2/23'1/ 9'1 | Liverpool | C.30 by 26" x 42" - 27" | | |
| 12233 | Hebe | 126 | | 1919 J. Koster, Gez. | [illegible] | 105'5/20'5/ 9'0 | Rotterdam | 131 Engines | | V * |
| 12234 | — | 172 | | 1902 N. V. Scheepswerf Delfzijl | J. Wolters | 102'2/20'0/ 7'0 | Groningen | 102 Engines | | V * |
| 12235 | Hecla | 222 | | 1918 Schiffswerft | H. Fuck | 120'7/22'0/11'3 | Hamburg | T.3C.y 15" 29" x 32" - 22" | | G * |
| 12236 | Hector | 175 | | 1921 A. Pieper | N. V. Scheepswerf Wijnaldum | 95'2/21'4/10'0 | Rotterdam | T.3C.y 18" 31" x 34" - 24" | | V |
| 12237 | Hector Denis | 97 | 4-100A - Hul | 1921 Cochrane & Sons, Ltd. Selby | Sociedade Armadora Dionisia | 85'2/19'1/ 7'0 | Oporto | 1-2C.y 12" x 24" - 40" | | |
| 12238 | Heda | 136 | | 1918 Sietze de Boer Leeuwarden | B. A. Peters | 96'6/21'2/ 9'1 | Groningen | 131 Engines | | |
| 12239 | Hedvig | 148 | | 1919 Delmelaire Stoomvaart Maatschappij | Rederij Hedvig (J. Kruijer) | 97'7/23'4/ 9'0 | Fetsund | 131 Engines | | V * |
| 12240 | Hedwig | 195 | | 1912 Nüscheler Co. A.G. Stettin | Gross-Lichterfelder Reederei A.G. | 115'2/19'2/ 7'2 | Hamburg | 195 Engines | | G * |
| 12241 | Heidelberg | 257 | | 1907 J. Frerichs & Co. A.G. Nordenham | "Rickmer" Deutsche Rickmer-Gesellschaft Bremen-Cuxhaven A.G. | 129'9/23'1/11'2 | Bremerhaven | T.C.(2)C.y 19" 32" x 48" - 32" | | G * |
| 12242 | Heilborn | 199 | | 1906 Gunn Mek. Verksted Trondhjem | A/S Trykkeriet Skogstrøk (S. Kjøkes, Mgr.) | 101'0/18'1/ 8'3 | Christiania | T.3C.y 1" 24" x 40" - 24" | | |
| 12243 | Heim | 115 | | 1903 Vinnmæle Mek. Verksted Kristiansund | A/S Norsk Industri Vest | 100'5/18'0/ 8'0 | Kristiania | T.3C.y 10" x 16" - 27" | | N * |
| 12244 | Heimat | 141 | | 1909 Act.-Ges. Neptun Rostock | H. Rahusen | 104'1/23'1/ 9'3 | Hamburg | 141 Engines | | G * |
| 12245 | Heimdal | 173 | | 1911 A/S Aalborg Mek. Værksted Aalborg | Bolanden Dampskibsselskab | 110'1/20'0/11'0 | Esvela | 131 Engines | | V * |
| 12246 | — | 202 | | 1920 Varfsk. Reinholds Svendborg Vesterø | H. A. Jensen | 109'5/25'0/11'0 | Gothenburg | 131 Engines | | V * |
| 12247 | — | 142 | | 1896 Schiffw. v. Henry Koch Lübeck | Nye Flensburger Dampfschiffs-Gesellschaft Sonderburg (Joseph Sen.) | 113'1/22'0/ 8'0 | Sonderburg | T.3C.y 17" x 27" - 24" | | G * |
| 12248 | — | 142 | | 1919 Christiania M.V. Christiania | Ole Gjerstad | 98'2/19'7/10'0 | Christiania | T.3C.y 22" x 36" - 24" | | |
| 12249 | Heinen | 126 | | 1922 J. Dragt Sneek | Jacob Jansen | 86'7/22'6/ 8'0 | Groningen | 131 Engines | | |

| Numéro d'Indication | Nom du Navire | Détails de la Classe | Construction | Architecte | Dimensions | Port d'Enregistrement | Machines | Notes |
|---|---|---|---|---|---|---|---|---|
| 10200 | Heinkehr | | | | | | | |
| 10201 | Heimland I. | | | | | | | |
| 10202 | Heimwärts | | | | | | | |
| 10203 | Heig Herbert | | | | | | | |
| 10204 | Helsi | | | | | | | |
| 10205 | Heinrich | | | | | | | |
| 10206 | — | | | | | | | |
| 10207 | — | | | | | | | |
| 10208 | Heinrich Beermann | Alm | | | | | | |
| 10209 | Heinrich Dunen | | | | | | | |
| 10210 | Heinrich Fröhlke | | | | | | | |
| 10211 | Heinrich Jenewein | | | | | | | |
| 10212 | Heinrich Lehnert | | | | | | | |
| 10213 | Heinrich Niemitz | | | | | | | |
| 10214 | Heinrich Vollmers | | | | | | | |
| 10215 | Heinz Brey | | | | | | | |
| 10216 | Hekkingen | | | | | | | |
| 10217 | Hekla | 100A1 | | | | | | |
| 10218 | Hektor I | | | | | | | |
| 10219 | Hektor II | | | | | | | |
| 10220 | Hektor III | | | | | | | |

| No. in Book / Official No. / Distinc. Letters | Steamer's Name, Material, Rig, &c. / Length, Breadth, Depth / Special Surveys. No. of Decks, &c. | Tonnage | Particulars of Classed Scantlings: Character / Date of Last Survey | Date of Last Survey | Built: Where / By Whom / When | Owners. | Length / Breadth / Depth | Port of Registry / Flag | Engines. | Number of Boilers / Steam Pressure | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1020 | **Hektor 4** Steel Screw (Fitted for oil fuel) (Whaler) 1,250 | 236 | | | 1929 Frederikstad Mek. Verksted Frederikstad | Sakarosa A/S | 118 1 22 1 13 2 | Cape Town | T.3Cy 15½,25"x42½"-24" | | N * |
| 1021 | **Hektor 5** Steel Screw (Fitted for oil fuel) (Whaler) 1,250 | 233 | | | 1929 Akt. Jarlen Verft Tønsberg | Sakarosa A/S | 113 0 23 2 13 0 | Cape Town | T.3Cy 15½,25"x42½"-24" | | N * |
| 1022 | **Hektor 6** Steel Screw (Fitted for oil fuel) (Whaler) 1,250 | 232 | | | 1929 Kaldnes Mek. Verksted Tønsberg | A/S Hektor (R. Riggs, Mgr.) | 127 6 25 1 14 1 | Tønsberg Norway | T.3Cy 15½,25"x42½"-24" | | N * |
| 1023 | **Hektor 7** Steel Screw (Fitted for oil fuel) (Whaler) 1,250 | 232 | | | 1929 Akt. Jarlen Verft Tønsberg | A/S Hektor (R. Riggs, Mgr.) | 113 0 23 2 13 1 | Tønsberg Norway | T.3Cy 15½,25"x42½"-24" | | N * |
| 1024 | **Hektor 8** Steel Screw (Fitted for oil fuel) (Whaler) 1,250 | 232 | | | 1930 Kaldnes Mek. Verksted Tønsberg | A/S Hektor (R. Riggs, Mgr.) | 127 6 25 1 14 6 | Tønsberg Norway | T.3Cy 15½,25"x42½"-24" | | N * |
| 1025 | **Hektor 9** Steel Screw (Fitted for oil fuel) (Whaler) 1,250 | 232 | | | 1930 Nylands Verksted Oslo | A/S Hektor (R. Riggs, Mgr.) | 113 2 24 4 13 9 | Tønsberg Norway | T.3Cy 15½,25"x42½"-24" | | N * |
| 1026 | **Hektor 10** Steel Screw (Fitted for oil fuel) (Whaler) 1,250 | 232 | | | 1930 Nylands Verksted Oslo | A/S Hektor (R. Riggs, Mgr.) | 113 1 23 9 13 2 | Tønsberg Norway | T.3Cy 15½,25"x42½"-24" | | N * |
| 1027 | **Hektor 11** Steel Screw (Whaler) (Fitted for oil fuel) 1,250 | 232 | | | 1930 Akers Mek. Verksted Oslo | A/S Hektor (R. Riggs, Mgr.) | 116 0 23 9 13 2 | Tønsberg Norway | T.3Cy 15½,25"x42½"-24" | | N * |
| 1028 | **Helen** Steel Screw (Oil Eng.) 1,250 (See Building Ship Register) | 172 | | | 1912 Gebr. Niemeyer Delmenhorst | A. Brinker | 102 6 21 2 9 2 | Hamburg Germany | T.3Cy 14"-24" | | G * |
| 1029 | **Helen B. Moran** Wood Screw (Pilot) 1,250 | 136 | | | 1926 A.C. Brown Alton Tonawanda, N.Y. | Moran Towing & Transportation Co. Inc. | 80 6 21 6 9 5 | New York U.S.A. | 3Cy 14"-24" John W. Duffy & Co., N.Y. | | |
| 1031 | **Helen L. Tracy** Wood Screw (Oil Eng.) 1,250 | 176 | | | 1919 Northwood Ring Works Greenbay, Wis. | Mary T. Tracy | 95 5 24 7 12 2 | New York U.S.A. | T.3Cy 16"x30"-24" National B.B. Co. Gowanus, N.Y. | | |
| 1032 | **Helen McRae** Steel Screw (Oil Eng.) 1,250 | 275 | 1-100A1 MS | | 1919 C. Inverclyde Greenock | McRae Steam Towing Co. (J.M. Knight, Mgr.) | 125 0 23 4 12 6 | Glasgow | T.3Cy 17½,25"x36"-24" | 12 × 9 | |
| 1033 | **Helen West** Steel Screw (Fishing) 1,250 | 100 | | | 1919 J.S. Watson Shipbuilders | J. West | 86 6 19 0 9 5 | Leith | T.3Cy 14½,23"x26"-16" W. Beardmore & Co. Ltd. Coatbridge | 10 × 9 | |
| 1034 | **Helena** Steel Screw (Tug) 1,250 | 299 | | | 1907 Collingw'd S.B. Co. Ltd. Collingwood | Canadian Government | 109 6 22 3 14 0 | Halifax N.S. Canada | T.3Cy 18"x30"x41"-30" Collingwood S.B. Co. Ltd. | 13 × 10 | |
| 1035 | — Steel Screw (Oil Eng.) 1,250 (See Building Ship Register) | 211 | A1 Hb | | 1930 Ros. Mc- Lachlan & Co. Ltd. Paisley | A/S Olymesagen O.T. | 96 2 22 1 9 2 | Stavanger Norway | 3Cy 15½"-24" Kvaerner Motorverk A.S. | 10 × 9 | |
| 1036 | — Steel Screw (Oil Eng.) 1,250 (See Building Ship Register) | 112 | | | 1911 W. Roberton Stevenston | J. Frank | 86 2 18 7 7 0 | Glasgow Scotland | 3Cy 12½"-15½" | | V |
| 1037 | — Steel Screw (Whaler) 1,250 | 100 | | | 1911 Akers Mek. Verksted Oslo | R.E. Wilson | 85 5 18 7 10 2 | San Antonio Texas | T.3Cy 11"-18"x20"-16" Akers Mek. Verksted Oslo | | |
| 1038 | **Helene** Steel Twin Screw (Oil Eng.) 1,250 | 205 | | | 1920 Tulkie Yard Bangor | Jag Elektrik | 127 0 29 6 9 2 | Dutch Flag | 2Motors 25 C.S.A. Blomberg & M.V. Rijnstrom | | |
| 1039 | — Steel Screw (Oil Eng.) 1,250 | 232 | | | 1908 Nesland & Co. Stavanger | Barnard & Berger | 143 4 23 3 10 2 | Liberia Norway | T.3Cy 15"x27"-40" Emsch & Co. | | G |
| 1040 | — Steel Screw (Oil Eng.) 1,250 (Amended 1,32) | 272 | | | 1931 G. Howaldt Kiel | E. Meyer & T. Kaiser, Bremerhaven (Mgr.) | 125 3 21 1 12 3 | Kiel Germany | 2Cy 16"x24"-24" Howaldt, Kiel | | |
| 1041 | — Steel Screw (Oil Eng.) 1,250 (See Building Ship Register) | 775 | Bum | | 1901 C. Lohring Hamburg | J. Grossmann | 112 6 22 0 9 5 | Hamburg Germany | 3C. Engines 40 C.S.A. Emsch & Co. Motorenfabrik "Deutz" A.G. Köln-Deutz | 10 × 9 | G |

| Numéro officiel | Noms des Navires | Tonnage | Détails de la Classe | Construit | Armateurs | Dimensions | Port d'enregistrement | Machines | |
|---|---|---|---|---|---|---|---|---|---|
| 12000 | **Helene** (Steel) 124 | 113 | | 1906 Dunsigen, Lauenburgische Eisenwerke A.G. Lauenburg | [illegible] | [illegible] | Lauenburg | [illegible] | G |
| 12001 | — (Steel) 124 | 122 | | 1909 Reiherstieg S.S. A.G. Hamburg | G. Lauenburg | [illegible] | Hamburg | [illegible] | |
| 12004 | **Helene II.** (Steel) 124 | 198 | | 1909 A. Liebe & Co. Copenhagen | G. Lauenburg | [illegible] | Copenhagen | [illegible] | Y |
| 12005 | **Helmi** (Steel) 124 (See Sailing Ship Register) | 240 | | 1912 J. Eckelmann Hulsen | F. Becker | [illegible] | Bremen | [illegible] | |
| 12006 | **Helga** (Steel) (See Sailing Ship Register) | 171 | | 1910 H. Lundh Trelleborg | Hadi Partenreederei | [illegible] | Trelleborg | [illegible] | |
| 12007 | — (Steel) 124 (See Sailing Ship Register) | 116 | | 1911 Gebr. Bock Lockstedt | J.A.B. Kessler | [illegible] | Cuxhaven | [illegible] | Y |
| 12008 | — (Steel) 124 (See Sailing Ship Register) | 113 | | 1911 Christiansen | J.H. Meyenburg | [illegible] | Cuxhaven | [illegible] | |
| 12009 | **Helgaro** (Steel) 124 | 122 | | 1911 Meyer & Co. Wismar | Fischer & Co. Wismar Hülsenow | 94' 1' 10' 5' | Wismar | | |
| 12010 | **Helge** (Steel) 124 | 170 | | 1910 Gusch Hamburg | Kapt. Jacob Helge (J.B. Kiesse) | [illegible] | Hamburg | [illegible] | |
| 12011 | **Helgoland** (Steel) | 262 | | 1910 A. Liebe Copenhagen | Svitzerbjerg Dampskibsselskab | [illegible] | Copenhagen | [illegible] | |
| 12012 | **Helgoma** (Steel) 124 | 194 | | 1908 Schiffw. Neptun Bremerhaven | Aarhuusbugsen Damskibsselskab J.F. Petersen, Mgr. | [illegible] | Aarhus | [illegible] | |
| 12013 | **Helios** (Steel) 124 | 225 | | 1906 Schichau Elbing | Dampfschiffs-Gesellschaft Neptun G. Bruhn, Mgr. | [illegible] | Danzig | [illegible] | |
| 12014 | — (Steel) 124 | 207 | | 1908 Tech. Werke Duisburg | Gott. Schmerck Dampfschiffahrt Gesellschaft | [illegible] | Hamburg | [illegible] | 12 - 1 |
| 12015 | — (Steel) 124 | 171 | | 1910 A. Ayd Wismar | Hendrik Bolder | [illegible] | Amsterdam | [illegible] | |
| 12016 | **Helja** (Steel) 124 (See Sailing Ship Register) | 125 | | 1912 M. Lahti Helsingfors | G. Sergelof, Pork | [illegible] | Helsingfors | [illegible] | |
| 12017 | **Hellbrunk** (Steel) 124 | 227 | | 1910 Gebr. Sachsenberg Köln | "Rhenus" Deutsche Rhein-Seehafen-Dampfer-Ges. A.G. | [illegible] | Duisburg | [illegible] | G |
| 12018 | **Hallesport** (Steel) 124 | 333 | | 1913 Pollock S.S. Co. Sunderland | [illegible] | [illegible] | Sunderland | [illegible] | |
| 12019 | **Helferl** (Steel) 124 (See Sailing Ship Register) | 125 | | 1906 Gusch Hamburg | Gustav Lorenz | [illegible] | Hamburg | [illegible] | Y |
| 12020 | **Helmi Böhle** (Steel) 124 | 413 | | 1913 Gusch's Werft Hamburg | W. Böhle | [illegible] | Hamburg | [illegible] | Y |
| 12021 | **Helmut** (Steel) 124 (See Sailing Ship Register) | 135 | | Schiffw. W. Bohn Stralsund | J. Tolkendorfer | [illegible] | Stralsund | [illegible] | |
| 12022 | **Helmuth** (Steel) 124 (See Sailing Ship Register) | 139 | | 1910 Wuestner Schwerin | F. Wichmann | [illegible] | Stralsund | [illegible] | C |

| Official No. | Owner's Name, Address, Flag, &c. | Tonnage | Particulars of Classed Scantlings | Hull | Owners | Engines | Place of Registry | Registered Dimensions | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1932 | **Helsingborg** Steel Sc (Flying Arches, Internal Cf) Cd | 530 | | | | | | | |
| 1934 | **Helsingfors Skärgård** Steel Sc (Cow Light) (Fly) | 142 | | | | | | | |
| 1935 | **Helvetia** Steel Sc (Cow Light) Cd | 202 | +100A1 Stmr | | | | | | |
| 1936 | **Helvig** Steel Sc (collapsible) Cd | 151 | | | | | | | |
| 1937 | **Hemmafjäll** Wood Sc Motor (collapsible Tunnel Arches) Cd (Not Sailing Ship Register) | 122 | | | | | | | |
| 1938 | **Henderika** Steel Sc (Cow Light) Cd | 136 | | | | | | | |
| 1939 | **Hendon** Steel Sc (Cow Light) Cd Winches D.F. | 191 | +100A1 Stmr | | | | | | |
| 1940 | **Hendrik** Steel Sc (collapsible, with Tunnel C.) (Fly) (Cow Light) Cd | 143 | | | | | | | |
| 1941 | **Hendrika** Steel Sc (Fishing) Cd | 156 | | | | | | | |
| 1942 | **Hendrika Johanna** Steel Sc (Oil Eng) (Motor Stmr) Cd | 175 | | | | | | | |
| 1943 | **Henford** Steel Sc (collapsible, Tunnel Arches) (Oil Eng) | 213 | | | | | | | |
| 1944 | **Henk** Steel Sc (Fishing) (Oil Eng) | 131 | | | | | | | |
| 1945 | **Hennie** Steel Sc (collapsible) Cd | 202 | | | | | | | |
| 1946 | — Steel Sc Cd | 220 | | | | | | | |
| 1947 | **Henry** Steel Sc (collapsible, Tunnel) (Oil Eng) Cd (Not Sailing Ship Register) | 104 | | | | | | | |
| 1948 | **Henry Pinkenpack** Steel Sc (Trawler) (collapsible) (Cow Light) Cd | 302 | | | | | | | |
| 1949 | **Henri** Steel Sc (Fly) (Cow Light) | 120 | | | | | | | |
| 1950 | **Henri Garrigues** Steel Sc (collapsible Tunnel Arches) (Trawler) (Cow Light) Cd Winches D.F. | 267 | | | | | | | |
| 1951 | **Herrion** Wood Sc (collapsible Tunnel Arches) (Fly) Cd | 170 | | | | | | | |
| 1952 | **Herriette** Steel Sc (Trawler) (Cow Light) Winches D.F. Cd | 267 | | | | | | | |
| 1953 | — Steel Sc (collapsible Bulkhead) (Cow Light) Winches Cd | 264 | +100A1 Stmr | | | | | | |

| Official No. | Owner's Name, Address, Flag, &c. | Tonnage | Particulars of Classed Scantlings | Hull | Owners | Engines | Place of Registry | Registered Dimensions | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1902 | [illegible] | | | | | | | | |
| 1912 | [illegible] | | | | | | | | |
| 1917 | [illegible] | | | | | | | | |
| 1924 | [illegible] | | | | | | | | |
| 1931 | [illegible] | | | | | | | | |
| 1938 | [illegible] | | | | | | | | |
| 1944 | [illegible] | | | | | | | | |
| 1950 | [illegible] | | | | | | | | |
| 1953 | [illegible] | | | | | | | | |

| Numéro officiel | Nom du Navire | Tonnage | Détails de la Classe | Construction | | Machines | Propriétaires | Port | Dimensions | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12344 | Henriette Jacobs | 355 | ✠100A1 | Bilm | | | | | | | | | |
| 12345 | Henriville | 182 | ✠ | | | | | | | | | | |
| 12346 | Henry | 115 | ✠ | Gre- | | | | | | | | | |
| 12347 | Henry Burton | 402 | ✠ | Gla | | | | | | | | | |
| 12348 | Henry Cunningham | 274 | | | | | | | | | | | |
| 12349 | Henry Grattan | 312 | ✠ | Fish | | | | | | | | | |
| 12350 | Henry Keswick | 87 | ✠100A1 | HKc | | | | | | | | | |
| 12351 | Henry M. Flagler | 2000 | | | | | | | | | | | |
| 12352 | Henry F. Newman | 315 | | | | | | | | | | | |
| 12353 | Henry Steers | 261 | | | | | | | | | | | |
| 12354 | Henry W. Card | 282 | | | | | | | | | | | |
| 12355 | Henry W. Conant | 220 | | | | | | | | | | | |
| 12356 | Henry Ward | 1036 | ✠100A1 | Lem | | | | | | | | | |
| 12357 | Hesperanza | 190 | | | | | | | | | | | |
| 12358 | Her Majesty | 220 | | | | | | | | | | | |
| 12359 | Heralds | 250 | | | | | | | | | | | |
| 12360 | Herakles | 500 | | | | | | | | | | | |
| 12361 | Herald | 307 | ✠100A1 | | | | | | | | | | |
| 12362 | — | 167 | | | | | | | | | | | |
| 12363 | Herald of Peace | 177 | | | | | | | | | | | |
| 12364 | Herbalie | 125 | | | | | | | | | | | |

| No. in Book | Steamer's Name, Material, Rig, &c. | Particulars of Class Assigned | Built | Owners | Gross Tonnage | Engines | Remarks |
|---|---|---|---|---|---|---|---|
| 12282 | Herbert B. Edwards | | 1911 | | | | |
| 12283 | Hercegnovi | 100A1 | 1926 | | | | |
| 12287 | Hercolaneum | +100A1 | 1910 | | | | |
| 12288 | Hercule | | 1904 | | | | |
| 12289 | — | | 1904 | | | | V |
| 12290 | Hercule No. 100 | | 1907 | | | | |
| 12291 | Hercules | | 1929 | | | | |
| 12292 | — | + A | 1901 | | | | |
| 12293 | — | | 1901 | | | | |
| 12294 | — | | 1902 | | | | |
| 12295 | — | | 1900 | | | | |
| 12296 | — | | 1899 | | | | |
| 12297 | — | | 1903 | | | | |
| 12298 | — | +100A1 | 1907 | | | | |
| 12299 | — | | 1911 | | | | |
| 12300 | — | | 1906 | | | | |
| 12301 | — | | 1921 | | | | G |
| 12302 | — | | 1911 | | | | |
| 12303 | — | | 1904 | | | | |
| 12304 | Hercules II. | | 1898 | | | | |
| 12305 | Hercules IV. | +100A1 | 1908 | | | | |
| 12306 | Hereward | | 1899 | | | | |

| Nom du Navire | Tonnage | Cotes de la Classe | Constructeurs | Propulseurs | Machines | |
|---|---|---|---|---|---|---|
| 1[illegible] **Herkules** | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] **Herkules I.** | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] **Herkules II.** | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] **Herlaug** | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] **Hermann** | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] **Hermann Depasquier** | [illegible] | 100A1 Her | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] **Hermann Friedrich Schröder** | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] **Hermann Siebert** | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] **Hermes** | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] **Hermelin** | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] **Hermann** | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] **Hermodur** | [illegible] | 100A1 Rjk | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] **Hermann** | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] **Hero** | [illegible] | 100A1 Fjk | [illegible] | [illegible] | [illegible] | [illegible] |

| Official No. | Name | Port | Tonnage | Particulars of Class | Bulk | Engines | Remarks |
|---|---|---|---|---|---|---|---|
| 1928 | Hope | Stockton | 193 | | 1914 G. Pattejo, Wilmslow | R. Jones | |
| 1929 | — | Cardiff | 137 | +100A Syd | 1895 J. P. Rees, Cardiff | J. Fraser & Co. Ltd. | |
| 1930 | Harvie | Stockton | 198 | +100A1 Syd | 1905 J. P. Rees, Cardiff | J. Fraser & Co. Ltd. | |
| 1931 | Fortune | Stockton | 197 | | 1909 Ferguson Bros. Port Glasgow | J. Fraser & Co. Ltd. | C * |
| 1932 | Hawk | Stockton | 41 | Spt | 1919 Crundall's Yard | Portland Trawling Co. | |
| 1933 | — | Stockton | 273 | | 1919 Anderson Co. Leith | Rochdale "Shipyard Co. Ltd. Rochdale" | V |
| 1934 | — | Stockton | 222 | | 1920 G. Cooper Mill | Rochdale Shipyard Co. Ltd. | |
| 1935 | — | Cardiff | 141 | | 1872 Lenthall Glasgow | Tube Tight Engine Co. Ltd. Glasgow | |
| 1936 | Zarra | Stockton | 427 | | 1923 Gordon | Sagmo Eind & Bergenga A/S | G * |
| 1937 | — | Stockton | 300 | + A1 Syd | 1919 Murdoch & Murray Ltd. Port Glasgow | J. Fraser & Co. Ltd. | |
| 1938 | Herzog | Stockton | 112 | | 1911 Grandis Bremen | Sartorius Frankfurt-a-Oder | |
| 1939 | Herrlichkeit | Stockton | 200 | | 1922 Rolland's Kiel | "Rolland" Deutsche Werften-Gesellschaft m.b.H. | G * |
| 1940 | Herta | Stockton | 171 | | 1911 N. Y. Aktiv. G. & M. Bodenwerder | Frankenthaler | |
| 1941 | — | Stockton | 192 | | 1921 J. Pattejo Wilmslow | W. Hellmann | |
| 1942 | Herta Johanna | Stockton | 192 | | 1920 E. J. Smit Alblasserdam | Smit & Bouwer | G * |
| 1943 | Hertha | Stockton | 197 | | 1877 Krögerwerft M. T. Aktien Gesellschaft | Fr. Freudenreich Gesellschaft m.b.H. Hamburg | |
| 1944 | — | Stockton | 199 | | 1922 J. & J. Lange Dublin | R. Roach | G * |
| 1945 | Hertha Johanna | Stockton | 171 | | 1921 Werft Reiherstieg A.-G. | R. Schulz | G * |
| 1946 | Herwig | Stockton | 298 | | 1904 Howaldtswerke Kiel | Howaldtswerke Ltd. | |
| 1947 | Hesperus | Stockton | 194 | | 1900 Lindley Dundee | Commissioners of Northern Lights Scotland | 14 × 7 |
| 1948 | — | Stockton | 137 | | 1917 A. D. Mary Sidney, Maine | Sabre Motor | |
| 1949 | | | | | | | |

| Numéro Officiel | Nom du Navire, Chantier, Port, Pavillon, Propriétaire, Date de la Mise à Flot | Tonnage | Détails de la Classe | Constructeur | Machines | Chaudières | Propulseur | Dimensions | Machines | Observations |
|---|---|---|---|---|---|---|---|---|---|---|
| 1903 | **Hosaka** Wooden (Fishing) 1,204 | 492 | Fire | W. Hayashi | Triple Expansion | 180 | Screw | 1,204 | 12 | 13 × 1 |
| 1907 | **Hosanlly** | 512 | | A. Ishikawa | Hitachi | | | | | |
| 1912 | **Hoston** Wooden (Fishing) 1,204 | 250 | | E. McEn | J. K. Smith | 211 | 200 | 10 | | |
| 1912 | **Holty** Wooden (Fishing) 1,204 | 127 | Fire | J. Stephenson | | 87 | 220 | 11 | | |
| 1904 | **Hough** (Trawler) 1,204 | 292 | | C. A. Hall | Hughdown Engineering Co. Ltd. | 115 | 225 | 12 | | 12 × 1 |
| 1903 | **Hoyoux** (Trawler) 1,204 | 1,112 | | Chant, Nav | Nav. franç. de Pêcheries-Conserves Boulogne | 210 | 224 | 12 | | Y |
| 1903 | **Hoyladada** (Ferry) 1,204 | 639 | | Ch. S. Lind. | Hydro-Electric Installation | 200 | 200 | 12 | | |
| 1907 | **Hibernia** (Pier) 1,204 | 212 | | Maeda & Nose Dockyard | Wilson Workshop L.L.C. & Workshop | 107 | 220 | 12 | | 12 × 1 |
| 1903 | — (Trawler) 1,204 | 213 | | Smith's Dock Co. Ltd. | Smith's Dock Engineering Co. Ltd. | 117 | 221 | 12 | | 12 × 1 |
| 1903 | — (Fishing) 1,204 | 161 | | Gebr. Sietas Lauenburg | F. V. Sietas | 102 | 204 | 10 | | |
| 1904 | **Hibiya Maru No. 2** 1,204 | 220 | | | Kawasaki | | | | | |
| 1904 | **Hidaka Maru No. 3** 1,204 | 223 | | A. Dyer | Shikoku Kiro K.K. | 114 | 210 | 12 | | |
| 1904 | **Hidaka Maru No. 5** 1,204 | 220 | | Gunda | Shikoku Kiro K.K. | 109 | 217 | 12 | | |
| 1904 | **Hide Maru** 1,204 | 142 | | | Tsuyama | 90 | 200 | | | |
| 1904 | **Hideyoshi Maru No. 2** 1,204 | 120 | | | Tsuda Hideki | 89 | 224 | | | |
| 1904 | **Hideyoshi Maru No. 3** 1,204 | 142 | | Nakaki | Kawasaki Tsukishima Works | 101 | 219 | 12 | | |
| 1904 | **Hidria** 1,204 | 123 | | Antiloron Fortuna Ego | Hidria Salvatrice Elle | 89 | 200 | 10 | | |
| 1904 | **Hidrograch** 1,204 | 250 | | J. W. Klie | Kawasaki Nav. Department | 120 | 222 | 12 | | |
| 1904 | **Hiei Maru** 1,204 | 180 | | | Hong Kong | 99 | 210 | 12 | | |
| 1904 | **Higaki Maru** 1,204 | 132 | | Mitsui | Kawasaki | 99 | 222 | 11 | | |
| 1903 | **High Tide** (Fishing) 1,204 | 190 | | Cully Bros. L.L. | Fox & Co. | 91 | 219 | 9 | | Y |
| 1901 | **Hiktria** 1,204 | 740 | A1 | Fleming | Wilmotte | 180 | 230 | 11 | | 13 × 1 |

| Official No. | Steamer's Name, Rig, &c. | Tonnage | Particulars of Class Retained. | Built. | Owners. | Port of Registry. | Engines. |
|---|---|---|---|---|---|---|---|
| 150[illegible] | Hikurangi | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 150[illegible] | Hilaria | [illegible] | [illegible] Gen | [illegible] | [illegible] | [illegible] | [illegible] |
| 150[illegible] | Hilbre Island | [illegible] | [illegible] 100A1 Bln | [illegible] | [illegible] | [illegible] | [illegible] |
| 150[illegible] | Hilda | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 150[illegible] | Hilda Cooper | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 150[illegible] | Hildberg | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 150[illegible] | Hilde | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 150[illegible] | Hildegard | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 150[illegible] | Hilderthorpe | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 150[illegible] | Hildina | [illegible] | [illegible] 100A1 Ph | [illegible] | [illegible] | [illegible] | [illegible] |
| 150[illegible] | Hilding | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 150[illegible] | Hildring | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 150[illegible] | Hilman | [illegible] | [illegible] 100A1 Sld | [illegible] | [illegible] | [illegible] | [illegible] |
| 150[illegible] | Hilmanda | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 150[illegible] | Hilmar | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 150[illegible] | Himir | [illegible] | [illegible] 100A1 Gen | [illegible] | [illegible] | [illegible] | [illegible] |
| 150[illegible] | Himein Maru No. 1 | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 150[illegible] | Himeji Maru | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 150[illegible] | Himeshima Maru | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 150[illegible] | — | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 150[illegible] | Hinderton | [illegible] | [illegible] Bln | [illegible] | [illegible] | [illegible] | [illegible] |
| 150[illegible] | HinDalmon | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 150[illegible] | Hindo | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |
| 150[illegible] | Hindustan | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] |

| Numéro d'Ordre | Noms des Navires | Tonnage | Détails de la Classification | Construit | Propriétaires | Dimensions | Machines | Remarques |
|---|---|---|---|---|---|---|---|---|
| 1972 | Hinode Maru | 218 | | | | | | |
| 1976 | — | 142 | | | | | | |
| 1977 | Hinode Maru No. 2 | 192 | | | | | | |
| 1978 | Hinode Maru No. 3 | 160 | | | | | | |
| 1979 | Hinoki Maru | 196 | | | | | | |
| 1980 | Hiorick Frone | 304 | | | | | | |
| 1981 | Hiro Kehinoe | 323 | | | | | | |
| 1982 | Hiroo Maru | 2000 | | | | | | |
| 1983 | Hiroo | 198 | | | | | | |
| 1984 | Hiro Maru | 147 | | | | | | |
| 1985 | Hiroo | 282 | ✠ [redacted] M.I. | | | | | |
| 1986 | Hiroyoshi Maru | 122 | | | | | | |
| 1987 | Hisi | 120 | | | | | | |
| 1988 | Hispania | 1157 | | | | | | |
| 1989 | Hita | 232 | | | | | | |
| 1990 | Hiver | 277 | ✠100A1 Rivet | | | | | |
| 1991 | Hipei Maru | 122 | | | | | | |
| 1992 | Hiyoshi Maru | 130 | | | | | | |
| 1993 | — | 132 | | | | | | |
| 1994 | Hjalmar | 222 | | | | | | |
| 1995 | Hjelmeland | 226 | | | | | | |
| 1996 | Hjelle | 192 | | | | | | |
| 1997 | Hjerendfjord | 192 | | | | | | |

| Official No. | Steamer's Name. Last Name of ship. | Tons | Particulars of Class Remarks. | Built. | Owners. | Engines. | Tons | Remarks |
|---|---|---|---|---|---|---|---|---|
| 19[illegible] | Hsing | 215 | | 19[illegible] Irrawaddy Flotilla Co. Rangoon | Rangoon Flotilla Co. Rangoon | T.3Cy. 15", 26" & 46"-36" Brown-Sulzer-Diesel 1933 Crossley Pulsometer | | |
| 19[illegible] | Hiawga | 120 | | 19[illegible] W. Denny & Bros. Dumbarton | Irrawaddy Flotilla Co. Ltd. | 1.4Cy. 14"x18" 6" 1933 H.B. Denny & Co. Dumbarton | | |
| 19[illegible] | Ho Kwang | 1[illegible] | ✠ A1 Hkl | 19[illegible] N.V. Wm. Lot Shanghai | Shanghai Dredging, Reclamation & Land Co. Ltd. | 2Cy. Engines 23" & 44" 33" x 1[illegible]"-42" 1933 Hk. Wampoa Dock Co. Ltd. Kowloon | 11 × 9 | |
| 19[illegible] | Hobart | 172 | | 19[illegible] | Hobart Fishing Co. Ltd. | T.3Cy. 10", 17" & 28"-21" 1933 H.B. Anderson, Hull | 12 × 1 | |
| 19[illegible] | Hobby | 238 | | 19[illegible] | [illegible] | 1Cy. Engine 1933 H.B. [illegible] | | N * |
| 19[illegible] | Hobokus | 1[illegible] | | 19[illegible] J. W. Sullivan Hoboken, N.J. | Hoboken Ferry Co. (Delaware, Lackawanna & Western R.R. Co. Hoboken, N.J.) | 2Cy. 14" x 20"-26" J. W. Sullivan, New York | | |
| 19[illegible] | Hochiang | 1[illegible] | | 19[illegible] | [illegible] | T.3Cy. 16", 26" & 42"-30" 1933 H.B. [illegible] | | G * |
| 19[illegible] | Hodgson | 112 | | 19[illegible] Rennie & Co. Greenock | Liverpool Dock Co. Liverpool | 1Cy. 15" x 21"-20" 1933 H.B. Fairfield Co. Liverpool | | |
| 19[illegible] | Hoedic | 281 | | 19[illegible] Van Duyvendijk Hoogezand | Gr. Hoogezand Stoomvaart Maatschappij N.V. Groningen | T.3Cy. 16", 27" & 45"-30" 1933 H.B. Van Duyvendijk Ltd. Hull | | V * |
| 19[illegible] | Hoffung | 143 | | 19[illegible] S. Seiffert Rostock | C. Lüdering Rostock | 2Cy. Engines 19" & 31" 27" x 37"-27" 1933 H.B. Rostocker Werft "Unitas" A.G. Rostock-Gehlsdorf | | G * |
| 19[illegible] | Hogei Maru No. 3 | 122 | | 19[illegible] Mitsubishi Yard Nagasaki | Kyushu Kogyo K.K. | T.3Cy. 20", 35" & 56"-42" 1933 H.B. Mitsubishi Yard Nagasaki | | |
| 19[illegible] | Hogei | 123 | | 19[illegible] Van Duyvendijk Delfzijl | A. M. Petersen Esbjerg | T.3Cy. 16", 26" & 45"-30" 1933 H.B. Van Duyvendijk Delfzijl | | |
| 19[illegible] | Hogyo Maru | 172 | | 19[illegible] Hayashikane Osaka | Hokkaido Gyogyo Kaisha Hakodate | 1Cy. 17" x 26"-26" 1933 H.B. Hayashikane, Osaka | | |
| 19[illegible] | Hohewg | 2[illegible] | | 19[illegible] J. L. Meyer Papenburg | Oesterreichische Donaudampfschiff. Vienna | T.3Cy. 19", 29" & 49"-36" 1933 H.B. J. L. Meyer, Papenburg | | G * |
| 19[illegible] | Hoja Maru | 1[illegible] | | 19[illegible] Hori Tsunemi Tokyo | Kanagawa Fukoku Kaisha Yokohama | 1Cy. Engine | | |
| 19[illegible] | Hoki Maru No. 3 | 172 | | 19[illegible] Nakano Tsuchiki Hakata | Kaiseisen Yokohama | 1Cy. Engine | | |
| 19[illegible] | Hokiangs | 130 | | 19[illegible] A. M. Freetlands, Ltd. Auckland N.Z. | Auckland Harbour Board Auckland | 2Cy. Engines 22" & 44" 30" x 42"-30" 1933 H.B. Freetlands Foundry & Engineering Co. Ltd. Auckland | | |
| 19[illegible] | Hokkai Maru | 196 | | 19[illegible] Nakajo Hyogo | Nakajo Kaiseisen Kaisha Kobe | T.3Cy. 16", 27" & 44"-30" 1933 H.B. | | |
| 19[illegible] | Hokoku Maru | 238 | | 19[illegible] Hirota Kobe | Tokyo Kaiseisen Kaisha Tokyo | 1Cy. 16" x 26"-27" 1933 H.B. | | |
| 19[illegible] | Hokushin Maru | 215 | | 19[illegible] | Shinkai Kaisha Kobe | 1Cy. 31" x 52"-32" 1933 H.B. | | |
| 19[illegible] | Hokuto Maru | 1[illegible] | | 19[illegible] Tokuhisa Hakata | Hakata Gyogyo Yubetsu K.K. Hakata | T.3Cy. 16", 26" & 44"-27" 1933 H.B. Hakata Tokuhisa, Hakata | | |
| 19[illegible] | Hokusan Maru | 1[illegible] | | 19[illegible] Kawasaki Osaka Osaka | Nippon Mizuhanbai Kaisha Osaka | T.3Cy. 16", 26" & 44"-30" 1933 H.B. Kawasaki Dockyard Co. Osaka | | |
| 19[illegible] | Holland | 1[illegible] | | 19[illegible] Smith's Dock Co. Ltd. Middlesbrough | N.V. Scheepv. Maatsch. Holland Schiedam | T.3Cy. 16", 25" & 40"-24" 1933 H.B. Smith's Dock Co. Ltd. Middlesbrough | 12 × 9 | C * |

| Numéro officiel | Nom du Navire, Indicatif, Port d'attache, Pavillon des Feux | Tonnage | Détails de la Classe | Construction | Propriétaires | Machines | Chaudières | Observations |
|---|---|---|---|---|---|---|---|---|
| 1921 | **Holland** | 132 | | 1899 | N. T. Bolger | R. Y. Bol. Industrie | | |
| 1922 | **Holland II.** | 172 | | 1898 | J. Dankes | Koninl. Ned. Stoomboot Maatsch. | | |
| 1923 | **Holland III.** | 180 | | 1898 | J. Dankes | Koninl. Ned. Stoomboot Maatsch. | | |
| 1924 | **Holland IV.** | 180 | | 1899 | J. Dankes | Koninl. Ned. Stoomboot Maatsch. | | |
| 1925 | **Holland V.** | 138 | | 1916 | Amsterdamsche Kuiperij | Koninl. Ned. Stoomboot Maatsch. | | |
| 1926 | **Holland VI.** | 137 | | 1917 | Amsterdamsche Kuiperij | Koninl. Ned. Stoomboot Maatsch. | | |
| 1927 | **Holland VII.** | 130 | | 1918 | Amsterdamsche Kuiperij | Koninl. Ned. Stoomboot Maatsch. | | |
| 1928 | **Hollandia** | 154 | | 1900 | C. Fabijn | H. Frijlings | | |
| 1929 | — | 114 | | 1919 | | Fabrieksstoomboot Scheepsmagt | | |
| 1930 | **Holmen II.** | 150 | | 1906 | W. Chalmers | Stoomschroeiboot Fabriek A. B. | | |
| 1931 | **Holmen III.** | 150 | | 1910 | Gebr. G. & H. Sachsenberg | Stoomschroeiboot Fabriek A. B. | | |
| 1932 | **Holmen VII.** | 257 | | 1906 | J. C. Tecklenborg A.-G. Wesermünde | Stoomschroeiboot Fabriek B. | | |
| 1933 | **Holmen VIII.** | 307 | | 1912 | | Stoomschroeiboot Fabriek B. | | |
| 1934 | **Holmestrand** | 178 | | 1907 | N. Gundle | Stoomschroeiboot Jens Bredholm, Mgr. | | |
| 1935 | **Holsatia** | 112 | | 1907 | Howaldtswerke | Deutschsprache Co. | | |
| 1936 | **Holsatry** | 127 | | 1901 | Alex. Hell | Schroeiboot Gesellschaft "Germania" | | |
| 1937 | **Holstein** | 212 | | 1911 | H. Helm | J. Barling | | |
| 1938 | — | 128 | | 1907 | Howaldtswerke | Deutschsprache Co. | | |
| 1939 | **Holy Cross** | 222 | | 1908 | Bath Iron Works | Atlantic Fertile | | |
| 1940 | **Holyhead** | 190 | ✠100A1 Bel | 1898 | Wood, Skinner & Co. | A. Dempsey & W. A. Fairbairn | | |
| 1941 | **Holyrood** | 210 | ✠100A1 | 1914 | | Swedish Fabriek | | |

| No. in Book | Steamer's Name | Where Built | Tonnage | Particulars of Class Retained | Built | Owners | Owner's Nominal Horse Power, &c. | Port of Registry | Engines |
|---|---|---|---|---|---|---|---|---|---|
| 1942 | Homel Mare | | 172 | | 1931 Marcelle | Homemaudes Trawl. S.S. | | Dieppe | |
| 1943 | Homet | | 179 | ✠100A1 | 1918 Ardrossan | Lawson Bury Ships Ltd. | | | |
| 1944 | Honda Mara No. 2 | | 116 | | 1904 Hiro | Kanda Kaiji | | Moji | |
| 1945 | Honda | | 225 | Class | 1912 Cochrane | Fairlight Ld. | | | |
| 1946 | Honeycomb | | 222 | | 1902 Norfolk | Lowry | | New York | |
| 1947 | Honfleur | | 126 | | 1918 A. Nor- | Ste. Normande de Rem. & Trag. | | Havre | |
| 1948 | Hong Ho | | 160 | Hong | 1900 H. W. Hunt | Tan Boon Chee | | Amoy | |
| 1949 | Hong Kent | | 122 | | 1919 Grahame | Holliday & Co. 1900 Ld. | | Singapore | |
| 1950 | Hong Kwong | | 207 | ✠100A1 Hong | 1927 Hong Kong | Holliday & Co. 1900 Ld. | | Singapore | |
| 1951 | Hong Lam | | 206 | | 1920 H. A. & K. | Holliday & Co. Ld. | | Singapore | |
| 1952 | Hong Lee | | 122 | | 1900 Tenjung | | | Singapore | |
| 1953 | Hong Liee | | 118 | | 1902 Wm. Umi- | Sok Kenglee | | Singapore | |
| 1954 | Hong Thong | | 184 | | 1926 United | Holliday & Co. 1900 Ld. | | Singapore | |
| 1955 | Honje | | 202 | | 1926 Smith's | Smith & Son Ld. | | Cardiff | |
| 1956 | Honors | | 264 | | 1919 Fiandini & Co. | Bonzi | | Buenos Aires | |
| 1957 | Honora Evelyn | | 102 | | 1916 Colby Iron | | | Fairwood | |
| 1958 | Honoria | | 172 | Hol | 1903 Cook, W. & | Jan Frank | | Newcastle | |
| 1959 | Honrados | | 121 | | 1899 J. W. Ele- | G. Lyford | | Buenos Aires | |
| 1960 | Hood | | 222 | ✠100A1 Alex | 1916 Hawthorn | J. Gray | | | |
| 1961 | Hook-an | | 154 | | 1906 H. C. Stulz | G. Tokumoto | | Hamburg | |
| 1962 | Hong ep Zogwa | | 192 | | 1920 J. Ford & Co. | K. Yeung | | Kowloon | |
| 1963 | Hopbaca | | 172 | | 1906 Cochrane & Co. | Thomas Hopkins Wrightson Ld. (J. E. Kent, Mgr.) | | Newcastle | |
| 1964 | Hopper No. 1 | | 300 | | 1922 W. Simons & Co. Ld. | Trustees of the Clyde Navigation | | Glasgow | |

| Numéro officiel | Noms des Navires, Numéros des Ports | Tonnage | Cotes | Construction | Machines | Propriétaires | Port |
|---|---|---|---|---|---|---|---|
| 1900 | Hopper No. 2 | 330 | | 1905 Fleming & Ferguson, Ltd. Paisley | Triples of the Clyde Navigation | | Glasgow |
| 1900 | — | 300 | | 1902 W. Simons & Co. Renfrew | Compound Triples | | Preston |
| 1907 | Hopper No. 3 | 330 | | 1908 W. Simons & Co. Ltd. Renfrew | Triples of the Clyde Navigation | | Glasgow |
| 1908 | Hopper No. 4 | 342 | | 1911 Lobnitz & Co. Ltd. Renfrew | Triples of the Clyde Navigation | | Glasgow |
| 1909 | — | 350 | | 1895 S.A.R. Maroochydore Leith | Compound Triples | | Preston |
| 1910 | Hopper No. 5 | 330 | | 1906 Fleming & Ferguson, Ltd. Paisley | Triples of the Clyde Navigation | | Glasgow |
| 1911 | — | 350 | | 1891 S.A.R. Maroochydore Leith | Compound of Triples | | Preston |
| 1912 | Hopper No. 6 | 330 | | 1906 Fleming & Ferguson, Ltd. Paisley | Triples of the Clyde Navigation | | Glasgow |
| 1913 | — | 350 | | 1891 W. Simons & Co. Renfrew | Compound of Triples | | Preston |
| 1914 | Hopper No. 7 | 342 | | 1911 Lobnitz & Co. Ltd. Renfrew | Triples of the Clyde Navigation | | Glasgow |
| 1915 | — | 342 | | 1891 W. Simons & Co. Renfrew | Compound of Triples | | Preston |
| 1916 | Hopper No. 8 | 342 | | 1912 Lobnitz & Co. Ltd. Renfrew | Triples of the Clyde Navigation | | Glasgow |
| 1917 | Hopper No. 9 | 371 | | 1903 Fleming & Ferguson, Ltd. Paisley | Triples of the Clyde Navigation | | Glasgow |
| 1918 | Hopper No. 10 | 342 | | 1911 Lobnitz & Co. Ltd. Renfrew | Triples of the Clyde Navigation | | Glasgow |
| 1919 | Hopper No. 11 | 330 | | 1904 Fleming & Ferguson, Ltd. Paisley | Triples of the Clyde Navigation | | Glasgow |
| 1920 | Hopper Barge No. 3 | 1104 | | 1920 Lobnitz & Co. Renfrew | Semi-diesel engine | | Bristol P. & |
| 1921 | Hopper Barge No. 4 | 780 | | 1911 Ferguson Bros. (Port Glasgow) Ltd. | Semi-diesel engine, Department of Harbours & Docks | | Bristol P. & |
| 1922 | Horace | 141 | | 1904 Gebrüder Sachsenberg A.G. Cologne | Steel Wire rope | | Liverpool |
| 1923 | Horace E. Nelles | 200 | ✠100A1 | 1913 Hall, Russell & Co. Aberdeen | S.E. Engine | | Aberdeen |
| 1924 | Horal Mare | 236 | | 1922 E. K. Tykin Leningrad | Steam engine S.E. | | Riga |
| 1925 | — | 314 | | 1917 Kaldnes Mekaniske Verksted Tønsberg | Motor Schlemann | | Bergen |
| 1926 | Horatio | 174 | | 1906 Mackie & Thomson Glasgow | S.E. Steel | | Bristol |
| 1927 | Hordaland | 190 | | 1878 Rockstroh & Co. Kiel | Steam engine Triple Expansion | | Bergen |
| 1928 | Horman | 130 | | 1925 J. Koster, Ltd. Groningen | S.E. Bolt | | Amsterdam |

| Numéro officiel | Noms des Navires, Numéros des Ports | Dimensions | Machines | Propriétaires | Port |
|---|---|---|---|---|---|
| 1900 | Hopper No. 2 | 110' 0" × 24' 0" × 9' 0" | Triples of the Clyde Navigation | | Glasgow |
| 1902 | — | 110' 0" × 24' 0" × 9' 0" | Compound of Triples | | Preston |
| 1908 | Hopper No. 3 | 110' 0" × 24' 0" × 9' 0" | Triples of the Clyde Navigation | | Glasgow |
| 1911 | Hopper No. 4 | 110' 0" × 24' 0" × 9' 0" | Triples of the Clyde Navigation | | Glasgow |
| 1895 | — | 110' 0" × 24' 0" × 9' 0" | Compound of Triples | | Preston |
| 1906 | Hopper No. 5 | 110' 0" × 24' 0" × 9' 0" | Triples of the Clyde Navigation | | Glasgow |
| 1891 | — | 110' 0" × 24' 0" × 9' 0" | Compound of Triples | | Preston |
| 1906 | Hopper No. 6 | 110' 0" × 24' 0" × 9' 0" | Triples of the Clyde Navigation | | Glasgow |
| 1891 | — | 110' 0" × 24' 0" × 9' 0" | Compound of Triples | | Preston |
| 1911 | Hopper No. 7 | 110' 0" × 24' 0" × 9' 0" | Triples of the Clyde Navigation | | Glasgow |
| 1891 | — | 110' 0" × 24' 0" × 9' 0" | Compound of Triples | | Preston |
| 1912 | Hopper No. 8 | 110' 0" × 24' 0" × 9' 0" | Triples of the Clyde Navigation | | Glasgow |
| 1903 | Hopper No. 9 | 120' 0" × 26' 0" × 9' 0" | Triples of the Clyde Navigation | | Glasgow |
| 1911 | Hopper No. 10 | 110' 0" × 24' 0" × 9' 0" | Triples of the Clyde Navigation | | Glasgow |
| 1904 | Hopper No. 11 | 110' 0" × 24' 0" × 9' 0" | Triples of the Clyde Navigation | | Glasgow |
| 1920 | Hopper Barge No. 3 | 150' 0" × 30' 0" × 9' 0" | Semi-diesel engine | 18 + 3 | Bristol P. & |
| 1911 | Hopper Barge No. 4 | 124' 0" × 30' 0" × 9' 0" | Semi-diesel engine, Department of Harbours & Docks | 18 + 3 | Bristol P. & |
| 1904 | Horace | 50' 0" × 30' 0" × 9' 0" | Steel Wire rope | 11 + 0 | Liverpool |
| 1913 | Horace E. Nelles | 110' 0" × 24' 0" × 9' 0" | S.E. Engine | 18 + 0 | Aberdeen |
| 1922 | Horal Mare | 110' 0" × 24' 0" × 9' 0" | Steam engine S.E. | | Riga |
| 1917 | — | 110' 0" × 24' 0" × 9' 0" | Motor Schlemann | | Bergen |
| 1906 | Horatio | 110' 0" × 24' 0" × 9' 0" | S.E. Steel | 18 + 4 | Bristol |
| 1878 | Hordaland | 110' 0" × 24' 0" × 9' 0" | Steam engine Triple Expansion | | Bergen |
| 1925 | Horman | 110' 0" × 24' 0" × 9' 0" | S.E. Bolt | | Amsterdam |

| Official No. | Steamer's Name | Special Features | No. of Decks, &c. | Tonnage | Particulars of Class | Built | Owners | Length | Breadth | Depth | Type of Engines | Engines | Number |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 139[illegible] | Horalbi | | | 210 | | 1920 Furness | | 140 | 22 | 12 | | | |
| 139[illegible] | Horaly | | | 165 | +100A1 | 1906 J. Crook | | 92 | 21 | 12 | | | |
| 139[illegible] | Horselen | | | 197 | | 1887 C. Mitchell | | 130 | 20 | 11 | | | |
| 139[illegible] | Horsana | | | 325 | | 1909 Cook, Wel | | 149 | 22 | 11 | | | |
| 139[illegible] | Horsaruff | | | 320 | | 1920 Schiffs Ho | | 127 | 23 | 9 | | | |
| 139[illegible] | Horsena | | | 122 | | 1910 Wolf | | 90 | 19 | 7 | | | |
| 139[illegible] | Hartas | | | 212 | | 1907 Akers | | 119 | 23 | 9 | | | |
| 139[illegible] | Hortensia | | | 194 | | 1907 Dresden | | 120 | 22 | 12 | | | |
| 139[illegible] | Hosana | | | 132 | | 1906 J. Clum | | 90 | 20 | 9 | | | |
| 139[illegible] | Hosmer | | | 156 | | 1909 J. H. Dolphin | | 109 | 23 | 9 | | | |
| 139[illegible] | Hotes Maru | | | 427 | | 1912 Kobe Steel | | 153 | 30 | 12 | | | |
| 139[illegible] | Houbara | | | 252 | Gross | 1911 Cook, Wel | | 143 | 22 | 11 | | | |
| 139[illegible] | Houghton | | | 132 | | 1901 Hepphell | | 90 | 20 | 9 | | | |
| 139[illegible] | Houston Pilot No. 2 | | | 132 | | 1918 Mobile S.B. | | 100 | 22 | 10 | | | |
| 139[illegible] | Howding | | | 100 | | 1906 Vancouver | | 84 | 21 | 9 | | | |
| 139[illegible] | Howe | | | 135 | | 1912 Gelle, Bord | | 70 | 21 | 9 | | | |
| 139[illegible] | Howard Donald | | | 150 | | 1906 Smith & | | 111 | 22 | 9 | | | |
| 139[illegible] | Hoyei Maru | | | 215 | | 1910 Osaka | | 110 | 22 | 12 | | | |
| 139[illegible] | — | | | 177 | | 1914 Kanagawa | | 82 | 18 | 9 | | | |
| 139[illegible] | — | | | 191 | | 1912 | | 79 | 24 | 9 | | | |
| 139[illegible] | Hosan Maru | | | 612 | | 1918 Hiaka | | 132 | 23 | 14 | | | |
| 139[illegible] | — | | | 420 | | 1916 Uraga | | 115 | 28 | 10 | | | |
| 139[illegible] | — | | | 142 | | 1906 Fuyo | | 85 | 23 | 11 | | | |

| Numéro Officiel | Noms des Navires, Numéros Officiels, etc. | Tonnage | Détails de la Classification | Construction | Armateurs | Dimensions d'après le Tonnage Enregistré | Port d'Enregistrement | Machines | Chaudières |
|---|---|---|---|---|---|---|---|---|---|
| 1909 | Hua Hsing | 187 | | 1914 Jiangsu | King Tsao Fu | 111.3 x 19.6 x 11.2 | Hong Kong | | |
| 1910 | Hua Tung | 281 | | 1907 Kowloon | Kwong Yiu Long & Co | 139.4 x 24.2 x 9.7 | Hong Kong | | |
| 1911 | Huanni | 146 | | 1910 Dalian | T. C. Hanson | 98.9 x 24.6 x 6.4 | Newcastle | | |
| 1912 | Huanyuan | 192 | | 1920 Kobe | H. Agnew | 102.3 x 21.0 x 9.1 | Dalian | | |
| 1913 | Huberthe | 118 | | 1916 Gefle, n.d. | J. E. A. E. Fontaine | 82.6 x 22.9 x 9.1 | Antwerpen | | |
| 1914 | Huberthe Gerardo | 141 | | — Holland | A. F. Hoeborg's Scheepsbouwwerf en Stoomgoederen | 98.7 x 21.6 x 9.1 | Batavia | | |
| 1915 | Huberthe Madeleine | 115 | | 1907 Jos. Boel Antwerpen | Jos. Boel | 84.4 x 21.0 x 11.1 | Antwerpen | | |
| 1916 | Hudson | 198 | | 1891 L. Pendleton Port Glasgow | Sin-Hai Steam Ld | 139.2 x 23.9 x 9.1 | Shanghai | | |
| 1917 | Hagnilo | 178 | | 1907 Goodall, R. Kings Co. Ltd Leith | C. W. Jackson | 129.4 x 22.6 x 12.1 | Newcastle | | |
| 1918 | Huggoura | 142 | | 1920 Danzig Danzig Danziger Werft A.G. | Danziger Werft A.G. | 99.6 x 22.8 x 11.1 | Danzig | | |
| 1919 | Hugh L. Bond, Jr. | 212 | | 1906 Baltimore Sparrows Point Md. | Baltimore & Ohio Railroad Co. | 112.0 x 23.1 x 11.2 | Baltimore | | |
| 1920 | Hugin | 124 | | 1910 Kristiania Kristiania M. F. Bergen | Lundbeder | 108.4 x 19.1 x 9.1 | Kristiania | | |
| 1921 | Hugo | 125 | | 1920 — Fyning | A. Andersen | 81.4 x 22.8 x 11.1 | Malmö | | |
| 1922 | Hugo Hansen | 192 | | 1919 Dublin Dublin J. C. Dunlop Wemyss Leith (G) | Dublin Steamship Co. Ltd | 140.7 x 23.9 x 11.0 | Wemyss | | |
| 1923 | Hugo Tonn | 192 | | 1914 Bergenhus Bergenhus H. F. Lerch Stavanger | Vestlandske Dampskibsselskab | 115.7 x 21.0 x 9.1 | Bergen | | |
| 1924 | Hugo Toelle | 118 | | 1911 Sydney, N.S.W. Commercial Dock H. Wood Leith | J. Boucher | 112.4 x 22.6 x 9.1 | Wemyss | | |
| 1925 | Huka | 251 | | 1899 J. Jacobsen Aalborg Aalborg | Det Danske Aalborg Dampskibsselskab | 113.4 x 20.2 x 11.1 | Aalborg | | |
| 1926 | Hulbertje | 159 | | 1911 Gefle, Sweden Gefle | Jos. Boel Antwerpen | 90.9 x 21.0 x 9.1 | Antwerpen | | |
| 1930 | — | 196 | | 1911 Gefle, Sweden Gefle | A. F. Hoeborg's Scheepsbouwwerf en Stoomgoederen Batavia | 90.9 x 21.0 x 9.1 | Batavia | | |
| 1931 | Hulda | 171 | | 1919 Kalix Kalix Kalix Varv | Aktiebolaget Kalix Varv | 98.1 x 20.4 x 9.1 | Kalix | | |
| 1932 | Hulton | 220 | | 1918 Gefle Gefle A. B. Gefle | S. C. Stoney | 112.9 x 23.9 x 10.1 | Southampton | | |
| 1933 | Hullmax | 171 | | 1914 Hoogezand Hoogezand C. L. Lie Sappemeer | Stoomvaartmaatschappij Hoogezand | 111.3 x 23.0 x 9.10 | Groningen | | |

| No. | Steamer's Name. Material, Rig, &c. | Tonnage | Particulars of Class Retained. | Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|
| 1903 | Halver | 419 | | 1910 Whitney | | | | B |
| 1922 | Hemmesma | 412 | | 1919 Whitney | | | | |
| 1923 | Hamber | 419 | ✠100A1 Ice | 1907 Rijkens | | | | |
| 1927 | Homeriet | 172 | | 1921 J. Frampton | | | | |
| 1930 | Ramorna | 131 | | 1910 | | | | |
| 1935 | Humphrey | 331 | | 1919 J. J. Aldridge | | | | |
| 1940 | Hemrick | 419 | | 1919 Whitney | | | | |
| 1941 | Hunter | 322 | | 1909 Hall, Russell & Co. Ltd. | | | | |
| 1942 | Hesse VI. | 117 | | 1922 W. Vehrich | | | | |
| 1943 | Hesse XXV. | 127 | | 1913 Gebr. Bon | | | | |
| 1944 | Hera | 322 | | 1907 W. Simons | | | | |
| 1945 | Heron | 1052 | | 1912 John Smith's | | | | |
| 1946 | Haskisen | 126 | ✠100A1 Ice | 1902 Dendee | | | | |
| 1947 | Hustler | 121 | | 1904 | | | | |
| 1948 | Huerik | 132 | | 1909 Kalkman | | | | N |
| 1949 | Hatton Cross | 193 | | 1907 J. T. Ehring | | | | |
| 1950 | Hanley | 191 | | 1899 Smith's | | | | |
| 1951 | Hester | 322 | | 1922 Stolzenau'g | | | | G |
| 1952 | Heal | 176 | | 1912 Akers | | | | N |
| 1953 | Hvalpsund | 272 | | 1920 Ab Aalborg | | | | |
| 1954 | Hvitrosen | 142 | | 1919 O. Ottesen | | | | N |
| 1955 | Hera | 297 | | 1892 Hoyfeldt's | | | | |
| 1956 | Hvitskjel | 122 | ✠100A1 Ice | 1923 N. V. Machf. | | | | |

| Numéro d'Ordre | Noms des Navires | Détails de la Classe Spéciale | Construction | Machines | Dimensions |
|---|---|---|---|---|---|
| | | | | | |
| 1927 | **Hyacinth** | | 1913 H. H. Peck, Sons, Wilmington | | |
| 1928 | **Hyak** | | 1899 J. Dapple, Portland, Or. | | |
| 1929 | **Hydra** | | | | |
| 1930 | **Hydra** | | 1913 | | |
| 1931 | **Hygo Mars** | | 1909 Helsingborgs Varf, Helsingborg | | |

* Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to the being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the character assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery required at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships being their classes from want of Survey, it is hereby intimated, that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| Official No. | Name | Tonnage | Engines | Owners |
|---|---|---|---|---|
| 1933 | Un Ensal | | | |
| 1934 | Un Ensal | | | |
| 1935 | Un Ensal | | | |
| 1936 | Un Ensal | | | |
| 1937 | Un Ensal | | | |
| 1938 | Un Ensal | | | |
| 1939 | Un Ensal | | | |
| 1940 | J. P. Petersen | | | |
| 1941 | Sage | | | |
| 1942 | Cook, W. & Co. Ltd. | | | |
| 1943 | Giely | | | |
| 1944 | A. Engineering | | | |
| 1945 | Ser. Amor. | | | |
| 1946 | Goodall, B. | | | |
| 1947 | Denner | | | |
| 1948 | J. W. Sutts | | | |
| 1949 | Cook & Co. | | | |
| 1950 | N. V. Nieuwe | | | |
| 1951 | | | | |
| 1952 | J. Kuster | | | |
| 1953 | Barbier & Co. | | | |
| 1954 | | | | |
| 1955 | P. Gillet | | | |

| Nom du Navire | Tonnage | Classe de la Société | Construction | Propriétaires | Machines | Observations |
|---|---|---|---|---|---|---|
| 1884 Ideal | 136 | | 1912 Dorbin, Finland | F. H. Hendel | 42 × 23 × 11 Triple-exp. | |
| 1885 Ikeros | 115 | | 1911 E. Bonin, Finland | Pseudolaimos | 27 × 17 × 9 | |
| 1886 Ilder | 115 | | 1910 Ferg. & Co. | San Mar. para los Pesqueros | 125 × 23 × 11 | |
| 1887 Ide | 207 | | 1914 Halicarnassus | Robert A. Robert & W. Smith, Mgr. | 123 × 23 × 10 | |
| 1888 Ilda | 77 | | 1912 J. Qian-[illegible] Chinese | Sun Ann, Pseudo | 90 × 21 × 10 | |
| 1889 Ilesa | 150 | | 1911 Mackie & Thomson Glasgow | Vanderbeind | 100 × 20 × 10 | 11 × 11 |
| 1890 Ilerta | 115 | | 1896 Cha. & Wm. Allison Glasgow | Commissioners of Irish Lights | 120 × 23 × 11 | |
| 1891 Iglea | 170 | | 1911 F. G. Flensburg Germany | A. Ellerk & Fyfe | 115 × 21 × 9 | |
| 1892 Ijsle | 105 | 100 A1 Mcl | 1910 Cook, Welton & Gemmell Hull | Fred. A. Leede & F. A. Leede, Mgr. | 126 × 23 × 12 | 12 × 6 |
| 1893 Ile Mare | 136 | | 1917 Miers Hull, England | Fishkeeper Ltd. | 87 × 20 × 10 | |
| 1894 Ile | 200 | | 1914 Hawthorn Leith & Co. Leith | [illegible] | 125 × 23 × 11 | |
| 1895 Ile de France | 115 | | 1911 A. Halle Cuxhaven | [illegible] | 121 × 23 × 11 | 10 × 6 |
| 1896 Ile Madame | 172 | | 1909 Frost & B. Co. Wilhelmshaven, W. G. | Seemann & J. W. Reuter, Mgr. | 107 × 20 × 9 | |
| 1897 Ilfracombe | 100 | 100 A1 Lloyd | 1897 Mackie & Thomson Glasgow | Consolidated Fisheries Ltd. (Robert Hamilton, Hull, Mgr.) | 104 × 21 × 10 | 11 × 7 |
| 1898 Iliga | 114 | Pol | 1900 Cook & Co. Isle Pelerin | Compagnie Industrielle "Nada" A. Bénéton, Mgr. | 122 × 19 × 7 | 9 × 6 |
| 1899 Ilha Verde | 100 | | 1900 Hong Kong & S. China S. & E. Dockyard Hong Kong | M. E. & P. Bapista | 112 × 21 × 9 | |
| 1900 Ilorja | 200 | | 1911 C. Delle Stabilimento Tecnico Triestino | Società Anonima | 130 × 27 × 12 | |
| 1901 Ilsinia | 200 | | 1911 Hall Russell & Co. Aberdeen | Hellenic Steam Navigation Co. Ltd. | 121 × 24 × 12 | |
| 1902 Ilma | 120 | | 1874 [illegible] Stockholm | Aktiebolaget [illegible] | 102 × 19 × 9 | |
| 1903 Ilse | 117 | | 1907 Wolf Rostock | Rudolf Berger | 89 × 19 × 9 | |
| 1904 | | | | | | |

| Official No. | Name | Tonnage | Particulars of Classification | Built | Owners | Registered Dimensions | Port of Registry | Engines | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 10730 | Ilse | 110 | | 1884 Arnold | | 110·3 \| 17·6 \| 8·9 | | | |
| 10736 | Ilsia | 127 | | 1900 Stewart | | 90·8 \| 21·3 \| 9·8 | | | |
| 10737 | Imara | 200 | ✠100A1 | 1931 Flensburger | | 110·0 \| 29·6 \| 12·[illegible] | | | 14 + 3 |
| 10738 | Imbriaria | 130 | | 1893 Gebrüder | | 101·0 \| 20·5 \| 11·[illegible] | | | 11 + 10 |
| 10739 | Imbria | 130 | | 1919 Lobnitz & Co. Ltd. | | 138·5 \| 23·7 \| 12·[illegible] | | | 12 + 6 T |
| 10740 | Imbuky | 400 | ✠ | 1926 J. I. Thornycroft & Co. Ltd. | | 181·9 \| 42·5 \| 10·[illegible] | | | 11 + 6 |
| 10741 | Imdat | 165 | | 1899 Cook, Welton & Gemmell Ltd. | | 101·1 \| 20·6 \| 11·[illegible] | | | 11 + 6 |
| 10742 | Imelda | 237 | ✠100A1 | 1914 Dundee | | 126·5 \| 23·0 \| 12·[illegible] | | | 12 + 6 |
| 10743 | Imkoff | 244 | | 1897 Nylands | | 115·4 \| 23·2 \| 14·[illegible] | | | X * |
| 10744 | Immanuel | 136 | | 1907 W. Mulder | | 126·5 \| 16·6 \| 7·[illegible] | | | G * |
| 10745 | — | 143 | | 1926 Scheepswerf | | 98·4 \| 17·7 \| 7·[illegible] | | | G * |
| 10746 | — | 135 | | 1925 Noord | | 99·1 \| 17·7 \| 6·[illegible] | | | V |
| 10747 | Imperatrix Theresa | 481 | | 1882 Laird Bros. | | 160·0 \| 30·0 \| 9·[illegible] | | | |
| 10748 | Imperia | 213 | | 1912 Cook, Welton & Gemmell Ltd. | | 117·9 \| 21·9 \| 12·[illegible] | | | 13 + 1 |
| 10749 | Imperialist | 400 | ✠100A1 | 1922 Cook, Welton & Gemmell Ltd. | | 160·2 \| 27·1 \| 12·[illegible] | | | |
| 10750 | Imperious | 130 | | 1904 Ferguson Bros. | | 107·0 \| 29·1 \| 9·[illegible] | | | G * |
| 10751 | Impregnable | 130 | | 1911 J. Doddie | | 86·5 \| 19·6 \| 9·[illegible] | | | |
| 10752 | Inaba Maru | 230 | | 1919 Ishikawajima | | 123·0 \| 22·3 \| 12·[illegible] | | | |
| 10753 | Inabe | 251 | | 1922 Uraga Dock Co. Ltd. | | 105·2 \| 23·1 \| 9·[illegible] | | | 10 + 2 |
| 10754 | Inatsuma Maru | 103 | | 1906 Akers | | 90·5 \| 17·7 \| 10·[illegible] | | | |
| 10755 | Ines | 279 | | 1909 | | | | | |
| 10756 | | | | | | | | | |

| Official Number | Name of Vessel | Tonnage | Details of the Classed Scantlings | Construction | Owners | Port | Machinery | |
|---|---|---|---|---|---|---|---|---|
| 10727 | Inchgarth | 226 | | 1917 A. Hall & Co. Aberdeen | W. & Lows | Aberdeen | 2-4Cy. 17" 30" 48" -36" | 13 + 0 |
| 10728 | Inchkeith | 175 | | 1906 Workman Thomson Glasgow | A. Cross | Leith | 2-4Cy. 17" 26" 40" -27" | 13 + 0 |
| 10729 | Inchmarnock | 159 | | 1885 Harvey & Co. Ltd. Govan | J. Barlow | Glasgow | 2-3Cy. 17" 26" -26" | |
| 10730 | Indé | 122 | | 1914 J. Crichton & Co. Ltd. Leith | | Liverpool | | |
| 10731 | India | 1182 | | 1908 W. Denny & Bros. Dumbarton | | Glasgow | 2-3Cy. 30" 54" 90" -60" | |
| 10732 | — | 132 | | 1914 Cochrane & Cooper Seacroft | T. W. Rockwell | Newcastle | 2-3Cy. 19" 30" 50" -33" | 12 + 0 |
| 10733 | Indio do Brazil | 413 | | 1905 Workman & Wyeny Ft. Glasgow | | Para | 2-3Cy. 20" 36" 60" -42" | |
| 10734 | Indium | 307 | ✠100A1 Rice | 1924 C. Rennie & Sons Greenock | | Liverpool | 2-3Cy. 17" 26" 46" -30" | 9 + 3 |
| 10735 | Inferita | 327 | | 1920 J. J. Sidebotham & Co. Ltd. Greenock | | Chester | | 10 + 0 |
| 10736 | Infra | 442 | ✠100A1 Rice | 1920 Lodwick Marine Shipbuilders Ltd. Amlwch | | Newcastle | | 14 + 0 |
| 10737 | — | 200 | | 1917 Motala Verkstad Motala | | Gothenburg | | |
| 10738 | Industrie | 151 | | 1900 Wolf C. Schiffswerft Flensburg | | Danzig | | |
| 10739 | Industry | 180 | | 1907 Hall, Russell & Co. Ltd. Aberdeen | | Peterhead | | 9 + 0 |
| 10740 | Inecha | 198 | | 1911 | | Vigo | | |
| 10741 | Infantas | 442 | | 1919 Harland & Wolff Ltd. Belfast | | Barcelona | | 3 + 0 |
| 10742 | Infatigable | 198 | | 1907 Amesbury Eng. Co. Amesbury | | Newport | | |
| 10743 | Infective | 122 | | 1916 Selby Dock Co. Ltd. Selby | | Newcastle | | |
| 10744 | Ings | 192 | | 1907 J. Christensen Harald | | London | | Y * |
| 10745 | — | 150 | | 1920 Drummond Cowdrey | | Newcastle | | Y * |
| 10746 | Ingy | 172 | | 1916 Reid Aberdeen | | Newcastle | | G |
| 10747 | Ingvoeg | 222 | | 1910 F. Schichau Elbing | | Danzig | | |
| 10748 | — | 170 | | 1924 Hamburger Schiffswerft & Maschinenbau | | Hamburg | | G * |

| Official No. | Name | Tonnage | Dimensions | Engines | Owners |
|---|---|---|---|---|---|
| 10749 | Ingeborg | 171 | | | |
| 10750 | — | 130 | | | |
| 10751 | Ingeborg I. | 102 | | | |
| 10752 | Ingeborg II. | 202 | | | |
| 10753 | Ingegerd | 100 | | | |
| 10754 | Ingelina Maria | 130 | | | |
| 10755 | Inger | 115 | | | |
| 10756 | Ingleby Cross | 180 | | | |
| 10757 | Ingo | 122 | | | |
| 10758 | Ingomar | 142 | | | |
| 10759 | Ingrid | 204 | | | |
| 10760 | — | 117 | | | |
| 10761 | — | 111 | | | |
| 10762 | — | 110 | | | |
| 10763 | — | 121 | | | |
| 10764 | — | 102 | | | |
| 10765 | Ingurtsen | 170 | | | |
| 10766 | Inia | 143 | | | |
| 10767 | Inis Fail | 129 | 4-105A1 Dnb | | |
| 10768 | Inland | 159 | | | |
| 10769 | — | 126 | | | |

| Official No. | Name | Where Built | Date | Tonnage | Dimensions | Engines | Owners |
|---|---|---|---|---|---|---|---|
| 1909 | Tiger-sund | Sekor A/S, Mandal | 1934 | 104 | | Swedish | |
| 1910 | J. A. Sunne-son | Sjö-Motor | 1934 | 87 | | Swedish | |
| 1911 | Ahers | Mek. Verks. Oslo | | 104 | | Norwegian | W. Ahers Mek. Verks. Oslo |
| 1912 | Werft, Schiffbau G.m.b.H. Hamburg | R. Richters | | 118 | | German | Hamburg |
| 1913 | Mossis | H. A. Eriksen | | 81 | | Swedish | |
| 1914 | Gelr. Tyson | R. R. Tonden | | 96 | | Dutch | |
| 1915 | Rodeness | J. Det. Rasen | | 83 | | Danish | |
| 1916 | J. T. Boing | Boing | | 155 | | Swedish | |
| 1917 | Georgs | Sekor A/S Lyngdal | | 83 | | Swedish | |
| 1918 | Turck | Gusum-Fur Tvetbolle | | 104 | | Swedish | |
| 1919 | Alsleb | A. S. Andersen | | 100 | | Danish | |
| 1920 | Werft | Sartorius & Berger | | 88 | | German | |
| 1921 | H. C. Stülcken Sohn | Stülcken Sohne | | 83 | | German | |
| 1922 | Arnsk | Lynge, Lindstad A.S. | | 110 | | Norwegian | |
| 1923 | Sundhard-land | K. S. Lindström | | 83 | | Swedish | |
| 1924 | Brisk | F. Rasberg | | 88 | | Danish | |
| 1925 | Chant. Nav. | Ste. Anon. Ardie | | 129 | | Italian | |
| 1926 | Cockenes | K. F. Rasmussen | | 97 | | Danish | |
| 1927 | Cuthbrook | Dethlefsen & Dethlefsen | | 92 | | Danish | |
| 1928 | Gladiatorgo | Hansenska Bys. A.-G. | | 100 | | Swedish | |
| 1929 | — | Skeen-Telemark-Amell S. & S. | | 92 | | Norwegian | |

| Numéro Officiel | Nom du Navire | Tonnage | Détails de la Classe | Construction | Machines | Dimensions |
|---|---|---|---|---|---|---|
| 1270 | Innisbowen | 140 | | 1918 F. M. | | |
| 1271 | Innisbannon | 200 | | 1918 W. Chal- | | |
| 1272 | Innistrahull | 230 | | 1918 W. Chal- | | |
| 1273 | Inniscalva | 204 | | 1918 W. Chal- | | |
| 1274 | Inneltrunk | 230 | | 1921 | | |
| 1275 | Inner Z | 32 | M.1 | 1920 | | |
| 1276 | Innoan Maru | 180 | | 1919 | | |
| 1277 | Institute de Pesca No. 1 | 290 | B.Ad | 1906 A. Hall & | | |
| 1278 | Intan | 117 | | 1923 | | |
| 1279 | Integrity | 130 | | 1918 Northwest | | |
| 1280 | Interstate | 151 | | 1901 Thos. | | |
| 1281 | Intrepid | 123 | | 1900 Dallard | | |
| 1282 | Invader | 130 | | 1918 Northwest | | |
| 1283 | Invermore | 140 | | 1921 J. Tyrrell | | |
| 1284 | Inversnaid | 210 | A.Ins | 1917 Hall, Russ | | |
| 1285 | Invertrat | 230 | ✠100A1 B-ng | 1920 H. Scott, | | |
| 1286 | Invertyne | 250 | ✠100A1 Hd | 1920 H. Scott, | | |
| 1287 | Inverness | 180 | | 1906 Cook, Wal- | | |
| 1288 | Invincible | 220 | | 1913 | | |
| 1289 | Inyo Maru | 207 | | 1918 Fukushima | | |
| 1290 | Iolite | 200 | ✠100A1 Hd | 1919 Cook, Wal- | | |

| Numéro Officiel | Machines | Chaudières | Appareils | Propriétaires | Port d'Immatriculation | Observations |
|---|---|---|---|---|---|---|
| 1270 | | | | | | |
| 1271 | | | | | | |
| 1272 | | | | | | |
| 1273 | | | | | | |
| 1274 | | | | | | |
| 1275 | | | | | | |
| 1276 | | | | | | |
| 1277 | | | | | | |
| 1278 | | | | | | |
| 1279 | | | | | | |
| 1280 | | | | | | |
| 1281 | | | | | | |
| 1282 | | | | | | |
| 1283 | | | | | | |
| 1284 | | | | | | |
| 1285 | | | | | | |
| 1286 | | | | | | |
| 1287 | | | | | | |
| 1288 | | | | | | |
| 1289 | | | | | | |
| 1290 | | | | | | |

| No. in Book | Steamer's Name, Material, Rig, &c. | Tons | Class | Built | By Whom, Where | Owners | Dimensions | Port of Registry, Flag | Engines | Speed |
|---|---|---|---|---|---|---|---|---|---|---|
| 10791 | Iona Steel ([illegible]) (Trawler) 1.24 | 187 / 144 / 78 |  | 1904 | Cook, Welton & Gemmell, Beverley | [illegible] | 108·6 21·2 11·9 | Hull, British | T.3Cy. [illegible] [illegible] | 11 · 6 |
| 10792 | Ipswich Steel | 161 | ✠100A1 Low. | 1896 | Mackie & Thomson, Glasgow | Consolidated Fisheries Ld. [illegible] | 104·2 20·3 10·7 | Lowestoft, British | T.3Cy. [illegible] | 11 · 7 |
| 10793 | Ira S. Bushey Steel (Electrically welded) Oil Eng. Elec. light. Wdkp. [illegible] Carrying oil in bulk | 281 / — / 194 |  | 1930 | I.S. Bushey & Sons Inc., Brooklyn, N.Y. | [illegible] Bushey Inc. | 108·3 24·1 10·9 | New York, U.S. States | Oil Engines [illegible] | |
| 10794 | Iran Steel (Tug) Elec. light 1.24 | 563 / [illegible] / 92 |  | 1913 | Bergsunds M.V. [illegible], Stockholm | [illegible] | 124·2 30·2 10·6 | Stockholm, Swedish | 2 Turbo Electric Motors [illegible] | |
| 10795 | Iranian Steel (Trawler) 1.24 | 202 / 144 / 82 |  | 1913 | Cook, Welton & Gemmell Ld., Beverley | [illegible] | 115·4 21·6 11·5 | Grimsby, British | T.3Cy. [illegible] | 12 · 3 |
| 10796 | Irene Steel Oil Eng. Wdkp. 4/3 1.24 | 199 / [illegible] / 100 |  | 1927 | Gebr. G. & H. Bodewes, Martenshoek | [illegible] | 100·0 22·8 7·8 | [illegible], Dutch | Oil Engines [illegible] | |
| 10797 | — Steel (Trawler) [illegible] 1.24 | 195 / — / 66 |  | 1899 | Earle's Co. Ld., Hull | N.V. [illegible] | 110·5 21·2 11·2 | [illegible], Dutch | T.3Cy. [illegible] Earle's Co. Ld. Hull | 12 · 6 |
| 10798 | — Steel Oil Eng. Wdkp. 4/3 1.24 | 132 / [illegible] / 86 |  | 1929 | J. Mol, [illegible] | [illegible] | 100·0 17·7 6·7 | [illegible], Dutch | Oil Engines [illegible] | |
| 10799 | — Wood [illegible] | 100 / 145 / 34 |  | 1886 | J. Cawley, Northwich | [illegible] | 84·2 19·8 8·6 | Liverpool, British | C.2Cy. [illegible] W. Allen, Manchester | |
| 10800 | Irene Mary Wood [illegible] Oil Eng. 1.24 (See Sailing Ship Register) | 153 / [illegible] / 87 |  | 1890 | [illegible] | [illegible] | 125·0 26·6 9·3 | Lunenburg, N.S., British | Oil Engines [illegible] Fairbanks Morse & Co. | |
| 10801 | Irene Myrtle Wood (Aux. Schr.) Oil Eng. 1.24 (See Sailing Ship Register) | 255 / 112 / 140 |  | 1920 | McLean Const. Co. Ld., [illegible] N.S. | [illegible] | 125·2 27·6 11·4 | Windsor, N.S., British | Oil Engines [illegible] Fairbanks Morse & Co. | |
| 10802 | Irene Schöning Wood (exSailing Vessel) Oil Eng. 1.24 (See Sailing Ship Register) | 107 / [illegible] / 40 |  | 1918 | D. Schöning, [illegible] | [illegible] | 85·5 20·7 9·0 | Hamburg, German | Oil Engines [illegible] | |
| 10803 | Irene W. Allen Steel Oil Eng. Elec. light. Wdkp. [illegible] Longitudinal framing [illegible] | 923 / [illegible] / [illegible] | ✠100A1 [illegible] Self Propelled Barge. Carrying [illegible] in bulk For Harbour and Coastwise Service between [illegible] | 1930 | [illegible] S.B. Corp. Ld., [illegible] | [illegible] | 199·7 38·0 14·7 | Wilmington (Del.), U.S. States | Oil Engines [illegible] | 14 · 6 |
| 10804 | Iris Steel Oil Eng. Wdkp. 4/3 1.24 | 200 / [illegible] / 119 |  | 1927 | G. J. van der Werff, Hoogezand | [illegible] | 110·7 21·7 7·7 | Groningen, Dutch | Oil Engines [illegible] | |
| 10805 | Irishman Steel 1.24 Elec. light. Wireless | 222 / [illegible] | ✠100A1 [illegible] For Towing Services | 1929 | Cochrane & Sons Ld., Selby | [illegible] Towing Co. Ld. | 100·0 25·1 12·9 | Hull, British | T.3Cy. [illegible] | 13 · 6 |
| 10806 | Irlam Steel Paddle 1.24 | 108 / [illegible] / 18 |  | 1903 | J. P. Rennoldson & Sons, South Shields | Manchester Ship Canal Co. | 100·0 20·1 10·2 | Manchester, British | L.2Cy. [illegible] J.P. Rennoldson & Son, S. Shields | 10 · 4 |
| 10807 | Irma Steel (exSailing Vessel, ex[illegible], exFrederike) Oil Eng. 1.24 (See Sailing Ship Register) | 119 / [illegible] / 66 |  | 1914 | J. W. Sternegel & Sohn, Elsfleth | [illegible] | 89·1 20·3 7·1 | Hamburg, German | Oil Engines [illegible] | |
| 10808 | — Wood (ex[illegible], ex[illegible], exSailing Vessel) 1.24 (See Sailing Ship Register) | 118 / [illegible] / 90 |  | 1892 | N. P. Petersen, Thurø | [illegible] | 86·2 22·1 9·8 | [illegible], Swedish | Paraffin Motor [illegible] | |
| 10809 | — Iron (exBernt, exSailing Vessel) (Lighter) Oil Eng. 1.24 (See Sailing Ship Register) | 112 / 41 / 72 |  | 1904 | Gebr. [illegible] Delfzijl | [illegible] | 90·8 19·9 6·9 | Hamburg, German | Oil Engines [illegible] | |
| 10810 | Irma Marie Steel Oil Eng. [illegible] 1.24 | 140 / [illegible] / 99 |  | 1930 | E. J. Smit & Zoon, Hoogezand | [illegible] | 89·7 19·6 7·5 | Hamburg, German | Oil Engines [illegible] | |

| Numéro officiel | Nom du Navire, Numéro national et Signal | Tonnage | Détails de la Chaudière | Machines | Propriétaires | Chantier | Dimensions | Machines |
|---|---|---|---|---|---|---|---|---|
| 1901 | Irengard | 229 | | | 1898 Martin, Wash, Wilhelmshaven | [illegible] | [illegible] | [illegible] |
| 1902 | — | 192 | | | 1897 N. V. Schip. [illegible] | [illegible] | [illegible] | [illegible] |
| 1903 | — | 112 | | | 1912 W. Robertson, Stornoway | [illegible] | [illegible] | [illegible] |
| 1904 | Irebas | 600 | | | 1911 [illegible] | [illegible] | [illegible] | [illegible] |
| 1905 | Iron Duke | 140 | | | 1905 T. Wingate & Co., Glasgow | [illegible] | [illegible] | [illegible] |
| 1906 | Ironside | 299 | | | 1910 Smith's Dock Co. Ltd., Middlesbro' | [illegible] | [illegible] | [illegible] |
| 1907 | Iroquois | 1707 | | | 1901 Craig, R. B., Tynemouth | [illegible] | [illegible] | [illegible] |
| 1908 | — | 432 | | | 1902 Union Iron Works, San Francisco | [illegible] | [illegible] | [illegible] |
| 1909 | Irvana | 276 | ✠100A1 Fb | | 1917 Smith's Dock Co. Ltd., Middlesbro' | [illegible] | [illegible] | [illegible] |
| 1910 | Irvine | 130 | ✠ A1 Trv | | 1911 Fleming & Ferguson, Ltd., Paisley | [illegible] | [illegible] | [illegible] |
| 1911 | Irwell | 187 | Glen | | 1906 J. Dethlefsen & Co., Husum | [illegible] | [illegible] | [illegible] |
| 1912 | Isaac Wilson | 123 | | | 1909 Heppink & Co., Hoogezand | [illegible] | [illegible] | [illegible] |
| 1913 | Isabel | 230 | | | 1910 Smith & Sons, Bowling | [illegible] | [illegible] | [illegible] |
| 1914 | — | 160 | ✠100A1 | | 1906 Mackie & Thomson, Glasgow | [illegible] | [illegible] | [illegible] |
| 1915 | — | 148 | | | 1916 J. & J. Cochrane, Dublin | [illegible] | [illegible] | [illegible] |
| 1916 | Isabel H. | 132 | | | 1920 Mac Brayne, Stornoway, Ltd., Glasgow | [illegible] | [illegible] | [illegible] |
| 1917 | Isabela | 179 | | | 1893 Kwong Tak Hing, Hong Kong | [illegible] | [illegible] | [illegible] |
| 1918 | Isabella Fowlie | 196 | | | 1911 Hall, Russell & Co. Ltd., Aberdeen | [illegible] | [illegible] | [illegible] |
| 1919 | Isabella Greig | 212 | | | 1899 Hall, Russell & Co. Ltd., Aberdeen | [illegible] | [illegible] | [illegible] |
| 1920 | Isabelle | 177 | ✠100A1 Bos | | 1900 Mackie & Thomson, Glasgow | [illegible] | [illegible] | [illegible] |
| 1921 | — | 104 | ✠ Trv | | 1908 Fleming & Ferguson, Ltd., Paisley | [illegible] | [illegible] | [illegible] |
| 1922 | Isabelle J. Corkin | 121 | | | 1919 Smith & Sons, Bowling, Ltd. | [illegible] | [illegible] | [illegible] |

| Official No. | Name | Port | Tons | Particulars of Classification | Hull | Owners | Port of Registry | Engines |
|---|---|---|---|---|---|---|---|---|
| 139[illegible] | Isa[illegible] | Wanganui | 134 | Pwd 1.6 | D. Williams | Mrs. R. A. Lodge | Wanganui | Pony Ex. Horse 10-C.SA. |
| 1314 | Schiffahrts | Kuhlmann & Co. | 127 | | Schiffahrts | Kuhlmann & Co. | Emden | T.3Cy.19"-31" |
| 1923 | Kjøbenhavn | Det Danske Stat | 162 | | Kjøbenhavn | Det Danske Stat | Copenhagen | T.3Cy.24"-40" |
| 1934 | Alvern Mek. | Vestland | 117 | | Alvern Mek. | Vestland | Oslo | T.3Cy.20"-40" |
| 1811 | Fjeldvik | Fjeldvik | 88 | | Fjeldvik | Fjeldvik | Fremont | 150 Engines 10-C.SA. |
| 1909 | Kockum | M. V. Aktiebolaget Malmö | 93 | | Kockum | M. V. Aktiebolaget Malmö | Stockholm | C.3Cy.19"-30" |
| 1936 | Kockum | M. V. Aktiebolaget Malmö | 143 | | Kockum | M. V. Aktiebolaget Malmö | Stockholm | T.3Cy.20"-30" |
| 1925 | Eriksberg | M. V. Aktiebolaget Hedemora | 113 | | Eriksberg | M. V. Aktiebolaget Hedemora | Stockholm | T.3Cy.21"-40" |
| 1914 | Bergsunds | M. V. Aktiebolaget Stockholm | 137 | | Bergsunds | M. V. Aktiebolaget Stockholm | Stockholm | T.3Cy.19"-30" |
| 1905 | Lindholmens | M. V. Aktiebolaget Hedemora | 139 | | Lindholmens | M. V. Aktiebolaget Hedemora | Gothenburg | C.3Cy.20"-40" |
| 1916 | Bergsunds | M. V. Aktiebolaget Stockholm | 101 | | Bergsunds | M. V. Aktiebolaget Stockholm | Stockholm | T.3Cy.18"-30" |
| 1917 | Motala | Motala Verkstad | 90 | | Motala | Motala Verkstad | Gothenburg | C.3Cy.18"-30" |
| 1917 | Tosia | Tosia Tekkosho | 94 | | Tosia | Tosia Tekkosho | Osaka | C.3Cy.18"-30" |
| 1914 | Y. Matsuoka | Matsuoka Kaiyosho | 124 | | Y. Matsuoka | Matsuoka Kaiyosho | Hiroshima | C.4Cy.18"-30" |
| 1904 | Latham | R. & R. Latham Ltd. | 81 | | Latham | R. & R. Latham Ltd. | Bristol | C.3Cy.18"-30" |
| 1912 | Dockmaster | Dockmaster Portsmouth Ltd. | 113 | | Dockmaster | Dockmaster Portsmouth Ltd. | Portsmouth | T.3Cy.18"-30" |
| 1899 | Cook, Wel. | Cook, Wel. Ltd. | 114 | | Cook, Wel. | Cook, Wel. Ltd. | Hull | T.3Cy.18"-30" |
| 1917 | E. Lindstø | E. Lindstø | 101 | | E. Lindstø | E. Lindstø | Kristiansand | C.3Cy.18"-30" |
| 1922 | N. V. Schepen | N. V. Schepen | 108 | | N. V. Schepen | N. V. Schepen | Harlingen | 101 Engines 10-C.SA. |
| 1900 | Mjellerud | Mjellerud | 108 | | Mjellerud | Mjellerud | Kristiansand | C.3Cy.18"-30" |
| 1909 | Deutsche | Deutsche | 149 | | Deutsche | Deutsche | Wesermünde | T.3Cy.18"-30" |
| 1921 | Rodeno | Rodeno | 146 | | Rodeno | Rodeno | Gothenburg | T.3Cy.18"-30" |
| 1905 | Alvern | Alvern Mek. Verksted | 93 | | Alvern | Alvern Mek. Verksted | Oslo | T.3Cy.18"-30" |

| Noms de Navire | Détails de la Classe | Construction | Machines | Propriétaires |
|---|---|---|---|---|
| Islande | +100A1 Bdn | | | |
| Islander | | | | |
| Islandmagnet | +100A1 Dwg | | | |
| Isle of Wight | | | | |
| Islesman | +100A1 Dwg | | | |
| Isolda | | | | |
| | +100A1 Bdn | | | |
| Isolde | | | | |
| Isole | | | | |
| Istind | | | | |
| Istria I. | | | | |
| Istromna | | | | |
| Ita | | | | |
| Itaberá | + A1 Liv | | | |
| Itara I. | | | | |
| Itara III. | + A | | | |
| Itarua | + A1 Liv | | | |
| Itala | | | | |
| Italia | | | | |
| Italia II. | | | | |

| No. in Book / Official No. / Signal Letters | Steamer's Name, Material, Rig, &c. / Last Name of Orig. / Special Surveys, No. of Decks, &c. | Tonnage | Particulars of Classed Services: Character / Date of Last Survey | Built: When | Built: By Whom / Where | Owners | Dimensions: Length / Breadth / Depth | Port of Registry / Flag | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|
| 1867 | Italia I. | 161 | | 1901 | J. & K. Stoll, Kempenaer Leg | Rot. v. Top, Commerzb. & Wagen | 131·9/19·3/ 9·3 | Venezia, Italia | T.3Cy. 11", 16", 26" × 40" | 1 |
| 1877 | Italica | 127 | | 1918 | Fernandez, y Hijos | A. Zulueta | 97·5/22·9/10·2 | Huelva, Spanish | T.3Cy. | |
| 1878 | Ilaparica | 164 | ✠ A1 | 1906 | A. Dun S.B. Co. Ltd. | Da Ad Nav Sociedade | 116·9/21·3/ 7·3 | Bahia, Brazilian | T.3Cy. 16", 26" × 40" | 1 + 6 |
| 1879 | Ionian | 299 | ✠ 100 A1 | 1914 | Cochrane & Sons, Ltd. | [illegible] | 147·0/23·0/12·2 | Dunedin, British | T.3Cy. 17", 28", 29" × 42" | 13 + 6 |
| 1882 | Ionges | 178 | ✠ N Y 1 | 1920 | Dodd & Co. Ltd. | Brown Corporation | 148·0/40·0/12·0 | Quebec, British | T.3Cy. 11", 18" × 30" | 18 + 7 |
| 1883 | Iowers | 210 | ✠ A | 1901 | J. Thorny croft & Co. Ltd. | Da Rosa & Bacon | 130·0/29·1/10·7 | Buenos Aires, Brazilian | T.3Cy. 13", 21" × 30" | 11 + 6 |
| 1892 | Ivanhoe | 62 | | 1919 | Wilmer, Bow Co. | The P. Simplicity Co. | 142·0/27·5/11·0 | Baltimore, U.S. States | T.3Cy. 17", 28" × 42" | |
| 1893 | — | 109 | ✠ Y C | 1907 | Walker, Vancouver | Kingsway Bay Co. Ltd. | 99·7/21·9/10·9 | Vancouver, British | T.3Cy. 16", 27" × 39" | 13 + 6 |
| 1894 | Irinda | 132 | | 1920 | G. Stocker & Co. | Rec. Com. Indust. & Agricole de East Djemel | 94·2/22·4/ 9·3 | Dakar, French | T.3Cy. 17", 27" × 39" | V |
| 1895 | Irytown | 204 | | 1901 | J. Fullerton & Co. | [illegible] | 142·5/21·3/10·2 | Aberdeen, British | T.3Cy. 16" × 24" | 11 + 3 |
| 1896 | Iwai Maru | 199 | | 1906 | Uraga Dock Co. Ltd. | Tokiwa Kisen K.K. | 121·2/17·6/11·5 | Shimoda, Japanese | T.3Cy. 20", 34" × 50" | |
| 1897 | Iwakima Maru | 162 | | 1909 | Osaka Iron Works | Kinshichi Kaiyo K.K. | 101·1/19·2/10·3 | Osaka, Japanese | T.3Cy. 15", 26" × 39" | |
| 1898 | Iwan | 204 | | 1899 | Erikberg, N.V. Arbeid, Rotterdam | Sociedad Anonyme Bella A.B. | 122·0/22·6/ 9·9 | Bilbao, Spanish | T.3Cy. 18" × 30" | V |
| 1899 | Iyejima Maru | 191 | | 1918 | Harima Zosensho | Takamatsu Kisen K.K. | 100·0/22·8/12·3 | Kobe, Japanese | T.3Cy. 14", 24" × 40" | |
| 1900 | Iye Maru | 192 | | 1922 | [illegible] | Kikuchi Kaisen | 81·4/20·0/ 8·2 | Fukuoka, Japanese | 1C. Engine | |
| 1901 | Izarra | 400 | | 1920 | J. Smith & Son, Fenton | Sociedad Lanera Trans-atlantica (J. Lagarde, Mgr.) | 160·1/26·9/13·0 | Pasajes, Spanish | 2C. Engines | V |
| 1902 | Izumi Maru No. 1 | 115 | | 1925 | Mitsubishi S.B. Co. Kobe | Sumomodoku K.K. | 77·0/21·0/10·5 | Osaka, Japanese | T.3Cy. | |
| 1903 | Izumo Maru | 235 | | 1919 | Ishikawa-jima S.B. Co. Tokio | Shinkai Kisen Kaisha Kaisha | 129·0/22·0/12·7 | Kobe, Japanese | T.3Cy. 19", 29" × 36" | |
| 1904 | | | | | | | | | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are expected, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to be being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery required at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships being their characters from want of Survey, it is hereby intimated that the *date of giving Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| Nom du Navire | Détails de la Classification | Constructeur | Armateurs | Machines |
|---|---|---|---|---|
| 1895 J. A. Bisso | | | | |
| 1896 J. A. Boyd | | | | |
| 1897 J. A. Kemfert | | | | |
| 1898 J. C. Hamilton | | | | |
| 1899 J. Constant I. | | | | |
| 1900 J. Constant II. | | | | |
| 1901 J. Duffy | | | | |
| 1902 J. Elias Cartaya | | | | |
| 1903 J. F. Schröder | | | | |
| 1904 J. Farley | | | | |
| 1905 J. G. Witherbee | | | | |
| 1906 J. H. Fisher | 40 + 100 A1 | | | |
| 1907 J. H. Hunter | 300 + 100 A1 | | | |
| 1908 J. H. Wilhelms | | | | |
| 1909 J. Hanssy Thompson | 60 + 100 A1 | | | |
| 1910 J. J. 10 | 30 + A1 | | | |
| 1911 J. J. 11 | 31 + A1 | | | |
| 1912 J. J. 12 | 170 + 100 A1 | | | |
| 1913 J. J. 13 | 1135 + 100 A1 | | | |
| 1914 J. J. 14 | 1131 + 100 A1 | | | |

| Official No. | Steamer's Name | Special Services | Date Name if any | Where Built | Particulars of Class | Hull: When | Hull: By Whom | Hull: Where | Owners | Tons | Power | Type of Engines | Engines | Speed |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10015 | J. L. Ranzberg | | | | | | 1914 | Erikshamn | | | | | | |
| 10016 | J. R. Sandhar | | | | | | 1906 | Ile Lalex | | | | | | |
| 10017 | J. T. Greener | | | | | | 1904 | | | | | | | |
| 10018 | J. W. French | | | | | | 1875 | | | | | | | |
| 10019 | J. W. Sauer | | | | +100A1 | | 1912 | Ferguson | | | | | | |
| 10020 | J. W. Terry | | | | | | 1916 | Harlem Dry Dock | | | | | | |
| 10021 | J. X. Degagné | | | | | | 1917 | | | | | | | |
| 10022 | J. & J. Meeks | | | | | | 1909 | | | | | | | |
| 10023 | J. & M. Garrett | | | | | | 1884 | T. R. & W. | | | | | | |
| 10024 | Jakarta | | | | | | 1916 | S.V. Marck | | | | | | |
| 10025 | Jalco II. | | | | + | | 1915 | Hull, Rus- | | | | | | |
| 10026 | Jaliota | | | | +100A1 | | 1912 | | | | | | | |
| 10027 | Jasinth | | | | +100A1 | | 1914 | | | | | | | |
| 10028 | Jashdaw | | | | + | | 1903 | | | | | | | |
| 10029 | Jaskiya | | | | | | 1913 | J. S. Watson | | | | | | |
| 10030 | Jaskatay | | | | +100A | | 1911 | Bow, Mc- | | | | | | |
| 10031 | Jacob | | | | | | 1917 | D. Rees | | | | | | |
| 10032 | — | | | | | | 1912 | Gebr. v.d. | | | | | | |
| 10033 | Jacob den Dulk Gen. | | | | | | 1914 | A. de Jong | | | | | | |
| 10034 | Jacob den Dulk Wzn. | | | | | | 1914 | A. Fusaro | | | | | | |

| Numéro officiel | Noms des Navires | Tonnage | Grille de la Classification | Constructeurs | Machines | Propriétaires | Observations |
|---|---|---|---|---|---|---|---|
| 1939 | Janette | 232 | | 1916 J. J. Pattje, Alkmaar, Wijnbouwers | S.W. Jonck | | |
| 1938 | Jacqueline | 226 | | 1918 Polson, Leith, Wm. Simpson, Trowbridge | Richardson Westgarth & Co., Ltd., Middlesbrough, Eng. | | |
| 1937 | Jacqueline Claire | 222 | 100A1 Yacht | 1904 Smith's Dock Co., Ltd., Middlesbrough, Eng. | Alpine Triple Exp. Steam S.S., Ltd., Newcastle-on-Tyne, Eng. | | |
| 1936 | Jacqueline-Louise | 189 | 100A1 Boat | 1899 Cook, Welton & Gemmell, Ltd., Hull, Eng. | Wallace & Co., Ltd., Hull | | |
| 1935 | Jacque Berthe | 170 | | 1909 E. Lemoine, St. Malo | Lemoine & Fils | | |
| 1934 | Jacques Cartier | 176 | | 1905 A. Dubigeon, Nantes | Soc. Anon. des Ateliers et Chantiers de la Loire, Nantes | | |
| 1933 | Jacques-Gaut | 200 | | 1907 Cale Holmes, Willerby, Hull | Triple Exp. Engine, Leboeuf, Nantes | | |
| 1932 | Jacques Jean | 146 | | 1905 Bremsh, Rue, Schiedam | Triple Exp. Engine, Sulzer Frères, Winterthur | | |
| 1931 | Jade | 277 | 100A1 Boat | 1899 Cook, Welton & Gemmell, Ltd., Hull, Eng. | Triple Exp. Engine, Richardson Westgarth & Co., Ltd., Middlesbrough | | |
| 1930 | — | 189 | | 1907 Abt. Ges. "Weser", Bremen | Surt Kiesow, Walter F. Müller, Wpr. | | |
| 1929 | Jadets | 201 | | 1906 Nord. Maschinen & Kessel A. Thomsen, Husum | Die Aktiengesellschaft Weser | | |
| 1928 | Jadran | 402 | | 1911 H. C. Stülcken Sohn, Hamburg | H. C. Stülcken Sohn | | |
| 1927 | — | 150 | | 1922 D. Lemoine, St. Malo | D. Bagaric | | |
| 1926 | — | 178 | 100A Boat | 1896 Stephen, Leith, Thomas Thomson | Gebrüder Plenkiha, Danzig, S.S. | | |
| 1925 | Jadwiga | 232 | 100A1 Boat | 1928 Pattje, Alkmaar | "Stoomvaart Maatschappij Nederland" | | |
| 1924 | Jakipa | 272 | | 1905 Lloyd, Leith, Thomas Thomson | Gebrüder Plenkiha, Danzig | | |
| 1923 | Jakob | 258 | | 1911 Abt. Ges. "Weserhütte", Bremen | Leipziger Gummiwarenfabrik Taube | | |
| 1922 | Jakob Goldschmidt | 301 | | 1906 Schiffw. u. H. Kocks, Lübeck | Maschinenbau J. Wiese A.G. "Rudolf" Maschinenfabrik, Bremen | | |
| 1921 | Jalobert | 270 | | 1911 Klaptocz, Königsberg | Maschinenbau-Anstalt | | |
| 1920 | Jamaica | 204 | | 1914 Cockerill, Seraing | Hoffmann Fabrik, Köln | | |
| 1919 | James No. 40 | 272 | 100A1 Boat | 1902 Fleming & Ferguson, Paisley | Dampfmaschinen-Bau-Gesellschaft, Paisley | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Classification | Year of Build | Builders | Owners | Length | Breadth | Depth | Port of Registry | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 139[illegible] | James No. 42 | [illegible] | ✠100A1 | 1907 | Fleming & Ferguson, Ltd. Paisley | James Dredging, Towing & Transport Co. Ltd. | 157·8 | 32·1 | 13·[illegible] | London | T.3Cy 19" 21" x 30" 27" | 12" × [illegible] |
| 139[illegible] | James No. 59 | [illegible] | ✠100A1 | 1908 | W. Simons & Co. Renfrew | James Dredging, Towing & Transport Co. Ltd. | 150·9 | 30·1 | 14·[illegible] | London | T.3Cy 19" 29" x 47" 27" | 13" × [illegible] |
| 139[illegible] | James No. 63 | [illegible] | ✠100A1 | 1922 | Montrose & R. Co. Ltd. Glasgow | James Dredging, Towing & Transport Co. Ltd. | 115·9 | 23·6 | 13·1 | London | T.3Cy 19" 31" x 36" 30" | 13" × [illegible] |
| 139[illegible] | James No. 64 | [illegible] | ✠100A1 | 1922 | Montrose & R. Co. Ltd. Glasgow | James Dredging, Towing & Transport Co. Ltd. | 115·9 | 23·6 | 13·1 | London | T.3Cy 19" 31" x 36" 30" | 13" × [illegible] |
| 139[illegible] | James No. 65 | [illegible] | ✠100A1 | 1922 | Montrose & R. Co. Ltd. Glasgow | James Dredging, Towing & Transport Co. Ltd. | 115·9 | 23·6 | 13·1 | London | T.3Cy 19" 31" x 36" 30" | 13" × [illegible] |
| 139[illegible] | James No. 66 | 1130 | | 1912 | Ragnar & Sons, Ltd. Stockton | James Dredging, Towing & Transport Co. Ltd. | 115·9 | 23·6 | 13·1 | London | T.3Cy 21" 30" x 36" 30" | 13" × [illegible] |
| 139[illegible] | James Aldridge | [illegible] | | 1917 | J. Duthie Torry S.B. Co. Aberdeen | W. A. [illegible] | 115·6 | 23·1 | 12·0 | Glasgow | T.3Cy 23" 30" x 48" 30" | 12" × [illegible] |
| 139[illegible] | James Barrie | 300 | ✠100A1 | 1928 | Cochrane & Sons, Ltd. Selby | Sea Vigo Steam Trawling Co. Ltd. | 140·2 | 23·0 | 12·1 | Hull | T.3Cy 19" 29" x 48" 30" | 13" × [illegible] |
| 139[illegible] | James Brodigan | [illegible] | | 1918 | Hall, Russell & Co. Ltd. Aberdeen | A. A. Brown | 115·4 | 23·1 | 12·1 | Hull | T.3Cy 19" 29" x 48" 30" | 12" × [illegible] |
| 139[illegible] | James Carruthers | [illegible] | | 1912 | Cook, Welton & Gemmell, Ltd. Beverley | [illegible] | 118·0 | 23·0 | 11·[illegible] | [illegible] | T.3Cy 21" 31" x 36" 30" | 12" × [illegible] |
| 139[illegible] | James Congreve | 277 | | 1918 | Allan S.B. Co. Ltd. Ayr | [illegible] | 125·6 | 23·5 | 12·9 | Auckland | T.3Cy 19" 31" x 36" 30" | 12" × [illegible] |
| 139[illegible] | James Dougherty | 283 | | 1919 | Eastern S.B. Co. Sharpe's yard | Sea Queen Towing & Navigation Co. | 121·6 | 23·6 | 12·1 | New York | T.3Cy 19" x 36" 30" | [illegible] |
| 139[illegible] | James Evans | [illegible] | | 1918 | I. J. Abbott & Mitchell, Ltd. Chester | W. G. Rainford | 119·7 | 23·1 | 12·2 | Swansea | T.3Cy 19" 29" x 36" 30" | 12" × [illegible] |
| 139[illegible] | James H. Beazley | [illegible] | ✠100A1 | 1921 | Philipp & Son, Ltd. Dartmouth | Worcestershire & Herefordshire Sand | 144·7 | 27·7 | 12·9 | Liverpool | T.3Cy 19" 27" x 36" 30" | 14" × [illegible] |
| 139[illegible] | James Lay | [illegible] | ✠100A1 | 1918 | Fletcher Sons & Fearnall, Ltd. London | St. Ken. Lord Fitzwalter & Darlow, Bart. | 125·0 | 23·5 | 12·2 | London | T.3Cy 19" 31" x 36" 30" | [illegible] |
| 139[illegible] | James Long | [illegible] | ✠100A1 | 1919 | Cochrane & Sons, Ltd. Selby | Hodgson Bros. Ltd. | 128·0 | 23·7 | 12·9 | [illegible] | T.3Cy 19" 29" x 36" 30" | 12" × [illegible] |
| 139[illegible] | James M. | [illegible] | | 1915 | W. Dow & Co. Ltd. Dunbarton | [illegible] | 100·7 | 21·0 | 7·[illegible] | Boston | T.3Cy 19" 19" | [illegible] |
| 139[illegible] | James M. Gifford | [illegible] | | 1910 | [illegible] Newport, N.Y. | Consolidated Fisheries Co. | 139·0 | 19·2 | 10·[illegible] | Wilmington | | |
| 139[illegible] | James Paterson | [illegible] | ✠100A1 | 1902 | J. P. Rennie & Son, Greenock | James Paterson & Co. Proprietary Ltd. | 115·0 | 24·1 | 12·2 | Melbourne | T.3Cy 19" 29" x 48" 30" | 12" × [illegible] |
| 139[illegible] | James Postlethwaite | 136 | | 1884 | W. Asbury Sunderland | [illegible] | 99·7 | 23·0 | 10·1 | Dublin | T.3Cy 17" 19" | 10" × [illegible] |
| 139[illegible] | James S. Melville | [illegible] | | 1911 | A. Hall & Co. Ltd. Aberdeen | A. S. Brown | 117·0 | 23·2 | 12·2 | Aberdeen | T.3Cy 17" 29" x 48" 30" | 12" × [illegible] |

| Numéro d'ordre | Noms des Navires | Tonnage | Détails de la Classification | Construction | Propriétaires | Machines | Port d'immatriculation | Machines | Notes |
|---|---|---|---|---|---|---|---|---|---|
| 10017 | James S. Whitley | 172 | | 1914 M. M. Davie | Baker-Wilcox Coaling | | | | |
| 10018 | James Tennant | 255 | Hbl | 1914 Wood | The "T" Steam Trawling Co. Ltd. | | | | F + S C |
| 10019 | James Wallace | 182 | | 1914 Ferguson | | | | | |
| 10020 | Jan | 190 | | 1914 Gebr. Sietas | | | | | |
| 10021 | — | 132 | | 1914 J. W. | | | | | |
| 10022 | Jan de Ridder | 97 | +100A1 Ank | 1914 | | | | | F + S |
| 10023 | Jan Hubert | 131 | | 1914 H. C. Stülcken | Graaff Hubert | | | | G * |
| 10024 | Jan Ubel | 230 | | 1914 J. van Der Werff | | | | | |
| 10025 | Jan van der Toorn | 116 | | 1914 D. Boot | | | | | |
| 10026 | Jan Volders | 215 | Hbl | 1914 Lodrecht & Co. | | | | | S + S T |
| 10027 | Jane | 240 | | 1914 Deutsche Werft A.-G. | | | | | G * |
| 10028 | — | 222 | | 1914 Smith | | | | | |
| 10029 | — | 156 | | 1914 A. Gibson | | | | | S + S |
| 10030 | Jane Ross | 186 | | 1914 A. H. & Co. | | | | | S + S |
| 10031 | Jane Stephen | 220 | | 1914 J. Dunlop | | | | | S + S |
| 10032 | [illegible] | 217 | +100A1 Fre | 1914 Ben M. | | | | | S + S |
| 10033 | Janet | 155 | Hbl | 1914 Markick | | | | | S + S |
| 10034 | Janetta | 217 | | 1914 Fürg. & Co. | | | | | T * |
| 10035 | Jannine Roger | 125 | | 1914 Hall, Russell & Co. | | | | | S + S T |
| 10036 | Janot | 278 | | 1914 Indépendante | | | | | |
| 10037 | Jantiena | 127 | | 1914 Wed. T. de Jong | | | | | |
| 10038 | Jantina | 147 | | 1914 W. Meijer | | | | | G * |

| Official No. / Code Letters | Owner's Name, Port, Rig, &c. / Last Issue of Vol. / Special Survey, No. of Decks, &c. | Tonnage | Particulars of Class / Character | Built: Where / By Whom / Where | Owners | Tonnage | Flag | Engines | |
|---|---|---|---|---|---|---|---|---|---|
| 11996 | Jantina | | | 1916 S.V.Noord- | F.A.de Jong | 99·4·12·7 | Netherlands | | |
| 11997 | Jantje | 120 | | 1910 J.J.Pattje | K.Scholtens | 99·1·19·7 | Netherlands | | G * |
| 11998 | — | 132 | | 1909 Gebr. | K.Scholtens | 97·0·19·6 | Netherlands | | V * |
| 11999 | — | 110 | | 1918 Gebr.Ten | J.A.Brouwer | 99·5·19·3 | Netherlands | | V |
| 12000 | Jantje Grazelold | 200 | | 1895 H.van de | D.Dorsle | 118·8·22·5 | Netherlands | | V * |
| 12004 | Jantje R. | 190 | | 1917 J.Kuiper, | M.V.Mulowsky "Jantje R." | 106·0·20·8 | Netherlands | | V * |
| 12005 | Janus II. | 202 | | 1906 Cuthbertson & | E.W.Bathurst | 122·5·22·9 | Germany | | T.3Cy.13½",22"x20"-24" 72 NHP |
| 12006 | Jag | 245 | | 1915 H.M. | [illegible] | 124·0·23·0 | Sweden | | T.4Cy. Chapman & Co. Sydney |
| 12007 | Japan | 1222 | | 1904 W.Denny | Denny & Dumbarton Flotilla Co.Ld. | 229·0·40·1 | Glasgow | | T.3Cy.20",31½"x26"-40" 212 NHP Denny & Co. Dumbarton |
| 12008 | Jarak | 200 | | 1927 Singapore S.N. Co.Ld. | Swedish S.S.Co.Ld. | 127·2·23·0 | Penang | | T.3Cy.18½",27"x20"-34" Calcutta S.S.N.Co.Ld. Penang |
| 12009 | Jari | 245 | | 1919 | | 107·6·22·4 | Sweden | | C.3Cy.18"x20"-30½" |
| 12010 | Jari II. | 135 | | 1895 J.A.Sten- | F.A.Karlsson | 87·6·23·0 | Estonia | | T.3Cy.14½",24"x18"-30" |
| 12011 | Jarlina | 190 | | 1906 T.Charlton | Kristiania Tonnesen | 111·5·20·4 | Newfoundland | | C.3Cy.17"x22"-30" T.Charlton, Gateshead |
| 12012 | Jarley I. | 140 | | 1918 Lidar | Peter Meyer | 100·2·23·3 | Norway | | T.3Cy.14½",21½"-30" |
| 12013 | Jarsbarden | 170 | | 1919 Kristiania Jr. | A.S.R.Kopperman & Bitener | 119·1·20·3·10·2 | Sweden | | T.3Cy.16",24"x22"-32" |
| 12014 | Jason | 250 | | 1906 Fiskeren | Rosel Bergenske Kompagni | 121·0·23·4·11·2 | Norway | | T.3Cy.15½",24"x16"-24" |
| 12015 | — | 105 | | 1922 F.Schichau | Deutsche Bank & Bergenske S.S. | 99·8·21·4·11·6 | Germany | | T.3Cy.13½",22"x16½"-22" |
| 12016 | Jara | 1221 | | 1904 Wm.Denny | Denny & Dumbarton Flotilla Co.Ld. | 229·0·40·1 | Glasgow | | T.3Cy.20",31"x26"-40" |
| 12017 | — | 142 | | 1920 A.de Jong | N.V.Vaart. Maats. "Imphale" | 97·3·21·6 | Holland | | |
| 12018 | — | 122 | | 1911 N.V.Schip- | S.P.Rossum & Co. | 99·0·21·4 | Netherlands | | T.3Cy.16",24"x16"-28½" |
| 12019 | — | 120 | 100A1 Lloyd's | 1905 Cochrane | Wilson Vaughan, Ld. (J.S.Watkins, Agt.) | 94·0·19·6·10·9 | London | | T.3Cy.16",24"x16"-24" (a) |

| Numéro d'Ordre | Noms des Navires | Tonnage | Classe de la Classification | Construction | Propriétaires | Port d'Attache | Machines | Observations |
|---|---|---|---|---|---|---|---|---|
| 1100 | Jeva Zee | 405 | ✠100A1 Bx4 | 1901 Jacobsen & Sons, Sandefjord | A. S. J. Sandefjord | Sandefjord | T. (C) 19", 31", 60" - 42" Stag. Boilers: 2 S.E. 14' 6" x 10' 6" x 9' 6" | |
| 1101 | Jean | 106 | | 1898 Hamilton, Leith | Pouzet-Trequet | Boulogne | T. (C) 11", 18", 30" - 20" | 11 + 1 V |
| 1102 | Jean-Bart | 112 | | 1882 N. V. Werf "Gusto", Schiedam | N. Lemmen | Dunkerque | Int. Engines: 90 C. | V * |
| 1103 | Jean-Cousin | 106 | | 1920 Chant. de Bates, Bassens, Bordeaux | Chantiers de Gironde | Bordeaux | T. (C) 12", 19", 31½" - 20½" | V * |
| 1104 | Jean Dore | 279 | | 1911 Cochrane & Sons, Ltd., Selby | Soc. Bordelaise d'Arm. à la Pêche (Demarais, Bouchet & Du Hyre) | Boulogne | T. (C) 16", 27", 46" - 34" | 12 + 1 V |
| 1105 | Jean Bénée | 136 | | 1908 Cook, Welton & Gemmell, Wall | M. A. Bénée & Cie | Lorient | T. (C) 13", 22", 37" - 22" | 11 + 1 V |
| 1106 | Jean Bénoada | 210 | ✠100A1 Abs | 1919 Cochrane & Sons, Ltd., Selby | Stephen Fishing Co. Ltd. | Grimsby | T. (C) 15", 26", 43" - 34" | 12 + 1 |
| 1107 | Jean Frédéric | 325 | | 1919 Ladbroke & Co., Ltd., Southwick | Soc. Bordelaise d'Arm. à la Pêche (F. Le Garrec & Cie & J. Le Garrec, Dépr.) | Boulogne | T. (C) 18", 29", 48" - 40" | V |
| 1108 | Jean Guy | 135 | | 1907 Fleming & Ferguson, Paisley | Fleming & Ferguson | Boulogne | T. (C) 12", 21", 34" - 24" | V |
| 1109 | Jean Hamonet | 310 | | 1911 Cie Gén. de Nav. Royal, La Rochelle | Soc. Anon. "Les Chalutiers Bretons" | St. Servan | T. (C) 15", 26", 44" - 30" | V * |
| 1110 | Jean Hay | 200 | + Lrs | 1908 Cook, Welton & Gemmell, Ltd., Beverley | C. H. Walker | Aberdeen | T. (C) 13", 21", 35" - 24" Boilers: 2 S.E. 12' 0" x 10' 0" x 9' 0" | 12 + 10 |
| 1111 | Jean-Max | 229 | | 1907 Cochrane & Sons, Selby | Comp. Lebrun, Dunkerque | Boulogne | T. (C) 12", 21", 34" - 24" | 12 + 6 V |
| 1112 | Jean-Pierre | 130 | | 1907 Ait Kaghison, Glasgow & Co., Middlesbro' | J. J. Lid Fleck | Boulogne | T. (C) 10", 17", 28" - 21" | 11 + 6 V |
| 1113 | Jean Trystram | 215 | | 1914 Ateliers & Chs. de Bretagne, Nantes | Barrère & Pinaud, Dunkerque | Dunkerque | T. (C) 14", 24", 41" - 30" | V * |
| 1114 | Jean Vauquelin | 163 | | 1901 Wm. Dick & Co., Ltd., Newcastle | Soc. Anon. d'Arm. Malo | Boulogne | T. (C) 11", 19", 30" - 22" | 11 + 10 V |
| 1115 | Jean and Shirley | 140 | | 1919 Smith's Dock Co., Ltd., Leamington, N. S. | "Jean and Shirley" Trawlers, Ltd. | Lowestoft | Int. Engines: 35 C. Ins. | |
| 1116 | Jeane | 157 | | 1899 J. P. Rennie & Co., Greenock | S. F. Rosenstiel, Hull, "Kinrahan" | Fleetwood | T. (C) 13", 20", 36" - 22" | 11 + 8 |
| 1117 | Jeanie Stewart | 219 | | 1918 Hall, Russell & Co., Ltd., Aberdeen | S. Irvin & Sons, Ltd. | Aberdeen | T. (C) 13", 20", 34" - 24" | 12 + 8 |
| 1118 | Jeanne d'Arc | 202 | | 1904 Gourdin & Cie, Bordeaux | Jean Fouassier | Pauillac | C. (C) 14", 21", 37" | V * |
| 1119 | Jeanne Marie | 214 | | 1919 Gertsen & Zerg, Bordeaux | F. Fouqué & Cie | Bordeaux | T. (C) 13", 20", 34" - 24" | V * |
| 1120 | Jeannette | 175 | | 1910 N. V. Schiepe, Gouda | F. Dortmuth & Fisher | Ostend | I. C. Engine | V |
| 1121 | Jeannette II. | 170 | | 1907 Gebr. C. A. Wiedt, Vlissingen | Franck, Marie "Vlaardingen" | Vlaardingen | T. (C) 11", 17", 27" - 18" | |

| Official No. / Code Letters | Steamer's Name, Material, Rig, &c. / Date Time of Trip / Special Service, No. of Decks, &c. | Gross / Under Deck / Net | Particulars of Class Renewal: Character / Date | Bulk: Where Built / By Whom / When | Owners | Length / Breadth / Depth | Port of Registry / Flag | Engines | Speed | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1302 | Jeannine | 102 | + Alm | 1907 Hall, Russ & Co. Aberdeen | M. Simson | 80'2/19'6/9'2 | Aberdeen / British | 1 C.Sc. 12"x20"-14" | 9 × 10 | |
| 1303 | Jeanne | 204 | | 1899 G. Lucas & Co. Glasgow | Mathison & Clarke | 120'0/23'0/12'6 | Lerwick / British | T.3-cy. 17", 27"x18"-14" | | V * |
| 1304 | Jehan Ange | 110 | | 1918 A. Hall & Co. Aberdeen | Jos. Amos & Partners and Arm. de Glaye | 86'0/18'7/9'0 | Boulogne / French | T.3-cy. 14", 21"x18"-10" | | V |
| 1305 | Jena | 112 | | 1901 Lovell, Boulogne | A. Jens & J. Jensen | 89'7/24'7/12'7 | Kristiania / Norwegian | Motor | | |
| 1306 | Jenner | 126 | | 1918 Boole's Shipyard Ltd. Tyne | Jos. Rechsteiner & Sonnenpage & M. del Bosch, Rjo. | 82'2/17'0/9'2 | Boulogne / French | T.3-cy. 16", 24"x17"-12" | | V * |
| 1307 | Jenni | 150 | | 1917 H. F. J. Thiede Bremerhaven | M. Simon | 102'5/20'7/6'7 | Bremerhaven / German | 1 C. Engines 18.0 RA | | V * |
| 1308 | Jenny | 102 | | 1898 P. Lorenzen Tönsberg | Sigurd Simonsen | 89'2/22'6/7'7 | Sandefjord / Norwegian | 1 C.Sc. 11"x18"-10" | | |
| 1309 | — | 121 | | 1905 Holland | Ste. Anonyme de Bar. Rhénanie Liège | 70'0/17'6/9'6 | Rue Royale / Belgian | 1 C.Sc. 14"x16"-10" | | |
| 1310 | Jenny Elsa | 118 | | 1910 A. Pannenborg Alphen a/d Rijn | R. V. Tonch, Rtm. Dienst Gen. R.T. Indië Amst. Mia de Marcaine | 106'5/20'8/10'2 | Vlaardingen / Dutch | T.3-cy. 16", 24"x17"A"-21" | 11 × 4 | |
| 1311 | Jenny Naval | 270 | | 1921 H. Schuldt Harburg | Ges. d. Ges. Hamburg-Amerika Linie (G. Luttmann Ltd. Rjo.) | 119'7/24'6/10'0 | Hamburg / German | 1 C. Engines 18.0 RA | | |
| 1312 | Jemalta | 209 | | 1918 Bandside Tyne Pontoon | S. J. Ingram | 117'0/29'0/9'0 | Harwich / British | (4) Engines | | |
| 1313 | Jerwil | 218 | | 1914 Smith's Dock Co. Ltd. Middlesbrough | Jackson & Jones T. Jackson, Rjo. | 121'0/21'6/11'0 | London / British | T.3-cy. 19", 30"x24"-24" | 12 × 6 | |
| 1314 | Jerzu | 212 | | 1917 Talbot Bristol S.B. Co. Ltd. Hong Kong | Bristol S.B. Co. Ltd. | 110'0/22'1/8'7 | Singapore / British | 1 C.Sc. 17"x26"-16" | | |
| 1315 | Jesmatet | 217 | | 1917 Talbot Bristol S.B. Co. Ltd. Hong Kong | Bristol S.B. Co. Ltd. | 110'0/22'1/8'7 | Singapore / British | 1 C.Sc. 17"x26"-16" | | |
| 1316 | Jeria | 300 | + 100A1 Alm | 1900 Cook, Welton & Gemmell Ltd. Berwick | Great Grimsby & S. Shore Fishing Co. Ltd. | 140'0/24'6/13'0 | Grimsby / British | T.3-cy. 17", 27"x17"-26" | 11 × 3 | |
| 1317 | Jerusalik | 194 | | 1919 Jerusalik Pontoon Jerusalik | P. O. Pontoon | 92'2/24'6/9'6 | Stockholm / Swedish | 1 C. Engines 18.0 RA | | V * |
| 1318 | Jerv I. | 100 | | 1907 Alton H.S. Works Hull | A. N. Snaga & S. L. Christensen, Rjo. | 81'6/17'6/10'3 | Sandefjord / Norwegian | T.3-cy. 11", 18"x20"-10" | | |
| 1319 | Jesmond | 190 | + 100A1 Alm | 1900 Smith's Dock Ltd. North Shields | T. Miles | 112'2/20'2/8'9 | Newcastle / British | 1 C.Sc. 14"x20"-20" | 9 × 6 | |
| 1320 | Jessica | 172 | | 1906 Cook, Welton & Gemmell Berwick | Robert Ross & Sons Ltd. | 108'5/21'6/11'0 | Hull / British | T.3-cy. 16", 24"x18"-20" | 12 × 6 | |
| 1321 | Jeset | 212 | | 1912 Cuxhaven Schiffs-Ges. Bremen | Schiffahrts-Ges. J. Wiering & O. "Kurlan" Bremen Dampfschiffahrts-Gesellschaft, Bremen-Oesterreich AG Rjo. | 124'2/22'6/9'0 | Cuxhaven / German | 1 C.Sc. 17", 24"x18"-22" | | G * |
| 1322 | — | 122 | | 1914 G. H. Thyssen Duisburg | Thyssen-Rhein. Kohlen-Handel Ges. | 88'5/19'6/9'2 | Bremen / German | 1 C. Engines 20.0 RA | | G * |

| Numéro d'Index | Nom du Navire | Tonnage | Devise de la Classe | Construction | | Armateurs | Dimensions | Port d'Immatriculation | Machines | Observations |
|---|---|---|---|---|---|---|---|---|---|---|
| 1183 | Jhr. Carel Herman van der Brandeler | | | | | | | | | |
| 1184 | Jhr. van der Does de Bije | | 100A1 | | | | | | | |
| 1185 | Jinko Maru | | | | | | | | | |
| 1186 | Jiapi Maru | | | | | | | | | |
| 1187 | Jitta | | | | | | | | | |
| 1188 | Jo | | | | | | | | | |
| 1189 | Joanna Georgina | | | | | | | | | |
| 1190 | João Gualdino | 346 | 100A1 | | | | | | | |
| 1191 | Jocelyn | | | | | | | | | V |
| 1192 | Joffre | | 100A1 | | | | | | | |
| 1193 | — | | | | | | | | | |
| 1194 | Johan | | | | | | | | | V |
| 1195 | Johan Johan | | | | | | | | | |
| 1196 | Johann Georg | | | | | | | | | |
| 1197 | Johann Hinrich | | | | | | | | | |
| 1198 | Joh. Reinecke X. | | | | | | | | | |
| 1199 | Johann Stadtlander | | | | | | | | | |
| 1200 | Joh. Teeter | | | | | | | | | |
| 1201 | Johanna | | | | | | | | | |
| 1202 | — | | | | | | | | | |
| 1203 | — | | | | | | | | | |
| 1204 | — | | | | | | | | | |

| Official No. | Steamer's Name | Particulars of Class Retained | Built | Owners | Tonnage | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|
| 11085 | Johanna | | 1916 NY Schjøner "Trollboy" Marstrand | Ro. Mac Arthur-Leitet, Barnes Tyne | 79 7 21 5 | Newcastle | Oil Engines | Y * |
| 11086 | Johanna Elisabeth | | 1914 Nobel Tour | Lipmann Vanek Maas S.V., De Tom S.V. | 129 0 22 2 | Amsterdam | | 13 + 6 |
| 11087 | Johanna Maria | | 1910 N.J.v.d. Wien, Vlaardingen | J.V. Vaalk, Rend & Zyl v.d. J. Vaalk | 81 7 21 7 | Schiedam | Oil Engines | |
| 11088 | Johanna Maria | | 1915 Gebr. Bird Lockerbie | Jo. Schol | 104 0 20 7 | Amsterdam | | |
| 11089 | Johanne | | 1927 J. Th. Jürgensen Tönsberg | A/S Johanne J. & J. Jürgensen | 126 4 29 6 | Stockholm | Oil Engines | Y * |
| 11090 | — | | 1906 Gebr. Vosseler Kappeln | Gustav Schmidt | 100 5 18 2 | Flensburg | Oil Engines | G * |
| 11091 | — | | 1922 S. A. Wilder Strandberg | S. H. Swanson | 86 5 29 6 | Marstal | Oil Engines | Y * |
| 11092 | Johanne II. | | 1922 A.L. Andersen Aalborg | A/S Mathiesen Skanpetroleum | 79 9 24 1 | Stockholm | Oil Engines | N * |
| 11093 | Johanne Becker | | 1931 Gebr. van Duyen Wesuhausen | J. Becker | 34 6 19 8 | Hamburg | Oil Engines | G * |
| 11094 | Johanne Elisabeth | | 1914 Gebr. G.A. H. Siebens Harkstedt | Christoph Meyer | 39 5 18 2 | Brake | Oil Engines | |
| 11095 | Johanne | | 1918 NY Schjøner "Ulf II." Bolsøen Willegen | W. Beukie | 32 2 21 6 | Groningen | Oil Engines | Y |
| 11096 | Johanne II. | | 1931 H. J. Nauck & Sohn Bergedorf | J. Rugel | 30 5 19 4 | Hamburg | Oil Engines | G * |
| 11097 | Johanne Kiatte | | 1923 H. Holtz Harburg | W. Ehling | 131 5 24 2 | Bremerhaven | | G * |
| 11098 | Johanne Schopp | | 1905 Ste. Anne, "Le Volcan" Belge Willebroek | Johanne Ed. Schopp | 94 6 21 9 10 7 | Hamburg | | G * |
| 11099 | Johanne Westphal | | 1930 G. Seebeck Wesermünde | Hugh Co. G.m.b.H. | 58 3 18 6 10 7 | Bremen | | G * |
| 11100 | Johannesberg | | 1905 Cook, Welton & Gemmell Beverley | W. Samuelsen | 109 9 21 5 11 2 | Bergen | | 12 + 1 |
| 11101 | John | 100A1 | 1916 Cook, Welton & Gemmell Beverley | Fischer & Vogt Ro. Amm. J.T. Bauwens, Agr. | 175 5 23 5 12 7 | Antwerp | | 13 + 6 |
| 11102 | — | | 1917 Marstal Marstal | Lars Eyrkjøb | 89 1 22 6 | Bergen | Oil Engines | Y * |
| 11103 | — | | 1948 J.T. Price Beth & Grey | Alfred J. Smith & Co. | 30 4 19 0 10 7 | Bristol | | |
| 11104 | John A. Hughes | | 1902 J. H. Dialogue & Sons Camden, N.J. | Tug John A. Hughes Co. | 30 0 20 5 10 9 | Philadelphia, U.S.A. | | |

| Nom du Navire | Tonnage | Détails de la Classe | Construit | Propriétaires | Dimensions Principales | Port d'Immatriculation | Machines | Chaudières |
|---|---|---|---|---|---|---|---|---|
| 11120 John A. Keenck | 170 | | 1913 Burger | | | | | |
| 11130 John B. Collins | 299 | | 1911 | | | | | |
| 11137 John Baptish | 200 | ✠100A1 M.S. | 1918 Clark, Wil- | | | | | |
| 11138 John Batey | 170 | | 1884 Hepplish | | | | | |
| 11139 John Bess | 67 | ✠ A1 L.S. | 1920 J. S. White | | | | | |
| 11140 John Brown | 182 | | 1904 Welch's | | | | | |
| 11141 John C. Meikle | 196 | | 1914 Jas. T. Ed- | | | | | |
| 11142 John C. Stuart | 102 | | 1911 Marine Iron | | | | | |
| 11143 John Calderwood | 187 | | 1912 W. J. Yar- | | | | | |
| 11144 John Cutting | 270 | 100A1 Fh. | 1918 Geo. Mc- | | | | | |
| 11145 John Gualess | 119 | | 1906 Allenjah | | | | | |
| 11146 John Deaves | 250 | | 1914 J. T. Ebring | | | | | |
| 11147 John Dunkin | 200 | | 1914 Fleming & | | | | | |
| 11148 John E. Meyer | 200 | | 1912 Manitowoc | | | | | |
| 11149 John Erikson | 191 | | 1903 Wiles | | | | | |
| 11150 John F. Cushing | 207 | | 1920 Manitowoc | | | | | |
| 11151 John F. Lewis | 140 | | 1902 J. H. Ho- | | | | | |
| 11152 John Fitzgerald | 220 | | 1918 J. Dodge | | | | | |
| 11153 John G. Chandler | 192 | | 1903 Kelley, | | | | | |
| 11154 John G. Diaso | 130 | | 1920 | | | | | |
| 11155 John Gilman | 230 | ✠100A1 Alm | 1917 Welch's | | | | | |
| 11156 John H. Amos | 202 | ✠ A1 Mdn | 1901 Bow, Mc- | | | | | |
| 11157 John H. McKay | 172 | | 1922 W. J. Mc- | | | | | |

| Official No. | Steamer's Name | Particulars of Classification | Built | Owners | Registered Dimensions | Port of Registry | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|
| 11120 | John Harker | ✠100A1 Gir | 1906 J. Harker, Ltd. | J. Harker Ltd. | 105 | | | |
| 11121 | John Herd | | 1906 Herds | J. Herd | 94 | | | |
| 11122 | John Jackson | | 1918 Robson | | 115 | | | |
| 11123 | John Joyce | Blk | 1919 Cantwell | The Mayor, Aldermen & Burgesses of the Borough of Wallasey | 112 | | | 11 × 8 |
| 11124 | Jean Mahn | | 1927 Robinson's | H. Ehling | 139 | | | |
| 11125 | John Morrice | ✠100A1 Abe | 1919 Hall, Russell & Co. Ltd. | A. M. Morrice | 113 | | | 13 × 8 |
| 11126 | John N. Stewart | | 1920 W. McMillan | | 87 | | | |
| 11127 | John Oxley | | 1922 Dow, Mac | Government of Queensland | 161 | | | |
| 11128 | John Payne | | 1900 J. Payne | Aberdeen Trawl Co. Ltd. | 69 | | | 12 × 4 |
| 11129 | John Perring | ✠100A1 Lon | 1926 W. Beard | London County Council | 260 | | | 16 × 10 |
| 11130 | John Pratt | | 1911 Newport | | 99 | | | |
| 11131 | John R. Williams | | 1913 Stanley Ltd. | | 135 | | | |
| 11132 | John S. Darrell | | 1915 Smith's | | 125 | | | |
| 11133 | John Stephen | ✠100A1 Abe | 1920 J. Dunlop | Stephen Fishing Co. Ltd. | 133 | | | 12 × 6 |
| 11134 | John T. Donohue | | 1909 Neafie & Levy | Northern Berg. Corp. | 130 | | | |
| 11135 | John T. Graham | | 1912 Hall, Russell & Co. Ltd. | J. R. Graham, Esq. | 113 | | | 12 × 8 |
| 11136 | John Williamson | A1 PN | 1911 Akers | Union Whaling Co. Ltd. | 104 | | | 12 × 8 |
| 11137 | John Wilson | ✠A1 Lon | 1925 Humphery | Humphery & Berry Lighterage Ltd. | 74 | | | 10 × 6 |
| 11138 | John Wise | | 1890 A. D. Story | Christian Arbuckle | 124 | | | |
| 11139 | Johnson City | | 1919 Northwest | | 95 | | | |

| Numéro Officiel | Noms des Navires, Numéros, Signaux, Ports d'Attache, Tonnage, Chaudières, Machines, Propulseurs, Dates | Détails de la Classe | Constructeurs | Propriétaires | Machines | Dimensions | Remarques |
|---|---|---|---|---|---|---|---|
| 11140 | **Joh. den Dolk Jzn.** Steel Screw (Fishing) 120 | | 1916 A. Jochong, Groningen | Jac. den Dolk, Delft | | | |
| 11141 | **Jolanda** Steel Twin Screw (Fishing) 211 | | 1908 Fill, Orlando Leghorn | Soc. Adriatica Silfer | 137 8 10 0 3 T | 100 ft x 17 ft x 10 ft 11 in | I * |
| 11142 | **Jona** Steel Screw (Fishing) 130 | | 1909 Scheepsbouw & S.A. Wolf, Tonsberger | S.A. Rederi Sodal & Solter | 106 2 13 1 3 T | Norway | |
| 11143 | **Jonita** Steel Twin Screw (Fishing) 131 | | 1920 J. Crichton & Co. Ltd. Dundee | J. Sommerville & Sons Ltd. | 120 2 18 0 2 T | Dundee Dundee | |
| 11144 | **Jonkoping** Steel Screw (Fishing) 137 | | 1910 Nylen Gruvin Helsingborg | Aktiebolaget J. E. Hansen, Hjor. | 100 9 22 0 10 T | Sweden | |
| 11145 | **Jonquil** Steel Screw (Trawler) 142 | | 1891 A. W. Robertson & Co. London | T. W. Boutcourt | 96 5 20 1 10 T | Germany Bremen | 11 × 11 |
| 11146 | **Jonnas** Wooden 137 | | 1920 Spaans | A. G. Ellersiek | 101 4 22 0 3 T | Germany Flensburg | |
| 11147 | **Jorma** Wooden 140 | | 1922 Spaans | Aktiebolaget | 96 9 22 0 4 T | Germany Flensburg | |
| 11148 | **Jose de C.** Steel Screw (Fishing) Wooden 229 | | 1920 Schiffs. Ges. Unterweser m.b.H. Wesermünde | Bremerhaven Germania | 127 4 22 0 9 T | Spain Spanish | |
| 11149 | **José G. Trevilla** Steel Screw (Fishing) 202 | | 1918 Astilleros Astilleros Bilbao | Vapores Unidos S.A. (A.S. Trevilla S.T. de ra Cantillo, Mgrs.) | 118 1 21 0 3 T | Bilbao Spanish | V |
| 11150 | **Jose Ignacio de C.** Steel Screw (Trawler) 200 | | 1911 Gelsado | Bremerhaven Germania | 111 9 22 0 11 T | Santander Spanish | |
| 11151 | **José Maria** Steel Screw (Fishing) 275 | | 1910 Cook, Welton & Gemmell Ltd. Beverley | Rodriguez Alonso Bilbao | 131 9 22 0 11 T | S. Sebastian Spanish | 12 × 2 |
| 11152 | **Jose Martins** Steel Screw (Fishing) 141 | | 1908 Lythgoe & Co. Ltd. Lytham | S.A. Gustavo de Lima | 101 1 20 0 6 T | Maceio Brazilian | 7 × 4 |
| 11153 | **Josefa** Steel Screw (Fishing) 230 | Lloyd's Special Survey | 1881 C. Hill & Sons Bristol | Hijos de Angel Perez y Cia. | 120 6 22 0 11 T | Bilbao Spanish | 31 × 3 |
| 11154 | **Josefa Mary** Wooden 130 | | 1917 | M. Suarez Galeote | 119 9 20 0 9 T | Vigo Spanish | |
| 11155 | **Josefita** Steel Screw (Fishing) 211 | | 1879 Bidstrup Vom Hamburg | A. Guerrero | 122 8 19 0 7 T | Bilbao Spanish | |
| 11156 | **Josefle** Steel Screw (Fishing) 275 | | 1919 Anderson Co. Lowson, Ohio | Soc. Anon. "Chalutiers de la Rochelle" | 128 6 22 0 12 T | La Rochelle French | V |
| 11157 | **Josenfjord** Steel Screw (Fishing) 151 | | 1906 Christiansen & Hansen, Christiania | A. S. Josenfjord Magnus Kalheim, Mgr. | 111 9 19 0 3 T | Norway | |
| 11158 | **Joseph Borgia** Steel Screw 211 | 100 A1 Lloyd's Special Survey | 1918 Hall, Russell & Co. Ltd. Aberdeen | Sociedad Vasca Pesquera de la Ria (Bilbao) S.A. Manip. Mgrs.) | 119 4 22 1 12 T | Germany Bremen | 12 × 10 |
| 11159 | **Joseph Bolton** Steel Screw (Fishing) Wooden 200 | 100 A1 Lloyd's Special Survey | 1918 Cook, Welton & Gemmell Ltd. Beverley | Brown & Co. Ltd. | 125 5 22 0 12 T | Aberdeen Scotland | 12 × 9 |
| 11160 | **Joseph Constantine** Steel Screw (Fishing) 153 | Lloyd's Special Survey | 1918 J. F. Ross Ltd. Port Glasgow | Constantine Brothers | 100 2 22 1 10 T | Aberdeen Scotland | 12 × 9 |
| 11161 | **Joseph Crosthwaite** Steel Screw (Fishing) 143 | | 1896 J. Crook & Co. Lowestoft | Joseph Crosthwaite (Lowestoft Trawl Fish. Co. Lowestoft) | 99 3 20 1 10 T | Lowestoft Suffolk | 12 × 9 |
| 11162 | **Joseph Dehanel** Steel Screw (Fishing) Wooden 100 | 100 A1 Lloyd's Special Survey | 1929 Hall, Russell & Co. Ltd. Aberdeen | Soc. Anon. Les Pêcheurs de Fécamp | 131 1 21 2 13 T | Fécamp French | 12 × 9 |

| Official No. / Code Letters | Shipowner's Name / Special Survey | Port | Tonnage | Particulars of Classification | Date | Builder | Where Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 11171 | Joseph Elias (Trawler) Elec Light | Hull | 125 | | | | | | | | Y * |
| 11172 | Joseph H. Morse (Passenger) | Weymouth | 30 | | | 1918 | Bethlehem S.B. Corp. Ltd. Hoboken, N.J. | Morse Towing & Transportation Co. | New York | T. 8Cy. 14", 24" x 40" - 60" | |
| 11173 | Joseph J. O'Brien (Passenger) Elec Light | Hull | 32 | | | 1913 | Nature's Inc. S.B. Co. Port Richmond, N.Y. | O'Brien Bros. Towing Co. | New York | T. 8Cy. 12", 24" x 40" - 60" | |
| 11174 | Joseph Philip | Hull | 123 | +100A1 Dun | | 1918 | Flensburger Fahrzeugbau Ges. Flensburg | Trustees of the Harbour of Dundee | Dundee | T. 3Cy. 22", 36" x 40" - 27" | 15 + 0 |
| 11175 | Joseph Thompson | Hull | 95 | +100A1 Hull | 12.31 | 1897 | Vickers, Sons & Co. Ltd. Barrow | | Manchester | T. 3Cy. 16", 28" x 30" - 54" | 14 + 0 |
| 11176 | Joseph Vandewalle | Ostende | 142 | | | 1922 | S.A. Ateliers de Flandre Zaveze | Pêcheries de Flandre | Ostende | T. 3Cy. 14", 22" x 24" - 37" | Y * |
| 11177 | Joseph Wanters | Ostende | 99 | +100A Ost | | 1922 | Wehaert & Sociétés Anonymes Ostende Ltd. Ostende | Soc. Anon. Armement Ostendaise | Belgian | T. 3Cy. 17" x 24" - 40" | 10 + 0 |
| 11178 | Joseph Wharton | Wexford | 211 | | | 1904 | American Cork Manufg. Co. Wilmington | McNeal, Edwards Co. | Wexford, Pa. | T. 3Cy. 14" x 22" - 36" | |
| 11179 | Joseph & Sarah Miles | Hull | 179 | +100A1 Yar | | 1902 | Hawthorn Leslie & Co. Ltd. Leith | Boys, Business Engineers Dredging Fishermen | London | T. 3Cy. 18", 29" x 36" - 48" | 14 + 0 |
| 11180 | Joshua Lovett | Wexford | 199 | | | 1888 | Taylor | Taylor Dredging Co. | New York | | |
| 11181 | Just | Stockholm | 150 | | | 1900 | Gustav Pedersen Klingenberg | Lysen-Louis Rud. A.S. | Christiania | T. 3Cy. 14" x 18" - 30" | G |
| 11182 | Juven Coshita | Weymouth | 137 | | | 1919 | | M. Vizcaino & F. Rosa | Corunna | | |
| 11183 | Juven Victor | Weymouth | 141 | | | 1920 | T. Ugalde | J. Rubertaga | Bilbao | | |
| 11184 | Juan | Stockholm | 207 | +100A1 Bel | | 1909 | Earle's Co. Ltd. Hull | Trans-Mediterranean S.A. | Barcelona | T. 3Cy. 18", 30" x 37" - 60" | 13 + 0 |
| 11185 | Juan Artaza | Vigo | 192 | | | 1909 | | Artaza y Cia. | S. Sebastian | | |
| 11186 | Juan Garcia | Vigo | 200 | | Liv | 1874 | T. Bussey & Co. Birkenhead | Soc. Anon. del Ferrocarril de Tuerto-Arenas | Bilbao | T. 3Cy. 19", 34" | |
| 11187 | Juan José | Stockholm | 201 | | | 1922 | Cochrane & Sons Ltd. Selby | Cia. Argentina de Rev. Angel Nicolás Leto | Buenos Aires | T. 3Cy. 14", 24" x 40" - 27" | 12 + 0 |
| 11188 | Juan-Mari | Stockholm | 225 | | | 1908 | Cockill, B. & Sons Co. Ltd. Dundee | Antonio de Zarraga | S. Sebastian | T. 3Cy. 17", 29" x 42" - 29" | 12 + 0 |
| 11189 | Juan Mari No. 2 | Stockholm | 225 | | | 1900 | Cockerill Cockerill | Antonio de Zarraga | S. Sebastian | T. 3Cy. 17", 29" x 42" - 34" | 12 + 0 |
| 11190 | Juanes | Weymouth | 102 | | | 1919 | | Nicolas Lafuente | Bilbao | | |
| 11191 | Juanot Colom | Weymouth | 111 | | | 1919 | J. Lagos Cassado Moro | Farners Sulle-gerne S. Rosin Rosi, Spr. | Palma, Ma. | Oil Engines | |
| 11192 | Juberie | Stockholm | 199 | + Dub | | 1908 | J. Dubois, Sons & Co. Amsterdam | Weiss Freres | Bordeaux | T. 3Cy. 17", 29" x 40" - 60" | 12 + 0 Y |

| Numéro Officiel | Noms des Navires, Numéros Numéros de Signaux, et Ports d'Attache. | Tonnage | Détails de la Classe Spéciale. | Constructeurs. | Machines. | |
|---|---|---|---|---|---|---|
| 111[illegible] | Jubilee | [illegible] | | 1904 W. J. Tay[illegible] | [illegible] | |
| 111[illegible] | Judaea | [illegible] | 100A1 Hull | 1912 [illegible] | [illegible] | |
| 111[illegible] | Juke Mara | [illegible] | | 1917 Yarrow[illegible] | [illegible] | |
| 111[illegible] | — | [illegible] | | 1909 [illegible] | [illegible] | |
| 111[illegible] | — | [illegible] | | 1909 [illegible] | [illegible] | |
| 111[illegible] | Juke Mara No. 12 | [illegible] | | 1910 [illegible] | [illegible] | |
| 111[illegible] | Julet | [illegible] | | 1902 J. L. Meyer | [illegible] | |
| 111[illegible] | Juleu | [illegible] | | 1906 [illegible] | [illegible] | |
| 111[illegible] | Jules | [illegible] | | 1902 [illegible] | [illegible] | |
| 111[illegible] | Jules Bly | [illegible] | | 1911 C. A. Lod. | [illegible] | |
| 111[illegible] | Jules Pierre | [illegible] | | 1908 Mackie | [illegible] | |
| 111[illegible] | Julie | [illegible] | | 1901 Morley | [illegible] | |
| 111[illegible] | Julia Howard | [illegible] | | 1913 M. H. Davis | [illegible] | |
| 111[illegible] | Juliana | [illegible] | 100A1 Class | 1910 [illegible] | [illegible] | |
| 111[illegible] | Julie | [illegible] | | 1911 A. de Jong | [illegible] | |
| 111[illegible] | Julie Streff | [illegible] | | 1908 Edwards | [illegible] | |
| 111[illegible] | Juliet | [illegible] | | 1906 Croft, W. J. | [illegible] | |
| 111[illegible] | Juliette | [illegible] | | 1888 A. Hall & Co. | [illegible] | |
| 111[illegible] | Julio C. | [illegible] | | 1911 Lot'ne | [illegible] | |
| 111[illegible] | Julius Pickenpack | [illegible] | | 1911 F. C. Hollo | [illegible] | |
| 111[illegible] | Julius Wettering | [illegible] | | 1912 Marine | [illegible] | |
| 111[illegible] | Jumsey | [illegible] | 100A1 Hull | 1910 J. Meyer's | [illegible] | |
| 111[illegible] | Junon | [illegible] | | 1911 Friedrich, R. | [illegible] | |

| No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Class Retained | Hull: When | Hull: By Whom / Where | Owners | Dimensions | Port of Registry | Engines | Machinery | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 11215 | Junior | 137 | | 1909 | Rostock | Passenger Dampfer Gesellschaft | 89.9 × 19.1 × 9.4 | Lübeck | T.3Cy.35" × 24" × 24" × 39" | | |
| 11217 | Junka Maru | 198 | | 1907 | Yonaki | [illegible] | 103.9 × 24.9 × 11.2 | Kwaki | 140 Engine | | |
| 11218 | Juno | 250 | | 1874 | Motala Co. | [illegible] Kanal | 97.9 × 22.1 × 9.2 | Gothenburg | T.3Cy.17" × 40" × 22" | | |
| 11219 | — | 130 | | 1905 | J. L. Meyer | Sportgesellschaft "Hellas" A.G. | 87.4 × 19.1 × 9.2 | Stettin | 150 Engine | | |
| 11220 | Jungo Maru | 130 | | 1913 | Kawagoye | Kaiko Tsugaku Tosen Kaisha | 77.4 × 20.3 × 9.7 | Osaka | T.3Cy. | | |
| 11221 | Juoyi Maru | 130 | | 1909 | Aki | Yasukuni | 86.6 × 22.9 × 9.2 | Kobe | 140 Engine | | |
| 11222 | Jupiter | 520 | | 1896 | Jones | Sugarloaf Sta. Inc. | 134.7 × 30.6 × 13.7 | New York | T.3Cy.17"-27" × 42" × 30" | | |
| 11223 | — | 137 | | 1902 | W. Simons & Co. | Government of Ceylon & Water | 100.2 × 22.1 × 11.2 | Sydney | T.3Cy.14" × 24" × 30" × 36" | | |
| 11224 | — | 300 | ✠100A1 Hull | — | — | R. Jupiter | 147.6 × 22.1 × 12.9 | Madras | T.3Cy.14"-24" × 40" × 27" | 14 × 6 | |
| 11225 | — | 250 | ✠ Lib | 1906 | J. Tarbin | Co. Portugueza de Pesca | 110.2 × 22.6 × 12.9 | Lisbon | T.3Cy.13"-21" × 30" × 21" | 12 × 9 | |
| 11226 | — | 210 | | 1914 | Schiffbau-Ges. | Schenkel "Sudstern" A.G. | 127.1 × 22.6 × 9.1 | Wesermünde | T.3Cy.12"-20" × 30" × 21" | | G ✱ |
| 11227 | — | 210 | | 1905 | — | J. K. Jensen | 101.9 × 27.3 × 11.9 | Marstrand | 150 Engine | | |
| 11228 | — | 250 | | 1911 | K. Grech | Aagt. Alex. Jens. A. Jensen, Syr. | 107.9 × 22.3 × 10.6 | Gothenburg | T.3Cy.15" × 21" × 42" | | |
| 11229 | — | 170 | | 1901 | M. van der | G. J. van Schouwen | 100.9 × 22.2 × 11.7 | Vlaardingen | T.3Cy.14"-24" × 36" × 27" | | |
| 11230 | — | 141 | ✠ Ven | 1906 | J. P. Sim- | Simons & Thomson Bros. | 107.4 × 20.2 × 10.9 | Tilsons | T.3Cy.14" × 36" × 27" | 11 × 6 | I |
| 11231 | — | 110 | | 1913 | J. Cronquist | Sverdrup & Co. | 98.4 × 17.9 × 9.2 | Tuker | T.3Cy.12"-24" × 36" × 24" | | V ✱ |
| 11232 | Juraj Sulic | 135 | ✠ Har | 1904 | R. Dennis | Sulic | 99.4 × 18.9 × 9.8 | Split | T.3Cy.9"-18" × 27" × 24" | | I |
| 11233 | Jurgen | 103 | | 1912 | Nordstrand | R. Ingwalt | 99.2 × 19.9 × 7.3 | Hamburg | 150 Engine | | V ✱ |
| 11234 | Jurgen Hage | 113 | | 1913 | Gehr. | J. Pol | 97.6 × 19.9 × 6.9 | Hamburg | 150 Engine | | G ✱ |
| 11235 | Juri Wilms | 210 | | 1902 | Lengerke | Bremerhaven-[illegible] | 83.9 × 20.9 × 14.9 | Vatten | T.3Cy.12"-20" × 30" × 20" | | |
| 11236 | Juriki Maru | 105 | | 1917 | K. Kato | Tokio Kaisha | 73.2 × 24.7 × 9.2 | Wakamatsu | 150 Engine | | |
| 11237 | Jurmiche | 145 | | 1904 | K. Nicolai | Government of Serbs, Croats & Slovenes | 87.9 × 22.9 × 11.2 | Sibenik | 150 Engine | | |

| Numéro Officiel | Noms des Navires, Indicatifs, Tonnage, &c. | Tonnage | Classe de la Classification Société | Construction | Appareils. | Dimensions d'après le Tonnage | Propriétaires | Machines | Chaudières |
|---|---|---|---|---|---|---|---|---|---|
| 1120 | **Jurapary** | 311 | Fts | 1920 Montreal S.B. Co. Montreal | A. Cleveland | 143' 6.0 x 24' 0.0 x 9' 7.0 | Pace Brazil | | 6 - 0 |
| 1120 | **Just Reward** | 100 | | 1919 J. Thompson, Ltd. Sunderland | C. Bowerin | 67' 0.0 x 18' 6.0 x 10' 0.0 | Lambert Brazil | | 10 - 0 |
| 1120 | **Justi** | 100 | | 1919 Gebrüder Sachsenberg, Cologne | Kaelbleuse | 107' 0.0 x 20' 6.0 x 11' 0.0 | Bergeijk Netherlands | | 12 - 0 |
| 1120 | **Justine C. Allen** | 99 | +100A1 | 1920 Dock Schiffs Werft & M. Co. Ltd. Hamburg | Lodi Turbine Co. Ltd. | 120' 7.2 x 19' 11.4 x 9' 7.0 | Wimpeina Allen & Co. Ltd. Brazil | | 14 - 0 |
| 1120 | **Jylen** | 127 | | 1919 A. Lalleng | A/S Fredericia Frederiksværk-Hørsens | 74' 9.0 x 22' 6.0 x 9' 7.0 | Frederiksværk Denmark | | 56 |
| 1120 | **Jylland** | 1430 | | 1920 Nakskov Skibs A/S Nakskov | Burmeister Copenhagen | 256' 0.0 x 39' 7.0 x 24' 9.0 | Kaiserdamp Denmark | | |

"*" Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to be being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or machinery required at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| No. of Book | Number | Vessel's Name | Where Built | Tonnage | Particulars of Classification | Date | Builder | Where Built | Owners | Length | Breadth | Depth | Port of Registry | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1234 | | K. Whittelsey | Wooden | 132 | ✠100A1 S.Y.A. | | | | | | | | | | |
| 1235 | | Kaarsteis | Steel | 120 | | | | | | | | | | | |
| 1236 | | Kabafuto Maru | Wooden | 160 | | | | | | | | | | | |
| 1237 | | Kabong | Steel | 151 | | | | | | | | | | | |
| 1238 | | Kabul | Steel | 283 | | | | | | | | | | | |
| 1239 | | Kadett | Steel | 120 | | | | | | | | | | | |
| 1240 | | Kafuku Maru No. 1 | Wooden | 114 | | | | | | | | | | | |
| 1241 | | Kagiya Maru No. 1 | Wooden | 174 | | | | | | | | | | | |
| 1242 | | Kagoshima Maru | Steel | 135 | | | | | | | | | | | |
| 1243 | | Kahawai | Steel Twin | 225 | ✠100A1 Win | | | | | | | | | | |
| 1244 | | Kahs | Steel | 176 | | | | | | | | | | | |
| 1245 | | Kai | Steel | 170 | | | | | | | | | | | |
| 1246 | | Kai Ling | Steel Twin | 161 | | | | | | | | | | | |
| 1247 | | Kai-Tai | Steel | 112 | | | | | | | | | | | |
| 1248 | | Kaifaku Maru | Steel | 230 | | | | | | | | | | | |
| 1249 | | Kaigen Maru | Steel | 312 | | | | | | | | | | | |
| 1250 | | Kaihei Maru No. 3 | Wooden | 105 | | | | | | | | | | | |
| 1251 | | Kaiho Maru No. 2 | Steel | 121 | | | | | | | | | | | |
| 1252 | | Kaija | Iron | 264 | | | | | | | | | | | |
| 1253 | | Kaijin Maru | Steel | 134 | | | | | | | | | | | |
| 1254 | | Kaije Maru No. 5 | Wooden | 107 | | | | | | | | | | | |
| 1255 | | Kaikata Maru | Wooden | 102 | | | | | | | | | | | |
| 1256 | | Kaiko Maru | Steel | 232 | | | | | | | | | | | |
| 1257 | | — | Wooden | 136 | | | | | | | | | | | |
| 1258 | | Kaiion | Wooden | 125 | | | | | | | | | | | |

| Signal Number | Nom de Navire, Numéro officiel, etc. | Tonnage | Détails de la Classification | Construction | | | Machines | |
|---|---|---|---|---|---|---|---|---|
| | | | | Année | Chantier | | | |
| 11369 | Kaio Maru | 120 | | 1921 | [illegible] | [illegible] | [illegible] | |
| 11370 | Kaiou Maru | 150 | | 1920 | [illegible] | [illegible] | [illegible] | |
| 11371 | Kaiose | 850 | A1 | 1919 | Fleming & Ferguson, Ltd. Paisley | Wingate & Co. Limited, S.B. | [illegible] | 14 - 1 |
| 11372 | Kairyo Maru | 179 | | 1920 | [illegible] | [illegible] | [illegible] | |
| 11373 | Kaisei Maru | 124 | | 1922 | [illegible] | [illegible] | [illegible] | |
| 11374 | Kaiser Wilhelm II. | 184 | | 1907 | G. Seebeck | Seebeck-Werke A.-G. | [illegible] | |
| 11375 | Kaishin Maru | 152 | | | | [illegible] | [illegible] | |
| 11376 | Kaisho Maru | 257 | | 1907 | | [illegible] | [illegible] | |
| 11377 | Kaisoku Maru | 190 | | 1922 | Minatogawa | [illegible] | [illegible] | |
| 11378 | Kaitei Maru | 190 | | 1919 | Hirata | [illegible] | [illegible] | |
| 11379 | — | 181 | | 1921 | Hirata | [illegible] | [illegible] | |
| 11380 | Kaiten Maru No. 2 | 111 | | 1920 | Suzuki | [illegible] | [illegible] | |
| 11381 | Kaiwa Maru | 1250 | | 1920 | Kawasaki | [illegible] | [illegible] | |
| 11382 | Kaiyo Maru | 225 | | 1921 | Kawasaki | [illegible] | [illegible] | |
| 11383 | — | 130 | | 1921 | Maruto | [illegible] | [illegible] | |
| 11384 | Kakuu | 150 | | 1920 | | [illegible] | [illegible] | |
| 11385 | Kakuwa Maru No. 17 | 121 | | 1919 | Ishikawa | [illegible] | [illegible] | |
| 11386 | Kakuwa Maru No. 18 | 120 | | 1919 | Ishikawa | [illegible] | [illegible] | |
| 11387 | Kakuwa Maru No. 21 | 130 | | 1922 | Kanamori | [illegible] | [illegible] | |
| 11388 | Kakuwa Maru No. 23 | 105 | | 1924 | Tachigi | [illegible] | [illegible] | |
| 11389 | Kala Poika | 250 | | 1920 | Kobayashi | [illegible] | [illegible] | |
| 11390 | Kaja Tytto | 200 | | 1921 | H. C. Stülcken | [illegible] | [illegible] | |
| 11391 | Kalang | 225 | | 1926 | J. Crichton | [illegible] | [illegible] | 14 - 10 |
| 11392 | Kalaos | 420 | | 1919 | Wilkinson | [illegible] | [illegible] | |

| Official No. | Name | Port of Registry | Hull | Engines | Owners |
|---|---|---|---|---|---|
| 1[illegible] | Kali | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Kalmarsund VII | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Kalos | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Kalundborg | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Kamangai | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Kambala | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Kamchatka Maru | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Kamel Hayanaga | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Kamo Maru | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | — | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | — | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Kamome Maru | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Kamperduin | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Kanak | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Kanal II. | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Kanal III. | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Kanawaka Maru | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Kanhelmen | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Kanne I. | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Kansai Maru No. 1 | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Kansaki Maru | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Kap Kania | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Kapella | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Kapitän H. Grundmann | [illegible] | [illegible] | [illegible] | [illegible] |

| Nom de Navire | Tonnage | Détails de la Classe | Construction | Machines | Propriétaires | Port d'Attache | Observations |
|---|---|---|---|---|---|---|---|
| Kapitl | 265 | ✠ Ypr | | | | | |
| Kapuzi | 190 | | | | | | |
| Kara Kara | 325 | | | | | | |
| Karabiga | 192 | | | | | | |
| Karin | 126 | | | | | | |
| Karl Schmandmann | 340 | ✠ 100 A1 Rjk | | | | | |
| Karin | 141 | | | | | | |
| Karl | 128 | | | | | | |
| Karl Bergh | 211 | | | | | | |
| Karl Ehling | 272 | | | | | | |
| Karlsborg | 203 | | | | | | |
| Karlsefni | 323 | ✠ 100 A1 Lnm | | | | | |
| Karlstad | 214 | | | | | | |
| Karmøy I | 159 | | | | | | |
| Karmsund | 290 | | | | | | |
| Karnefuli | 615 | ✠ Rnf | | | | | |
| Karsten | 256 | | | | | | |
| — | 195 | | | | | | |
| Kamrin Mare | 192 | | | | | | |
| Karpfanger | 207 | | | | | | |
| Karwiyska | 241 | Fin | | | | | |

| Official No. / Code Letters | Steamer's Name, Material, Rig, &c. / Late Name if any / Special Surveys, No. of Decks, &c. | Tonnage | Particulars of Class Retained: Character | Year of Last Survey | Place of Last Survey | Year Built | Where Built | By Whom / Where | Owners | Port of Registry | Flag | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1133 | **Karuna Maru** | | | | | 1919 | Osaka Iron Works Hulu | Kyoto Gyogyo K.K. | | Tokyo | Japanese | | |
| 1131 | **Kasetka** (Fire light) | | | | | 1912 | Fredrikshavn G. & S.H. Danish | Bergenstraat | | Murmansk Russian | | | |
| 1140 | **Kashalot** (Fire light) | | | | | 1914 | Helsingfors | Tranter | | Archangel Russian | | | |
| 1130 | **Kashiwa Maru** | | | | | 1924 | Shanghai | Kasuga Kaisha K.K. | | Tokio Japanese | | | |
| 1142 | **Kassi** (Fire light) | | | | | 1916 | H.C. Stülcken Sohn, Hulu Hamburg | Stern Rederei G.m.b.H. & C. | | Lubeck German | | | |
| 1143 | **Kastela** | | | | | 1930 | Renaugh & Ferguson Ltd. Leith | Filippo Carlo | | Trieste Italian | | | |
| 1134 | **Kastfjord** (Fire light) | | | | | 1904 | Yiannoulis Hull Yards Limassol | A.B. Rawcrofts Hampshirehill, R.J. Kilner, Mgr. | | Harstad Norwegian | | | |
| 1140 | **Kastor** | | | | | 1917 | A. Lenk-kerl Lund | Stockholms | | Visby Swedish | Motor | | |
| 1140 | **Kastoria** (Fire light) | | ✠100A1 | Gunn | | 1912 | Cook, W. & J. Leith Dockyard | Co. Gen. de Nav. Fluvial Co. Fabregas & Co. Ltd. | | Germany German | | | |
| 1147 | **Kasuga Maru** (Trawler) | | | | | 1920 | Osaka Tekkosho Hulu | Kyoto Gyogyo K.K. | | Tokio Japanese | | | |
| 1148 | — (Old Rig) | | | | | 1926 | Tokai Shipyard Tokio | Nakamura Denzaburo | | Osaka Japanese | Oil Engine | | |
| 1149 | **Kate** (Old Rig) (See Sailing Ship Register) | | | New | 3 | 1874 | White Hamilton | J. Jones, J.R. Williams, Mgr. | | Barrow British | Oil Engines | | |
| 1150 | — (Fly) | | | | | | | Cia. Argentina de Nav. Mihanovich Ltda. Buenos Aires | | Buenos Aires Argentine | | | |
| 1151 | **Kate Kuhne** (See Sailing Ship Register) | | | | | 1914 | | C.M. Kuhne Wesermünde | | Hamburg German | Oil Engines | | |
| 1152 | **Katha** | | | | | 1906 | W. Denny & Bros. Dumbarton | Irrawaddy Flotilla Co. Ltd. | | Glasgow British | | | |
| 1153 | **Katharina** | | | | | 1910 | W. Mehler Stubbenkammer | W.H. Kuster | | London British | Oil Engines | | |
| 1154 | **Kathe** (See Sailing Ship Register) | | | | | 1901 | Bremer Vulkan Vegesack | Jahnsdorf | | Bremerhaven German | Oil Engines | | |
| 1155 | — (See Sailing Ship Register) | | | | | 1907 | | Jenny Jenne | | Hamburg German | Oil Engines | | |
| 1156 | **Kathe Hamm** (See Sailing Ship Register) | | | | | 1904 | Gebr. Pot Rostock | Johann Hamm | | Hamburg German | Motor | | |
| 1157 | **Kathleen** | | | | | 1905 | J. Thorny (1905) Co. Ltd. Wolverhampton | Owen Agnes Sir Charles Wolverhampton | | British | | | |
| 1158 | **Kathleen Burton** | | ✠100A1 | Hpl | | 1914 | Hall, Russell & Co. Ltd. Aberdeen | Burton Partnership, Trawling Co. Ltd. J.B.B. Burton & Co. Mgrs. | | Hartlepool British | | | |
| 1159 | **Kathleen & May** (See Sailing Ship Register) | | | Apl | 12 | 1900 | Ferguson & Baird Port Glasgow | F. Jewell & Sons R. Jewell | | Rochester British | Oil Engines | | |

| Numéro Officiel | Noms des Navires | Tonnage | Détails de la Classe | Constructeurs | Propriétaires | Dimensions | Machines | Port d'Enregistrement | Machines | Remarques |
|---|---|---|---|---|---|---|---|---|---|---|
| 1190 | Katio | 124 | + Pat | J. Crewdson | | | | | | |
| 1191 | Kalos | 133 | | Fairfield S.B. & E. Co. Ltd. | | | | | | |
| 1192 | Kaiseri Maru | 130 | | | | | | | | |
| 1193 | Kaiyoo | 130 | | | | | | | | |
| 1194 | Katrina | 132 | | J. Smith | | | | | | V |
| 1195 | Katrinelore | 132 | | | | | | | | |
| 1196 | Katsu Maru No. 1 | 140 | | | | | | | | |
| 1197 | Katsu Maru No. 4 | 121 | | T. Motte | | | | | | |
| 1198 | Katsu Maru No. 5 | 132 | | | | | | | | |
| 1199 | Kattegat | 180 | | | | | | | | |
| 1200 | Kattegat | 157 | | | | | | | | G |
| 1201 | Kattenni | 142 | | | | | | | | |
| 1202 | Kau Sing | 179 | | | | | | | | |
| 1203 | Kaukas | 132 | | | | | | | | |
| 1204 | Kawlin | 200 | | W. Denny | | | | | | |
| 1205 | Kank Fakaier | 670 | | | | | | | | |
| 1206 | Kank Fakaier | 1030 | | | | | | | | |
| 1207 | Kalmuk | 134 | | | | | | | | |
| 1208 | Kael Kow | 150 | + Lon. | | | | | | | |
| 1209 | Kaera | 130 | + 100 A1 Mel | | | | | | | |
| 1210 | Kaea | 132 | | | | | | | | |
| 1211 | Kahdiagwa | 130 | | | | | | | | |
| 1212 | | 132 | | | | | | | | |
| 1213 | | 132 | | | | | | | | |

| Official No. | Steamer's Name, Rerated, Mfg. &c. | Special Survey, &c. of Decks, &c. | Tonnage | Particulars of Class | Built | Owners | Registered Dimensions | Port of Registry | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|
| 1380 | Lehrwinler | | 145 | | 1900 | Jerlsch | 170·9 29·8 13·2 | | | |
| 1381 | — | | 140 | | 1917 | N. Schildt | 96·5 21·9 8·2 | | | |
| 1385 | — | | 130 | | | Kaiserliche | 94·5 19·8 9·0 | | | |
| 1386 | Kosiek | | 152 | | 1900 | Lachy | 113·9 17·5 10·2 | New York | | |
| 1387 | Kaiki Maru | | 199 | | 1904 | Nakajima | 110·1 18·4 12·8 | | | |
| 1388 | Kaisan Maru | | 270 | | 1928 | Kaiseiburi | 123·0 24·9 12·2 | Tokyo | | |
| 1389 | Keith Cass | | 200 | | 1917 | Kinlochrive | 120·0 25·6 11·8 | | | |
| 1390 | Kelani | | 182 | A1 | 1922 | Hemphill | 96·5 24·9 11·6 | Valparaiso | | |
| 1391 | Kelat | | 283 | | 1908 | W. Denny & | 170·5 28·1 7·2 | Glasgow | | |
| 1392 | Kelt | | 396 | +100A1 | 1925 | Cook, Welton | 147·5 25·1 12·8 | | | 14 + 8 |
| 1393 | Kemble | | 276 | | 1904 | Wm. Dixon | 125·0 22·6 9·8 | Sydney N.S.W. | | 20 + 8 |
| 1394 | Kemi | | 122 | | 1909 | | 91·0 17·9 10·7 | Archangel | | |
| 1394* | Kenak | | 237 | | 1902 | | 110·0 21·1 11·0 | | | 11 + 10 |
| 1395 | Kenfuch | | 112 | | 1920 | P. Mc | 75·2 19·6 8·3 | Liverpool | | |
| 1396 | Kenia | | 202 | | 1917 | Cochrane | 100·0 25·1 11·0 | London | | 12 + 6 |
| 1397 | Kennemerlaia | | 171 | | 1924 | Bonsch | 109·5 29·1 10·7 | Vlaardingen | | |
| 1398 | Kenneth | | 79 | +100A1 | 1927 | Day, Summers & Co. Ltd. | 80·0 15·3 8·3 | | | 9 + 6 |
| 1399 | Kenneth McRae | | 276 | 100A1 | 1915 | J. P. Rob | 122·1 23·4 12·0 | | | 12 + 6 |
| 1400 | Kenaymore | | 225 | | 1914 | Cook, Welton & Gemmell Ltd. | 117·0 22·0 12·7 | Grimsby | | 13 + 7 |
| 1401 | Kensington | | 172 | | 1906 | Cochrane & Cooper Ltd. | 109·7 22·0 11·0 | | | 11 + 8 |
| 1402 | Kentyre | | 185 | | 1910 | Salcocks | 99·4 24·6 11·2 | Newcastle | | |
| 1403 | Kephalos | | 150 | | 1906 | Dominion | 106·0 16·5 11·2 | Vancouver | | |

| Numéro officiel | Nom du Navire, Numéro officiel, Signaux, Port d'attache, Tonnage, Propulseur, Machines des Ponts | Tonnage | Détails de la Classe | Constructeur | Propriétaires | Machines | Classe |
|---|---|---|---|---|---|---|---|
| 11404 | **Ker Tar Ver** | | | H. C. Stülcken Sohn, Hamburg | Ste Lorraine de Chalutage | | V |
| 11405 | **Ker Tea** | | | H. C. Stülcken Sohn, Hamburg | A. Bourrat | | V |
| 11406 | **Kerala** | | | Hooghly Docking & Eng. Co. Ltd., Calcutta | Agents Provisoires Co. (India) Ltd. | Calcutta | |
| 11407 | — | | | Dom. Mc. Gram Lockhead & Co. Ltd., Paisley | Government of Madras | | |
| 11408 | **Kerarme** | | | Swan, Hunter & Wigham Richardson Ltd. | Mitsui & Co. Ltd. | Tyne | |
| 11409 | **Kerdonis II.** | | | A. Leslie & Co., Leith | Soc. Nouvelle des Chalutiers de l'Ouest, Saint-Malo | Leith | V |
| 11410 | **Kerelj** | | | | Pakhuisvaart | Russia | |
| 11411 | **Kergrolas** | | | Schiffw. A. Wolf "Hansa", Flensburg | Ste Lorraine de Chalutage | Lorient | V |
| 11412 | **Kermaary** | | | De la Brosse & Fouché, Nantes | Morlaix-Chalut | Lorient | V |
| 11413 | **Kermarla** | | | Nordd. Maschinenbau-Ges., Bremerhaven | Ste Lorraine de Chalutage | Lorient | V |
| 11414 | **Kerserel** | | | Hall, Russell & Co. Ltd., Aberdeen | Westbrook Fishing Co. Ltd. (J. Hall, Mgr.) | Aberdeen | |
| 11415 | **Kerulay** | | | G. J. Gray, Hartlepool | Hartlepool Ice | Hartlepool | |
| 11416 | **Kerolay** | | | Schiffw. "Hansa", Flensburg | Pêche Moderne (J. Allais) | Lorient | V |
| 11417 | **Keroman** | | | Schiffw. A. Wolf "Hansa", Flensburg | Ste Lorraine de Chalutage | Lorient | V |
| 11418 | **Keryape** | | | Schiffw. A. Wolf "Hansa", Flensburg | Ste Lorraine de Chalutage | Lorient | V |
| 11419 | **Kerroch** | | | C. Naviale di Trieste, Milano | Trieste Lloyd | Palermo | V |
| 11420 | **Kerse** | 1040 | 100 A1 Grade | J. Crutch, Leith | Forth Towing Co. Ltd. | | |
| 11421 | **Kersten Miles** | | | H. C. Stülcken Sohn, Hamburg | Mass. Bachem-Ges. A.G. | Cuxhaven | G |
| 11422 | **Kerverse** | | | J. J. Cousin, Le Dossen | Morlaix-Chalut, Société Commerciale Co. Ltd. | Morlaix | |
| 11423 | **Keryado** | | | Schiffw. A. Wolf, Flensburg | Ste Lorraine de Chalutage | Lorient | V |
| 11424 | **Keryado II** | | | M. Kuhl, Stettin | Soc. Nouvelle | Dunkerque | V |
| 11425 | **Keshena** | | | Wilmington Shipbldg. Co., Wilmington, Del. | Rockefeller Transportation | Philadelphia | |
| 11426 | **Keta** | | | Howaldtswerke A.G., Kiel | Ostpreußen | Königsberg | |

| Official No. / Code Letters | Steamer's Name, Material, Rig, &c. / Last Name of ship / Special Equipment, No. of Decks, &c. | Tonnage | Particulars of Class Retained | Where Built / By Whom / When | Owners | Length / Breadth / Depth | Port of Registry / Flag | Engines | Boilers | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1427 | **Ketty** Steel Screw (Oil Engine) 120 (Non Switching Ship Regulator) | 143 | | 1918 J. J. Pattje Alblasserdam | F. Pelzer | 99·5 / 19·4 / 7·3 | Groningen Dutch | Oil Engines 8D.C. 2Cy. 19½" - 14½" 600B.H.P. Nederlandsche Koeln Motorfabriek | | Y * |
| 1428 | **Keverne** Steel Screw (Oil Engine) 120 | 118 | | 1909 Cook, Welton & Gemmell, Ltd. Beverley | J. P. Knight, Ltd. (J. P. Knight, Mgr.) | 95·9 / 19·0 / 10·0 end | Kingston-on-Hull British | C.D.Cy. 17" x 26" - 24" 150B.H.P. Vickers Ltd. & West Hydraulic Eng. Co. Ltd. Leeds | 11 - 0 | |
| 1429 | **Khalifa** Steel Twin Screw (Oil Engine) 150 | 332 | | 1920 Burn & Co. Ltd. Calcutta | Government of Zanzibar | 170·0 / 32·1 / 10·7 | Zanzibar H.M. | T.D.Cy. 12", 20" & 32" - 24" Smith's Dock Co. Ltd. Middlesbrough | | |
| 1430 | **Kido Maru No. 1** Wood Screw (Oil Engine) 120 | 171 | | 1918 Kinsei Shipbldg. Tachibana | Awa Tensaku K.K. | 87·1 / 22·5 / 10·9 | Mapo Japanese | Oil Engine 2S.C.D.A. 20" x 34½" - 16½" 200B.H.P. Hagata Tekkosho, Tokio | | |
| 1431 | **Kido Maru No. 5** Wood Screw (Oil Engine) 120 | 193 | | 1918 Kinsei Shipbldg. Tachibana | Awa Tensaku K.K. | 91·9 / 20·0 / 8·3 | Mapo Japanese | | | |
| 1432 | **Kido Maru No. 6** Wood Screw (Oil Engine) 120 | 193 | | 1920 Tsunaka Shipbldg. Fujiyoshi | Awa Tensaku K.K. | 86·9 / 20·0 / 8·9 | Mapo Japanese | Oil Engine 2S.C.D.A. 20" x 34½" - 16½" 200B.H.P. Hagata Tekkosho, Tokio | | |
| 1433 | **Kifara** Steel Twin Screw (Oil Engine) 120 Fitted for oil fuel | 279 | | 1917 Bow, McLachlan & Co. Ltd. Paisley | African Wharfage Co. Ltd. | 125·5 / 25·1 / 9·5 end 8·0 aft | Mombasa British | T.D.Cy. 21", 34", 34" & 50" - 36" Bow, McLachlan & Co. Ltd. Pai | 10 - 0 | |
| 1434 | **Kihelkonna** Wood Screw (Oil Engine) 120 (Non Switching Ship Regulator) | 193 | | 1918 M. Hiro-mono Fujinomi | J. Kitao | 83·2 / 26·0 / 9·1 | Kanagawa Japanese | Oil Engines 2S.C. Fuji-shi | | |
| 1435 | **Kiho Maru** Wood Screw (Oil Engine) 120 | 114 | | 1919 Tokushi-ma Dock K.K. Tokushima | Shikoku Tekko-sho | 81·3 / 22·3 / 8·7 | Tokushima Japanese | Oil Engines | | |
| 1436 | **Kikaku Maru No. 5** Wood Screw (Oil Engine) 120 | 110 | | 1919 Ueda Tokyo | Ando Tensaku | 77·6 / 21·1 / 8·2 | Kinoya Japanese | Oil Engines | | |
| 1437 | **Kiku Maru** Wood Screw Elec. Light 120 | 277 | | 1919 Kawai Tamano Japan | Tsuchiura K.K. | 117·4 / 24·0 / 11·9 B.H.P. | Japan Japanese | T.D.Cy. 9", 15" & 24" - 17" 315B.H.P. Takaw Tekkosho, Osaka | | |
| 1438 | — Steel Twin Screw Elec. Light (Turbine) 120 | 233 | | 1920 Ishikawa-jima Works, Tokio | Kyushu K.K. | 133·0 / 22·3 / 12·7 | Kobe Japanese | T.D.Cy. 15", 27" & 36" - 24" Ishikawajima Kawasaki, Tokio | | |
| 1439 | — Steel Screw (Oil Engine) 120 | 133 | | 1921 Mitsubishi Jukogyo Kaisha Ltd. Hiroshima | Sakiyama Kisen Gomei Kaisha | 110·0 / 21·0 / 10·0 | Mori Japanese | | | |
| 1440 | **Kilat** Steel Twin Screw Elec. Light (Oil Engine) 120 Carrying Furniture to hold | 221 | | 1920 Yokohama Dock Co. Ltd. Yokohama | Nanshin Shosen Kaisha | 139·5 / 24·1 / 7·3 | Batavia Dutch | Oil Engines 2S.C.D.A. 2Cy. 19½" - 13½" 195B.H.P. Nederlandsche Koninklijke | | |
| 1441 | **Kilcoupatra** Steel Screw (Oil Engine) 120 | 318 | | 1906 Earle's S'b'd'g Co. Ltd. Hull | Turkish Government Eastern Railway Service | 148·6 / 22·9 / 11·7 end 6·7 | Constantinople Turkish | T.D.Cy. 14", 20" & 30" - 27" 650I.H.P. Earle's S'b'd'g Co. Ltd. Hull | 11 - 3 | |
| 1442 | **Kilgerran Castle** Steel Screw (Oil Engine) 120 Western B.F. | 279 | ▷100A1 Steam Trawler 1.33 1919.06 | 1917 Smith's Dock Co. Ltd. Middlesbrough | Consolidated Fisheries Ltd. (Sir John D. Hewitt, Bart. Mgr.) | 125·5 / 23·1 / 12·0 end 6·7 | Swansea British | T.D.Cy. 17", 31" & 50" - 24" 1000I.H.P. Triple Exp. Smith Dock Co. Ltd. Middlesbrough | 13 - 0 | |
| 1443 | **Killa** Steel Screw Elec. Light (Oil Engine) 120 Fitted for oil fuel | 613 | | 1922 Fleming & Ferguson Ltd. Paisley | European Commission of the Danube | 170·0 / 32·1 / 14·9 | Galatz Roumanian | T.D.Cy. 18", 30" & 50" - 33" 750I.H.P. Fleming & Ferguson, Ltd. | 15 - 0 | |
| 1444 | **Killarney** Wood Screw (Fishing) (Oil Engine) 120 | 153 | | 1917 A. D. Story Gosport | Marine Fire Brigade Co. | 108·0 / 22·8 / 10·0 | Gravesend Kent, Eng. Port. Chief Master | Oil Engines 4S.C.D.A. 4Cy. 9" - 12½" 450B.H.P. Blackstone & Co. Ltd. Stamford | | |
| 1445 | **Killingholme** Steel Twin Screw (Ferry) Elec. Light 120 | 526 | | 1912 Earle's S'b'd'g Co. Ltd. Hull | London & North Eastern Ry. | 195·0 / 31·1 / 8·7 | Grimsby British | C.D.Cy. 25" & 40" - 42" 800I.H.P. Earle's S'b'd'g Co. Ltd. Hull | | |
| 1446 | **Kim** Steel Screw Elec. Light Windlass (Turbine) 120 | 570 | | 1920 F. Schichau Bergenyvtaal Danzig | | 187·6 / 29·7 / 12·0 | Marseilles French | T.4Cy. 21" & 34" - 27" 2T.B.P. F. Schichau, Elbing | | * |
| 1447 | **Kim Hoch Seng** Wood Screw (Oil Engine) 120 (Non Switching Ship Regulator) | 145 | | 1920 Maung Tarrip, Burma | Chee J. Seek Tee & Thong Ching E. Kee | 91·0 / 23·0 / 10·0 | Rangoon British | Oil Engines 2S.C.D.A. 2Cy. 20½" - 22" 75B.H.P. Fairbanks Morse & Co. Ltd. | | |
| 1448 | **Kim Nye Tain** Wood Screw (Oil Engine) 120 (Non Switching Ship Regulator) | 122 | | 1918 Maung Thandaung Tavoy | Shwe Ta Tu | 89·0 / 22·0 / 12·5 | Rangoon British | Oil Engines 4S.C.D.A. 4Cy. 9" - 12" 300B.H.P. Atlas & Calthorpe | | |

| Numéro d'Indice | Nom du Navire | Tonnage | Détails de la Classe | Construction | Propriétaires | Dimensions | Machines | Chaudières |
|---|---|---|---|---|---|---|---|---|
| 11480 | Kim Eun Ann | | | 1919 Fu Kyung Syr | Kobayashi Kyo | | | |
| 11481 | Kim Kiat | | | 1918 Fenwick & Co. Ltd. Hongkong | Chandler Frederic | | | |
| 11482 | Kim Long | | | 1918 Chinese Engineers Co. Ltd. Hongkong | B. Gomez | | | |
| 11483 | Kimberley | 192 | | 1902 Cochrane & Sons Selby | Dunnet & Sons Fishing Co. Ltd. | | | 12 + 1 |
| 11484 | Kinaldie | 177 | ✠100A1 Abn | 1902 Cook, Welton & Gemmell Beverley | Hull Steam Fishing & Ice Co. Ltd. | | | 12 + 1 |
| 11485 | Kinbrae | 122 | | 1907 Hall, Russell & Co. Ltd. Aberdeen | T. A. Adam | | | 9 + 1 |
| 11486 | Kinbrae | 188 | | 1910 A. Ernst Bremerhaven | Hull Steam Fishing & Ice Co. Ltd. | | | |
| 11487 | Kinclaven | 179 | ✠100A1 Abn | 1914 Hall, Russell & Co. Ltd. Aberdeen | S. W. & J. Leiper (R. Leiper, Mgr.) | | | 12 + 1 |
| 11488 | Kinnaird | 140 | | 1909 J. Duthie Torry & Co. Aberdeen | R. Irvine & Sons Ltd. | | | 11 + 1 |
| 11489 | Kindred Star | 113 | | 1906 J. Chalmers & Co. Lowestoft | Boardman Fishing Co. Ltd. (F. E. Daniels, Mgr.) | | | |
| 11490 | Kinellar | 210 | ✠100A1 Abn | 1917 A. Hall & Co. Ltd. Aberdeen | S. W. & J. Leiper (R. Leiper, Mgr.) | | | 12 + 1 |
| 11491 | King Athelstan | 150 | ✠100A1 Lwt | 1900 Schichau, Elbing | Consolidated Fisheries Ltd. (Sir John R. Marston, Bart., Mgr.) | | | 11 + 1 |
| 11492 | King Canute | 210 | ✠ Gmn | 1900 Schichau, Elbing | W. A. Lavis | | | 11 + 1 |
| 11493 | King Charles | 150 | ✠100A1 Lwt | 1900 Schichau, Elbing | Consolidated Fisheries Ltd. (Sir John R. Marston, Bart., Mgr.) | | | 11 + 1 |
| 11494 | King Edward | 168 | | 1900 Schichau, Elbing | Consolidated Fisheries Ltd. (Sir John R. Marston, Bart., Mgr.) | | | 11 + 1 |
| 11495 | King Edward VII | 138 | | 1901 J. P. Rennie Greenock | Greenock Trawling Co. Ltd. (J. Irving, Mgr.) | | | |
| 11496 | King Emperor | 200 | ✠100A1 Hal | 1914 Dundee S. & E. Co. Ltd. Dundee | S. Fenwick & Co. Ltd. (R. Fenwick, Mgr.) | | | 12 + 1 |
| 11497 | King Erik | 220 | ✠ Gmn | 1909 Cochrane & Sons Ltd. Selby | T. W. Robinson | | | 12 + 1 |
| 11498 | King Harald | 227 | ✠ Gmn | 1909 Cochrane & Sons Ltd. Selby | T. W. Robinson | | | 12 + 1 |
| 11499 | King Henry | 192 | ✠ Gmn | 1900 Schichau, Elbing | Consolidated Fisheries Ltd. (Sir John R. Marston, Bart., Mgr.) | | | 11 + 1 |

| Official No. | Name | Tonnage | Character | Built | Owners | Port of Registry | Engines |
|---|---|---|---|---|---|---|---|
| 1400 | King Herring | 100 | Gross | 1902 Caledonia S.B.E.Co.Ltd. Dundee | R.E.Davidson | Lowestoft | |
| 1401 | King Lear | 300 | | 1906 Earle's S.Co. Ltd. Hull | Steamship Transp.Co.Ltd. (Capt. W. Bowen, Mgr.) | London | |
| 1402 | King Richard | 192 | | 1900 A.Scott&S. Shipbldg. Dockyard Daughty Ltd. Newcastle | Transatlantic Tankers Ltd.(Sir Joseph Harden Bart., Mgr.) | Lowestoft | |
| 1403 | Kingfisher | 4[illegible] | Net | 1913 Fernald's Co. Portsmouth | Portland Trawling Co. | New York | |
| 1404 | King's Channel | 3[illegible] | +100A1 Gross | 1911 Ferguson Bros. Ptn.Glasgow | Tilbury Contract-ors&Dredging Co. Ltd. | London | |
| 1405 | King's Cross | 2[illegible] | | 1919 Hole, Anchor Kinghorn | Trawling Co.Ltd. Rothesay Cromlix Kyle | Middlesbrough | |
| 1406 | Kings Grey | 3[illegible] | +100A1 Gross | 1915 Cook, Welton & Gemmell Ltd. Beverley | Hellyer Bros.Ltd. | Hull | |
| 1407 | Kingsmart | 3[illegible] | +100A1 Gross | 1917 Hall, Russell & Co.Ltd. Aberdeen | Steamship Fishing Co. Ltd. | Aberdeen | |
| 1408 | Kingston | 171 | | 1901 McDowell & Co. Workington | S.S.Arvon | Swansea | |
| 1409 | — | 191 | | 1897 Mitchell & Co. Newcastle | | Fleetwood | |
| 1410 | Kingston Beryl | 300 | +100A1 Steel | 1928 Cook, Welton & Gemmell Ltd. Beverley | Kingstonian Trawling Co.Ltd. | Hull | |
| 1411 | Kingston Coral | 300 | +100A1 Steel | 1930 Cook, Welton & Gemmell Ltd. Beverley | Kingstonian Trawling Co.Ltd. | Hull | |
| 1412 | Kingston Cynaite | 300 | +100A1 Steel | 1930 Cook, Welton & Gemmell Ltd. Beverley | Kingstonian Trawling Co.Ltd. | Hull | |
| 1413 | Kingston Diamond | 300 | +100A1 Steel | 1926 Cook, Welton & Gemmell Ltd. Beverley | Kingstonian Trawling Co.Ltd. | Hull | |
| 1414 | Kingston Emerald | 300 | +100A1 Steel | 1927 Cook, Welton & Gemmell Ltd. Beverley | Kingstonian Trawling Co.Ltd. | Hull | |
| 1415 | Kingston Garnet | 300 | +100A1 Steel | 1927 Cook, Welton & Gemmell Ltd. Beverley | Kingstonian Trawling Co.Ltd. | Hull | |
| 1416 | Kingston Jacinth | 300 | +100A1 Steel | 1929 Cook, Welton & Gemmell Ltd. Beverley | Kingstonian Trawling Co.Ltd. | Hull | |
| 1417 | Kingston Olivine | 300 | +100A1 Steel | 1930 Cook, Welton & Gemmell Ltd. Beverley | Kingstonian Trawling Co.Ltd. | Hull | |
| 1418 | Kingston Onyx | 300 | +100A1 Steel | 1927 Cook, Welton & Gemmell Ltd. Beverley | Kingstonian Trawling Co.Ltd. | Hull | |
| 1419 | Kingston Pearl | 300 | +100A1 Steel | 1928 Cook, Welton & Gemmell Ltd. Beverley | Kingstonian Trawling Co.Ltd. | Hull | |

| No. | Nom du Navire | Construit | Armateurs | Port |
|---|---|---|---|---|
| 11490 | Kingston Peridot | 1929 Cook, Welton & Gemmell Ld. Beverley | Kingston Steam Trawling Co. Ld. | Hull |
| 11491 | Kingston Sapphire | 1929 Cook, Welton & Gemmell Ld. Beverley | Kingston Steam Trawling Co. Ld. | Hull |
| 11492 | Kingston Topaz | 1927 Cook, Welton & Gemmell Ld. Beverley | Kingston Steam Trawling Co. Ld. | Hull |
| 11493 | Kingston Turquoise | 1929 Cook, Welton & Gemmell Ld. Beverley | Kingston Steam Trawling Co. Ld. | Hull |
| 11494 | Kingsway | 1906 Lytham S.B. & E. Co. Ld. Lytham | Canadian Fishing Co. Ld. | Vancouver |
| 11495 | — | 1905 Cook, Welton & Gemmell, Beverley | [illegible] | [illegible] |
| 11496 | Kinjo Maru No. 2 | 1918 Iwakichi [illegible] | [illegible] | [illegible] |
| 11497 | Kinki Maru | 1906 [illegible] Tokio | [illegible] | [illegible] |
| 11498 | Kinkwasan Maru | 1913 Mochizuki [illegible] | [illegible] | [illegible] |
| 11499 | Kinn | 1918 Hana [illegible] | [illegible] | [illegible] |
| 11500 | Kinryo Maru | 1914 Kiangnan D. & E. Works, Shanghai | [illegible] | [illegible] |
| 11501 | Kinsei Maru | 1902 Kure [illegible] | [illegible] | [illegible] |
| 11502 | — | 1930 Sakaki [illegible] | [illegible] | [illegible] |
| 11503 | Kinsei Maru No. 1 | 1918 Okada [illegible] | [illegible] | [illegible] |
| 11504 | Kinsham | 1914 W. J. Yarwood & Sons, Ld. Northwich | [illegible] | [illegible] |
| 11505 | Kinsho Maru | 1897 Ikeda [illegible] | [illegible] | [illegible] |
| 11506 | Kintore | 1909 T. Dobson & Co. Hull | [illegible] | [illegible] |
| 11507 | Kinyo Maru No. 2 | 1900 Hakodate [illegible] | [illegible] | [illegible] |
| 11508 | Kipawo | 1926 St. John D.D. & S.B. Co. Ld. St. John, N.B. | [illegible] | [illegible] |
| 11509 | Kirby | 1918 [illegible] | [illegible] | [illegible] |
| 11510 | Kirchwarder | 1900 Act. Ges. "Neptun" Rostock | Hamburg-Amerik. Packetfahrt Act. Ges. (?) | Hamburg (?) |

| Official No. | Steamer's Name, Rig, &c. | Tonnage | Particulars of Class Station | Hull | Owners | Length | Breadth | Depth | Port of Registry | Engines | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 139511 | Kirihosa | 198 | | 1909 C. Bailey, jr. Newton-le-Willows | Richardson & Co. Ltd. | 67·0 | 24·5 | 9·1 | Kaipara, N.Z. | 101 Engine | |
| 139517 | Kirkaline | 152 | | 1919 J. R. Piper Sunderland | London Fortlish Shipping Co. Ltd. | 115·6 | 16·4 | 7·3 | Dundee | | |
| 139512 | Kirkholmen | 103 | | 1919 A. S. Aaland Mariehamn | Turids Fiskeri-og Skibsrederi A/S (Knut Turids, Mgr.) | 119·1 | 29·1 | 10·4 | Aalesund | | N * |
| 139514 | Kit | 600 | | 1911 F. Schichau G. m. b. H. Danzig | Bergenske | 158·1 | 29·7 | 12·9 | Warnemünde | | G * |
| 139515 | Kitano Maru | 363 | | 1906 Mitsubishi Shipbuilding & E. Co. Hikoshima | Kyushu Kyuyo K.K. | 143·0 | 24·0 | 14·9 | Tokyo | 101 Engine | |
| 139516 | Kite | 192 | | 1920 Gosch & Son, A. Beverley Co. Ltd. Goole | Kinch Bros. & Bowring Ltd. | 110·2 | 20·9 | 11·1 | Hull | | 12 - 9 |
| 139517 | Kiwiwake | 152 | | 1891 Cochrane, Cowper & Co. Ltd. Beverley | Ed. Hodgson J. H. Gough | 101·0 | 20·0 | 11·9 | Milford Haven | | 11 - 10 |
| 139518 | Kiwi | 124 | | 1934 W. Holman Ambleteuse | J. R. Sudworth E. C. Evans | 90·2 | 17·1 | 6·7 | Auckland | | |
| 139519 | Kiyo Maru | 192 | | 1918 Y. Kano | Nagoshi Tsuneji | 100·0 | 23·1 | 11·9 | Yaganshi Japan | 101 Engine | |
| 139520 | Kiyo Maru No. 3 | 249 | | 1919 Osaka Sumiyoshi, Nagata | Sanyo Kisen | 119·2 | 25·8 | 11·7 | Hiroshima Japan | 101 Engine | |
| 139521 | Kiyoshi Maru | 196 | | 1917 Yamamoto Lorenzo Osaka | Kisaya Patent K.K. | | | | Wakamatsu Japan | | |
| 139522 | Klamath | 1352 | | 1920 Bethlehem S.B. Corp. Ltd. San Francisco | Southern Pacific Co. Ltd. Pacific Ltd. | 224·0 | 45·0 | 17·9 | S. Francisco Cal. States | | |
| 139523 | Klara | 192 | | 1901 N. A. Kiel Tönsberg | F. S. Parsons | 101·2 | 25·0 | 11·7 | Drammen | 101 Engine | V * |
| 139524 | Klaraberg | 196 | | 1911 Sydney Sydney | Sven Ekmanson | 79·2 | 22·3 | 8·6 | Kyle Tarbert | 101 Engine | |
| 139525 | Klarna | 170 | | 1902 J. H. Schlüter Grato | Aug. A/B Göta Kanal | 100·9 | 22·8 | 8·9 | Stockholm | | |
| 139526 | Klarälfven | 170 | | 1899 P. Larsson Thorsby | Aug. Andersson Wenner (A. Svensson, Mgr.) | 89·5 | 22·3 | 9·2 | Karlstad | | |
| 139527 | Klas | 202 | | 1907 Göteborgs M.V. Gothenburg | K. Lundell | 121·7 | 21·9 | 9·7 | Stockholm | | |
| 139528 | Klass | 100 | | 1912 P. Nielsen Mek. Verksted Aalborg | A/S Vestlandske Forenede Damskibsselskab | 88·9 | 21·3 | 6·7 | Bergen | 101 Engine | V * |
| 139529 | Klem | 158 | | 1911 Akers Mek. Verksted Oslo | A/S Rami Strathspey | 104·2 | 20·1 | 11·9 | Oslo | | N * |
| 139530 | Klemiki | 125 | 4.19 | 1913 Day, Summers & Co. Southampton | S. Dogrich & Co. | 114·9 | 17·0 | 9·2 | Piraeus | | |
| 139531 | Kliss | 208 | | 1922 Scott's S.B. Co. Ltd. Greenock | Scott S.B. Co. Ltd. Harrison & Co. (Scot. Steam) Ltd. (Hyn.) | 125·7 | 23·0 | 8·7 | Stockholm | | |
| 139532 | Klo | 211 | | 1919 Frantzen Mek. Verksted Sandefjord | A/S Orion A. S. Thorfinn, (Hyn.) | 107·1 | 22·1 | 12·2 | Sandefjord | | N * |
| 139533 | Knickerbocker | 1043 | | 1931 United Dry Docks Inc. Harbor's Harbor, N.Y. | City of New York | 257·0 | 48·0 | 13·7 | New York | | B * |

| Official Number | Name of Vessel | Tonnage | Details of the Classification | Construction | Where Built | Owners | Dimensions | Engines | Boilers | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|
| 11334 | Kais | 286 | 100A1 | | | | | | | |
| 11335 | Kaoh | 250 | | | | | | | | |
| 11336 | Koa Maru No. 2 | 180 | | | | | | | | |
| 11337 | Koa | 140 | | | | | | | | |
| 11338 | Kobai Maru | 222 | | | | | | | | |
| 11339 | Kobe | 137 | | | | | | | | |
| 11340 | Kobe Maru No. 2 | 232 | | | | | | | | |
| 11341 | Kobiaka | 172 | | | | | | | | |
| 11342 | Kobiaza | 427 | | | | | | | | |
| 11343 | Kodama | 255 | | | | | | | | |
| 11344 | Kodiak | 145 | | | | | | | | |
| 11345 | Kodoeg | 252 | | | | | | | | |
| 11346 | Kofuji Maru | 126 | | | | | | | | |
| 11347 | Kohiku Maru No. 10 | 154 | | | | | | | | |
| 11348 | Koi | 126 | | | | | | | | |
| 11349 | Kojima Maru | 172 | | | | | | | | |
| 11350 | — | 104 | | | | | | | | |
| 11351 | Koju Maru No. 5 | 112 | | | | | | | | |
| 11352 | Kokai Maru | 220 | | | | | | | | |
| 11353 | Kokusai Maru No. 100 | 229 | | | | | | | | |
| 11354 | Kokuto Maru | 182 | | | | | | | | |
| 11355 | Kolberg | 185 | | | | | | | | |
| 11356 | Kolbjörn | 320 | | | | | | | | |

| Official Number | Name of Vessel | Tonnage | Details of the Classification | Construction | Where Built | Owners | Dimensions | Engines | Boilers | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|
| 11357 | M. H. Mar- | | | | | | | | | |
| 11358 | A.H. Gin. "Wasa" | | | | | | | | | |
| 11359 | Hanaoka | | | | | | | | | |
| 11360 | Dowaik | | | | | | | | | |
| 11361 | Fujimaguta | | | | | | | | | |
| 11362 | W. Denny | | | | | | | | | |
| 11363 | Mizuno | | | | | | | | | |
| 11364 | F. T. Morri- | | | | | | | | | |
| 11365 | Fritzche- | | | | | | | | | |
| 11366 | Smith's | | | | | | | | | |
| 11367 | J. F. Dethle- | | | | | | | | | |
| 11368 | Yolando | | | | | | | | | |
| 11369 | S. Nagata | | | | | | | | | |
| 11370 | Yokaki | | | | | | | | | |
| 11371 | Kaiser | | | | | | | | | |
| 11372 | Mitsubishi | | | | | | | | | |
| 11373 | Miami | | | | | | | | | |
| 11374 | | | | | | | | | | |
| 11375 | Miyazaki | | | | | | | | | |
| 11376 | Harlem | | | | | | | | | |
| 11377 | Kawasaki | | | | | | | | | |
| 11378 | Nortlyst | | | | | | | | | |
| 11379 | Gerrigsen | | | | | | | | | |

| Official No. | Steamer's Name. Material, Rig, &c. Last Name if any. Special Survey. No. of Decks, &c. | Tonnage | Particulars of Class Position. Character. | Built. When. By Whom. Where. | Owners. | Port of Registry. | Engines. | |
|---|---|---|---|---|---|---|---|---|
| 1997 | Kolbjorn | Steel Screw (Tug) 126 | | Bergenske Dampskibsselskab, A.S. Bergen, Nyr. | "Kolbjorn" Bergenske Dampskibsselskab, A.S. | Bergen | T.3Cy. 16½" x 26½" - 17½" Bergenske M.V. Aktiebolag | |
| 1911 | J. Fierlels | Steel Screw (Trawler) 126 | | "Rodeo" Bremerhaven-Cuxhaven Dampfer-Gesellschaft, A.G. | Bremerhaven | Cuxhaven | T.3Cy. 12½" 19½" x 20½" - 20½" J. Fierlels Co. A.G. Bremerhaven | G * |
| 1920 | Fri. Krupp | Steel Screw (Tug) 126 | | Krupp A.G. Kiel | Kiel | Kiel | Motor 18 C. T.3Cy. 11"-16" 20 RPM 180 B.H.P. Krupp Motorenwerkstatt, Gaffe | G * |
| 1880 | N'lands | Iron Screw (Barge) 126 | | Nederlandsche Tankstoomboot Maatschappij | Amsterdam | Amsterdam | T.3Cy. 14½" 22" x 17½" - 24" N'lands Tankstoomboot, Gaffe | N * |
| 1900 | F. Schichau | Steel Screw (Tug) 126 | | Schichau | Danzig | Danzig | T.3Cy. 17½" 27" x 17½" - 24" F. Schichau, Danzig | G * |
| 1917 | Matsumoto | Steel Screw (Tug) 126 | | Matsumoto Kisen Tosen | Matsumoto | Tokio | 2 Engines | |
| 1917 | Tsunagi | Steel Screw (Tug) 126 | | Kawasaki Kisen, Kabushiki Kaisha | Kawasaki | Kawasaki | 2 Engines | |
| 1900 | F. Schichau | Steel Screw (Tug) 126 | | Schichau | Danzig | Kyoto Bunsen | 2 Engines 40 C.R.A. 2Cy. 14½" - 24½" 22 RPM Maschinenfab. Augsburg-Nürnberg, Augsburg | G * |
| 1924 | Tolu Ship-yard (Tug) 126 | Steel Screw (Tug) 126 | | Tolu Shipyard | Tolu | Sakaiko Japanese | 2 Engines | |
| 1864 | N'lands | Iron Screw (Barge) 126 | | Nederlandsche Tankstoomboot Maatschappij (A. Kleven, Nyr.) | Amsterdam | Stenkjær Norwegian | T.3Cy. 10½" x 17" - 18" 9 RPM 9 RPM 24 B.H.P. Trondhjems M.V. Trondheim | |
| 1922 | K.K. Osaka | Steel Screw (Tug) 126 | | Kyushu Dyogo K.K. | Kyushu | Tokuda Japanese | T.3Cy. 13½" 21" x 16½" - 24" Osaka Iron Works | |
| 1919 | Kolbjorn | Steel Screw (Tug) 126 | | A. Klingenberg (E. Malm) | Arendal | Marstad Norwegian | 2 Engines 28 C.R.A. 2Cy. 11½" 18½" - 16½" Marstal M.T. & W. Co. | N * |
| 1908 | H. van der Kolk | Steel Screw (Tug) 126 | | Dedel Koninklijke Stoomboot-Maatschappij | Rotterdam | Emden German | 2Cy. 9½" x 19½" - 18½" 190 B.H.P. H. von Cappelles, Bremen | |
| 1891 | — | Steel Screw (Tug) 126 | | Imagawa Kisen K.K. | Imagawa | Tokio Japanese | 2Cy. | |
| 1902 | P. Smit, Jr. | Steel Screw (Tug) 126 | | Stoomvaart Maatschappij "Nederland" (A. Kuiper, Nyr.) | Rotterdam | Vlaardingen Dutch | T.3Cy. 9", 14" x 15" - 16" 150 B.H.P. P. Smit, Jr. Rotterdam | |
| 1905 | N.J.v.d. Wade | Steel Screw (Tug) 126 | | Stoomvaart Maatschappij "Nederland" (A. Kuiper, Nyr.) | Rotterdam | Vlaardingen Dutch | T.3Cy. 14½" 24½" x 18½" - 18½" 150 B.H.P. J. A. Kuiper, Vlaardingen | |
| 1906 | Hayada | Steel Screw (Tug) 126 | | Hayada K.K. | Hayada | Osaka Japanese | 2 Engines 40 C.R.A. 2Cy. 13½" - 19½" 30 B.H.P. Kobe Steel Works, Ltd. Kobe | |
| 1899 | Naiyoudo | Steel Screw (Tug) 126 | | Kyushu Kisen K.K. | Kyushu | Osaka Japanese | 2 Engines | |
| 1929 | Schiffs. v. H. Kocks G. | Steel Screw (Tug) 126 | | Bremerhavener Fischereihafen A.G. "Rodeo" Bremerhaven-Bremen-Cuxhaven A.G. Nyr.) | Bremerhaven | Bremerhaven German | T.3Cy. 16½" 26½" x 18½" - 18½" Bremerhaven Werft, Bremerhaven | G * |
| 1914 | Schiffs. Ges. | Steel Screw (Tug) 126 | | Bremerhavener Fischereihafen A.G. "Rodeo" Bremerhaven-Bremen-Cuxhaven A.G. Nyr.) | Bremerhaven | Bremerhaven German | T.3Cy. 14½" 23½" x 14" - 18½" Bremerhaven Maschf. Albrecht | G * |
| 1919 | Lindfel-ser V.A. | Steel Screw (Tug) 126 | | Kristiansandsens Damskipsselskab (B. Schiøtz, Nyr.) | Kristiansand | Christiansand Norwegian | T.3Cy. 20", 30" x 24" - 24½" Kristiansands V.K. v. Aas Mandal | G * |
| 1902 | Bergenske M.V. Aktiebolag | Steel Screw (Tug) 126 | | Bergenske Dampskibsselskab | Bergen | Bergen Swedish | 2Cy. 14½" x 19½" - 19½" Bergenske M.V. Aktiebolag | |

| Numéro Officiel | Noms des Navires, Machines, etc. | Tonnage | Détails de la Classe Bureau | Construction | Propriétaires | Machines | Port d'Enregistrement | Remarques |
|---|---|---|---|---|---|---|---|---|
| 1159 | Konvej | 210 | | 1916 A.D.W. | Finska Ångsbåts A.B. "Neptun" | | | |
| 1160 | Kodno | 119 | | 1914 J.I. Thorny | | | London | |
| 1161 | Kokkahorra | 192 | | 1916 A.C. Brown | | | New York | |
| 1162 | Komonia | 191 | | 1911 D. Doxiadis | | | | |
| 1163 | Konstantinos | 124 | | 1924 Hawthorns | Kerner Londa Transportes Ltd. | | | |
| 1164 | Korrak | 227 | +100A1 Gras | 1913 Hall, Russell & Co. Ltd. | | | | |
| 1165 | Kroon | 227 | +100A1 Mod | 1920 Cook, Welton & Gemmell Ltd. | | | | |
| 1166 | Kopania | 209 | | 1912 G. Brown & Co. | | | | |
| 1167 | Koyer | 209 | | 1915 G. Stulcken & Sohn | H.N. Koyer | | | |
| 1168 | Korsula | 126 | | 1914 M.U. Motorenfabrik | | | | |
| 1169 | Korinukka | 163 | | 1911 | | | | |
| 1170 | Korshaus IV. | 277 | | 1922 G. Schichau | | | | |
| 1171 | Korshage | 720 | | 1924 Frederiksværk | A/S Korshage | | | |
| 1172 | Korsor | 2242 | | 1927 Helsingørs Jernskibsværft | | | | |
| 1173 | Kos I. | 249 | | 1923 Smith's | | | | |
| 1174 | Kos II. | 249 | | 1923 Smith's | | | | |
| 1175 | Kos III. | 249 | | 1923 Smith's | | | | |
| 1176 | Kos IV. | 249 | | 1923 Smith's | | | | |
| 1177 | Kos V. | 249 | | 1923 Smith's | | | | |
| 1178 | Kos VI. | 249 | | 1923 Smith's | | | | |
| 1179 | Kos VII. | 249 | | 1923 Smith's | | | | |
| 1180 | Kos VIII. | 249 | | 1923 Smith's | | | | |
| 1181 | Kos IX. | 249 | | 1923 Smith's | | | | |
| 1182 | | | | | | | | |

| No. in Reg. Official No. Code Letters | Steamer's Name, Material, Rig, &c. Late Former Name of ship. Special Survey. No. of Decks, &c. | Tonnage | Particulars of Classification. Character. | Where Built. | By Whom. | When. | Owners. | Length. Breadth. Depth. | Port of Registry. Flag. | Engines. | Boilers. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 11602 | **Kos X.** Steel Screw Fish Carrier Whaler, Fitted for oil fuel. Cruiser Stern. 1.24 | 250 | | 1932 | Smith's Dock Co. Ltd. Middlesbro' | | Kosmoll A.B. (A. Jahn, Mgr.) Stockholm | 119·7 / 24·1 / 13·7 | Stockholm Sweden | T.3C.; 14", 20", 40", 24" | |
| 11604 | **Kos XI.** Steel Screw Fish Carrier Whaler, Fitted for oil fuel. Cruiser Stern. 1.24 | 250 | | 1932 | Smith's Dock Co. Ltd. Middlesbro' | | Kosmoll A.B. (A. Jahn, Mgr.) Stockholm | 119·7 / 24·1 / 13·7 | Stockholm Sweden | T.3C.; 14", 20", 40", 24" | |
| 11605 | **Kos XII.** Steel Screw Fish Carrier Whaler, Fitted for oil fuel. Cruiser Stern. 1.24 | 250 | | 1932 | Smith's Dock Co. Ltd. Middlesbro' | | Kosmoll A.B. (A. Jahn, Mgr.) Stockholm | 119·7 / 24·1 / 13·7 | Stockholm Sweden | T.3C.; 14", 20", 40", 24" | |
| 11606 | **Kos XIII.** Steel Screw Fish Carrier Whaler, Fitted for oil fuel. Cruiser Stern. 1.24 | 250 | | 1932 | Smith's Dock Co. Ltd. Middlesbro' | | Kosmoll A.B. (A. Jahn, Mgr.) Stockholm | 119·7 / 24·1 / 13·7 | Stockholm Sweden | T.3C.; 14", 20", 40", 24" | |
| 11607 | **Kos XIV.** Steel Screw Fish Carrier Whaler, Fitted for oil fuel. Cruiser Stern. 1.24 | 250 | | 1932 | Smith's Dock Co. Ltd. Middlesbro' | | Kosmoll A.B. (A. Jahn, Mgr.) Stockholm | 119·7 / 24·1 / 13·7 | Stockholm Sweden | T.3C.; 14", 20", 40", 24" | |
| 11608 | **Kos XV.** Steel Screw Fish Carrier Whaler, Fitted for oil fuel. Cruiser Stern. 1.24 | 250 | | 1932 | Smith's Dock Co. Ltd. Middlesbro' | | Kosmoll A.B. (A. Jahn, Mgr.) Stockholm | 119·7 / 24·1 / 13·7 | Stockholm Sweden | T.3C.; 14", 20", 40", 24" | |
| 11609 | **Kos XVI.** Steel Screw Fish Carrier Whaler, Fitted for oil fuel. Cruiser Stern. 1.24 | 250 | | 1932 | Smith's Dock Co. Ltd. Middlesbro' | | Kosmoll A.B. (A. Jahn, Mgr.) Stockholm | 119·7 / 24·1 / 13·7 | Stockholm Sweden | T.3C.; 14", 20", 40", 24" | |
| 11610 | **Kos XVII.** Steel Screw Fish Carrier Whaler, Fitted for oil fuel. Cruiser Stern. 1.24 | 250 | | 1932 | Smith's Dock Co. Ltd. Middlesbro' | | Kosmoll A.B. (A. Jahn, Mgr.) Stockholm | 119·7 / 24·1 / 13·7 | Stockholm Sweden | T.3C.; 14", 20", 40", 24" | |
| 11611 | **Kos XVIII.** Steel Screw Fish Carrier Whaler, Fitted for oil fuel. Cruiser Stern. 1.24 | 250 | | 1932 | Smith's Dock Co. Ltd. Middlesbro' | | Kosmoll A.B. (A. Jahn, Mgr.) Stockholm | 119·7 / 24·1 / 13·7 | Stockholm Sweden | T.3C.; 14", 20", 40", 24" | |
| 11612 | **Kosei Maru** Steel Screw Fish Carrier 1.24 | 191 | | 1914 | Asano Sakaide Osaka | | Sanfrancisco | 119·7 / 18·0 / 11·1 | Shimonoseki Japan | T.3C.; 10", 16", 26", 17" | |
| 11613 | — Steel Screw Fish Carrier 1.24 | 140 | | 1901 | H. Terada Tokiko | | Kyushu Steam S.S. | 107·2 / 19·0 / 12·2 | Tokiko Japan | C.3C.; 16", 27", 18" | |
| 11614 | **Koshi Maru No. 1** Steel Screw Fish Carrier 1.24 | 130 | | 1929 | Niigata Tekkosho Niigata | | Kitakoshi | 115·0 / 20·0 / 11·0 | Niigata Japan | T.3C. | |
| 11615 | **Kosmos** Steel Screw Fish Carrier 1.24 | 237 | +100A1 Fish Carrier | Dub | | | J. Fachle Aus Torry & Co. Aberdeen Lloyd's survey | 115·0 / 22·7 / 12·7 | Dublin Ireland | T.3C.; 11", 20", 44", 28" (c. 13 - 8) | |
| 11616 | **Kotobuki Maru** Steel Screw Fish Carrier 1.24 | 113 | | 1929 | Ishikawajima Tokyo K.K. Ishikawajima | | Tsukawa Kosaku | 84·0 / 19·5 / 9·7 | Tokio Japan | 1C. Engine | |
| 11617 | **Kotoshiro Maru No. 3** Steel Screw (Fishing) Oil Eng. Fish Carrier Whaler 1.24 | 147 | | 1932 | Ishikawajima K.K. Tokio | | Tokiokiyo Engyo K.K. | 93·0 / 20·0 / 9·2 | Tokio Japan | 1C. Engine 8C.C.A. | |
| 11618 | **Koumja** Steel Screw Fish Carrier Whaler 1.24 | 227 | | 1902 | Engel Kingdom | | Bergenstoren | 111·9 / 21·6 / 11·7 | Arkhangel Russia | T.3C.; 11½", 19½", 40", 24" | |
| 11619 | **Koun Maru No. 1** Steel Screw Whaler 1.24 | 176 | | 1916 | Uchida Osaka | | Tokiyo Tsusen | 97·0 / 24·0 / 11·0 | Osaka Japan | C.3C.; 20", 33", 42" | |
| 11620 | **Koutaki** Steel Twin Screw Oil Eng. Fish Carrier 1.24 | 117 | | 1919 | C. Bailey, Jr. Rochford Eng. | | Richmond Co. Ltd. | 95·7 / 24·0 / 7·7 | Newton, S.C. British | 1C. Engine 8C.; 16", 26", 40" | |
| 11621 | **Kowshow** Steel Twin Screw 1.24 | 372 | | 1908 | W. Denny & Bros. Dumbarton | | Dennystown Dockyard Co. Ltd. | 155·6 / 29·1 / 8·1 | Glasgow British | C.4C.; 16", 26", 40" | |
| 11622 | **Kowloon** Steel Twin Screw (Tug) 1.24 | 125 | | 1924 | Hong Kong & Whampoa Dock Co. Ltd. Hong Kong | | Hong Kong & Kowloon Wharf & Godown Co. Ltd. | 63·0 / 22·7 / 11·0 | Hong Kong British | Hong Kong & Whampoa Dock Co. Ltd. Hong Kong | |
| 11623 | **Koyei Maru No. 2** Wood Screw Oil Eng. Fish Carrier 1.24 | 126 | | 1914 | Kawagoe Chosen Korea | | Wakikoshi | 84·1 / 20·0 / 8·2 | Gensan Japan | 1C. Engine 8C.C.A. Makeyo Tekkosho | Gensan |
| 11624 | **Koyoki Maru** Wood Screw Motor 1.24 | 136 | | 1918 | T. Tomioka Japan | | Suzuki Tosujiro | 90·6 / 25·2 / 11·2 | Nishinomiya Japan | 2C. 8C.C.A. 2C.; 16", 27", 40" | |
| 11625 | **Koyo Maru** Steel Twin Screw 1.24 | 122 | | 1911 | J. Yoshikawa Osaka | | Matsuoka Kaun S.K. | 114·9 / 19·9 / 11·0 | Osaka Japan | C.4C.; 11", 22", 40" | |
| 11626 | **Kozjak** Steel Screw Fish Carrier Whaler, Fitted for oil fuel. Elec. light. 1.24 | 300 | A- Hull | 1885 | Nakashima Tosaku Osaka | | Fukuoka Hakodate K.K. | 106·0 / 13·7 / 7·4 | Japan Japan | C.3C.; 12", 20", 36" (c. 8 - 4) 1908 Elec. 24 H.P. 2 - 3½ 1 - 4 | |

| Numéro officiel | Nom du Navire | Détails de la Construction | Construction | Armateurs | Machines | Observations |
|---|---|---|---|---|---|---|
| 11827 | Kodiz | | | | | |
| 11828 | Krab | | | | | |
| 11829 | Krabben | | | | | |
| 11830 | Krasoch | | | | | |
| 11831 | Krastor | | | | | |
| 11832 | Krassnarmeets | | | | | |
| 11833 | Krassniarsky Rabotschy | | | | | |
| 11834 | Krassy Jakut | | | | | |
| 11835 | Krassy Rybak | | | | | |
| 11836 | Krassta | | | | | |
| 11837 | Kraus | | | | | |
| 11838 | Kremhild | | | | | |
| 11839 | Kringsteia | | | | | |
| 11840 | Kriksnis Valdemars | | | | | |
| 11841 | Kristina | | | | | |
| 11842 | Kristinehamn | | | | | |
| 11843 | Krk | | | | | |
| 11844 | Krka | | | | | |
| 11845 | Kronhest | | | | | |
| 11846 | Kronborg | | | | | |
| 11847 | Kronprins Frederik | | | | | |

| Official No. | Name | Where Built | Owners | Port of Registry | Flag | Engines | Remarks |
|---|---|---|---|---|---|---|---|
| 11880 | Kronprinzessin Louise | | | | | | |
| 11881 | Kronprinz | | | | | | |
| 11882 | Kronprinz Olav | | | | | | |
| 11883 | Kronöö | | | | | | |
| 11884 | Krongkao | | | | | | |
| 11885 | Krongthep | | | | | | |
| 11886 | Krutt | | | | | | |
| 11887 | Kual Li | | | | | | |
| 11888 | Kube | | | | | | |
| 11889 | Kuchlontes Mars | | | | | | |
| 11890 | Kudus | | | | | | |
| 11891 | Kuhwender | | | | | | |
| 11892 | Kuiraste | | | | | | |
| 11893 | Kuku | | | | | | |
| 11894 | Kulit | | | | | | |
| 11895 | Kullervo | | | | | | |
| 11896 | Kumaki | | | | | | |
| 11897 | Kumamoto Maru | | | | | | |
| 11898 | Kumsu | | | | | | |
| 11899 | Kung Ling | | | | | | |
| 11900 | Kung Sang | | | | | | |

| Numéro d'Identité | Nom du Navire | Détails de la Classification | Chantiers | Machines | Port d'Immatriculation |
|---|---|---|---|---|---|
| 11000 | Kungla | | | | |
| 11070 | Kunikami Maru | | | | |
| 11071 | Kunishi | | | | |
| 11072 | Kupari | | | | |
| 11073 | Kurama Maru | | | | |
| 11074 | Kurd | 100A1 Hul | | | |
| 11075 | Kurnba Maru | | | | |
| 11076 | Kurimaran | 100A1 Hull | | | |
| 11077 | Kuring-gai | | | | |
| 11078 | Kurinn | | | | |
| 11079 | Kurland | | | | |
| 11080 | Kurski | 100A1 Mil | | | |
| 11081 | Kurpina | | | | |
| 11082 | Kurt | | | | |
| 11083 | — | | | | |
| 11084 | — | | | | |
| 11085 | Kurushima Maru | | | | |
| 11086 | Kushiro Maru | | | | |
| 11087 | Kuvera | 100A1 Lon | | | |
| 11088 | Kvalen | | | | |
| 11089 | Kvale | | | | |
| 11090 | Kvaley | | | | |

| Official No. | Steamer's Name | Material, Rig, &c. | Tonnage | Particulars of Class Service | Built | Where Built | Owners | Length | Breadth | Depth | Port of Registry | Flag | Engines | Boilers | Class |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1997 | Kvaraz | Steel Sch. | 145 | A1 Syt | 1900 | M.V. Westerdiek Lauenburg | Industria Pierdie S.D. | 121 | 23 | 9 | Russia | | T.(C) | | |
| 1998 | Kvadfjord | Steel Sch. | 125 | | 1902 | Pungrund Mek. Verkst. Pungrund | A/S Rovsala Sunnmøl. Selskab S.J. Ellson, Mgr. | 100 | 17 | 8 | Kristiansund | Norwegian | C.(C) | | N * |
| 1999 | Kvarnes | Steel Sch. | 136 | | 1906 | Kjøsnesvik M/S Verkst. Kjøsnesvik | Kjøsnesvik Rederiskap | 96 | 18 | 7 | Kjøsnesvik | Norwegian | T.(C) | | |
| 1999 | Kvisa II. | Steel Sch. | 137 | | 1900 | Kjøsnesvik M/S Verkst. Kjøsnesvik | A/S Kvisa (J. Ellson) | 78 | 17 | 10 | Flekkefjord | Norwegian | C.(C) | | |
| 1999 | Kvitaggen | Steel Sch. (Fishing) | 136 | | 1925 | Kjøsnesvik M/S Verkst. Kjøsnesvik | Sagelversening A. Ty K. Larsen, Mgr. | 100 | 19 | 9 | Aalesund | Norwegian | C.(C) | 10 - 2 | N * |
| 1926 | Kvitsøy (ex Engelsvold) | Steel Sch. | 144 | | 1876 | Kockums Mek. Verk. Malmö | Bolkerengerdet Bergen/Sandnes | 97 | 18 | 7 | Stavanger | Norwegian | C.(C) | | |
| 1927 | Kvitungen (ex Kvitungen III) | Steel Sch. | 120 | | 1910 | H. Grandal Sjøvangen Sørgrø | Bolkrem | 90 | 21 | 10 | Aalesund | Norwegian | C.(C) | | |
| 1928 | Kwaishou Maru No. 2 | Steel Sch. | 197 | | 1900 | Uraga Dock Co. Uraga | Wakayama Ken | 100 | 25 | 9 | Mizuho | Japanese | C.(C) | | |
| 1930 | Kwaiun Maru | Steel Sch. (Oil Eng.) | 131 | | 1924 | Tohoku Shipyard, Tohoku | Morita Tokichiro | 92 | 18 | 7 | Tohoku | Japanese | Oil Engines | | |
| 1700 | Kwaiun Maru No. 2 | Wood Sch. (Oil Eng.) | 111 | | 1906 | Suzuki Tomotari Shimoda | Kiri Gaya | 85 | 23 | 9 | Kawasaki | Japanese | Oil Engines | | |
| 1701 | Kwasan Maru | Steel Sch. (Oil Eng.) | 100 | | 1921 | Ishikawajima Shipyard Tokyo K.K. Ishikawajima | Ishikawajima Shipyard Kawasaki | 80 | 17 | 8 | Aratsuru | Japanese | Oil Engine | | |
| 1702 | Kwazmos Maru No. 1 (Ferry) | Steel Pad. (Fish-light) | 402 | | 1918 | Yokohama Dock Co. Ltd. Yokohama | Government of Japan, Dept. of Railways | 176 | 26 | 14 | Tokio | Japanese | T.(C) | | |
| 1703 | Kwazmos Maru No. 2 (Ferry) | Steel Pad. (Fish-light) | 402 | | 1919 | Yokohama Dock Co. Ltd. Yokohama | Government of Japan, Dept. of Railways | 176 | 26 | 14 | Tokio | Japanese | T.(C) | | |
| 1704 | Kwazmos Maru No. 3 (Ferry) | Steel Pad. (Fish-light) | 402 | | 1921 | Osaka Iron Works Ltd. Osaka | Government of Japan, Dept. of Railways | 176 | 30 | 14 | Tokio | Japanese | T.(C) | | |
| 1705 | Kwazmos Maru No. 4 (Ferry) | Steel Pad. (Fish-light) | 402 | | 1921 | Osaka Iron Works Ltd. Osaka | Government of Japan, Dept. of Railways | 176 | 30 | 14 | Tokio | Japanese | T.(C) | | |
| 1706 | Kwazmos Maru No. 5 | Steel Pad. | 402 | | 1926 | Hakodate Dock K.K. Hakodate | Government of Japan, Dept. of Railways | 176 | 30 | 14 | Tokio | Japanese | C.(C) | | |
| 1707 | Kwara | Steel Twin Sch. (Oil Eng.) | 230 | Fy | 1928 | Fleming & Ferguson, Ltd. Paisley | Government of Nigeria | 106 | 22 | 11 | Lagos | | T.(C) | 11 - 3 | |
| 1708 | Kwisk | Steel Sch. (Oil Eng.) (See Sailing Ship Register) | 179 | | 1920 | J. J. van der Werff Hengelo | N.V. Motorschuitvaart "Kwik" K. Feitsma, Mgr. | 101 | 21 | 7 | Sneekermeer Dokkum | Dutch | Oil Engines | | G * |
| 1709 | Kwei Mei Ring | Comp. Twin Sch. (Oil Eng.) (Fish-light) | 242 | | 1919 | Kwong Tak Chong Kowloon | Wong Chung Fo | 120 | 18 | 7 | Canton | Chinese | Oil Engines | | |
| 1710 | Kwosei Maru | Wood Sch. (Oil Eng.) | 213 | | 1904 | T. Mayekawa Osaka | Kanagawaki Kaisyahonsen Kobe | 110 | 15 | 9 | Osaka | Japanese | T.(C) | | |
| 1711 | Kyai Tai Goen | Wood Auxiliary Sch. (Oil Eng.) (See Sailing Ship Register) | 100 | | 1921 | Maung Ba Moulmein | Ba Kyoe Lin | 81 | 21 | 8 | Rangoon | British | Oil Engines | | |
| 1712 | Kyosei Maru | Wood Auxiliary Sch. (Oil Eng.) | 192 | | 1919 | Matsumoki Tsubai Osaka | Kanyo Gisaku | 104 | 22 | 11 | Takahama | Japanese | Oil Engines | | |
| 1713 | Kyosei Maru No. 2 | Wood Sch. | 196 | | 1920 | Harada Seijin Fuku | Kanyo Gisaku | 99 | 24 | 12 | Takahama | Japanese | C.(C) | | |

| Numéro d'Ordre | Noms des Navires | Tonnage | Détails de la Classe Existante | Construction | | Propriétaires | Dimensions d'après le Jaugeage | Port d'Enregistrement | Machines | |
|---|---|---|---|---|---|---|---|---|---|---|
| 11714 | Kyoto | 280 | 100A1 M | 1890 | Cork, Wel- | Baby Towing Co. | 128·5 23·5 12·5 | | | |
| 11715 | Kyowa Maru No. 1 | 136 | | 1911 | Tsuruga | Mochizuki Inter- | 30·5 24·2 12·2 | | | |
| 11716 | Kyoyoki Maru | 180 | | 1918 | Matsuzaki | Mordhurst | 111·1 21·4 11·9 | | | |
| 11717 | Kyuyet | 47 | | 1919 | Cockburn | Canadian Pacific Railway Co. | 130·2 29·1 13·6 | | | |
| 11718 | | | | | | | | | | |
| 11719 | | | | | | | | | | |

*,* Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disagreeableness arising from ships losing their characters from want of survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or where repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| No. in Reg. Book. | Steamer's Name. Tonnage, Reg. &c. Last Survey of Hull. Special Surveys. No. of Decks, &c. | Tonnage. | Particulars of Class. Character. | Built. | Owners. | Port of Registry. | Engines. | Boilers. | Dimensions. |
|---|---|---|---|---|---|---|---|---|---|
| 11721 | L. H. Rutherford | 185 | | 1917 | | | | | |
| 11722 | L. Starlite | 192 | | 1930 | | | | | |
| 11723 | L.T.C. No. 1 | 140 | + A1 NYL | 1930 | Bethlehem | Lake Tankers Corp. | | | |
| 11724 | L.T.C. No. 2 | 140 | + A1 NYL | 1930 | Bethlehem | Lake Tankers Corp. | | | |
| 11725 | L.T.C. No. 3 | 140 | + A1 NYL | 1930 | Bethlehem | Lake Tankers Corp. | | | |
| 11726 | L. Tives | 141 | | 1932 | Armstrong | | | | |
| 11727 | L. W. Haskell | 139 | | 1934 | Sunderland | | | | |
| 11728 | L. Y. Schermerhorn | 131 | | 1909 | Amsterdam | | | | |
| 11729 | L'Atlantique | 331 | | 1920 | | | | | |
| 11730 | L'Europe | 314 | | 1907 | Dubrovnik | | | | |
| 11731 | L'Ouest | 312 | | 1909 | | | | | |
| 11732 | L'Orage | 300 | | 1921 | | | | | |
| 11733 | La Manche II. | 297 | | 1919 | | | | | |
| 11734 | La Beatrice | 192 | | 1930 | | | | | |
| 11735 | La Brise | 187 | + 100 A | 1891 | Marshall | | | | |
| 11736 | La Cazelle | 156 | | 1897 | | | | | |
| 11737 | La Champagne | 300 | + | 1931 | | | | | |
| 11738 | La Cerbre | 297 | | 1913 | | | | | |
| 11739 | La Criada | 190 | | 1900 | | | | | |

| Signaux | Noms du Navire, Matériaux, Architecte, etc. / Propriétaire / Chantier de Construction | Tonnage | Détails de la Classe | Construction | Machines | Propulseurs | Chaudières | Machines auxiliaires | Propulseurs | Chaudières | Machines auxiliaires | Port d'immatriculation | Dimensions principales | Machines | Chaudières | Classe |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11755 | **La Dryade** Steel Paddle | 226 | | 1909 | Alengon | | | | | | | Rouen | | | | |
| 11756 | **La Flandre** Steel Bulk | 255 | | 1902 | Cook, Welton & Gemmell | | | | | | | Boulogne | | | | Y * |
| 11757 | **La Floride** Steel Bulk | 117 | | 1912 | Wolf, C. | | | | | | | Bayonne | | | | Y * |
| 11758 | **La Grèle** Steel Bulk | 236 | | 1912 | Hellemond & Zoon | | | | | | | Amsterdam | | | | Y |
| 11759 | **La Hague** Steel Twin Screw | 130 | Cure | 1903 | Mackie & Thomson | | | | | | | Cherbourg | | | 11 × 11 | Y |
| 11760 | **La Hève** Steel Bulk | 134 | | 1894 | J. M'Arthur & Co. | | | | | | | Bayonne | | | 9 × 3 | |
| 11761 | **La Joséphine** Steel Twin Screw | 130 | | 1904 | J. Dugnac | | | | | | | Bordeaux | | | | |
| 11762 | **La Liane** Steel Bulk | 136 | | 1894 | Cochrane & Sons | | | | | | | La Rochelle | | | 11 × 10 | Y * |
| 11763 | **La Liberté** Steel Bulk | 115 | | 1910 | Gelpi & Hijos | | | | | | | Buenos Aires | | | | |
| 11764 | **La Manche** Steel Bulk | 227 | | 1915 | Schiffswerft Adler | | | | | | | Nagasaki | | | 12 × 6 | |
| 11765 | **La Morinie** Steel Bulk | 213 | | 1913 | Wolf, C. | | | | | | | Boulogne | | | | Y * |
| 11766 | **La Negra** Steel | 136 | | 1888 | Fabre y Pola | | | | | | | Buenos Aires | | | | |
| 11767 | **La Provence** Steel Bulk | 427 | | 1906 | Aug. & Ch. de Franck | | | | | | | Boulogne | | | | Y * |
| 11768 | **La Providence** Steel Bulk | 142 | | 1913 | Gemmill & Sons | | | | | | | Boulogne | | | | Y * |
| 11769 | **La Salle** Steel Bulk | 677 | | 1922 | Toledo S.B. Co. | | | | | | | Bilbao | | | | |
| 11770 | **La Seine** Steel Bulk | 255 | | 1918 | U. Zeise | | | | | | | Bayonne | | | | Y * |
| 11771 | **La Slack** Steel Bulk | 276 | | 1907 | Bonnet & Mare | | | | | | | Bordeaux | | | | Y * |
| 11772 | **La Touques** Steel Twin Screw | 228 | | 1901 | Forges & C. de la Méditerranée | | | | | | | Bayonne | | | | Y |
| 11773 | **La Tour** Steel Bulk | 155 | | 1888 | G. W. Johnson | | | | | | | St. Johns, N.B. | | | | |
| 11774 | **La Verendrye** Steel Bulk | 402 | | 1914 | G. T. Davie & Sons | | | | | | | Quebec | | | | |
| 11775 | **Lassarrad** Steel Bulk | 181 | | 1909 | Schichau | | | | | | | Bordeaux | | | | Y * |
| 11776 | **Labor** Steel Bulk | 266 | | 1907 | Howaldtswerke | | | | | | | Kiel | | | | U * |
| 11777 | **Laborenne** Steel Bulk | 157 | | 1906 | J. C. Tecklenborg | | | | | | | Bordeaux | | | | |
| 11778 | **Labrie** Steel Twin Screw | 412 | | 1891 | Russell & Co. | | | | | | | Paris | | | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Class | Built | Owners | Dimensions | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|---|
| 1780 | **Labrus** Steel Twin-screw | 250 | | 1911 H. Scarr, Ltd. | Owners of Lancashire Railways & Harbours Administration, Fleetwood | 200 2.6 2.19.2 | Fleetwood | T. 6Cy. 16", 26" x 18" - 27" | 10 + 0 |
| 1784 | **Labuan** Wooden | 183 | | 1930 G. Fenwick & Co. Ltd. Hong Kong | Fenwick & Co. Ltd. (Turbyfill & Co. Mgrs.) | 121.2.11.7 8.7 | Hong Kong | 1 Cy. 15" x 22½" - 16" | |
| 1785 | **Labud** Wood Screw-Schooner | 158 | | 1902 G. Calanasevich Sarajevo | G. Kovacic | 110.8.25.5 12.2 | Zara | 200 Engines 16 C.R.A. | Y |
| 1786 | **Lacanada** Steel Twin-screw | 340 | ✠100A1 Lloyd's Steel Coasting Vessel | 1931 Cook, Welton & Gemmell, Ltd. Hull | Lincs. & E. Coast Sea Fishing Co. Ltd. (Lincoln Steamship Co. Ltd. Managers) | 140.9.24.6 12.7 | Grimsby British | T. 6Cy. 16", 25½" x 27" - 30" | 14 + 2 |
| 1787 | **Lacerta** Steel Twin-screw | 271 | | 1911 Cochrane & Sons Selby | Lowery Steam Fishing Co. Ltd. (J. Bacon, Mgr.) | 129.2.22.0 12.2 | Grimsby British | T. 3Cy. 17½", 25" x 24" - 24" | 13 + 4 |
| 1788 | **Lacha** Steel Twin-screw | 200 | | 1912 Schiffer (V. H. Fock & Co.) Hamburg | H. Fock & Co. Hamburg | 129.7.22.0 10.6 | Hamburg German | T. 3Cy. 18", 29½" x 20½" - 22" | 9 * |
| 1789 | **Lacplesis** Steel Twin-screw | 252 | | 1914 Paul Crook, Shoreham-by-Sea | Government of Latvia (Latvian Marine Mgr.) | 102.1.22.1 14.7 | Riga Latvian | T. 3Cy. 16", 27" x 20" - 24" | |
| 1790 | **Lady Beryl** Steel Twin-screw | 300 | ✠100A1 Hal Wooden S.F. | 1929 Cook, Welton & Gemmell, Ltd. Beverley | Packet Steamship Co. Ltd. (A. Cargill, Mgr.) | 140.4.24.9 12.2 | Hull British | T. 6Cy. 16½", 28" x 27" - 30" | 14 + 0 |
| 1791 | **Lady Brassey** Steel Twin-screw | 350 | ✠100A1 Der Wooden | 1919 J. P. Rennie & Son Greenock | Secretary of State for Scotland | 130.1.28.1 12.9 | Dover British | T. 6Cy. 22" x 30" - 30" | 15 + 0 |
| 1792 | **Lady Cowie** Steel Twin-screw | 335 | ✠ Ref Dredger | 1929 Lobnitz & Co. Ltd. Renfrew | Government of Nigeria | 150.0.32.1 11.9 | Lagos British | T. 3Cy. 18", 28" x 24" - 27" | 12 + 0 |
| 1793 | **Lady Corinna** Wooden | 270 | | 1922 Vincent S.B.Co. Gorinchem | Colonial Office of the Bahamas | 115.9.28.6 10.0 | Nassau British | 2 Cy. 10" x 20" - 20" | 11 + 0 |
| 1794 | **Lady Curzon** Steel Twin-screw | 252 | | 1906 J. P. Rennie & Son Port Glasgow | Petroleum S.S. Co. Ltd. | 120.2.23.1 12.0 | London British | T. 6Cy. 18" x 30" - 24" | 13 + 0 |
| 1795 | **Lady Daphne** Wooden Screw-Schooner | 175 | | 1920 Short Bros. Ltd. Rochester | Mr. J. Bradley | 90.8.21.6 7.0 | Rochester British | 135 Engines 40 C.R.A. | |
| 1796 | **Lady Dunleath** Steel Twin-screw | 181 | ✠100A1 Der Wooden | 1914 J. P. Rennie & Son Greenock | Secretary of State for Scotland | 95.1.24.9 11.1 | Dover British | T. 4Cy. 15" x 30" - 27" | 13 + 0 |
| 1797 | **Lady Eleanor** Steel Twin-screw | 350 | ✠100A1 Hal Wooden S.F. | 1929 Cook, Welton & Gemmell, Ltd. Beverley | Packet Steamship Co. Ltd. (A. Cargill, Mgr.) | 140.2.24.6 12.2 | Hull British | T. 6Cy. 16½", 28" x 27" - 30" | 14 + 0 |
| 1798 | **Lady Elizabeth** Steel Twin-screw | 165 | | 1927 N. V. Scheepsw. Gouwe & Schoe Koninklijke Maatschappij Zuiderkade Amsterdam | Directors of S. Africa (Exchequer Bill Syndicate, Port Elizabeth) | 94.8.21.6 10.0 | Port Elizabeth British | T. 6Cy. 16", 25" x 24" - 27" | 11 + 0 |
| 1799 | **Lady Elsa** Steel Twin-screw | 370 | ✠100A1 Hal Wooden S.F. | 1930 Cook, Welton & Gemmell, Ltd. Beverley | Packet Steamship Co. Ltd. (A. Cargill, Mgr.) | 143.5.24.7 12.2 | Hull British | T. 6Cy. 16½", 28" x 27" - 30" | 14 + 2 |
| 1800 | **Lady Elsie** Steel Twin-screw | 99 | ✠100A1 Que | 1900 G. Brown & Co. Greenock | Bailey Bros. S.S. Co. Ltd. (G. S. Bailey, Mgr.) | 86.9.18.6 6.6 | Cork British | 2 Cy. 12" x 20" - 20" | 7 + 3 |
| 1801 | **Lady Enid** Steel Twin-screw | 304 | ✠100A1 Hal Wooden S.F. | 1929 Cook, Welton & Gemmell, Ltd. Beverley | Packet Steamship Co. Ltd. (A. Cargill, Mgr.) | 140.2.24.6 12.2 | Hull British | T. 3Cy. 16", 28" x 27" - 30" | 14 + 0 |
| 1802 | **Lady Fry** Wooden | 85 | ✠11A1 Dub | 1922 Hans Tiesenhausen Douglas, I. M. | Dublin Port & Docks Board | 85.6.19.0 9.0 | Dublin British | 2 Cy. 12" x 24" - 24" | 10 + 2 |
| 1803 | **Lady Grey** Steel Twin-screw | 330 | Bre | 1906 Vickers, Sons & Maxim, Ltd. Barrow | Canadian Government | 172.0.32.2 11.0 | Ottawa British | T. 6Cy. 20", 30" x 27" - 27" | 18 + 0 |

| Numéro Officiel | Noms du Navire | Tonnage | Détails de la Classification | Constructeurs | Armateurs | Dimensions | Machines | Observations |
|---|---|---|---|---|---|---|---|---|
| 11784 | Lady Inchcape | 99 | 100A1 | 1911 W. Doxford | Carlton Steamships Co. Ltd. | | | |
| 11785 | Lady Jean | 118 | | 1900 Short Bros. | Mrs. J. Bentley | | | |
| 11786 | Lady Kate | 125 | Liv | 1881 W. Thomas | Wakeworth | | | |
| 11787 | Lady Lilian | | 100A1 | 1900 Cook, Welton & Gemmell | Jardine & Matheson | | | |
| 11788 | Lady Loch | 331 | Mel | 1880 Campbell, Wood & W. | Commonwealth of Australia, Dept. of Quarantine | | | |
| 11789 | Lady Mackay | 90 | 100A1 | 1909 Day, Summers & Co. Ltd. | Carlton Steamships Co. Ltd. | | | |
| 11790 | Lady Madeline | 309 | 100A1 | 1906 Cook, Welton & Gemmell | Jardine & Matheson & Co. (A. Cargill, Mgr.) | | | |
| 11791 | Lady Margot | 304 | 100A1 | 1906 Cook, Welton & Gemmell | Jardine & Matheson & Co. (A. Cargill, Mgr.) | | | |
| 11792 | Lady Rachael | 307 | 100A1 | 1906 Cook, Welton & Gemmell | Jardine & Matheson & Co. (A. Cargill, Mgr.) | | | |
| 11793 | Lady Rosebery | 100 | | 1912 J. Little | Mrs. J. Bentley | | | |
| 11794 | Lady Rosemary | 307 | 100A1 | 1906 Cook, Welton & Gemmell | Jardine & Matheson & Co. (A. Cargill, Mgr.) | | | |
| 11795 | Lady Savile | 278 | | 1891 Laird Bros. | Stewart Brothers | | | |
| 11796 | Lady Scarborough | 704 | 100A1 | 1899 C. S. Aird | Tilbury Contracting & Dredging Co. Ltd. | | | |
| 11797 | Lady Sybil | 1[illegible] | A | 1913 Hepple & Co. Ltd. | Humphery & Grey (Inglewood) Ltd. | | | |
| 11798 | Lady Thomas | 294 | 100A1 | 1920 A. Stephen | Thomas Cranston | | | |
| 11799 | Lady Thomson | 97 | | 1927 Lobnitz & Co. Ltd. | Fern & Agnew Ltd. | | | |
| 11800 | Lady Tredegar | 104 | | 1913 Cochrane | Great Western Rly. | | | |
| 11801 | Lady Wilma | 63[illegible] | | 1907 Lobnitz & Co. Ltd. | Bentley Fish Trust | | | |
| 11802 | Lady of the Isles | 160 | 100A1 | 1879 Harvey & Co. | A. Stewart | | | |
| 11803 | Lane | 140 | | 1928 Fyfe & Co. | Andrew Leslie & Co. Ltd. (A. P. Andrew, Mgr.) | | | |
| 11804 | | 112 | | 1898 Lobnitz & Co. | Jardine & Matheson | | | |

| No. in Work | Shipbuilder's Number, Material, Rig, &c. | Particulars of Class Required | Tonnage | Particulars of Class Required | Built | Owners | Dimensions | Port of Registry | Engines | Weight |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | |
| 11820 | Laga | | 165 | | 1901 J. & K. Smit Kinderdijk | London & Holland Rotterdam | 127·1 × 23·0 × 12·7 | Leeuwarden | T. 3-Cy. 17", 24" × 36" - 30" | 13 + 1 |
| | | | | | | | | | | |
| 11821 | Lagatuz | | 179 | | 1914 Norville Wm. Vaughan Lowmoor | Transportes Martítimos Argentinos (J. Rocherch, Mgr.) | 100·2 × 19·2 × 9·3 | Buenos Aires | T. 3-Cy. 16", 25" × 24" - 20" | |
| | | | | | | | | | | |
| 11822 | Lago | | 110 | | 1909 Cammell Laird & Co. Ltd. Birkenhead | Cia. Argentina de Rio Mihanovich, Ltda. | 82·3 × 18·6 × 8·3 | Buenos Aires | T. 3-Cy. 10", 15", 25" - 20" | |
| | | | | | | | | | | |
| 11823 | Lagos Atlas | | 357 | | 1918 Livingstone Gunyon, Ltd. Leeds | Government of Nigeria | 141·8 × 23·1 × 13·0 | Lagos | T. 3-Cy. 16", 26½", 40" - 24" | 16 + 0 |
| | | | | | | | | | | |
| 11824 | Lagos Remus | | 323 | | 1919 Fleming & Ferguson, Ltd. Paisley | Government of Nigeria | 110·0 × 22·1 × 10·0 | Lagos | T. 3-Cy. 16", 26" × 26" - 22" | 11 + 0 |
| | | | | | | | | | | |
| 11825 | Lagos Romulus | | 270 | 1926 | 1913 Fleming & Ferguson, Ltd. Paisley | Government of Nigeria | 100·0 × 22·1 × 12·2 | Lagos | T. 3-Cy. 17", 26" × 26" - 22" | 12 + 0 |
| | | | | | | | | | | |
| 11826 | Lagos Vulcan | | 420 | | 1913 E. Finch & Co. (1916), Ltd. Chepstow | Government of Nigeria | 141·8 × 23·1 × 14·3 | Lagos | T. 3-Cy. 17", 27½" × 26" - 24" | 16 + 0 |
| | | | | | | | | | | |
| 11827 | Lahej | | 255 | Grk | 1927 Harbaldt W. of J.A. Greenock | F. & G. Sim Nav. Co. | 120·0 × 22·1 × 12·2 | Greenock | T. 3-Cy. 15", 25" × 26" - 22" | 13 + 0 |
| | | | | | | | | | | |
| 11828 | Laida | | 216 | | 1909 Schouten Jessen Vlissingen | J. M. Gossage | 132·6 × 22·3 × 8·3 | Santander | T. 3-Cy. 17" × 27" - 40" | |
| | | | | | | | | | | |
| 11829 | Laimess | | 270 | | | Thorsteinsen Wm. Vaughan Thornaby | 125·0 × 23·6 × 10·9 | Riga | T. 3-Cy. 17" × 26" - 26" | 11 + 0 |
| | | | | | | | | | | |
| 11830 | Lais | | 140 | | 1904 A. J. Ostwald Rotterdam Kringsen | J. J. & W. Smith Leith, Ltd. | 90·0 × 22·0 × 9·0 | London | 2-Cy. Engines: 28 C.U.A. | |
| | | | | | | | | | | |
| 11831 | Laita | | 215 | | 1907 A. Dufilo-gnon et Cie Epinay | E. & Mme. J. Gossard | 124·0 × 21·8 × 12·0 | Lorient | T. 3-Cy. 17½", 26½" × 24½" - 24½" | |
| | | | | | | | | | | |
| 11832 | Lake Tahoe | | 265 | | 1927 Moore D.D.Co. Oakland, Cal. | Southern Pacific Co. Ferries, Ltd. | 242·0 × 40·0 × 12·0 | S. Francisco Cal. | 2-Cy. Engines converted to Elec. Motors by Fairbanks | |
| | | | | | | | | | | |
| 11833 | Lake of Shadows | | 140 | | 1903 Caledonian S. & B. Co. Preston | Lanka Lake Pub. Co. Colombo, Ceylon | 120·4 × 20·1 × 6·7 | Lanka | T. 3-Cy. 17" × 26" - 26" | |
| | | | | | | | | | | |
| 11834 | Lakesvaag | | 115 | | 1926 Lakesvaag Mek. Verksted Bergen | Lakesvaag Kvam. Bergen | 82·0 × 17·0 × 7·3 | Bergen | T. 3-Cy. 9" × 14" - 19" | |
| | | | | | | | | | | |
| 11835 | Lalis | | 130 | | 1874 England | Tapia Hermanos S.A. (A.N. Portilla & F. Garcia Castillo Mgrs.) | 96·0 × 18·4 × 8·8 | Bilbao | | |
| | | | | | | | | | | |
| 11836 | Lamjo | | 122 | | 1890 F. Parodi Pegli | Soc. Anon. Dev. | 82·2 × 20·1 × 12·9 | Genoa | T. 3-Cy. 17½" × 26½" - 24½" | |
| | | | | | | | | | | |
| 11837 | Lampert | | 114 | | 1911 Gowlett S.B. & Eng. Co. Ltd. Leeds | Transportes Fluviales Argentinos (Cia. Rivadavia Mihanovich, Ltd.) | 80·0 × 22·0 × 11·7 | Buenos Aires | T. 3-Cy. 16½", 25" × 27" - 24" | 22 + 0 |
| | | | | | | | | | | |
| 11838 | Lanfranco Piero | | 182 | | 1898 Earle's S.B. Co. Ltd. Hull | Soc. Lanfranco Nichoservizio | 112·0 × 20·7 × 11·1 | Genoa | T. 3-Cy. 20½" × 26" - 28" | |
| | | | | | | | | | | |
| 11839 | Landemer | | 270 | | 1903 New York S.B. Co. Camden, N.J. | Chevreux-Harrison | 148·0 × 26·0 × 12·0 | Cherbourg | T. 3-Cy. 16", 26" × 40" - 30" | 14 + 0 |
| | | | | | | | | | | |
| 11840 | Landklothes | | 170 | | 1913 C. Lühring Emden | W. Bork | 119·8 × 22·9 × 9·3 | Hamburg | 2-Cy. Engines 40 C.U.A. | |
| | | | | | | | | | | |
| 11841 | Landro II | | 150 | Lux | 1903 Smith's Dock Co. Ltd. North Shields | Rederiaktiebolaget Lofoten | 96·7 × 20·2 × 7·7 | Christiania | T. 3-Cy. 18" × 26" - 16" | 8 + 0 |
| | | | | | | | | | | |

| Nom du Navire | Détails de la Classe | Constructeur | Armateurs | Machines |
|---|---|---|---|---|
| 1187 Langaas | ✠100A1 Oslo | | | |
| 1188 | | | | |
| 1189 | | | | |
| 1190 Langerth | | | | |
| 1191 Langhoorne | ✠100A Lon | | | |
| 1192 Langeland | | | | |
| 1193 Langenes | | | | |
| 1194 Langeberg | | | | |
| 1195 Langsong | | | | |
| 1196 Langton | ✠ Lon | | | |
| 1197 Langvis | | | | |
| 1198 Lanina | ✠ Lon | | | |
| 1199 Lanner | | | | |
| 1200 Lanstein II. | | | | |
| 1201 Lansdowne | | | | |
| 1202 Lapageria | | | | |
| 1203 Laplandia | | | | |
| 1204 Lapyland | | | | |
| 1205 Lapwing | | | | |
| 1206 Lark | | | | |
| 1207 — | ✠ Fo | | | |
| 1208 Larvag | | | | |
| 1209 Larrabeith No. 1 | | | | |
| 1210 Larrea | ✠ B.Ai | | | |
| 1211 Lars | | | | |

(See Building Ship Register)

| Official No. / Code Letters | Name of Vessel | Where Built | Tonnage | Particulars of Classification | Built | Owners | Port of Registry | Flag | Engines | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|
| 11801 | Lars Erie | | 190 | | 1881 | F. Larsson, Thorsborg | | Sweden | | F. Larsson, Thorsborg |
| 11802 | Lars Ellefsen | | 143 | | 1904 | K. Skaalsæ | | Norway | | |
| 11803 | Larwood | | 330 | +100A1 Class | 1923 | | | Germany | | |
| 11804 | Lass o' Gowrie | | 104 | | 1877 | J. Kayd | | Melbourne | | |
| 11805 | Lastenia | | 102 | | 1888 | | | Buenos Aires | | |
| 11806 | Latin American | | 150 | | 1918 | Texas | | Washington | | |
| 11807 | Latona | | 331 | | 1911 | Government | | Sydney | | |
| 11808 | Lauenburg | | 342 | | 1912 | J. H. N. Wichmann, Hamburg | | Germany | | |
| 11809 | — | | 102 | | 1911 | | | | | |
| 11810 | Laurasia | | 221 | | 1919 | | | France | | |
| 11811 | Laurestia | | 190 | +A1 | 1898 | A. Halik | | Aberdeen | | |
| 11812 | Laurwes | | 176 | | 1911 | | | Germany | | |
| 11813 | Lauretta | | 228 | | 1918 | | | Belgium | | |
| 11814 | Lauwerse | | 302 | +100A1 | 1920 | | | Netherlands | | |
| 11815 | — | | 181 | | 1897 | L. Sachs | | Buenos Aires | | |
| 11816 | Lav | | 225 | | 1919 | Akers | | Norway | | |
| 11817 | Lavalet | | 302 | | 1879 | | | Turkey | | |
| 11818 | Lavardin | | 251 | | 1911 | | | France | | |
| 11819 | Lavinia | | 190 | | 1900 | | | Germany | | |
| 11820 | Laxo | | 115 | | 1885 | | | | | |
| 11821 | Laxo | | 141 | | 1898 | | | Italy | | |
| 11822 | Le Cassilinis | | 104 | | 1919 | | | France | | |

| Nom de Navire | Détails de la Classe | Tonnage | Machines | Propriétaires | Port d'immatriculation | Numéro | Dimensions | Observations |
|---|---|---|---|---|---|---|---|---|
| 11873 Le Charles Desperaux | A1 | 341 | | | | | | |
| 11874 Le Cruzon | | 199 | | | | | | Y * |
| 11875 Le Duguay-Trouin | ✠100A1 | 1108 | | | | | | |
| 11876 Le Jacques-Cœur | ✠100A1 | 1108 | | | | | | |
| 11877 Le Monnaret | | 182 | | | | | | Y * |
| 11878 Le Maurice | | 147 | | | | | | |
| 11879 Le Mousaillon | | 192 | | | | | | Y * |
| 11880 Le Radium | | 132 | | | | | | |
| 11881 Le Roi | | 192 | | | | | | |
| 11882 Le Roux | | 175 | | | | | | |
| 11883 Le Saxy | | 122 | | | | | | |
| 11884 Le Tourbillon | | 242 | | | | | | Y * |
| 11885 Le Valentrex | | 227 | | | | | | Y |
| 11886 Le Vent | | 242 | | | | | | Y * |
| 11887 Le Vieux Tigre | ✠100A1 | 300 | | | | | | |
| 11888 Lee | ✠100A1 | 199 | | | | | | |
| 11889 Leeds | ✠100A1 | 330 | | | | | | |
| 11890 Legaoyo | | 126 | | | | | | |
| 11891 Lebedj | | 232 | | | | | | G * |
| 11892 Lebedka | | 172 | | | | | | G * |
| 11893 Leda | | 192 | | | | | | G * |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Classification | Owners | Built | Where Built | Owners | Port of Registry | Engines | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|
| 118[illegible] | Leda | 188 | | | | | | | | G * |
| 118[illegible] | [illegible] | 170 | | | | | | | | |
| 1180 | Ledokol IV. | 450 | | | | | | | | |
| 1187 | Ledokol V. | 502 | PG1 | | | | | | | 11 + 6 |
| 1188 | Ledokol VI. | 504 | PG1 | | | | | | | 11 + 6 |
| 1189 | Ledokol VII. | 505 | SL1 | | | | | | | |
| 1190 | Ledokol VIII. | 505 | PG1 | | | | | | | 16 + 6 |
| 1191 | Ledokol IX. | 505 | SL1 | | | | | | | |
| 1192 | Leeds | 50 | 100A1 | Lrt | | | | | | 11 + 7 |
| 1193 | Legion, Newcastle, | 140 | 100A- | Pg | | | | | | 10 + 6 |
| 1194 | Leer | 113 | | | | | | | | |
| 1195 | Legnano | 122 | | | | | | | | |
| 1196 | Lehigh | 400 | | | | | | | | |
| 1197 | Lehna | 204 | | | | | | | | |
| 1198 | Lei VIII | 271 | | | | | | | | 11 + 3 |
| 1199 | Leidna | 170 | | | | | | | | |
| 1200 | Leiknir | 320 | 100A1 | Glrm | | | | | | 13 + 3 |
| 1201 | Leinster | 113 | | | | | | | | |
| 1202 | Leipzig | 240 | | | | | | | | G * |
| 1203 | Leith Hall | 120 | | | | | | | | |
| 1204 | Leith N.B. | 203 | | | | | | | | 13 + 6 |

| No. in Book | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Classification | Owners | Built | Where Built | Owners | Port of Registry | Engines | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|
| 1198 | C. Cameron | | | | | | | | | |
| 1199 | Lefevre | | | | | | | | | |
| 1200 | | | | | | | | | | |
| 1201 | Forgemann | | | | | | | | | |
| 1202 | Forgemann | | | | | | | | | |
| 1203 | Forgemann | | | | | | | | | |
| 1204 | Forgemann | | | | | | | | | |
| 1205 | Forgemann | | | | | | | | | |
| 1206 | Mackich | | | | | | | | | |
| 1207 | Rennie | | | | | | | | | |
| 1208 | J. J. Meyer | | | | | | | | | |
| 1209 | N. V. Schipe | | | | | | | | | |
| 1210 | Harlow | | | | | | | | | |
| 1211 | Tuxera | | | | | | | | | |
| 1212 | W. F. Hume | | | | | | | | | |
| 1213 | J. A. Sven | | | | | | | | | |
| 1214 | Cockerum | | | | | | | | | |
| 1215 | Lindhead | | | | | | | | | |
| 1216 | Schiffs Gut | | | | | | | | | |
| 1217 | J. C. Tech | | | | | | | | | |
| 1218 | Hall, Rennie | | | | | | | | | |

| Numéro officiel | Nom du Navire | Tonnage | Détails de la Classe | Construction | Propriétaires | Port d'immatriculation | Machines | Chaudières |
|---|---|---|---|---|---|---|---|---|
| 11813 | Lelia | 172 | | 1911 S.Y. Schipwerf | Wouters | | 1 cyl. Engine | |
| 11814 | Lemberg | 279 | ✠100A1 Hbi | 1914 Gebrüder | Russische Fischerei Ges. | | | 18 - 6 |
| 11817 | Lena Rehder | 282 | | 1910 Nordseewerke | Gustav Rehder | | | |
| 11818 | Lenaye | 537 | | 1906 J. H. J. Hu | J. F. Morris Jun. | | | |
| 11819 | Lenarfisk | 192 | | 1920 Harvey | | | | |
| 11820 | Lengrado | 326 | | 1917 Deutsche Werft | Industria Pesquera Argentina S.A. | Buenos Aires | | |
| 11821 | Lenin | 1780 | ✠ Kol | 1917 A. Leslie | Sovnarghoz | | | 22 - 3 |
| 11822 | — | 870 | | 1920 F. Schichau | Sovgaryvoyen | | | |
| 11823 | Leningrad-Gostorg | 760 | | 1920 Lenin-Werft | Leningrad-Gostorg | | | |
| 11824 | Leningrad-Sovrot | 760 | | 1920 Nizni | Leningrad-Gostorg | | | |
| 11825 | Lenzart | 720 | | 1919 A. Gow | J. F. Mulugrew | | | |
| 11826 | Leo | 181 | | 1919 Cockerill | Cockerill Société Anonyme (J. & C. Smith, Agts.) | | | 11 - 10 |
| 11827 | Leon | 220 | ✠ MV | 1911 Philip | Gebrüder Sachs | | | 11 - 3 |
| 11828 | Leon Dubert | 870 | | 1921 Forg. A.Ch. | Soc. Coop. Pescatori "Pescegrec" | | | |
| 11829 | Leon Perot | 1200 | | 1922 Soc. Prom. | Soc. Anon. Pirapaque & Fils et Cie. (J.A.F.P.A.) | | | |
| 11830 | Leonard | 122 | | 1911 Gebrüder | Reid & Wright Ltd. | | | |
| 11831 | Leonale | 270 | 100A1 Hbi | 1917 Z.P. Rim | Henderson's Trawlings Ltd. (Zulueta Lopez-Lopez and Dorbal, Agts.) | | | 13 - 6 |
| 11832 | Leone | 127 | | 1904 Cant. Nav. | Ricard Fernandez | | | |
| 11833 | Leonidas | 305 | ✠100A1 Hbi | 1920 Cant. Vel. | Construcciones Ltda. | | | 14 - 4 |
| 11834 | Leonor | 220 | | 1919 Cantiere | Gallardo | | | |
| 11835 | Leonora | 277 | | 1916 Cockerill | Lockerbrown Fishing Co. Ltd. (R. Bacon, Agt.) | | | 12 - 4 |

| Official No. | Steamer's Name, Rig, &c. | Tonnage | Particulars of Class | Owners | Port of Registry | Engines |
|---|---|---|---|---|---|---|
| 1930 | Leopold | 60 | | | | |
| 1937 | Leopold Adler | 58 | | | | |
| 1938 | Leopold Seubits | 21 | | | | |
| 1939 | Lepkrete | 22 | | | | |
| 1940 | Lepsey | 13 | | | | |
| 1941 | Les Baleinaux | 19 | | | | |
| 1942 | Les Baleines | 25 | | | | |
| 1943 | Les Burges II. | 23 | | | | |
| 1944 | Les Illettes | 23 | | | | |
| 1945 | Les Quatre Freres Blard | 13 | | | | |
| 1946 | Leseb | 47 | | | | |
| 1947 | Leslie | 23 | | | | |
| 1948 | Lethafors II. | 13 | | | | |
| 1949 | Lethafors IV. | 17 | | | | |
| 1950 | Letten | 12 | | | | |
| 1951 | Levaks | 21 | +100A1 Dab | | | |
| 1952 | Levant | 20 | +100A1 Mb | | | |
| 1953 | Leveret | 14 | +100A Syd | | | |
| 1954 | Leverville | 18 | | | | |
| 1955 | Leviathan | 890 | +100A1 Lev | | | |
| 1956 | — | 21 | | | | |
| 1957 | Lewes Castle | 12 | | | | |

| Numéro Officiel | Nom du Navire | Port d'Attache | Tonnage | Détails de la Classe Spéciale | Construit | Armateurs | Dimensions | Machines | Chaudières |
|---|---|---|---|---|---|---|---|---|---|
| 1908 | Lewis Crutchwaite | Whitehaven | 224 | | | | | | |
| 1909 | Lexington | Hartlepool | 411 | | | | | | |
| 1910 | Leys | Montrose | 322 | ✠100A1 | | | | | |
| 1911 | Li-Hoa | Shanghai | 172 | | | | | | |
| 1912 | Liane | Montevideo | 62 | | | | | | |
| 1913 | Libelle | Wismar | 112 | | | | | | |
| 1914 | Libera | Wind Twindle | 124 | | | | | | |
| 1915 | Liberal I. | Montreal | 227 | | Lde | | | | |
| 1916 | Liberal Tenestre | Montreal | 318 | | | | | | |
| 1917 | Liberia | Montreal | 250 | | | | | | |
| 1918 | — | Montreal | 120 | | M-Ib | | | | |
| 1919 | Liberté | Marseille | 302 | | | | | | |
| 1920 | Liberty | Wisbech | 204 | | | | | | |
| 1921 | — | Wind Twindle | 115 | | | | | | |
| 1922 | Libia | Wismar | 102 | | | | | | |
| 1923 | Libia I° | Marseille | 407 | ✠ A1 | Mrs | | | | |
| 1924 | Libra | Montreal | 214 | ✠100A1 | Tyne | | | | |
| 1925 | — | Montreal | 215 | | | | | | |
| 1926 | Libyan | Montreal | 302 | | | | | | |
| 1927 | Lidkoping | Gothenburg | 118 | | | | | | |
| 1928 | Lido | Marseille | 190 | ✠100A1 | Lon | | | | |

| Numéro Officiel | Nom du Navire | Port d'Attache | Construit | Armateurs | Dimensions | Machines | Chaudières |
|---|---|---|---|---|---|---|---|
| 1929 | Lewis | Liverpool | | Pugh Ltd. Liverpool | | | |
| 1930 | Lexington | Boston | | Boston Steamship Co. | | | |
| 1931 | Leys | Montrose | | Montrose Fishing Co. Ltd. | | | |
| 1932 | Li-Hoa | Shanghai | | Shanghai Steamship Board | | | |
| 1933 | Liane | Montevideo | | R. Meiler | | | |
| 1934 | Libelle | Wismar | | W. Wuck | | | |
| 1935 | Libera | Genova | | R. Rossi & Genova | | | |
| 1936 | Liberal I. | Montreal | | Montreal | | | |
| 1937 | Liberal Tenestre | Montreal | | Montreal | | | |
| 1938 | Liberia | Montreal | | Liberia Steamship Fishing Co. Ltd. (L. Rosen, Mgr.) | | | |
| 1939 | Cockman | Montreal | | Cockman Steamship Fishing Co. Ltd. | | | |
| 1940 | Liberté | Marseille | | Soc. "La Pêche Française" | | | |
| 1941 | Liberty | Wisbech | | Southern Transportation Co. | | | |
| 1942 | John | Wind Twindle | | Wind Twindle Steamship | | | |
| 1943 | F. Farnell | Wismar | | Wismar Fish Industry | | | |
| 1944 | Vimmingh | Groningen | | Groningen Fishing Co. | | | |
| 1945 | J. Dublin | Montreal | | Montreal Steamship Co. Ltd. (J. Rosen, Mgr.) | | | |
| 1946 | Dundee | Montreal | | Montreal Steamship Co. Ltd. (J. Rosen, Mgr.) | | | |
| 1947 | Clark, Wil- | Montreal | | Montreal Steamship Co. Ltd. | | | |
| 1948 | Lilian | Montreal | | Montreal | | | |
| 1949 | J. Pollock | Montreal | | Montreal Steamship Co. Ltd. | | | |

| Official No. | Steamer's Name, Nationality, Rig, &c. | Tonnage | Particulars of Classification | Where Built | Owners | Length | Breadth | Depth | Port of Registry | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 11170 | Liesta | 313 | + | | | 154 | 7 | 30 | | | 10 × 6 |
| 11180 | Liesbeth Betty | 190 | | | | 113 | 5 | 21 | | | 13 × 6 |
| 11181 | Lieutenant Rene Guillon | 701 | | | | 164 | 11 | 32 | | | |
| 11182 | Lieutenant Vérines | 131 | | | | | | | | | |
| 11183 | Life Buoy | 198 | | | | 74 | 5 | 19 | | | |
| 11184 | Liger | 1076 | + 100 A1 | | | 154 | 9 | 43 | | | 18 × 6 |
| 11185 | Ligero | 125 | | | | 91 | 1 | 22 | | | |
| 11186 | Lightning | 183 | | | | 94 | 2 | 24 | | | |
| 11187 | Ligeria | 137 | | | | 97 | 6 | 19 | | | |
| 11188 | — | 114 | | | | 84 | 5 | 18 | | | |
| 11189 | Lika | 191 | A | | | 106 | 1 | 18 | | | 11 × 6 |
| 11190 | Likta | 272 | + | | | 133 | 9 | 23 | | | 12 × 6 |
| 11191 | Lilavati | 203 | | | | 165 | 0 | 27 | | | |
| 11192 | Lilias | 230 | | | | 115 | 0 | 23 | | | 13 × 6 |
| 11193 | Lilibee | 191 | | | | 99 | 1 | 24 | | | |
| 11194 | Lilie | 195 | | | | 99 | 9 | 25 | | | |
| 11195 | Lilieblijers | 407 | | | | 130 | 0 | 26 | | | |
| 11196 | Lilly | 181 | | | | 92 | 6 | 19 | | | |
| 11197 | Lily | 167 | | | | 111 | 0 | 20 | | | |
| 11198 | Lily McRae | 277 | 100 A1 | | | 123 | 7 | 23 | | | 12 × 6 |

| Numéro officiel | Nom du Navire | Tonnage | Détails de la Classification | Construit | Armateurs | Propulsion | Port d'attache | Machines | Chaudières |
|---|---|---|---|---|---|---|---|---|---|
| 1[illegible] | **Lima** | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | **Limanda** | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 13 + [illegible] |
| 1[illegible] | **Lombardia** | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | **Lonsdale** | [illegible] | + 100 A1 Gren | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 13 + [illegible] |
| 1[illegible] | **Lora** | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | **Lua Gagne** | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | **Lucia** | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 11 + [illegible] |
| 1[illegible] | **Lucinda** | [illegible] | + Fd | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 11 + [illegible] |
| 1[illegible] | **Lufa** | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | **Lufasa** | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | **Ludfeld** | [illegible] | + A1 Fyd | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 14 + [illegible] |
| 1[illegible] | **Luneman** | [illegible] | + A- Hd | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 10 + [illegible] |
| 1[illegible] | **Lingdale** | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | **Linköping** | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | **Lion v'Dee** | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 13 + [illegible] |
| 1[illegible] | **Linnea** | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | — | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | — | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | **Linnet** | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 11 + [illegible] |
| 1[illegible] | **Linosa** | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | **Linguenda** | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 10 + [illegible] |

| Official No. | Steamer's Name, Material, Rig, &c. / Last Name of Ship / Special Survey | No. of Decks, &c. | Gross Tonnage | Net Tonnage | Particulars of Class / Character | Year Last Survey | Place Last Survey | Year Built | Where Built | By Whom Built | Owners | Registered Dimensions | Port of Registry | Flag | Engines | Boilers | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 132[illegible] | Liebie (ex[illegible]) | Steel Screw (Lighter) 1,[illegible] | 187 | | | | | 1909 | G. Brown & Co. | J. Stein, Jun. | [illegible] | 110·1 20·6 9·9 | Bochum | [illegible] | [illegible] | | |
| 1321 | Lies (Fr[illegible]) | Steel Screw (Trawler) 1,[illegible] | 320 | | | | | 1921 | Deutsche Werft A.G. Kiel | "Rudow" Deutsche Rudow-Fischerei, Bremerhaven, Cuxhaven, A.G. | [illegible] | 127·6 24·3 9·4 | Bremerhaven | [illegible] | [illegible] | | G * |
| 1322 | Lied (Kiau-Chow) | Steel Screw (Tug) 1,[illegible] | 221 | | | | | 1914 | [illegible] | Barrington | [illegible] | 105·2 21·9 12·9 | Lowestoft | [illegible] | [illegible] | | |
| 1323 | Lies (Kiau-Chow) | Steel Screw (Trawler) 1,[illegible] | 279 | | | | | 1901 | [illegible] | Earlestown | 123·9 22·5 12·1 | Lowestoft | [illegible] | [illegible] | | 12-10 | V |
| 1324 | Lieshaert (ex[illegible]) | Steel Screw 1,[illegible] | 307 | | ✠100A1 Gun | | | 1930 | Smith's Dock Co. Ltd. Hartlepool | Consolidated Fisheries, Ltd. (Ex Lord Mumbai, Mgrs.) | 141·7 25·5 12·6 | Grimsby | [illegible] | [illegible] | [illegible] | 14-6 | |
| 1325 | Liepari (ex[illegible]) (See Sailing Ship Register) | Steel Screw 1,[illegible] | 131 | | | | | 1915 | Sangerhausen Schiffswerft Chemnitz | A. Bergmann | 109·5 24·7 9·7 | Gera | [illegible] | [illegible] | [illegible] | | I * |
| 1326 | Lirala (Fishing) | Steel Screw 1,[illegible] | 121 | | | | | 1911 | Hall, Russell & Co. Ltd. Aberdeen | Angelitos | 91·9 19·9 9·9 | [illegible] | [illegible] | [illegible] | [illegible] | | |
| 1327 | Lirgaes (ex[illegible]) | Steel Screw 1,[illegible] | [illegible] | | ✠ A- Tsl For Fishing purposes | | | 1914 | Ross, McLachlan & Co. Ld. Paisley | Tranos Fishlis. | 61·8 13·1 7·1 | Fuzeh | [illegible] | [illegible] | [illegible] | 7-6 | |
| 1328 | Lies (ex[illegible]) (See Sailing Ship Register) | Steel Screw 1,[illegible] | [illegible] | | | | | 1921 | Deutsche Werft A.G. Kiel | [illegible] | 90·6 23·1 9·3 | Bremerhaven | [illegible] | [illegible] | [illegible] | | G * |
| 1329 | — (ex[illegible]) (See Sailing Ship Register) | Steel Screw 1,[illegible] | 117 | | | | | 1923 | Brunier Herzogenbusch A.G. Elsfleth | Under Herzogenbusch A.G. | 83·7 22·3 9·7 | Bremen | [illegible] | [illegible] | [illegible] | | |
| 1330 | — (ex[illegible]) (See Sailing Ship Register) | Steel Screw 1,[illegible] | 111 | | | | | 1909 | H. Krome Hoogezand | Wilhelm Wolter Kurt Adolfsen Hamburg, Mgrs.) | 84·3 19·9 7·7 | Hamburg | [illegible] | [illegible] | [illegible] | | G * |
| 1331 | Liebes (Fishing) | Steel Twin Screw 1,[illegible] | 421 | | | | | 1928 | Howaldtswerke A.G. Hamburg | Compañia de Mapalchiqui | 148·8 29·3 14·1 | Bilbao | [illegible] | [illegible] | [illegible] | | G * |
| 1332 | Liebes I. (ex[illegible]) | Steel Screw 1,[illegible] | 341 | | | | | 1911 | Smith's Dock Co. Ltd. Middlesbro | Empresa de Pesca Puerto Libres, Lda. (Art. Lopez Brito, Mgr.) | 140·6 24·9 13·2 | Lisboa | [illegible] | [illegible] | [illegible] | 11-9 | |
| 1333 | Liebers (ex[illegible]) | Steel Screw 1,[illegible] | 107 | | | | | 1917 | Colby Bros. Ld. (Orchardson) | Kenny Fishg. Co. Ld. (R. J. Sripp, Mgr.) | 82·6 19·4 10·9 | Lowestoft | [illegible] | [illegible] | [illegible] | | |
| 1334 | Liesard (ex[illegible]) | Steel Screw 1,[illegible] | 756 | | | | | 1920 | J. I. Thornycroft & Co. Ltd. Southampton | The Motor Aldersmith & Hampshire (Subsidiary of Vickers) | 146·5 30·1 14·1 | Liverpool | [illegible] | [illegible] | [illegible] | 15-6 | |
| 1335 | Lieslette (ex[illegible]) | Steel Screw 1,[illegible] | 327 | | | | | 1927 | W. Melder Stockholm | Ab. Fiskeriföreningen | 90·9 16·9 9·9 | Hamburg | [illegible] | [illegible] | [illegible] | | V * |
| 1336 | Liegar (ex[illegible]) | Steel Screw 1,[illegible] | 110 | | ✠ Qbc For Towing purposes | | | 1909 | Archimedes O.O.A.E. Co. Ltd. Greenock | Constitution Steam Co. Fenchurch St. | 91·0 22·1 10·7 | Montreal | [illegible] | [illegible] | [illegible] | 11-6 | |
| 1337 | Lieman (ex[illegible]) | Steel Screw 1,[illegible] | 357 | | | | | 1917 | Walsh Isl. Dry & Reg. Works Bremerhaven, A.G. | Government of Brotherhood Wales | 129·4 24·0 10·9 | Sydney | [illegible] | [illegible] | [illegible] | | |
| 1338 | Little Joe (ex[illegible]) (Fishing) | Steel Screw 1,[illegible] | 298 | | | | | 1922 | H. Inglesby Erie, Pa. Wheeler, Pa. | Inglesby Shipping Co. Inc. | 134·0 23·7 10·9 | Rochester, Pa. | [illegible] | [illegible] | [illegible] | | |
| 1339 | Little Orme (ex[illegible]) (ex H. L. Lawson) (Ship A.F.) | Steel Screw 1,[illegible] | 320 | | ✠100A1 Liv | | | 1900 | Montreal Tel. S.B. Co. Montreal (Lapp) | Dominion Shipping & Coaling Co. Ld. (W. J. Sripp, Ld. Mgrs.) | 112·0 20·3 9·4 | Liverpool | [illegible] | [illegible] | [illegible] | 9-6 | |
| 1340 | Litterie (ex[illegible]) (See Sailing Ship Register) | Steel Screw 1,[illegible] | 328 | | | | | 1927 | Intermotor A.G. Danzig | Ber. Rizzardi Bremerhaven Regensburg | 104·9 22·9 12·3 | Regensburg | [illegible] | [illegible] | [illegible] | | I |

| Signaux d'appel | Noms du Navire | Tonnage | Classe de la Chaudière | Construction | Appareils | Machines | Port d'immatriculation | Machines | Dimensions |
|---|---|---|---|---|---|---|---|---|---|
| 1296 | Lizzie D. Shaw | | | | | | | | |
| 1297 | Lizzie Griffin | | | | | | | | |
| 1298 | Lizzie Melling | | | | | | | | |
| 1299 | Lizzie West | | | | | | | | |
| 1300 | Lizzie & Annie | | ✠100A1 | Hal | | | | | |
| 1301 | Lizzie's | | | | | | | | |
| 1302 | Lobbe | | ✠ | FG | | | | | |
| 1303 | Lobelia | | | | | | | | |
| 1304 | Lobelia | | | | | | | | |
| 1305 | Loch Ard | | ✠100A1 | Hal | | | | | |
| 1306 | Loch Assater | | ✠100A1 | Abe | | | | | |
| 1307 | Loch Awe | | | | | | | | |
| 1308 | Loch Blair | | | | | | | | |
| 1309 | Loch Boyne | | | | | | | | |
| 1310 | Loch Carron | | ✠100A1 | Hal | | | | | |
| 1311 | Loch Doon | | | | | | | | |
| 1312 | Loch Esk | | | | | | | | |
| 1313 | Loch Etive | | ✠100A1 | Hal | | | | | |
| 1314 | Loch Hourn | | | | | | | | |
| 1315 | Loch Inver | | ✠100A1 | Hal | | | | | |
| 1316 | Loch Laggan | | ✠100A1 | Abe | | | | | |
| 1317 | Loch Lee | | | | | | | | |

| No. in Reg. Book | Steamer's Name, Rig, &c. | Tonnage | Particulars of Class | Built | Where Built | Owners | Registered Dimensions | Port of Registry | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|
| 12263 | Loch Leven | 357 | +100A1 Hul | | 1929 Cook, Welton & Gemmell, Ltd. | Loch Linnhe Steam Towing & Fishing Co. Ltd. (R. A. Holmes, Mgr.) | 140·4 × 24·0 × 12·2 | Aberdeen British | T. 3-cy. 18", 30" & 47" - 30" (c) | 14 × 9 |
| 12264 | Loch Long | 37 | | | 1917 A. Hall & Co. Ltd. Troon | Loch Linnhe Steam Towing & Fishing Co. Ltd. (R. A. Holmes, Mgr.) | 75·0 × 22·0 × 12·0 | Aberdeen British | T. 3-cy. 13", 20" & 30" - 24" (c) | 13 × 8 |
| 12265 | Loch Loyal | 139 | | | 1907 A. Hall & Co. Ltd. Aberdeen | G. Wood | 112·0 × 21·8 × 12·0 | Aberdeen British | T. 3-cy. 11", 20" & 30" - 22" | 12 × 8 |
| 12266 | Loch Lyon | 223 | | | 1916 J. Duthie Torry S.B. Co. Ltd. Aberdeen | Loch Linnhe Steam Towing & Fishing Co. Ltd. (R. A. Holmes, Mgr.) | 116·1 × 22·1 × 11·9 | Aberdeen British | T. 3-cy. 17", 26" & 38" - 25" (c) | 12 × 8 |
| 12267 | Loch Maree | 219 | + Abn | | 1910 Hall, Russell & Co. Ltd. Aberdeen | Wm. Robertson Fishing Co. of Aberdeen, Ltd. (R. A. Holmes, Mgr.) | 113·2 × 22·5 × 12·1 | Aberdeen British | T. 3-cy. 17", 26" & 38" - 25" | 12 × 8 |
| 12268 | Loch Morar | 199 | +100A1 Fk | | 1910 Cook, Welton & Gemmell, Ltd. Berwick | [illegible] | 120·5 × 22·5 × 12·7 | [illegible] | T. 3-cy. 17", 27" & 41" - 30" (c) | 13 × 8 |
| 12269 | Loch Nevis | 170 | | | 1920 J. P. Rennie, Ltd. Greenock | [illegible] | 105·4 × 22·4 × 12·0 | [illegible] British | T. 3-cy. 15", 21" & 36" - 24" | |
| 12270 | Loch Rannoch | 170 | | | 1901 Hall, Russell & Co. Ltd. Aberdeen | [illegible] | 100·2 × 21·2 × 11·9 | Aberdeen British | T. 3-cy. 13", 18" & 30" - 22" | 12 × 8 |
| 12271 | Loch Ryan | [illegible] | | | 1919 J. J. van der Werff Hoogezand | J. Boiten | 111·2 × 22·5 × [illegible] | [illegible] British | [illegible] | |
| 12272 | Loch Skin | 220 | +100A1 Abn | | 1920 J. Lewjak Sons, Ltd. Aberdeen | Rannoch Fishing Co. Ltd. (R. A. Holmes, Mgr.) | 121·0 × 22·6 × 12·4 | Aberdeen British | T. 3-cy. 17", 27" & 44" - 34" (c) | 13 × 8 |
| 12273 | Loch Torridon | 351 | +100A1 Hul | | 1920 J. Lewjak Sons, Ltd. Aberdeen | Loch Linnhe Steam Towing & Fishing Co. Ltd. Aberdeen (R. A. Holmes, Mgr.) | 140·3 × 24·0 × 12·2 | Aberdeen British | T. 3-cy. 18", 30" & 47" - 30" (c) | 14 × 9 |
| 12274 | Loch Waidale | 211 | | | 1915 J. Duthie Torry S.B. Co. Aberdeen | Wm. Robertson Fishing Co. of Aberdeen, Ltd. (R. A. Holmes, Mgr.) | 116·2 × 22·0 × 12·0 | Aberdeen British | T. 3-cy. 17", 26" & 38" - 25" | 12 × 8 |
| 12275 | Lochalsh | 100 | + Lan. | | 1918 R. Duncan & Co. Ltd. Lossiemouth | J. Stewart | 66·5 × 20·0 × 10·2 | Inverness British | T. 3-cy. 14", 21" & 36" - 24" | 10 × 6 |
| 12276 | Lochinvar | 170 | | | 1900 Scotts' Shipbuilding & Engineering Co. Ltd. Greenock | David MacBrayne (1928), Ltd. | 113·2 × 24·1 × 7·2 | Glasgow British | [illegible] | |
| 12277 | Lochakiel | 320 | | | 1919 H. Robb Ltd. Leith | David MacBrayne (1928), Ltd. | 105·0 × 26·1 × [illegible] | Glasgow British | [illegible] | |
| 12278 | Lochaley | 131 | | | 1884 Wallsend Slipway & Eng. Co. Ltd. Newcastle | A. F. Markell | 91·0 × 20·2 × [illegible] | Newcastle British | T. 3-cy. 11", 20" & 30" - 20" | |
| 12279 | Locust Point | 222 | | | 1891 The Cramp & Sons S. & E. B. Co. Philadelphia, Pa. | Crescent Towing & Lighterage Co. (Cornelius Vanderbilt Jr., Mgr.) | 97·7 × 23·1 × 13·2 | Wilmington (Del.) U.S.A. | [illegible] | |
| 12280 | Loftus | 226 | | | 1882 Wallsend Slipway & Eng. Co. Ltd. Newcastle | [illegible] | 100·0 × 20·0 × [illegible] | Newcastle British | [illegible] | |
| 12281 | Lois | 220 | +100A1 Fk | | 1917 Cook, Welton & Gemmell, Ltd. Berwick | Flaxwell Steam Fishing Co. Ltd. (Robertson & J. Moody, Mgr.) | 100·2 × 22·0 × 12·2 | Lowestoft British | T. 3-cy. 18", 27" & 41" - 30" (c) | 13 × 8 |
| 12282 | Lois | 216 | + Fk | | 1906 Ardrossan S.B. Co. Ardrossan | Vapor Navigation S.S. Co. (A. G. Torrilhon & F. Sanz Carrillo, Mgrs.) | 115·1 × 22·1 × [illegible] | [illegible] British | T. 3-cy. 17", 26" & 38" - 25" | 9 × 6 |
| 12283 | Lois Vales | 117 | | | 1920 Tenneyson & Sons Ltd. Wigan | Manuel Vales | 92·5 × 18·0 × 11·0 | Vigo Spanish | T. 3-cy. 14", 18" & 29" - 24" | |

| Numéro Officiel | Nom du Navire, Signaux, et Numéro de Pavillon | Tonnage | Classe de la Classification | Construction | Machines | Dimensions |
|---|---|---|---|---|---|---|
| 1[illegible] | Lollat | [illegible] | | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Lowland | [illegible] | | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Lowmigale | [illegible] | | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Lowlas | [illegible] | | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Lowand | [illegible] | | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Loxton Mammoth | [illegible] | [illegible] A- Lox | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Loxdrex | [illegible] | [illegible] B1a | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Lone Flyer | [illegible] | | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Longerne | [illegible] | | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Lossingdal 2 | [illegible] | | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Loudale | [illegible] | [illegible] 100A1 CS | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Lord | [illegible] | | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Loos | [illegible] | [illegible] Nav | [illegible] | [illegible] | [illegible] |
| 1[illegible] | — | [illegible] | | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Lore | [illegible] | | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Lopra | [illegible] | | [illegible] | [illegible] | [illegible] |
| 1[illegible] | — | [illegible] | | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Lord Allendale | [illegible] | [illegible] 100A1 Gran | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Lord Annesley | [illegible] | [illegible] 100A1 Mel | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Lord Anson | [illegible] | [illegible] 100A1 Lei | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Lord Ashby | [illegible] | [illegible] 100A1 Fiel | [illegible] | [illegible] | [illegible] |

| Numéro Officiel | Nom du Navire | Construction | Machines | Dimensions |
|---|---|---|---|---|
| 1[illegible] | Smith's | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Ernest H. | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | A. Mann | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Harlowfell | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | E. K. Mills | [illegible] | [illegible] | [illegible] |
| 1[illegible] | J. Lewisch | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | W. J. | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Mark & Co. | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Fennelal's | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Smith's | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Smith's | [illegible] | [illegible] | [illegible] |

| No. in Reg. Book / Official No. / Call Signals | Steamer's Name, Nationality, Rig, &c. / Date Name if any / Special Surveys, No. of Decks, &c. | Tonnage | Particulars of Classification. Character / Class / Mark | Tons Gross | Tons Net | Built. When | By, Where | Owners. | Port of Registry | Engines. | Tonnage |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12133 | Lord Ashfield | 300 | ✠100A1 Hul | | | 1920 | Cochrane & Sons Ltd. Selby | Fleetwood & Iceland Fishing Co. Ltd. | Fleetwood | T.3Cy 18" 33" x 27"-30" (c) | 14 × 9 |
| 12134 | Lord Balfour of Burleigh | 300 | ✠100A1 Hul | | | 1919 | Cochrane & Sons Ltd. Selby | Fleetwood & Iceland Fishing Co. Ltd. | Fleetwood | T.3Cy 18" 33" x 27"-30" (c) | 14 × 9 |
| 12137 | Lord Beaconsfield | 300 | ✠100A1 Glas | | | 1919 | Cochrane & Sons Ltd. Selby | W. A. Crawford | Grimsby | T.3Cy 18" 33" x 27"-30" (c) | 13 × 9 |
| 12138 | Lord Beaverbrook | 300 | ✠100A1 Hul | | | 1920 | Cochrane & Sons Ltd. Selby | Fleetwood & Iceland Fishing Co. Ltd. | Grimsby | T.3Cy 18" 33" x 27"-30" (c) | 14 × 9 |
| 12139 | Lord Birkenhead | 300 | ✠100A1 Glas | | | 1919 | Cochrane & Sons Ltd. Selby | Grampian Steam Trawling Co. Ltd. (R. S. Douglas, Mgr.) | Grimsby | T.3Cy 18" 33" x 27"-30" (c) | 13 × 9 |
| 12140 | Lord Bradbury | 300 | ✠100A1 Hul | | | 1920 | Cochrane & Sons Ltd. Selby | Fleetwood & Iceland Fishing Co. Ltd. | Grimsby | T.3Cy 18" 33" x 27"-30" (c) | 14 × 9 |
| 12141 | Lord Brentford | 300 | ✠100A1 Hul | | | 1920 | Cochrane & Sons Ltd. Selby | Fleetwood & Iceland Fishing Co. Ltd. | Grimsby | T.3Cy 18" 33" x 27"-30" (c) | 14 × 9 |
| 12142 | Lord Byng | 300 | ✠100A1 Glas | | | 1919 | Cochrane & Sons Ltd. Selby | Sunset Steam Fishing Co. Ltd. (R. C. Stample, Mgr.) | Grimsby | T.3Cy 18" 33" x 27"-30" (c) | 13 × 9 |
| 12143 | Lord Cecil | | | | | 1919 | Smith's Dock Co. Ltd. Middlesbro' | Cleveland Wine Merchants (Ld.) (J. E. Bacon, Mgr.) | Grimsby | T.3Cy 18" 33" x 27"-30" | 13 × 9 |
| 12144 | Lord Chelmsford | 300 | ✠100A1 Hul | | | 1920 | Cochrane & Sons Ltd. Selby | Fleetwood & Iceland Fishing Co. Ltd. | Grimsby | T.3Cy 18" 33" x 27"-30" (c) | 14 × 9 |
| 12145 | Lord Cochrane | 150 | | | | 1920 | Ferguson Bros. (Port Glasgow) Ltd. Port Glasgow | Lord Alfreds | Aberdeen, Brownhill | T.3Cy 14" 25" x 20"-24" (c) | 16 × 9 |
| 12146 | Lord Collingwood | 300 | ✠100A1 Yar | | | 1920 | Lewis & B. Allsop Co. (1907) Ltd. Goole | Lowestoft Steam Herring Drifters Co. Ltd. | Lowestoft | T.3Cy 18" 27" x 24"-30" (c) | 13 × 9 |
| 12147 | Lord Cowdenmere | 300 | | | | 1918 | J. S. White & Co. Ltd. Cowes | Cowes Lighters Ltd. Cowes | Cowes | 3Cy 11" x 20"-30" | |
| 12148 | Lord Darling | 300 | ✠100A- Glas | | | 1918 | Cochrane & Sons Ltd. Selby | Consolidated Fisheries Ltd. (Sir John B. Marnoch, Bart., Mgr.) | Grimsby | T.3Cy 18" 33" x 27"-30" (c) | 13 × 9 |
| 12149 | Lord Davidson | 300 | ✠100A1 Hul | | | 1920 | Cochrane & Sons Ltd. Selby | Fleetwood & Iceland Fishing Co. Ltd. | Grimsby | T.3Cy 18" 33" x 27"-30" (c) | 14 × 9 |
| 12150 | Lord Dawson | 300 | ✠100A1 Hul | | | 1920 | Cochrane & Sons Ltd. Selby | Fleetwood & Iceland Fishing Co. Ltd. | Grimsby | T.3Cy 18" 33" x 27"-30" (c) | 14 × 9 |
| 12151 | Lord Derby | 300 | ✠100A1 Hul | | | 1919 | Cochrane & Sons Ltd. Selby | Fleetwood & Iceland Fishing Co. Ltd. | Grimsby | T.3Cy 18" 33" x 27"-30" (c) | 14 × 9 |
| 12152 | Lord Durham | 300 | ✠100A1 Glas | | | 1919 | Smith's Dock Co. Ltd. Middlesbro' | Consolidated Fisheries Ltd. (Sir John B. Marnoch, Bart., Mgr.) | Grimsby | T.3Cy 18" 33" x 27"-30" (c) | 13 × 9 |
| 12153 | Lord Elgin | 300 | | | | 1920 | Kirkcaldy Dock Co. Ltd. Kirkcaldy | Isle of Wight Royal Mail Steam Pkt. Co. Ltd. | Kirkcaldy | 3Cy 22" x 40"-30" | |
| 12154 | Lord Erle | 300 | ✠100A1 Glas | | | 1919 | Cochrane & Sons Ltd. Selby | Fleetwood Steam Fishing Co. Ltd. (R. S. Douglas, Mgr.) | Grimsby | T.3Cy 18" 33" x 27"-30" (c) | 13 × 9 |

| Numéro officiel | Nom du Navire, Numéro international de Signaux, Port d'attache, Numéro du Pavillon | Tonnage | Détails de la Classification | Date de la Classification | Machines | Chantiers | Propriétaires | Dimensions | Machines |
|---|---|---|---|---|---|---|---|---|---|
| 121[illegible] | Lord Guisford | [illegible] | 100A1 Hul | [illegible] | 1919 Cochrane & [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 121[illegible] | Lord Glasely | [illegible] | 100A1 [illegible] | [illegible] | 1927 C. [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 121[illegible] | Lord Grey | [illegible] | 100A1 Hul P | [illegible] | 1929 Cochrane | Pickersgill | [illegible] | [illegible] | [illegible] |
| 121[illegible] | Lord Harewood | [illegible] | 100A1 Hul | [illegible] | 1918 Cochrane & | Pickersgill | [illegible] | [illegible] | [illegible] |
| 121[illegible] | Lord Howart | [illegible] | 100A1 Hul P | [illegible] | 1919 Cochrane | Pickersgill | [illegible] | [illegible] | [illegible] |
| 121[illegible] | Lord Inchcape | [illegible] | 100A1 Hul | [illegible] | 1924 Cochrane & | Pickersgill | [illegible] | [illegible] | [illegible] |
| 121[illegible] | Lord Irwin | [illegible] | 100A1 Hul P | [illegible] | 1926 Cochrane | Pickersgill | [illegible] | [illegible] | [illegible] |
| 121[illegible] | Lord Islington | [illegible] | 100A1 Hul | [illegible] | 1925 Cochrane & | Pickersgill | [illegible] | [illegible] | [illegible] |
| 121[illegible] | Lord Jolmy | [illegible] | [illegible] Hul | [illegible] | 1906 Lobnitz & | [illegible] | [illegible] | [illegible] | [illegible] |
| 121[illegible] | Lord Keith | [illegible] | 100A1 Lloyd | [illegible] | 1920 Lindell, R. | [illegible] | [illegible] | [illegible] | [illegible] |
| 121[illegible] | Lord Knollys | [illegible] | 100A1 Hul | [illegible] | 1911 Cochrane | [illegible] | [illegible] | [illegible] | [illegible] |
| 121[illegible] | Lord Loudale | [illegible] | 100A1 Hul | [illegible] | 1924 Cochrane & | Pickersgill | [illegible] | [illegible] | [illegible] |
| 121[illegible] | Lord Melchett | [illegible] | 100A1 Hul P | [illegible] | 1929 Cochrane | Pickersgill | [illegible] | [illegible] | [illegible] |
| 121[illegible] | Lord Merrivale | [illegible] | 100A1 Hul | [illegible] | 1929 Cochrane & | Pickersgill | [illegible] | [illegible] | [illegible] |
| 121[illegible] | Lord Minto | [illegible] | 100A1 Hul | [illegible] | 1911 Cochrane & | [illegible] | [illegible] | [illegible] | [illegible] |
| 121[illegible] | Lord Mountbatten | [illegible] | 100A1 Hul | [illegible] | 1923 Cochrane & | Pickersgill | [illegible] | [illegible] | [illegible] |
| 121[illegible] | Lord Northcliffe | [illegible] | [illegible] | [illegible] | 1919 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 121[illegible] | Lord Rodney | [illegible] | 100A1 [illegible] | [illegible] | 1920 Lindell, R. | [illegible] | [illegible] | [illegible] | [illegible] |
| 121[illegible] | Lord St. Vincent | [illegible] | 100A1 Lloyd | [illegible] | 1923 J. Chain- | [illegible] | [illegible] | [illegible] | [illegible] |

| Official No. | Steamer's Name, Nationality, Rig, &c. | Tonnage | Particulars of Classed Scantlings | Year of Last Survey | Built | Owners | Tonnage | Port of Registry | Engines | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|
| 12144 | Lord Salisbury | 300 | ✠100A1 Mine | | 1917 Cook, W. & J. | Earlstown Fishing Co. Ltd. (Robert Black, Mgr.) | 117 | | | 18 - 7 |
| 12145 | Lord Shaftesbury | 299 | ✠100A1 Mine | | 1914 Cockerill | | 120 | | | 17 - 9 |
| 12146 | Lord Shrewsbury | | | | 1930 Cook, W. & J. | Trawlers Wire Rope Company Ltd. (J. S. Sunn, Mgr.) | 114 | | | 11 - 10 |
| 12147 | Lord Stalbridge | 198 | F | | 1909 The Dublin | Kinchenership Co. Ltd. | 140 | | | 11 - 9 |
| 12148 | Lord Strathcona | 600 | | | 1909 J. P. Ben- | Sunderlandwerk Werftenge Co. Ltd. | 149 | Quebec | | 14 - 9 |
| 12149 | Lord Suffolk | 115 | ✠100A1 Tor | | 1929 J. Charp- | Lowestoftoase Herring Drifters Co. Ltd. | 32 | | | 10 - 4 |
| 12150 | Lord Trent | 340 | ✠100A1 Hal F | | 1930 Cochrane | Fishering & Allied Industries Trawling Co. Ltd. | 140 | | | 14 - 4 |
| 12151 | Lord Weir | 330 | ✠100A1 Hal | | 1926 Cochrane | Fishering & Allied Industries Trawling Co. Ltd. | 128 | | | 14 - 4 |
| 12152 | Lord Willingdon | 204 | | | 1919 W. Simons | | 200 | | | 12 - 3 |
| 12153 | Lord Winterton | 335 | ✠100A1 Alm | | 1911 Smith's | Consolidated Fisheries Ltd. (Sir John B. Marden, Bart., Mgr.) | 117 | | | 13 - 6 |
| 12154 | Lord Wisborough | 330 | ✠100A1 Hal | | 1930 Cochrane | Fishering & Allied Industries Trawling Co. Ltd. | 128 | | | 14 - 4 |
| 12155 | Lorinda | 340 | ✠100A1 Mine F | | 1929 Cook, W. & J. | Trawlers Wire Rope Co. Ltd. (J. Ainsley, Mgr.) | 140 | | | 14 - 4 |
| 12156 | Lorne | 183 | | | 1899 Alex. | Pacific (Coyle) Net Co. Ltd. | 141 | | | |
| 12157 | Lorraine Rita | 220 | | | 1909 | S. Seibel | 127 | | | |
| 12158 | Los Corsanos | 116 | | | 1920 Francisco | Sanger Lizon | 84 | | | |
| 12159 | Lossaj | 534 | | | 1901 Ale. Hon. | Sangerbrand | 160 | | | G * |
| 12160 | Lothersdale | 119 | | | 1877 Ann | R. Abbildness Ltd. | 84 | Liverpool | | |
| 12161 | Lothian | 130 | Lab | | 1901 Hawthorne | A. S. Rowe | 100 | | | 11 - 6 |
| 12162 | Lotus | 215 | | | 1911 J. Dyrlie | B. Gotenskerhen | 114 | | | 13 - 1 |
| 12163 | Lotte | 130 | | | 1911 C. Lillering | Sonnen-Tiger-Packet Packerei | 31 | | | G * |
| 12164 | Lotti | 231 | | | 1911 Jos. L. | C. Andersen | 120 | | | G * |
| 12165 | Lou Pescados | 205 | Pat | | 1919 Fortuhel's | | 150 | | | 14 - 9 |

| Numéro officiel | Noms des Navires, Numéros, Signaux, &c. | Tonnage | Détails de la Classe | Machines | Constructeurs | Armateurs | Dimensions | Port d'enregistrement | Machines | Observations |
|---|---|---|---|---|---|---|---|---|---|---|
| 12166 | **Lockyrne** | 307 | +100A1 Hts | | 1918 Cassidy, Lossiemouth | | | | | |
| 12167 | **Lucktasky** | | | | 1914 | | | | | |
| 12168 | **Louis** | 147 | | | 1910 J. Hagerman | | | | | Y * |
| 12169 | **Louis Botha** | 299 | +100A1 Hts | | 1916 Cook, Welton | | | | | |
| 12170 | **Louis M. Winslow** | 341 | | | 1919 Kiss Fess. Co. | | | | | |
| 12171 | **Louisa** | 150 | | | 1901 Hall, Russell | | | | | |
| 12172 | **Louise** | 122 | | | 1922 | | | | | |
| 12173 | **Louise II.** | 105 | | | 1899 Akers Meh. Works | | | | | |
| 12174 | **Louise F.** | 122 | | | 1910 W. E. Robertson | | | | | |
| 12175 | **Louise Marguerite** | 318 | | | 1906 Ateliers & Chs. de France | | | | | Y * |
| 12176 | **Louise Marie** | 105 | | | 1899 De la Hous. et Penhoët | | | | | Y |
| 12177 | **Louise Schupp** | 103 | | | 1906 H. C. Stülcken Sohn | | | | | |
| 12178 | **Louise Suzanne** | 250 | | | 1917 J. W. Klawitter | | | | | Y |
| 12179 | **Louise Yvonne** | 120 | | | 1916 N. V. Werf. "Gelderland" | | | | | Y |
| 12180 | **Louise et Marie** | 300 | +100A1 Hts | | 1916 Cochrane | | | | | |
| 12181 | **Louisette M.** | 103 | | | | | | | | |
| 12182 | **Louis** | 120 | | | 1917 D. Dock | | | | | |
| 12183 | **Loup de Mer** | 225 | | | 1922 J. G. Hitzler | | | | | Y |
| 12184 | **Lourdes** | 112 | | | 1919 Francesc. y Jaume | | | | | |
| 12185 | **Lourette** | 141 | | | 1921 Hijos del Barcelona | | | | | |
| 12186 | **Louette** | 175 | | | 1909 Dorier | | | | | Y * |
| 12187 | **Lovaka** | 300 | +100A1 Hts | | 1915 Cook, Welton | | | | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Class Position | Built | Owner | Length | Breadth | Depth | Port of Registry | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1[illegible] | Loves I. | [illegible] | | 1932 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | N |
| 1[illegible] | Loves II. | [illegible] | | 1936 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | N |
| 1[illegible] | Lovina | [illegible] | | 1907 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Lowestoft | [illegible] | | 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Lowther | [illegible] | +100A1 F6 | 1918 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Loyal | [illegible] | +100A1 Gm | 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | — | [illegible] | | 1931 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | N |
| 1[illegible] | Loyal Prince | [illegible] | | 1912 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Lübeck | [illegible] | | 1925 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | G |
| 1[illegible] | — | [illegible] | | 1908 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Lucas | [illegible] | +100A1 Lr | 1931 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Lucifer | [illegible] | +100A1 F6 | 1914 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Lucienne Jeanne | [illegible] | +100A1 | 1917 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Lucifer | [illegible] | | 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | Y |
| 1[illegible] | Lucinda | [illegible] | | 1936 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Lucier | [illegible] | | 1936 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | Y |
| 1[illegible] | Lucy Ashton | [illegible] | | 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Ludgate Marie | [illegible] | 100A | 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Ludwig | [illegible] | | 1919 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | G |
| 1[illegible] | Ludwig Sanders | [illegible] | | 1919 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | G |
| 1[illegible] | Ludwig Wiener | [illegible] | +100A1 CFa | 1912 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |

| Signal Letters | Noms du Navire | Tonnage | Détails de la Classe | Constrût | Armateurs | Dimensions | Port d'immatriculation | Machines | Remarques |
|---|---|---|---|---|---|---|---|---|---|
| 12200 | Lafwell | 276 | ✠100A1 Nav | 1912 Vs Dunston | Anglo-American Oil Co. Ltd. (J. J. Weir, Mgr.) | 130'0'21'6 | London | C.2Cy 16"x26" | |
| 12210 | Lafworth | 276 | ✠100A1 Bkr | 1911 J T Ebring | Anglo-American Oil Co. Ltd. (J. J. Weir, Mgr.) | 130'2'22'1 | Newcastle | C.2Cy 16"x26" | |
| 12211 | Luigi | 192 | | 1914 A. Parodi | Soc. Anon. Lavori pel Porto | 82'0'19'4 | Genoa | | |
| 12212 | Laiza | 182 | | 1919 Maestrales | M. Piñeiro & Co. | 90'0'22'0 | Santander | | |
| 12213 | Laiza M. | 232 | | 1907 Cornélia | S. J. Pelaz | 100'0'30'2 | M. Pelaz | | |
| 12214 | Laise | 126 | | 1907 C. Ludwig | Bremer Tiger-Schiffahrt-Gesellschaft | 84'0'21'4 | Bremen | | G |
| 12215 | Laise Bergmann | 282 | | 1916 J. Frost | W. Bergmann | 120'0'24'0 | Hamburg | | G |
| 12216 | Laise Henriette | 222 | | 1905 C. Chantrie | "Grosse Kurfürst" Bergungsbetrieb A.G. | 78'0'21'4 | Stettin | | |
| 12217 | Lotenant General dos Reis Portugal | 190 | ✠ Bkr Trawler | 1899 Cochrane & Co. | Algemene Visch. Maat. Maas S.V. (De Vooij S.V. Mgrs.) | 110'0'21'0 | Vlaardingen | T.3Cy 16",24"x26" | 12 + 6 |
| 12218 | Lumley | 120 | | 1907 Hepple & Co. Ltd. | Lambton & Hetton Collieries Ltd. W. H. Patrick, Mgr. | 90'0'20'0 | Newcastle | C.2Cy 16"x26" | |
| 12219 | Luna | 237 | | 1905 Cochrane & Co. | Cia. Uruguaya de Pesca Ltda. | 123'0'21'0 | Buenos Aires | C.2Cy 18"x26" | |
| 12220 | Luna | 312 | | 1910 Smith's Dock Co. Ltd. | Westfleischer Trawler Ges. m.b.H. (J. B. Wuttke, Mgr.) | 131'0'24'0 | Cuxhaven | C.3Cy 20",28"x27" | C |
| 12221 | Lunda | 280 | ✠100A1 Tr | 1911 Cochrane & Co. | J. Marshall & Co. Ltd. | 130'0'23'0 | Grimsby | T.3Cy 18",27"x26" | 13 + 6 |
| 12222 | Luna | 190 | | 1900 J. Trotter & Son | Magellan Lines | 115'0'20'7 | Gothenburg | C.2Cy 16"x26" | 12 + 6 |
| 12223 | Luguvrna | 652 | | 1905 J. Crichton & Co. Ltd. | Government of Tasmania | 147'0'30'6 | Kirkcaldy | T.3Cy 19",28"x27" | 14 + 6 |
| 12224 | Lussiza | 222 | | 1911 M. C. Mar-tinich | Cia. Adriatica di Nav. | 140'0'19'0 | Fiume | T.3Cy 17",24"x24" | 8 + 6 I |
| 12225 | Luterence | 194 | | 1900 Long Kong | Lane, Crawford & Co. Inc. | 110'7'24'2 | Russia | | 10 + 6 |
| 12226 | Lutgardina | 163 | | 1917 J. Kuster | E. Lauters | 99'0'17'7 | Amsterdam | | V |
| 12227 | Lavi | 220 | | 1910 N. P. Pilot-ten | Vereinigte Rheinreederei | 108'0'26'4 | Duisburg | | |
| 12228 | Lax | 130 | | 1891 Jarrow | Kitchen & North Pool Steamship | 90'7'19'1 | Hartlepool | | |
| 12229 | Lyd | 117 | | 1881 Hawthorn | J. Reid | 82'6'17'0 | Dundee | | |

| No. in Book / Official No. / Code Letters | Steamer's Name, Material, Rig, &c. / Load Draft of Water / Special Surveys, No. of Decks, &c. | Tonnage | Particulars of Classification / Character | Date of Last Survey | Place of Last Survey | Not Under Lloyd's Rules | Built / When | By Whom / Where | Owners | Engines | Port of Registry / Flag | Engines / Where Built / Builder's Name | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1232 | Lydia | | | | | | 1913 | Hepplewhite | R. Aycock & Co. | 35-1-21-2-11-0 | Buenos Aires | | 12 + 4 |
| 1233 | Lydia Eva | | | | | | 1930 | King's | W. J. Burrick | 35-0-20-6 | Fareham | | 10 + 4 |
| 1234 | Lyn | 342 | A1 | Abe | | | 1906 | J. Dublin | John Rawsons | 138-9-21-7-11-0 | Glasgow | | 12 + 4 |
| 1235 | Lynessa | | | | | | 1916 | Hylton B. | | 105-5-21-1 | London | | |
| 1236 | Lynch | 171 | A1 | Fal | | | 1924 | J. Meyers | | 100-4-22-2-12-0 | London | | 13 + 4 |
| 1237 | Lyndale | | | | | | 1901 | G. Brownlee | W. J. Bishop | 84-1-20-0 | Dublin | | 9 + 4 |
| 1238 | Lyngdal | | | | | | 1911 | Eriksberg | | 106-4-19-9 | Farsund | | |
| 1239 | Lynx II. | | | | | | 1906 | Cockerill | | 127-9-22-1-11-0 | Grimsby | | 12 + 4 |
| 1240 | Lysander | | | | | | 1898 | Edwards | T. W. Bookwalter | 110-5-21-2-10-7 | Grimsby | | 11 + 4 |
| 1241 | Lysefjord I. | | | | | | 1874 | Trondhjem | | 106-1-18-0 | Norway | | |
| 1242 | Lysekil | | | | | | 1888 | Motala Co. | | 142-5-21-9 | Sweden | | |
| 1243 | Lysesund | | | | | | 1919 | | | 108-7-22-7 | Norway | | |
| 1244 | Lyster | 119 | A1 | Lyr | | | 1930 | W. Simons | Mersey Docks Harbour Board | 139-9-35-6-12-0 | Liverpool | | 15 + 4 |
| 1245 | Lyttelton | 232 | | Lyt | | | 1907 | Ferguson | Lyttelton Harbour Board | 115-5-23-1-12-0 | Lyttelton | | 14 + 3 |
| 1246 | — | | | | | | 1879 | Laird Bros. | Laird Bros. Ltd. | 123-8-22-1-11-0 | Auckland | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| Numéro Officiel | Noms des Navires, Machines, Chaudières, &c. | Tonnage | Détails de la Classification | Construit. | Armateurs | Dimensions d'après le Jaugeage | Port d'Attache | Machines | Chaudières | Observations |
|---|---|---|---|---|---|---|---|---|---|---|
| 1198 | M. A. Dodds | 100 | | 1899 A. Hall & Co. | | 100 | Dundee | | 11 × 8 | |
| 1199 | M. A. James | 120 | | 1900 D. W. Ellis | W. J. Slade | 84 | Scarborough | | 11 × 8 | V |
| 1200 | M. E. Johnson | 120 | | 1876 Schlichting | | 99 | Pavilion Street | | 10 × 8 | |
| 1201 | M. F. 4 | 100 | | 1901 J. Kuster | | 102 | Scarborough | | | V * |
| 1202 | M. F. 5 | 100 | | 1902 J. Kuster | | 102 | Scarborough | | | V * |
| 1203 | M. Franklin | 150 | | 1903 Dublin S.B. | | 239 | Grimsby | | | |
| 1204 | M. H. Davies | 120 | | 1904 Harrington | S. S. Gault | 88 | Fleetwood | | | |
| 1205 | M. J. Derby | 300 | | 1905 Gloucester | M. J. Derby, Jun. | 120 | New York | | | |
| 1206 | M. Morse | 300 | | 1906 J. H. Dia- | | 100 | New York | | 14 × 2 | |
| 1207 | M. O. F. 1 R. A. | 427 | | 1908 Yarrow & Co. Ltd. | | 143 | Buenos Ayres | | 9 × 8 | |
| 1208 | M. Pastor Landero | 190 | | 1909 G. Sociedad | | 111 | | | | |
| 1209 | M. S. C. Ballin | 1200 | | 1910 Ferguson | | 230 | | | 16 × 8 | |
| 1210 | M. S. C. Grey | 442 | | 1911 Fleming & Ferguson, Ltd. | | 133 | | | 12 × 8 | |
| 1211 | M. Sicken | 284 | | 1912 M. Sicken | M. Sicken | 129 | Tacoma | | | L |
| 1212 | M. Signora | 270 | | 1913 J. T. Mellon | | 112 | Wisbech | | | |
| 1213 | M. U. E. R. 7 | 100 | | 1914 Krull & Reiher | | 141 | Wismar | | | |
| 1214 | Maagen | 102 | | 1915 Gebrüder Schwartz | W. Petersen | 68 | Flensburg | | | V * |
| 1215 | Maakenwirder | 112 | | 1916 Nordseewerke | Bilgum & Reimers | 77 | Emden | | | |
| 1216 | Maar I. | 100 | | 1917 Gebr. Sachs | A. Wiegand | 91 | Bremerhaven | | | |
| 1217 | Maarten | 102 | | 1918 S. J. v. d. Wende | | 91 | Scheveningen | | | |
| 1218 | Maas | 102 | | 1919 Schwegmann | | 90 | Amsterdam | | | V * |
| 1219 | Maasdam | 102 | | 1920 N. V. v. d. | | 94 | Amsterdam | | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Class | Built | Owners | Port of Registry | Engines | Dimensions |
|---|---|---|---|---|---|---|---|---|
| 1297 | Massoud | | | 1900 | | | | |
| 1298 | Matalino | | ✠100A1 Nav | 1918 | | | | |
| 1299 | Mae Bin | | | 1918 | | | | |
| 1300 | Maeve | | | 1909 | | | | |
| 1301 | Maeful | 179 | ✠100A1 Gen | 1906 | | | | |
| 1302 | Markada | | | 1918 | | | | |
| 1303 | Machlil | | | 1906 | | | | |
| 1304 | Mackay Edgar | | | 1918 | | | | |
| 1305 | Markatash | 97 | ✠100A1 Hyk | 1920 | | | | |
| 1306 | Marlaxy | 217 | ✠100A1 Gen | 1912 | | | | |
| 1307 | Marquarie | 225 | ✠ Ref | 1908 | | | | |
| 1308 | Marsin | | | 1919 | | | | |
| 1309 | Mallam Queen | | | 1921 | | | | |
| 1310 | Madden | | | 1917 | | | | |
| 1311 | Madeira-Mamoré | 329 | ✠ Min | 1910 | | | | |
| 1312 | Mateleine | | | 1907 | | | | |
| 1313 | — | | | 1913 | | | | |
| 1314 | Madelys H. Hebb | | | 1918 | | | | |
| 1315 | Madge | | | 1912 | | | | |
| 1316 | — | | | 1907 | | | | |
| 1317 | Madia | 270 | ✠ Dwg | 1908 | | | | |
| 1318 | Madison | 296 | | 1917 | | | | |

| Numéro Officiel | Noms du Navire | Détails de la Classification | Construit | Propriétaires | Dimensions | Machines | Remarques |
|---|---|---|---|---|---|---|---|
| 1[illegible] | **Madc** | [illegible] | 1[illegible] N.Y.N.Jersey | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | **Madonna del Rosario** | [illegible] | 1[illegible] Pasajes | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | **Madras** | 100 A1 | 1[illegible] W. Simons | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | **Madrugador** | 100 A1 | 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | **Mafreesa** | 100 A1 | 1[illegible] Cant. Nav. | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | **Magda** | [illegible] | 1[illegible] F. Lübring | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | — | [illegible] | 1[illegible] J. King | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | — | [illegible] | 1[illegible] G. H. Thyssen | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | **Magdalen** | [illegible] | 1[illegible] J. McG. | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | **Magdalena** | [illegible] | 1[illegible] W. H. | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | **Magdeburg** | [illegible] | 1[illegible] Deutsche | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | **Maggie** | [illegible] | 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | **Maggie Lough** | [illegible] | 1[illegible] J. Miller | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | **Maggie Miller** | [illegible] | 1[illegible] S. W. Willis | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | **Magicienne** | [illegible] | 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | **Magnl** | [illegible] | 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | **Magnolia** | [illegible] | 1[illegible] Cook, Wilson | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | — | [illegible] | 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | **Magpie** | [illegible] | 1[illegible] Cook, Wilson | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | **Magret-Inge** | [illegible] | 1[illegible] J. J. Smith | [illegible] | [illegible] | [illegible] | [illegible] |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Class | Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|
| 1230 | **Magristha** Steel Sc Fore Cabin Poop 1,100 | 156 | | 1930 | E. J. Smith & Sons, Glasgow | Newcastle | 10 Engines | V |
| 1231 | **Magrul** Steel Twin Screw Fore Cabin Poop 1,100 | 100 | | 1930 | T. J. Dunlop & Co., Glasgow | Glasgow | | |
| 1232 | **Mahenko** Wood Sc (Fishery) Oil Eng 1,100 | 122 | | 1929 | Sociétés Réunies, Luxembourg | Luxembourg | 1 Engine | |
| 1233 | **Mahoe** Wood Twin Sc (Tug) Oil Eng Fore Cabin Poop 1,100 | 221 | | 1933 | Ballard Marine Co. Inc., Seattle, Wash. | Seattle | 1 Engine | |
| 1234 | **Mahoe** Wood Sc 1,100 | 127 | | 1901 | J. Wagner, Bremerhaven, G. | Bremerhaven | | |
| 1235 | **Mahurangi** Wood Sc 1,100 | 252 | | 1908 | W. H. Brown, Auckland | Auckland | | |
| 1236 | **Mai** Wood Sc Fore Cabin Poop 1,100 | 333 | ✠100A1 Yacht Fish Lloyd's Class | 1920 | Cook, Welton & Gemmell, Ltd., Beverley, Yorks. | Hull | 1 Engine | |
| 1237 | **Maiga** Wood Sc (Fishery) Poop 1,100 | 222 | | 1918 | Tydskaiva K.F.I.S., Tydskaiva | K. Fellin | | V |
| 1238 | **Maija** Wood Sc 1,100 | 152 | | 1921 | Laukko-vuori Kyhtiöyhtiö | A. Wuorinkiisen K.B. | Wiborg | |
| 1239 | **Maia** Wood Sc (Trawler) Oil Eng Fore Cabin Poop 1,100 | 200 | | 1912 | Cuxhaven Gesamt Königsberg | Hamburg | | G |
| 1240 | **Maine** Steel Sc (Trawler) Oil Eng Fore Cabin Poop 1,100 | 200 | | 1911 | Bailliu Wickersley, Sprl., Mons | Bailliu Diamond Trawling Co. | 1 Engine | R |
| 1241 | **Maine** Wood Sc (Trawler) Oil Eng Fore Cabin Poop 1,100 | 201 | | 1921 | Schiffer v. H. Kuhl & Libeck | Schiffer v. Wittenberg & "Kuhlen" Seefischerei-Gesellschaft, Cuxhaven | Wittenberg | G |
| 1242 | **Maire** Wood Sc 1,100 | 170 | | 1917 | Vilko Nyl-Osakeyhtiö, Finland | Aland Steam | Jakobstad, Finland | |
| 1243 | **Mairenn** Wood Sc (Fishing Vessel) Motor (See Building Ship Register) 1,100 | 142 | | 1921 | Nordstrand | J. Marcussen & Co. | Bergen | |
| 1244 | **Maitland** Steel Sc 1,100 | 150 | | 1905 | J. Kane & Co., Bangkok | Marine Board of Lumsden, Tasmania | Launceston, Tasmania | |
| 1245 | **Maitland No. 1** Steel Twin Sc (Tug) Fore Cabin Poop 1,100 | 230 | | 1914 | G. Lakes Eng. Works, Rivers, Mich. | Toronto, Hamilton & Buffalo Nav. Co. | Toronto | |
| 1246 | **Maj** Steel Sc (Trawler) Oil Eng 1,100 | 120 | | 1906 | J. Duthie Sons & Co., Aberdeen | Shore Alexander, Aberdeen & John Gibson | Aberdeen | |
| 1247 | **Maja** Steel Sc (Fishing Trawl, Motor) Oil Eng 1,100 (See Building Ship Register) | 122 | | 1921 | J. Hardy & Co., Ltd. | Hull | Aberdeen | |
| 1248 | **Maje** Wood Sc (Fishery) Oil Eng 1,100 (See Building Ship Register) | 141 | | 1914 | J. Reed & Co., Lowestoft | Do. J. Simmons | Lowestoft | V |
| 1249 | **Majberg** Steel Sc 1,100 | 152 | | 1922 | Gebrüder Sachsenberg, Hamburg | H. Sachsenberg | Hamburg | |
| 1250 | **Majestic** Steel Twin Sc Ship-rig 1,100 | 270 | | 1899 | Polson Iron Works, Toronto | Canada Steamship Lines, Ltd. | Montreal | |
| 1251 | — Wood Sc 1,100 | 127 | ✠100A1 Yacht Lloyd's Class | 1898 | Schmidt & Co., Newcastle | Tyne Steamship Co. Ltd. | Newcastle | |

| Numéro officiel | Nom du Navire, Numéro, Année de Construction | Tonnage | Détails de la Classe | Chaudières | Machines | Propriétaires | Armateurs | Port d'Attache | Dimensions |
|---|---|---|---|---|---|---|---|---|---|
| 12231 | Makarska | 229 | ✠100A1 | Rye | | 1909 Rudolfsen | Schwarzka Fr. | Bergen | |
| 12232 | Makis | 122 | | | | 1908 J. P. Rop. | J. S. Rosenvinge | Copenhagen | |
| 12233 | Makso | 250 | | | | 1918 Montgomery | Burns, Philp | Sydney, N.S.W. | |
| 12234 | Makora | 290 | | | | 1911 T. Bailey, jun. | Newport Steam Ferry Co. Ltd. | Auckland | |
| 12235 | Malacca | 212 | | | | 1897 Tuffnell | Wanick S.S. Co. Ltd. | Singapore | |
| 12236 | Malamlite | 248 | | | | 1917 Cook, Wel- | Transatlantic Fruit Co. Ltd. | Bermuda | |
| 12237 | Malaga | 271 | 100A1 | Fin | | 1917 Dominion | Dominion Steamships Ltd. | Toronto | |
| 12238 | Malamir | 180 | | | | 1898 G. Bennie & Co. | Bayliss & Tyrer | London | |
| 12239 | Malangan | 276 | | | | 1899 Tyne Dock | A. & J. Inglis | Glasgow | |
| 12240 | Malarea | 204 | | | | 1918 Mutala | Trelle & Wilcox | Bergen | |
| 12241 | Malaspina | 305 | | Glo | | 1918 Dublin | Dublin | Dublin | |
| 12242 | Malayan | 336 | ✠100A1 | Gow | | 1909 Cook, Wel- | Cook, Son & Co. Ltd. | Bermuda | |
| 12243 | Maldonado | 135 | | Mil | | 1906 Castle Steel | Cia. Argentina de Navegacion | Buenos Aires | |
| 12244 | Malen | 232 | | | | 1912 Cockerill | Cockerill | Ostende | |
| 12245 | Maleutcha | 211 | | | | 1912 Ondalvro | Ondalvro | Spain | |
| 12246 | Malin | 300 | | | | 1898 Kockums | Kockums | Malmö | |
| 12247 | Mallard | 213 | | | | 1875 Earle's Co. (Limd.) | Earle's Co. (Limd.) | Hull | |
| 12248 | — | 192 | | | | 1902 Dow, Mc- | Dow, McLachlan & Co. Ltd. | Glasgow | |
| 12249 | Malmata | 300 | ✠100A1 | Gow | | 1900 Cook, Wel- | Cook, Son & Co. Ltd. | Bermuda | |
| 12250 | Malmö | 1387 | | | | 1900 Kockums | Kockums | Malmö | |
| 12251 | Malta | 113 | | | | 1877 J. T. H. | J. T. H. | | |
| 12252 | Maltese Cross | 136 | | | | 1884 Edwards | Edwards | London | |

| Numéro officiel | Nom du Navire | Machines | Dimensions |
|---|---|---|---|
| 12231 | Makarska | | |
| 12232 | Makis | | |
| 12233 | Makso | | |
| 12234 | Makora | | |
| 12235 | Malacca | | |
| 12236 | Malamlite | | |
| 12237 | Malaga | | |
| 12238 | Malamir | | |
| 12239 | Malangan | | |
| 12240 | Malarea | | |
| 12241 | Malaspina | | |
| 12242 | Malayan | | |
| 12243 | Maldonado | | |
| 12244 | Malen | | |
| 12245 | Maleutcha | | |
| 12246 | Malin | | |
| 12247 | Mallard | | |
| 12248 | — | | |
| 12249 | Malmata | | |
| 12250 | Malmö | | |
| 12251 | Malta | | |
| 12252 | Maltese Cross | | |

| Official No. | Steamer's Name, Material, Rig, &c. / Late Name of vessel / Special Surveys, No. of Decks, &c. | Tonnage | Particulars of Class / Character | Where Built | Builder | Owners | Registered Dimensions | Port of Registry / Flag | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|
| 1[illegible] | Malvolio | 270 | 100A1 | Hul | | | | | | |
| 1[illegible] | Mamelena No. 2 | 1[illegible] | | Glas | | | | | | |
| 1[illegible] | Mamelena No. 3 | 1[illegible] | | | | | | | | |
| 1[illegible] | Mamiya Maru | 1[illegible] | | | | | | | | |
| 1[illegible] | Mamo | 2[illegible] | | | | | | | | |
| 1[illegible] | Man Maru | 1[illegible] | | | | | | | | |
| 1[illegible] | Mana | 2[illegible] | | | | | | | | |
| 1[illegible] | — | 1[illegible] | | Lyt | | | | | | |
| 1[illegible] | — | 1[illegible] | | | | | | | | |
| 1[illegible] | Manali | 2[illegible] | | PG | | | | | | |
| 1[illegible] | Manna | 1[illegible] | | | | | | | | |
| 1[illegible] | Manapla | 2[illegible] | 100A1 | HKg | | | | | | |
| 1[illegible] | Manasara Maru | 1[illegible] | | | | | | | | |
| 1[illegible] | Manchuria | 1[illegible] | 100A1 | PG | | | | | | |
| 1[illegible] | Manda Maru | 2[illegible] | | | | | | | | |
| 1[illegible] | Mandi | 1[illegible] | | | | | | | | |
| 1[illegible] | Mandro | 2[illegible] | | | | | | | | |
| 1[illegible] | — | 1[illegible] | 8A1 | HDs | | | | | | |
| 1[illegible] | Manger | 1[illegible] | | | | | | | | |
| 1[illegible] | Mango Maru | 1[illegible] | | | | | | | | |
| 1[illegible] | Mangrosh | 1[illegible] | | | | | | | | |

| Official No. | Steamer's Name | Built: Where | Built: By Whom | Owners | Registered Dimensions | Port of Registry / Flag | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|
| 1917 | C. Rossetti | | | | | | | |
| 1918 | J. Dethlefs Co. / "Mamelena" | | | | | | | |
| 1919 | J. Dethlefs Co. / "Mamelena" | | | | | | | |
| 1920 | Kobe Steel Works | | | | | | | |
| 1921 | Mitsubishi | | | | | | | |
| 1922 | Rockfeller | | | | | | | |
| 1923 | Tanchi | | | | | | | |
| 1924 | A. Dubigeon & Cie | | | | | | | |
| 1925 | Fleming & Ferguson | | | | | | | |
| 1926 | W. R. | | | | | | | |
| 1927 | Murdoch & Murray | | | | | | | |
| 1928 | | | | | | | | |
| 1929 | Hong Kong | | | | | | | |
| 1930 | Mitsu Bishi | | | | | | | |
| 1931 | Ferguson | | | | | | | |
| 1932 | Osaka Iron Works | | | | | | | |
| 1933 | W. Ra. | | | | | | | |
| 1934 | Cochrane | | | | | | | |
| 1935 | J. Ernst & Co. | | | | | | | |
| 1936 | Mjelsvik Eurlen | | | | | | | |
| 1937 | Otto Mathiesen | | | | | | | |
| 1938 | | | | | | | | |

| Nom du Navire | Détails de la Classe | Construit | Propriétaires | Dimensions | Port d'Immatriculation | Machines |
|---|---|---|---|---|---|---|
| 1272 Manhattan | | 1900 Maryland | | | | |
| 1273 Maria | | 1907 | | | | |
| 1274 Manitowoc | | 1900 | | | | |
| 1275 Manley | | 1895 | | | | |
| 1276 Manna | | 1904 | | | | |
| 1277 Manne | | 1874 | | | | |
| 1278 Mannfeld | | 1900 | | | | |
| 1279 Manoir | | 1890 | | | | |
| 1280 Manok | | 1900 | | | | |
| 1281 Manon | | 1914 | | | | |
| 1282 Mansfeld | | 1897 | | | | |
| 1283 Mantaires | | 1900 | | | | |
| 1284 Manuel | | 1900 | | | | |
| 1285 Manuel Guasp | | 1910 | | | | |
| 1286 Manuel Millan | | 1910 | | | | |
| 1287 Manuel Rionda | 100A1 | 1910 | | | | |
| 1288 Mara Admiral | | 1910 | | | | |
| 1289 Mara King | 100A1 | 1910 | | | | |
| 1290 Mara Prince | | 1910 | | | | |
| 1291 Maravona | 100A1 | 1910 | | | | |
| 1292 Marcaville | | 1900 | | | | |

| Official No. | Name | Port | Tons | Particulars of Classification | Built | Owners | Port of Registry | Engines |
|---|---|---|---|---|---|---|---|---|
| 12396 | Maui | | 425 | | | | | |
| 12397 | Mar del Plata | | 530 | Bkn | | | | |
| 12398 | Marabest | | 112 | | | | | V |
| 12399 | Marana | | 128 | | | | | |
| 12400 | Maras | | 134 | | | | | |
| 12401 | Marc Achille | | 425 | Bkn | | | | |
| 12402 | Marceau-Jean | | 132 | | | | | V |
| 12403 | Marcel-Jean | | 128 | | | | | V * |
| 12404 | Marcelina de Ortiza | | 217 | | | | | |
| 12405 | Marcelina | | 149 | | | | | V * |
| 12406 | Marcella | | 300 | | | | | |
| 12407 | Marcelle-Andrée | | 200 | | | | | |
| 12408 | Marcelle-Henri | | 100 | | | | | |
| 12409 | Marchioness of Broadalbane | | 300 | | | | | |
| 12410 | Marcilio Dias | | 195 | | | | | |
| 12411 | Marcita | | 152 | | | | | |
| 12412 | Marco Polo | | 141 | | | | | |
| 12413 | Marconi | | 325 | +100 A1 Bel | | | | |
| 12414 | Mardep | | 317 | | | | | |
| 12415 | Mardy | | 142 | | | | | |
| 12416 | Mare | | 136 | Bkn | | | | |
| 12417 | Maréchal Foch | | 102 | | | | | V |
| 12418 | | | | | | | | |

| Numéro Officiel | Nom du Navire | Tonnage | Détails de la Classe | Construit | Propriétaires | Machines | Port d'Enregistrement | Dimensions | Machines |
|---|---|---|---|---|---|---|---|---|---|
| 12413 | Marette | 300 | ✠100A1 Fb | | | | | | |
| 12420 | Margaret | 200 | | | | | | | |
| 12427 | — | 222 | | | | | | | |
| 12422 | — | 130 | 3yd | | | | | | |
| 12423 | Margaret A. Howard | 67 | | | | | | | |
| 12424 | Margaret A. Moran | 98 | | | | | | | |
| 12425 | Margaret Clark | 300 | Abs | | | | | | |
| 12430 | Margaret Duncan | 324 | ✠100A1 Lbt | | | | | | |
| 12427 | Margaret Ham | 132 | | | | | | | |
| 12428 | Margaret Hide | 181 | | | | | | | |
| 12429 | Margaret Hobley | 132 | Lbt | | | | | | |
| 12430 | Margaret L. Mesick | 178 | | | | | | | |
| 12431 | Margaret Lake | 102 | | | | | | | |
| 12432 | Margaret Morrice | 300 | ✠100A1 Abs | | | | | | |
| 12433 | Margaret Ross | 420 | ✠100A1 Fb | | | | | | |
| 12434 | Margaret Stephen | 213 | 100A1 Abs | | | | | | |
| 12435 | Margaret Wetherly | 213 | | | | | | | |
| 12436 | Margarete | 130 | | | | | | | |
| 12437 | Margarete | 251 | | | | | | | |
| 12438 | Margarete Dunn | 208 | | | | | | | |
| 12439 | Margaretha Cornelia | 127 | | | | | | | |
| 12440 | Margaretha Maria | 110 | | | | | | | |

| Official No. | Steamer's Name. Material, Rig, &c. Line Plans if any. Special Surveys. No. of Decks, &c. | Tonnage | Particulars of Class Assigned. Character | Built. When | Built. By Whom | Owners. | Port of Registry | Engines. | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1341 | **Margarethe** Steel Hulk | 136 | | 1892 | Nieuwe Dok Co. Amsterdam | Stoomvaart Maatschappij Noord-Holland (Gebr. A. & E. L. Boissevain) | Amsterdam Netherlands | | G * |
| 1342 | — Wooden Hulk (See Sailing Ship Register) | 122 | | 1860 | Boomsma's | E. Pfl. | Groningen Netherlands | | |
| 1343 | — Steel Hulk (See Sailing Ship Register) | 127 | | 1901 | F. C. v. A. Boer Groningen | G. M. Schouwer | Hamburg Germany | | V |
| 1344 | **Margaretville** Wooden Hulk | 127 | | 1910 | J. A. Palmer Margaretville | Maritime Fish Co. Ltd. | Annapolis Royal, N.S. Canada | | |
| 1345 | **Margarita** Steel Hulk (See Sailing Ship Register) | 222 | | 1919 | Gebr. Kuyvenhoven | F. Overgaard (F. Ottesen, Mgr.) | Hamburg Germany | | * |
| 1346 | — Steel Hulk (See Sailing Ship Register) | 232 | | 1900 | Gebr. Boeking | A. Gibsone & Co. Ltd. | Bilbao Spain | | 10 + 1 |
| 1347 | **Margarita II.** Steel Hulk (See Sailing Ship Register) | 232 | ✠ A1 Gdh Classed Carbonized Steel Hull Oil Fuel Cleaned Bottom — Adjacent Gibraltar, Tangier, Atlantic | 1920 | Ecluse Cie. de Fey "La Punta Astillero" | Cia. de Fey "La Punta Astillero" | Algeciras Spain | | 8 + 1 2 + 8 1 + 10 |
| 1347 | **Margat** Steel Hulk Wireless R.T. | 136 | ✠ A1 Gdh Oil Fuelling Cleaned Bottom | 1920 | Smith's Dock Co. Ltd. Northfleet | Hannah Steamship | Newcastle Australia | | 12 + 10 V |
| 1348 | **Margeriaan** Steel Hulk (Bugge Barge) | 148 | | 1915 | Industrial Co. Ltd. Sunlun | Corporation of Pusan | Pusan Korea | | |
| 1349 | **Margerita** Wooden Hulk (See Sailing Ship Register) | 122 | | 1886 | N. T. Martinsfelt Lunnegrende | J. Ingvarsen & P. Meier | Mekanske Tugsaker Norway | | I |
| 1350 | **Margery Austin** Wooden Hulk | 126 | | 1918 | E. Bowers Harwich, N.S. | S.M.A.N. Dijkstra | Parrsboro, N.S. British | | |
| 1351 | **Margina** Steel Hulk (See Sailing Ship Register) | 242 | | 1920 | J. Kooiker, Sen. Groningen | S.S. Pasy | Groningen Dutch | | V |
| 1352 | **Margit** Wooden Hulk (See Sailing Ship Register) | 130 | | 1919 | J. F. Clausen Haapsenpuu Fyhnskjeg | Ejnar Fressen | Fren Danish | | Y * |
| 1353 | — Wooden Hulk (See Sailing Ship Register) | 122 | | 1901 | V. Frandsen Helsingor | Alice Strakosmos | Kiessel Danish | | Y * |
| 1354 | **Margot** Steel Hulk (Trawler) | 222 | | 1921 | Martinswerft Wilhelmshaven | E. Jahnsen | Hamburg Germany | | G * |
| 1355 | — Steel Hulk | 173 | | 1920 | Maldet & Scantlanger Frederikshavn | Stenklanger | Hamburg Germany | | G * |
| 1356 | **Margrid** Steel Hulk (See Sailing Ship Register) | 160 | | 1918 | A. Bauer & Co. Marienhafe | F. Behrmann | Emmerich Germany | | G |
| 1357 | **Margrjet** Wooden Hulk | 127 | | 1897 | A. Marr Leith | W. F. Roche | Sapkjeroen Rotterdam | | |
| 1358 | **Marguerite** Wooden Hulk | 300 | ✠ A1 Gdh Oil Fuelling Cleaned Bottom | 1918 | E. Dunston Thorne (Lloyd's Yard) | Mrs. E. J. Billings (E. J. Billings, Mgr.) | Milford Haven British | | 20 + 4 |
| 1359 | **Marguerite** Steel Hulk (See Sailing Ship Register) | 272 | | 1883 | H. Williams Workington | Greenwich, Hermanthor. Ams. | Belgium Belgium | | 11 + 2 V |
| 1360 | **Marguerite Marie** Steel Hulk (Trawler) | 207 | | 1905 | Ateliers de France Dunkerque | Soc. "La Pêche Française" | Fécamp French | | Y * |

| Numéro Officiel | Nom du Navire | Tonnage | Classe de la Classification | Construction | Propriétaires | Dimensions | Port d'Immatriculation | Machines | Observations |
|---|---|---|---|---|---|---|---|---|---|
| 1361 | **Maria** | 225 | ✠100A1 | 1907 Cook, Wel- | | | | | |
| 1362 | — | 299 | | 1910 N. V. Belge | | | | | |
| 1363 | — | 21 | ✠ | 1906 Smith's | | | | | |
| 1364 | — | 152 | | 1910 Cornali | | | | | |
| 1365 | — | 187 | | 1911 W. Müller | | | | | |
| 1366 | — | 130 | | 1879 Meinlof's | | | | | |
| 1367 | — | 130 | | 1910 Schwaiche | | | | | |
| 1368 | — | 122 | | 1910 J. Boot | | | | | |
| 1369 | — | 120 | | 1906 J. & G. W. | | | | | |
| 1370 | **Maria Adriana** | 221 | | 1905 N. V. Wolf | | | | | |
| 1371 | **Maria Bambina** | 117 | | 1902 Cochrane, | | | | | |
| 1372 | **Maria Corretti** | 199 | | 1905 P. Cotetti | | | | | |
| 1373 | **Maria Cornelia** | 201 | | 1910 Machinefl. | | | | | |
| 1374 | **Maria Cristina Primero** | 199 | | 1910 Cockerill | | | | | |
| 1375 | **Maria Dolores** | 207 | ✠100A1 | 1911 Cockerill | | | | | |
| 1376 | **Maria Elena** | 136 | | 1902 J. Boot & | | | | | |
| 1377 | **Maria Elisabeth** | 112 | | 1902 Hamburger | | | | | |
| 1378 | **Maria Elisabeth** | 104 | | 1899 A. Pannevis | | | | | |
| 1379 | **Maria Gazella** | 210 | | 1910 Cant. of | | | | | |
| 1380 | **Maria Elevia** | 122 | | 1910 Rio de J. | | | | | |

| Official No. / Code Letters | Steamer's Name, Material, Rig, &c. / Last Name if any / Special Survey, No. of Decks, &c. | Tonnage | Particulars of Classification / Character | Bulk | Owners | Dimensions | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|---|
| 1901 | **Maria Joana** Wood Auxiliary Motor Schooner (Sailing) (See Sailing Ship Register) | [illegible] | | [illegible] | Antonio Lebrancha, Lda. | [illegible] | Lisbon, Portugal | [illegible] Engines | |
| 1902 | **Maria Jose** Steel Schooner, [illegible] (See Sailing Ship Register) | [illegible] | ✠ New Transfer 7.33 — C.H. | [illegible] | Eduardo Jose, North Shields | [illegible] | Tuapse, U.S.S.R. | T.3Cy. 19½", 34"x36" 31" [illegible] | 11 × 11 |
| 1903 | **Maria Josepha** Wood Schooner (Sailing) | [illegible] | | [illegible] | Bertold Fox, Bremen | [illegible] | Vlaardingen, Netherlands | T.3Cy. 16", 25½"x30½" 24" [illegible] | |
| 1904 | **Maria Lenser** Steel Schooner [illegible] | [illegible] | ✠ New Transfer 31.10 — Lis | [illegible] | J. Inglis, Leith & Edinburgh | [illegible] | Lisbon, Portugal | T.3Cy. 14", 23"x36" 24" [illegible] | 12 × 14 |
| 1905 | **Maria Luiza** Steel Schooner [illegible] | [illegible] | ✠ New Transfer 1.36 — M.J. | [illegible] | Smith's Dock Co. Ltd., Middlesbrough | [illegible] | R. Schuart's Consulate, Spanish | T.3Cy. 17", 26"x40" 24" [illegible] | 12 × 14 |
| 1906 | **Maria Luiza C.** Steel Schooner (Sailing) | [illegible] | | [illegible] | Felix Lignada, Santander & Vigo | [illegible] | R. Schuart's Consulate, Spanish | T.3Cy. 15", 23½"x37" 22" [illegible] | |
| 1907 | **Maria Luiza II** Steel Schooner [illegible] | [illegible] | ✠ New Transfer 11.36 — Lis | [illegible] | Cia. Portugueza de Pesca | [illegible] | Lisbon, Portugal | T.3Cy. 17", 29"x40" 22" [illegible] | |
| 1908 | **Maria Martinez** Steel Schooner (Sailing) | [illegible] | ✠ 10.33 — Gla. | [illegible] | J. Fullerton & Co., Paisley | [illegible] | Malaga, Spanish | T.3Cy. 16"x24" 20" [illegible] | |
| 1909 | **Maria Pazos** Steel Twin-screw (Passenger) | [illegible] | | [illegible] | A. & J. Inglis Ltd., Glasgow | [illegible] | Buenos Aires, Argentina | T.3Cy. 16½", 26½"x40" 22" [illegible] | |
| 1910 | **Maria Prank des Dalk** Steel Schooner (Sailing) (Motor) | [illegible] | | [illegible] | A. Cadoret, Groupement Maritime | [illegible] | Bekescsaba, [illegible] | [illegible] Engines [illegible] | |
| 1911 | **Maria R. Gomezing** Steel Schooner (Sailing) | [illegible] | | [illegible] | Smith's Dock Co. Ltd., Middlesbrough | [illegible] | Tuapse, U.S.S.R. | T.3Cy. 19½", 31"x34" 24" [illegible] | 12 × 14 |
| 1912 | **Maria Raquel Primeira** Steel Twin-screw (Passenger) | [illegible] | ✠ 100 A1 New Transfer 3.33 — Lis | [illegible] | Cia. Maritima Tejo, Lda. | [illegible] | Lisbon, Portugal | T.3Cy. 19", 29½"x37" 24" [illegible] | 12 × 14 |
| 1913 | **Maria Salute** Wood Schooner (Sailing) (See Sailing Ship Register) | [illegible] | | [illegible] | R. Cassolich | [illegible] | Lussopicolo, Italy | [illegible] Engines [illegible] S.A.T.I.M. & Trieste | I |
| 1914 | **Maria Salute II** Steel Schooner (Sailing) (See Sailing Ship Register) | [illegible] | | [illegible] | Luke Bros., Lerkenfield | [illegible] | Lerkenfield, England | [illegible] Engines [illegible] | I |
| 1915 | **Maria Sebastan** Steel Schooner (Sailing) (See Sailing Ship Register) | [illegible] | | [illegible] | Martial, Sociedade de Navegação, Porto, Portugal | [illegible] | Bandeira, Portugal | [illegible] Engines [illegible] | V ● |
| 1916 | **Maria Stadt** Steel Schooner (Sailing) | [illegible] | | [illegible] | Schiffel, G., Unterweser Werft, Wilhelmshaven | [illegible] | Wilhelmshaven, Germany | [illegible] | G ● |
| 1917 | **Maria Teresa** Steel Schooner (Sailing) | [illegible] | | [illegible] | Eldorenti, Vigo | [illegible] | R. Schuart's Consulate, Spanish | T.3Cy. 13½", 24½"x35½" 22½" [illegible] | |
| 1918 | **Maria Theresa** Steel Schooner [illegible] | [illegible] | ✠ New Transfer 11.33 — Alm | [illegible] | Charlton, R., Hongkong, Ltd., Hongkong | [illegible] | Portuguese, Macao | T.3Cy. 16"x26" 24" [illegible] | 9 × 9 |
| 1919 | **Marianna Mara** Wood Schooner (Sailing) | [illegible] | | [illegible] | Rodovski, Hamburg | [illegible] | Fabio, Japan | | |
| 1920 | **Marianne** Steel Schooner (Sailing) | [illegible] | | [illegible] | Gebr. v.d. Wolk, Groningen | [illegible] | Haarlem, Holland | Petrol Motor [illegible] | |

| Numéro Officiel | Nom du Navire | Détails de la Classification | Construction | Armateurs | Dimensions | Port d'enregistrement | Machines | | |
|---|---|---|---|---|---|---|---|---|---|
| 1200 | **Marianne** | | | | | | | | |
| 1201 | **Marianne Bouliste** | | | | | | | | |
| 1202 | **Mariani** | | | | | | | | |
| 1203 | **Marichen** | | | | | | | | |
| 1204 | **Marie** | | | | | | | | |
| 1205 | — | | | | | | | | |
| 1206 | — | | | | | | | | |
| 1207 | — | | | | | | | | |
| 1208 | — | | | | | | | | |
| 1209 | — | | | | | | | | |
| 1210 | — | | | | | | | | |
| 1211 | — | | | | | | | | |
| 1212 | — | | | | | | | | |
| 1213 | — | | | | | | | | |
| 1214 | — | | | | | | | | |
| 1215 | — | | | | | | | | |
| 1216 | — | | | | | | | | |
| 1217 | **Marie Amable** | | | | | | | | |
| 1218 | **Marie-Anne** | | | | | | | | |
| 1219 | **Marie Antoinette** | | | | | | | | |
| 1220 | **Marie Beatrice** | | | | | | | | |
| 1221 | **Marie Caroline** | | | | | | | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Class | Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|
| 12322 | Marie Evelyne | 237 | | 1917 Canadian Vickers Ltd. Montreal | Fishermen's Co-operative "La Rochelle-Ouest" | La Rochelle (French) | | V |
| 12323 | Marie Felicig | 271 | ✠100A1 | 1929 Earle's S.B. Co. Ltd. Hull | Compagnie Générale Maritime Bordeaux | Bordeaux (French) | | |
| 12324 | Marie-Gilberte | 295 | | 1919 Ph. Arthur & S.B. Co. Ltd. Pointe-aux-Trembles | Fishermen's Co-operative "La Rochelle-Ouest" | La Rochelle (French) | | V |
| 12325 | Marie Hélène | 273 | | 1922 Ch. Cdo. de Marine Royal Rochefort | Soc. Anon. "Les Chalutiers Réunis" | Bordeaux (French) | | V * |
| 12326 | Marie Henriette | 183 | | 1902 Gebr. v.d. Werft Vlissingen | Visch Maats "Vlissingen" | Vlissingen (Dutch) | | |
| 12327 | Marie Jacqueline | 288 | | 1919 Collingw'd S.B. Co. Ltd. Kingston | Fishermen's Co-operative "La Rochelle-Ouest" | La Rochelle (French) | | V |
| 12328 | Marie Jeannine | 142 | | 1930 Cockerill Cockerill Ltd. Seraing | Ch. Gentile Fils | Bordeaux (French) | | V |
| 12329 | Marie Louise | 250 | | 1918 Polson Iron Works Toronto | Fishermen's Co-operative Soc. Anon. (J. Bouvron, Mgr.) | Bordeaux (French) | | V |
| 12330 | — | 117 | ✠ New | 1928 Wood Skin'g'd & Co. Ltd. Newcastle | S. Jones | Liverpool (British) | | V |
| 12331 | Marie Lydia | 126 | | 1919 J. Dennis Ltd. Grandes Bergeronnes, P.Q. | Cie. de Pêche Transatlantique | Quebec (British) | | |
| 12332 | Marie-Mad | 295 | | 1919 Anderson Co. Lauzon, Que. | Fishermen's Co-operative "La Rochelle-Ouest" | La Rochelle (French) | | V |
| 12333 | Marie Madeleine | 185 | | 1929 Delta Dream & Francis Rennie | Cie. de Remorquage & de Sauvetage "Lindenville" | Marseille (French) | | V * |
| 12334 | Marie May | 102 | | 1930 A. Hutton Maintenance | Lindenville Harbour Towing Co. Ltd. | Lindenville (British) | | |
| 12335 | Marie Odile | 189 | | 1918 David S. H. & Bro. Co. Lorch Schaffen | Colmar Kolm | La Rochelle (French) | | V |
| 12336 | Marie Richardson | 295 | | 1930 N.Y. Yacht and Motorboat Co. | Deutsche Fischerei A.G. | Wesermünde (German) | | |
| 12337 | Marie Roselyne | 237 | | 1917 Canadian Vickers Ltd. Montreal | Fishermen's Co-operative "La Rochelle-Ouest" | La Rochelle (French) | | V |
| 12338 | Marie Schröder | 192 | | 1919 Nord West S.B. Werke Cuxhaven | Deutsche Fischerei A.G. | Wesermünde (German) | | G * |
| 12339 | Marie Schwinge | 230 | | | Gebrüder Schwinge | Bremerhaven (German) | | G |
| 12340 | Marie-Simone | 292 | | 1919 Ph. Arthur & S.B. Co. Ltd. Pointe-aux-Trembles | Fishermen's Co-operative "La Rochelle-Ouest" | La Rochelle (French) | | V |
| 12341 | Marie Thérèse II. | 230 | | 1919 Anderson Co. Lauzon, Que. | Fishermen's Co-operative "La Rochelle-Ouest" | La Rochelle (French) | | V |
| 12342 | Marie Tritte | 295 | | 1921 Anderson Co. Lauzon, Que. | Fishermen's Co-operative "La Rochelle-Ouest" | La Rochelle (French) | | V |
| 12343 | Mariefred | 178 | | 1905 W. Lindberg & Son Stockholm | Stockholms Norra Bodeskogl. Aktieb. (J. Wennergren, Mgr.) | Marstrand (Swedish) | | |

| Numéro Officiel | Noms du Navire, Numéro, Tonnage, etc. | Détails de la Classe | Construction | | | Propriétaires | Propriétaires Propres à Bord | Port d'Immatriculation | Machines | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | |
| 12244 | Marielies | | | | | | | | | | V |
| 12245 | Mariestad | | | | | | | | | | |
| 12246 | Marigo Malos | | | | | | | | | | |
| 12247 | Marija | | | | | | | | | | I |
| 12248 | Marina | | | | | | | | | | |
| 12249 | Marine | | | | | | | | | | V |
| 12250 | Marine | | | | | | | | | | |
| 12251 | Marion | | | | | | | | | | |
| 12252 | Marion L. Mason | | | | | | | | | | |
| 12253 | Marion Morva | | | | | | | | | | |
| 12254 | Marion Mosher | | | | | | | | | | |
| 12255 | Maris Stella | | | | | | | | | | V |
| 12256 | Maritz | | | | | | | | | | V |
| 12257 | Marius Chambon | | | | | | | | | | V |
| 12258 | Mariut | | | | | | | | | | V |
| 12259 | Marjorie | | | | | | | | | | |
| 12260 | — | | | | | | | | | | |
| 12261 | Marjory M. Hastie | | | | | | | | | | |
| 12262 | Mark Lane | | | | | | | | | | |
| 12263 | Markeman | | | | | | | | | | |
| 12264 | Marlborough | | | | | | | | | | |
| 12265 | Marlene | | | | | | | | | | |

| No. in Reg. Book. / Official No. / Date Letters. | Steamer's Name. Material, Rig, &c. / Length, Breadth, Depth of hold. / Tonnage. / Special Surveys. No. of Decks, &c. | Particulars of Classed Scantlings. Classification. / Date of last Survey. / Date of last Docking. | Hulls. Where Built. / By Whom. / When. | Owners. | Engines. | Port of Registry. / Flag. | Engines. | Boilers. |
|---|---|---|---|---|---|---|---|---|
| 12566 | Marlia | | 1911 M. E. Leary Lowestoft, S.E. | Sutcliffe Steamship Co. Ltd. | | Gt. Yarmouth | | |
| 12567 | Marlowe | | 1927 Caledon S.B. & E. Co. Ltd. Dundee | Mayor, Aldermen & Burgesses of the Borough of Wallasey | | Liverpool | | 14 × 8 |
| 12568 | Marmarina | | 1931 | F. Rivella | | Palermo | | |
| 12569 | Marmora | | 1933 Gebr. van Diepen Waterhuizen | J. Meulenee | | Groningen | | |
| 12570 | Marmor I. | | 1922 Schiffw. v. Lahn G.m.b.H. Rendsburg | A/B "East Marmor" | | Helsinki | | |
| 12571 | Marmor II. | | 1870 W. Lindemann & Sohn Stockholm | A/B "East Marmor" | | Helsinki | | |
| 12572 | Marne | | 1926 J. Koster, Hon. Schiepenwerf "Gelderia," Groningen | Wm. H. Müller & Co. N.V. | | Rotterdam | | |
| 12573 | Marouain | | 1904 M. Van der Kolff Wilhelminaver | Sociedad Remolcadores | | Buenos Aires | | |
| 12574 | Maroni | | 1888 Dyle & Bacalan Bordeaux | Franchi-Verneau (Colonial Depart.) | | Cayenne | | |
| 12575 | Marple | | 1888 Earle's Co. (Hull) Ltd. | London & North Eastern Ry. | | Grimsby | | 8 × 6 |
| 12576 | Marques de Estella | | 1911 Akers Sociedad Naval Carlos Cruz | A/B Francisco Sociedad Naval | | Santander | | |
| 12577 | Marques del Rif | | 1907 Francisco Sociedad Naval Carlos Cruz | A/B Francisco Sociedad Naval | | Santander | | |
| 12578 | Marquette & Bessemer No. 2 | | 1910 American S.B. Co. Cleveland, O. | Marquette & Bessemer Dock & Nav. Co. | | Erie, Pa. | | |
| 12579 | Marques de Funes | | 1906 Furness S.B. Co. Ltd. Wyndham | Cia. de Navegacion | | Buenos Aires | | 8 × 11 |
| 12580 | Mars | | 1896 J. H. Dialogue Camden, N.J. | F. F. Martin, Inc. | | Philadelphia | | |
| 12581 | — | | 1897 P. Walsh Co. Warkam | A. Rule | | Tacoma | | |
| 12582 | — | | 1915 Gebr. Ihle Groningen | W. Wijnrek | | Dokkum | | |
| 12583 | — | | 1926 J. Ring Andersen Svendborg | S.S. Rolberg | | Copenhagen | | |
| 12584 | Mars II. | | 1909 Nordsk Skibsbyggeri | Empresa de Transportes Fluviales Martinez | | Montevideo | | 9 × 6 |
| 12585 | Marsden | | 1922 J. P. Benzon A/S Frederikshavn | Cia. Argentina de Tres Angelitos Ltda. | | Buenos Aires | | 12 × 6 |
| 12586 | Marsdiep | | 1912 N.V. Scheepswerf De Merwede Hardinxveld | N.V. Tonnel & Eigen Stoomsch. Maatschappij J. & J. Stempel, Mgr. | | Texel | | |
| 12587 | | | | | | | | |

| Numéro Officiel | Nom du Navire | Port d'Attache | Tonnage | Classe de la Classification Française | Chantier | Date | Armateur | Machines | Chaudières | Observations |
|---|---|---|---|---|---|---|---|---|---|---|
| 12500 | Marseillais 2 | Marseille (Fig) | 130 | | | 1917 | | | | |
| 12501 | Marseillais 3 | Marseille | 173 | +100A1 Mo | | 1921 | | | | |
| 12502 | Marseillais 5 | Marseille | [illegible] | +100A Mo | | 1921 | | | | |
| 12503 | Marsh Cock | Grimsby (Fig) | 165 | | | 1907 | | | | |
| 12504 | Marshal Frank | Wood Pomeroy (Fishing) | 141 | | | 1904 | | | | |
| 12505 | Marsona | Stockholm (Fishing) | 270 | 100A1 Ft | | 1914 | | | | |
| 12506 | Marstrand | Stockholm | 202 | | | 1904 | | | | |
| 12507 | Martes Bernardus II | Scheveningen (Fishing) | 113 | | | 1918 | | | | |
| 12508 | Martensbank | Scheveningen (Fishing) | 112 | | | 1910 | | | | |
| 12509 | Martha | Stockholm (Fishing) | 229 | | | 1913 | | | | |
| 12510 | — | Scandinavia (Fishing) | 152 | | | 1905 | | | | |
| 12511 | — | Stockholm (Fishing) | 131 | | | 1906 | | | | |
| 12512 | Martha Luise | Stockholm (Fishing) | 177 | | | 1905 | | | | |
| 12513 | Martha Maria | Bremen (Fishing) | 225 | | | 1910 | | | | |
| 12514 | Martha Walter | Stockholm (Fishing) | 115 | | | 1901 | | | | |
| 12515 | Martha | Bremen (Fishing) | 224 | | | 1910 | | | | |
| 12516 | Martin | Stockholm (Fishing) | 141 | | | 1910 | | | | |
| 12517 | Martin Dessadt | Stockholm (Fishing) | 267 | | | 1917 | | | | |
| 12518 | Martin Pierre | Stockholm | 182 | | | 1914 | | | | |
| 12519 | Martin J. Marrus | Stockholm (Fishing) | 306 | | | 1911 | | | | |
| 12520 | Martins | Stockholm (Fishing) | 211 | | | 1914 | | | | |

| No. in Reg. Book / Official No. / Code Letters | Steamer's Name, Material, Rig, &c. / Late Name if any / Special Surveys, No. of Decks, &c. | Tonnage | Particulars of Classification / Character | Where Built | Built / By Whom | Where | Owners | Length | Breadth | Depth | Port of Registry / Flag | Engines | Boilers | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12909 | Martine (Fishing) | 140 | | | 1901 | Mr. J. Ka[illegible] | R. T. Boddy[illegible] | 114 | [illegible] | [illegible] | [illegible] | T. 3Cy. 16", 24", 40" | | |
| 12910 | Martinelle (Fishing) | 156 | ✠ Ltd | | 1924 | Earle's S. Co. Ltd. Hull | H. Parr & A. Parkin | 82 | [illegible] | [illegible] | Kingston upon Hull | T. 3Cy. 11", 17", 30" | 11 × 2 | |
| 12911 | Marty (Fishing) | 170 | | | 1906 | A. Stephen & Sons, Ltd. Glasgow | Kelvy Steam Fishing Co. Ltd. | 100 | [illegible] | [illegible] | Newcastle | T. 3Cy. 16", 26", 42" | | |
| 12912 | Marsja (Fishing) | 180 | | | 1921 | Chantiers Maritimes de Marseille | J. Sanz Marseille | [illegible] | [illegible] | [illegible] | Las Palmas | [illegible] | | |
| 12913 | Marusaa Maru (Whaling) | 153 | | | 1907 | Akers Mek. Verksted | Tonsberg Hval K.K. | 93 | [illegible] | [illegible] | Kobe | T. 3Cy. 16", 26", 40" | | |
| 12914 | Marvita (Oil Eng) | 122 | | | 1920 | J. Ernst & Son, Ltd. Malmö | Rederiet | 105 | [illegible] | [illegible] | Bridgetown | [illegible] | | |
| 12915 | Marvelite (Oil Eng) Elec. light Hdlg. Jetty | 131 | | | 1926 | Bertram D. D. Co. Ltd. | Imperial Oil Co. Ltd. | 90 | [illegible] | [illegible] | Vancouver | [illegible] | 7 × 3 | |
| 12916 | Mary (Fishing) Elec. light | 216 | | | 1902 | Schofield, Williamson & Co. Grimsby | Algonquin Fish. Co. Ltd. | 117 | [illegible] | [illegible] | Grimsby | T. 3Cy. 17", 25", 44" | 22 × 14 | |
| 12917 | — Elec. light | 170 | | | 1927 | Bonk Frisians Harlingen | J. Bonnes | 104 | [illegible] | [illegible] | Terschelling | [illegible] | | |
| 12918 | Mary A. Bickel (Tug) Elec. light | 415 | | | 1918 | Crescent Shipbuilding Co. Fall River, Mass. | Standard Dredging Co. | 124 | [illegible] | [illegible] | New York | T. 3Cy. 17", 26", 40" | | |
| 12919 | Mary A. Hastie Elec. light | 264 | ✠ 100 A1 | Abn | 1 | | A. Hall & Sons, Ltd. Aberdeen | 123 | [illegible] | [illegible] | Aberdeen | T. 3Cy. 18", 21", 30" | 12 × 9 | |
| 12920 | Mary A. Purdy (Tug) | 252 | | | | | J. S. Purdy Trawlers, Ltd. (S. S. Purdy, Mgr.) | 115 | [illegible] | [illegible] | Grimsby | T. 3Cy. 18", 28", 40" | 13 × 9 | |
| 12921 | Mary B. Mitchell (Fishing) | 227 | | | 1892 | P. Rodgers & Co. Pembroke Dock | J. Tyrell | 129 | [illegible] | [illegible] | [illegible] | [illegible] | 11 × 7 | |
| 12922 | Mary Barrow (Fishing) | 184 | ✠ | Liv | | 1891 | W. H. Lean Falmouth | H. P. Morrison Anderson | 103 | [illegible] | [illegible] | Truro | [illegible] | 11 × 6 |
| 12923 | Mary Cam (Fishing) | 202 | | | | 1918 | Ritchie Graham Ltd. Glasgow | Cuddihy | 115 | [illegible] | [illegible] | Sydney | [illegible] | 13 × 6 |
| 12924 | Mary Claire Elec. light | 221 | ✠ A1 | Abn | 3 | | Smith's Dock Co. Ltd. Middlesbro' | Smith, Jones & Co. | 105 | [illegible] | [illegible] | Middlesbro' | [illegible] | 12 × 6 |
| 12925 | Mary Currie (Drifter) | 112 | | | | 1912 | Tuborstow Shipbldg. Ltd. Port, P.Q. | W. McPartlin | 84 | [illegible] | [illegible] | Halifax | [illegible] | |
| 12926 | Mary de Costa (Fishing) | 101 | | | | 1909 | J. Bishop Gloucester, Mass. | O'Hara Francis | 88 | [illegible] | [illegible] | Boston, Mass. | [illegible] | |
| 12927 | Mary F. Curtis (Oil Eng) (Fishing) | 121 | | | | 1902 | Tarrà Essex, Mass. | Burton-Fox Fuel Co. | 101 | [illegible] | [illegible] | Gloucester, Mass. | [illegible] | |
| 12928 | Mary Mortimer (Tug) | 270 | | | | 1918 | Colling-wood S.B. Co. Ltd. Kingston, Ont. | [illegible] | 125 | [illegible] | [illegible] | Cape Town | [illegible] | |
| 12929 | Mary T. Tracy (Fishing) Elec. light | 171 | | | | 1919 | Lenthaiak S.B. Co. Hoquiam, Wash. | Mary T. Tracy | 99 | [illegible] | [illegible] | New York | [illegible] | |

| Noms du Navire | Détails de la Classe | Construit | Propriétaires | Dimensions | Machines |
|---|---|---|---|---|---|
| Maryland | | 1922 Kiel, Poole | Maryland Oil Co | | |
| | | 1894 Sculler, Leith | Carlisle Brewing Co | | |
| Mauretania Maru | | 1910 Aonagaski, Nagasaki | Aonagaski Kaisenkaisha, Kobe | | |
| Maurita | | 1917 J. Vink, Zaan | J. Watson | | |
| | | 1902 Sir Ray, Glasgow | R. F. Cook, Hors-de-Portkaderne | | |
| Maxo | | 1914 Sielacke, Wesr, Emden | A/B Ingenieur | | |
| Maxfort | | 1907 Kinnaird, Port Glasgow | Lindsay Steffen-Sonnenschein-Gesellsch | | |
| Mashtongs | | 1920 Shallenger, Hamilton, Ont. | E. Ivanson | | |
| Masons | 100A1 Fl. | 1913 Cochrane, Selby | Mars Tankers, Ltd., Clarkson, Hull | | |
| Mast | | 1918 Fyrg & Co., Sandefjord | Det Norske Petroleum | | |
| Masuelle | | 1917 Dar & B., Glasgow | T. Cuthbert & Oliver | | |
| Mates I. Mates Dos | 100A1 Vigo | 1919 Higo del J., Vigo | Sociedad Anonima | | |
| Mates II Mates Cuatro | 100A1 | 1919 Higo del J., Vigo | Sociedad Anonima | | |
| Matewing | | 1909 Gardner, H., Glasgow | Kelvin Steel & Boiling Ltd. | | |
| Mavet III. | | 1924 Lindholm, Wismar | A/B Ångmanskapet Ny Finska Ångfart & C. | | |
| Mahaon | | 1929 Hawthorn, Leith | Argentine Steamer | | |
| Matador | | 1921 J. Crichton, Leith | Cia. Argentina de Pesca, Kilmarnock | | |
| Matador II. | | 1923 Gelp, Leer | J. F. Harms | | |
| Matagonda | 100A - Cdz | 1920 Sociedad España, Cadiz | Sociedad de Cazo, Bonel | | |
| Mataquita | Cdz | 1902 Cochrane, Selby | Compañia del Ferrocarril de Pas | | |
| Matilda | | 1900 R. E. Green, London | Adolf. Fürnes | | |
| | | 1899 Simonson, Wilmington, Del. | Sun Machine Ltd. | | |

| Official No. / Date Launched | Owner's Name, Nationality, Rig, &c. / Last Name of Ship / Special Survey, No. of Decks, &c. | Tonnage | Particulars of Class Section: Character | Where Built | By Whom | Owners | Engines | Port of Registry | Engines | Number of Boilers |
|---|---|---|---|---|---|---|---|---|---|---|
| 12602 | Mathilde | 178 | | 1920 | Gebr. Nav. | Fischerei-G. | | Wesermünde | | V |
| 12603 | — | 150 | | 1911 | Gebr. Jl. | J. J. Reppel-Stadt | | Duisburg | | G |
| 12604 | — | 154 | | 1906 | Dietzsch | Lorenz Bontgen-Fischereiges. | | Lübeck | | G |
| 12605 | Machilte | 133 | | 1877 | Alex. Rat- | S. Beles | | Lowestoft | | |
| 12606 | Matiota | 122 | | 1929 | Cor. Cuanto | Pachtcompanie of Portugal, Ld. | | S. Thomas, C.V. | | |
| 12607 | Matje | 279 | ✠100A1 Ulm / | 1890 | W. Thomas | | | | | 10 + 8 |
| 12608 | Mata | 225 | | 1906 | Schwarz & | Dock & Hafen (G.A. Sorgland) | | | | 12 + 9 |
| 12609 | Mataqui | 113 | | 1911 | A. Mosscrop | Gaskell & Chd. Ld. | | Tacoma, Bd. | | |
| 12610 | Matau Maru | 217 | | 1920 | Yokogawa | Kawasaki Kaisha, K.K. | | Tokio | | |
| 12611 | Matau Maru No. 2 | 227 | | 1912 | Dai-Ichi Sanyo Kisen Kaisha | Tsuruya Tokio | | Yokohama | | |
| 12612 | Matsushima Maru | 232 | | 1914 | S. Nagata | Kawasaki Kaisha | | Osaka | | |
| 12613 | Matthew Flinders | 182 | | 1912 | Mort's Dok & Eng. Co. Ld. | Commissioner, Dept. of Public Works | | Melbourne | | 16 + 8 |
| 12614 | Mattie J. Allen | 222 | | 1907 | Hatchland | | | Portland, Me. | | |
| 12615 | Maud Thorshill | 111 | | 1915 | J. McGill | | | | | |
| 12616 | Maudlanne | 133 | | 1916 | J. Johnson | W. Bowers | | Penzance | | |
| 12617 | Maui | 505 | | 1905 | W. Simons | Government of New Zealand (Marine Department) | | Auckland | | |
| 12618 | Maura | 236 | | 1917 | W. F. Stone | Suva Ply. Stevedore Co. Ld. | | Suva, Fiji | | 11 + 8 |
| 12619 | Maurice | 208 | ✠100A1 Mars | 1920 | J. Crank | | | | | 12 + 6 |
| 12620 | Maurice Jacqueline | 201 | ✠ Elm | 1906 | Smith's | L. S. Lopez | | Panama | | 12 + 10 V |
| 12621 | Maurice René | 191 | | 1891 | J. Dubin | M. Sullivan | | St. Malo | | 11 + 7 V |
| 12622 | Maurita | 197 | | 1920 | W. J. Yar- | J. Rennie & Sons, Ld. | | Chester | | |

| Numéro Officiel | Noms des Navires | Détails de la Classe Spéciale | Construit | Armateurs | Dimensions | Port d'Attache | Machines | |
|---|---|---|---|---|---|---|---|---|
| 12073 | Marie Bertaïs | | 1920 | | | | | |
| 12074 | Mawhera | | 1909 | | | | | 14 + 6 |
| 12075 | Max | | 1905 | | | | | |
| 12076 | — | | 1911 | | | | | 11 + 6 |
| 12077 | Max Brendt | | 1922 | | | | | G * |
| 12078 | Max Kuhes | | 1912 | | | | | G * |
| 12079 | Max M. Warburg | | 1912 | | | | | G * |
| 12080 | Max Pemberton | 3-100A1 | 1917 | | | | | 13 + 6 |
| 12081 | Maxim Gorki | | 1926 | | | | | G * |
| 12082 | May | | 1927 | | | | | C * |
| 12083 | — | | 1900 | | | | | 12 + 6 |
| 12084 | — | | 1901 | | | | | V * |
| 12085 | May Cook | | 1904 | | | | | |
| 12086 | May Island | | 1911 | | | | | 12 + 6 |
| 12087 | Maynor | | 1901 | | | | | |
| 12088 | Maynard | | 1899 | | | | | |
| 12089 | Maypole | | 1921 | | | | | |
| 12090 | Mazoe | | 1914 | | | | | |
| 12091 | Meadows | | 1922 | | | | | |
| 12092 | Mecklenburg | | 1905 | | | | | G * |
| 12093 | Medinder | 7-100A1 | 1924 | | | | | 12 + 6 |

| No. in Book | Steamer's Name, Material, Rig, &c. | Tons | Character | Built | Owners | Dimensions | Port of Registry | Engines | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 12694 | Medina | 277 | | 1919 Cook, Welton & Gemmell | [illegible] | 117·0 22·5 11·[illegible] | [illegible] | T.3Cy [illegible] C.D. Holmes & Co. Ld. Hull | | |
| 12695 | Medric | 280 | | 1920 Portland | Consolidated [illegible] | 130·4 25·0 13·[illegible] | Wilmington Del. | T.3Cy [illegible] | | |
| 12696 | Meera | 189 | ✠ Hul | 1906 Goole & Hull | [illegible] | 108·0 20·1 11·6 | [illegible] Swedish | T.3Cy [illegible] C.D. Holmes & Co. Hull | | |
| 12697 | Meeuw | 176 | | 1912 [illegible] | [illegible] | 98·9 19·6 7·9 | [illegible] Dutch | Oil Engines [illegible] | | G |
| 12698 | Megami Maru | 176 | | 1929 [illegible] | [illegible] K.K. | 112·7 18·6 9·6 | [illegible] Japanese | T.3Cy | | |
| 12699 | Meguhm | 128 | | 1926 Fleming & Ferguson, Ld. Paisley | [illegible] Co. Ld. | 86·6 24·0 6·1 | Rangoon | T.3Cy [illegible] Fleming & Ferguson, Ld. [illegible] | | |
| 12700 | Mehenta | 101 | ✠100A1 | 1929 W.J. Yarwood & Sons Ld. Northwich | The State of [illegible] | 89·2 19·7 [illegible] | | C.2Cy [illegible] W.J. Yarwood & Sons Ld. | | |
| 12701 | Mei Ling | 342 | | 1914 Kiangnan Dk. & Eng. Wks. Shanghai | [illegible] | 120·0 20·0 11·5 | [illegible] Chinese | C.2Cy [illegible] Kiangnan Dk. & Eng. [illegible] | 11 × 6 | |
| 12702 | Meiho Maru | 140 | | 1915 Farnham, Boyd & Co. Shanghai | [illegible] K.K. | 96·5 [illegible] | [illegible] Japanese | C.2Cy | | |
| 12703 | Meiji Maru | 214 | | 1912 Mitsu Bishi Dockyard & Wks. Kobe | [illegible] K.K. | 119·2 [illegible] | [illegible] Japanese | T.3Cy [illegible] Mitsu Bishi Dk. Yd. & Eng. Wks. | | |
| 12704 | Meiji Maru No. 5 | 207 | | 1920 Toba Shipyard Toba | Hayashi Kane Shoten K.K. | 123·0 22·5 12·7 | Shimonoseki Japanese | T.3Cy [illegible] Toba Shipyard, Toba | | |
| 12705 | Meiji Maru No. 6 | 207 | | 1920 Toba Shipyard Toba | Hayashi Kane Shoten K.K. | 123·0 22·5 12·7 | Shimonoseki Japanese | T.3Cy [illegible] | | |
| 12706 | Meiji Maru No. 7 | 207 | | 1920 Toba Shipyard Toba | Hayashi Kane Shoten K.K. | 123·0 22·5 12·7 | Shimonoseki Japanese | T.3Cy [illegible] Toba Shipyard, Toba | | |
| 12707 | Meiko Maru No. 5 | 132 | | 1930 [illegible] | [illegible] | 99·4 22·0 10·5 | [illegible] Japanese | Oil Engines | | |
| 12708 | Meira | 120 | | 1927 Hijos de J. Barreras S.A. Vigo | Hijos de J. Barreras S.A. | 95·8 21·2 11·6 | Vigo Spanish | T.3Cy Hijos de J. Barreras, Vigo | | |
| 12709 | Meise | 142 | | 1926 Bremer Vulkan Vegesack | Bremen-Vegesacker Fischerei Ges. | 93·7 23·1 9·6 | Vegesack German | C.2Cy [illegible] Bremer Vulkan, Vegesack | | G |
| 12710 | Meisho Maru | 142 | | 1929 Harada S.B. Co. Ld. Osaka | [illegible] | 88·0 19·0 9·6 | Japanese | Oil Engines [illegible] | | |
| 12711 | Melba | 221 | | 1921 J. Wilson [illegible] | [illegible] Proprietary Ld. | 109·7 26·4 9·5 | Hobart British | C.2Cy [illegible] | | |
| 12712 | Melchora | 125 | | 1920 [illegible] | [illegible] | 91·3 17·4 8·2 | [illegible] Spanish | C.2Cy | | |
| | (See Sailing Ship Register) | | | | | | | | | |
| 12713 | Meletios Toustsianos | 342 | ✠ Pra | 1912 Smith's Dock Co. Ld. Middlesbro | [illegible] | 145·2 30·1 [illegible] | Piraeus Greek | T.3Cy [illegible] Smith's Dock Co. Ld. | 8 × 4 | |
| 12714 | Melgum | 243 | ✠100A1 Abe | 1930 A. Hall & Co. Ld. Aberdeen | North Eastern Fisheries Ld. (Mr. Andrew Lewis, Mgr.) | 125·2 23·6 12·[illegible] | Aberdeen British | T.3Cy [illegible] A. Hall & Co. Ld. Abdn. | 13 × 6 | |
| 12715 | Meliorutis | 139 | | 1913 Gebr. v.d. Windt Vlaardingen | [illegible] | 92·6 22·0 9·2 | [illegible] Dutch | Oil Engines [illegible] | | |
| 12716 | Memel | 197 | | 1922 Schichau [illegible] | [illegible] | 96·6 22·1 10·7 | [illegible] German | C.2Cy [illegible] | | |

| Numéro Officiel | Noms du Navire | Détails de la Classification | Construction | Propriétaires | Dimensions | Port | Machines | | |
|---|---|---|---|---|---|---|---|---|---|
| 12717 | Menilite | | | | | | | | V |
| 12718 | Men-Gwen | | | | | | | | V |
| 12719 | Mende | | | | | | | | |
| 12720 | Mendoza | | | | | | | | |
| 12721 | Menkir | | | | | | | | V |
| 12722 | Mennaline | | | | | | | | |
| 12723 | Mentor | | | | | | | | |
| 12724 | Merak | | | | | | | | |
| 12725 | Merbaner | 100A1 | | | | | | | |
| 12726 | Mercator | 100A1 | | | | | | | |
| 12727 | — | | | | | | | | V |
| 12728 | — | | | | | | | | |
| 12729 | — | | | | | | | | |
| 12730 | Mercedes | | | | | | | | |
| 12731 | — | | | | | | | | |
| 12732 | — | | | | | | | | |
| 12733 | Mercedes Lacroze | | | | | | | | |
| 12734 | Mercer | | | | | | | | |
| 12735 | Mercer | | | | | | | | |
| 12736 | Mercurius | | | | | | | | |
| 12737 | — | | | | | | | | |
| 12738 | Merl | | | | | | | | |

| Official No. | Name | Port | Tonnage | Classification | Built | Where | Owners | Port of Registry |
|---|---|---|---|---|---|---|---|---|
| 12238 | Mersia | Stockton | 251 | ✠100A1 Ft | 1912 | Cockerill | Furness Shipping Co. Ltd. (Furness, J. Manly, Mgr.) | Newcastle |
| 12240 | Mersteb | Trondhjem | 133 | | 1902 | Varhaug | Trondhjem | Arendal |
| 12241 | Merkur | Stockton | 294 | | 1911 | J. L. Meyer | Rechtsanwalt Lloyd | Bremen |
| 12242 | — | Wuxi | 300 | | 1922 | A. Blohm | A. Tessenow | Hamburg |
| 12243 | — | Stockton | 177 | | 1904 | J. C. Tecklenborg | H. Rikle | Wesermünde |
| 12243* | — | Stockton | 150 | | 1910 | Lake | Hans Jessen | Hamburg |
| 12244 | Merleton | Stockton | 220 | | 1915 | Hall, Russell & Co. Ltd. | A. S. Brown | Aberdeen |
| 12245 | Merlin | Grimsby | 180 | | 1899 | Cochrane & Cooper, Ltd. | Fleet Owners Trawling Co. Ltd. (S. F. Gamble, Mgr.) | Grimsby |
| 12246 | — | Stockton | 172 | ✠ Hal | 1905 | Goole S. B. & Repair Co. Ltd. | Kelso Steam & Trawling Ltd. | Hull |
| 12247 | Merlo | Stockton | 199 | | 1918 | Lobnitz & Co. Ltd. | Sociedad Industrial Argentina | Buenos Aires |
| 12248 | Merluza | Stockton | 215 | | 1910 | J. H. S. | Industria Pesquera Argentina S. A. | Buenos Aires |
| 12249 | Mermaid | Stockton | 299 | ✠ Lon | 1897 | R. Craggs & Sons | Corporation of the Trinity House | London |
| 12250 | Merman | Stockton | 96 | ✠ A- Hal | 1911 | J. P. Rennie | Diesel Towing Co. Ltd. | Hull |
| 12251 | Merok | Stockton | 233 | ✠100A1 Hal | 1912 | Cook, Welton & Gemmell Ltd. | [illegible] | Grimsby |
| 12252 | Meror | Stockton | 250 | | 1900 | Cochrane & Cooper | A. Cruickshank, Ltd. | Grimsby |
| 12253 | Merrimac | Stockton | 229 | | 1916 | J. F. Ritchie | [illegible] | Bristol |
| 12254 | Merrivale | Stockton | 237 | ✠ Gre | 1913 | Livingstone | Boston Fishing Co. Ltd. | Grimsby |
| 12255 | Merry | Stockton | 147 | | 1911 | C. Lühring | H. A. Gerlach | Stockholm |
| 12256 | Merrydale | Stockton | 229 | | 1906 | J. Dickie | Rochdale Steam Fishing Co. Ltd. (J. A. Barrow, Mgr.) | Aberdeen |
| 12257 | Merrey | Stockton | 250 | | 1872 | Caird & Co. | J. R. Harper | Liverpool |
| 12258 | Mery | Stockton | 242 | | 1907 | N. Olsen | Bilsen Fiske A/S. | La Malbaie |
| 12259 | Message | Wuxi | 125 | | 1898 | J. Scanlan | Rochdale Steam Fishing Co. Ltd. | Hull |
| 12260 | Messenger | Wuxi | 121 | | 1920 | Inter-national S. & Co. Ltd. | Rotterdam Trawling Co. Inc. | Galveston |

| Noms des Navires. | Détails de la Classe. | Construction. | Machines. |
|---|---|---|---|
| 1270 **Mouaidor** | +100A1 | | |
| 1271 **Mouina** | | | |
| 1272 — | | | |
| 1273 **Mots** | | | |
| 1274 — | | | |
| 1275 **Mots Bank** | | | |
| 1276 **Motoost** | | | |
| 1277 **Motor** | | | |
| 1278 — | | | |
| 1279 — | | | |
| 1280 **Mouse** | | | |
| 1281 — | | | |
| 1282 **Mowlands** | +100A1 | | |
| 1283 **Moupet** | | | |
| 1284 **Mia** | +100A1 | | |
| 1285 **Mosaia de C.** | | | |
| 1286 **Michael Griffith** | +100A1 | | |
| 1287 **Michael Sars** | | | |
| 1288 **Michel François** | +100A1 | | |

| Official No. | Owner's Name | Particulars of Class | Tons | Hull | Owners | Port of Registry | Engines |
|---|---|---|---|---|---|---|---|
| 1792 | Michel Thérèse | | 130 | Hal | | | |
| 1793 | Michel Ventura | | 186 | | | | |
| 1794 | Michele Barrat | | 150 | | | | |
| 1795 | Midtherland | | 143 | | | | |
| 1796 | Miek | | 112 | | | | |
| 1797 | Mice on Trees | | 222 | | | | |
| 1798 | Miguel Biter | | 430 | Grk | | | |
| 1799 | Miguel Marall | | 121 | | | | |
| 1800 | Mignolite | | 276 | | | | |
| 1801 | Mikana | | 234 | | | | |
| 1802 | Miki Maru No. 1 | | 102 | | | | |
| 1803 | Mikimiki | | 202 | | | | |
| 1804 | Mikojan | | 517 | | | | |
| 1805 | Mil | | 244 | | | | |
| 1806 | Mila | | 152 | | | | |
| 1807 | Mila Valea | | 172 | | | | |
| 1808 | Milagros | | 228 | Man | | | |
| 1809 | Milford | | 181 | | | | |
| 1810 | Miles K. Burton | | 180 | + A1 Lrr | | | |
| 1811 | Milhafre | | 211 | | | | |
| 1812 | Millimumul | | 187 | +100A1 Pyd | | | |

| Nom du Navire | Détails de la Classification | Construit | Armateurs | Dimensions | Port d'attache | Machines | |
|---|---|---|---|---|---|---|---|
| 1203 Milbank | 12A1 Abs | 1920 W. Noble | R. Lawes | | Newport | | |
| 1204 Milton | | 1895 A. D. Story | Turbomotorenbau Ges. | | Boston | | |
| 1205 Milton S. Patrick | | 1906 W. Muller | Wilmington Transpor. Co. | | Los Angeles | | |
| 1206 Mine | | 1922 Elektriker | Bremen-Tegeler Fischerei-Ges. | | Bremen | | G |
| 1207 Minia | Lois | 1897 Pengreen | L.M.&S. Railway | | London | | |
| 1208 Minia | | 1906 J. Read | R. Savage | | Prome | | |
| 1209 Min-We | | 1915 Shanghai | Jardine Matheson Nav. Co. Ltd. | | Shanghai | | |
| 1210 Miaoff | 100A1 Lloyd | 1908 Nobile | Kinkaidjaga Suisanen Ltd. (J.S.) Kaigun, Nyo. | | Mangyo | | |
| 1211 Minato Maru | | 1916 Nakaki | Tsuchiokaisoku | | Kobe | | |
| 1212 — | Nag | 1911 Steink's | Kyokdogaya K.K. | | Tokuta | | |
| 1213 — | | 1911 Minatoku | Dyokkkiwa Kaisha | | Tokuta | | |
| 1214 Minato Maru No. 2 | | 1912 Minatoku | Kyokdogaya K.K. | | Tokuta | | |
| 1215 Minbo | | 1902 W. Denny | Denny & Co. Ltd. | | Dumbarton | | |
| 1216 Mining Lass | 100A1 Lloyd | 1922 A. Hall | Silvery Contractors & Dredging Co. Ltd. | | London | | |
| 1217 Minkona | | 1912 W. Denny | Twomey & Fox Co. Ltd. | | Liverpool | | |
| 1218 Minogarth | | 1922 Smith's | Rio Tinto Co. Ltd. | | Liverpool | | |
| 1219 Minerva | | 1919 E. Delmen | Ges. zum Transport Kohle & Hamburg | | Hamburg | | |
| 1220 — | | 1900 J. T. E. | Wm. Hamilton & Co. Ltd. (J. Bell, Mgr.) | | Newcastle | | |
| 1221 — | | 1906 Jinkdogaya | Stockholm Transport & Bogseringsbolag (C. J. A. Appelquist, Mgr.) | | Stockholm | | |
| 1222 Minister Kaiper | | 1911 Gebr. Bad. | F. Fischer Ges. | | Bremen | | |
| 1223 Minita | | 1916 Vaulin | Fabrik Stickstoff | | Dalian | | |
| 1224 Minna | | 1916 J. C. Tecklenborg | Tecklenborg & Co. Werft | | Bremerhaven | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tons | Particulars of Class Station | Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|
| 12825 | **Mino** | 100 | | 1900 Goole S.B. | Kobe Steam & Boating Ld. | Kobe | | 12 + 6 |
| 12826 | **Minoru** | 282 | | 1900 Cook, Wel. | T. W. Bustosset | Hamburg | | 12 + 6 |
| 12827 | — | 140 | | 1904 T. Mc | | Durban | | |
| 12828 | **Minstazzo** | 889 | A1 Bar | 1910 Ferguson | | Havre | | 13 + 6 |
| 12829 | **Minowa Maru** | 423 | | 1922 Osaka Iron | Kyoko Kyogyo K.K. | Shimonoseki | | |
| 12830 | **Mirs** | 69 | + A1 Lib | 1931 H. Robb, | W. Cockerill & Co. Ld. | Leith | | 8 + 6 |
| 12831* | **Mira II.** | 198 | | 1919 E. S. Grandall | | Witney | | |
| 12832 | **Mirabelle** | 303 | +100A1 Gmo | 1918 Hall, Russell & Co. Ld. | Consolidated Fisheries Ld. (Ref. Jubilee Marshal Aust. Kyo.) | Hermanstad | | 12 + 6 |
| 12833 | **Mirador** | 222 | | 1921 J. Crichton & Co. Ld. | Cia. Argentina de Vap. Mihanovich Ltda. | Buenos Aires | | 13 + 6 |
| 12834 | **Mirafores** | 326 | | 1910 The Power | Sey Towing Co. | Salvador | | |
| 12835 | **Miramar** | 271 | | 1918 D. W. Kremer | S. A. de Remolques Belgas | Antwerp | | |
| 12836 | — | 198 | | 1919 Dalmuir | R. Fulgueiras | Palma Maj. | | V |
| 12837 | **Miranda** | 279 | | 1906 Palmer | Allmark Wagner, Inc. | New York | | |
| 12838 | **Miria** | 192 | | 1919 Allan S. H. | S. P. Rodriguez | Porto | | 13 + 6 |
| 12839 | **Miron I.** | 264 | | 1921 Frigoli | | Genoa | | I * |
| 12840 | **Misago Maru No. 1** | 255 | | 1922 Transporto | | Quebec | | |
| 12841 | **Misago Maru No. 2** | 252 | | 1920 Tokyo | Kabushiki Kaisha K.K. | Kobe | | |
| 12842 | **Misago Maru No. 3** | 267 | | 1920 Tokyo | Kabushiki Kaisha K.K. | Kobe | | |
| 12843 | **Misago Maru No. 8** | 257 | | 1921 Tokyo | Kabushiki Kaisha K.K. | Kobe | | |
| 12844 | **Misago Maru No. 11** | 315 | | 1922 Nagasaki | Kabushiki Kaisha K.K. | Kobe | | |
| 12845 | **Misfrey** | 147 | | 1928 Kobe Steel Works | Kabushiki Kaisha K.K. | Kobe | | |
| 12846 | **Misen Maru** | 176 | | 1906 J. K. Smit | Stoomvaart Maatschappij Zeeuwsche | Cannanore | | G |
| 12847 | **Mishima Maru** | 235 | | 1901 Mitsubishi | Imperial State Railways | Tokio | | |
| | | | | 1902 Mitsubishi | Kaisha K.K. | Nagasaki | | |

| Nom du Navire | Tonnage | Code | Construction | Propriétaires | Machines |
|---|---|---|---|---|---|
| **Miaos** | 219 | | | | |
| (See Sailing Ship Register) | | | | | |
| **Miet** | 200 | | | | |
| **Mietingsett** | 140 | ✠ | 1908 | J. T. Ei. | |
| **Mistral** | 132 | | | | |
| **Mitake Maru** | 142 | | | | |
| **Mitra** | 182 | | 1921 | Singapore | |
| **Mitres** | 200 | ✠100A1 | | | |
| **Mitsu Maru** | 144 | | | | |
| **Mitsui Maru No. 2** | 122 | | | | |
| **Miura Maru** | 219 | | 1927 | Hakodate | |
| **Miyako Maru No. 3** | 127 | | | | |
| **Miyale Maru** | 127 | | 1914 | Fukyowa | |
| **Miyoshi Maru** | 142 | | 1902 | Yamaji | |
| **Miyoshima Maru** | 232 | | | | |
| **Mizushima Maru** | 240 | | | | |
| **Mjanne** | 132 | | 1902 | Gelo Tors | |
| (See Sailing Ship Register) | | | | | |
| **Mjelner** | 502 | | 1906 | | |
| **Mjelner II.** | 129 | | 1917 | Jorgensen | |
| **Mjøs** | 103 | ✠100A1 | | | |
| **Mjøt** | 200 | | | | |
| **Mla** | 215 | ✠ | | | |
| **Moa** | 132 | | 1903 | G. T. Sigvis | |
| (See Sailing Ship Register) | | | | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Classification | Built | Where Built | Owners | Registered Dimensions | Port of Registry | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|
| 1907 | Moayer | 159 | PS | | | | | | | |
| 1907 | Mode Wheel | 115 | Shl | | | | | | | 11 - 0 |
| 1873 | Moek | 113 | | | | | | | | |
| 1874 | Moglina | 269 | | | | | | | | |
| 1875 | Mohsai | 185 | | | | | | | | |
| 1876 | Mokiona | 236 | 100A1 Hsl | | | | | | | 14 - 0 |
| 1877 | Moji Maru | 399 | | | | | | | | |
| 1878 | Mojwa | 477 | | | | | | | | |
| 1879 | Mole | 206 | PS | | | | | | | 9 - 0 |
| 1880 | Mollergutt | 127 | | | | | | | | |
| 1881 | Mollymawk | 272 | | | | | | | | 17 - 0 |
| 1882 | Molsbacka | 259 | | | | | | | | |
| 1883 | Molukai | 299 | | | | | | | | 15 - 0 |
| 1884 | Mola | 117 | | | | | | | | |
| 1885 | Momiji Maru | 149 | | | | | | | | |
| 1886 | Monmark | 331 | | | | | | | | |
| 1887 | Momoyama Maru | 422 | | | | | | | | |
| 1888 | Mon Petit | 141 | | | | | | | | |
| 1889 | Monarch | 132 | Abn | | | | | | | 11 - 10 |
| 1890 | Monarda | 128 | | | | | | | | |
| 1891 | Monas Belle | 241 | | | | | | | | |
| 1892 | Monebo | 128 | | | | | | | | |

| Numéro officiel | Noms du Navire, Numéro officiel, Signaux Distinctifs, Port d'Attache, Propriétaire, Numéros des Ports | Tonnage | Détails de la Classe | Construction | Machines | Chaudières | Dimensions |
|---|---|---|---|---|---|---|---|
| 1,[illegible] | **Mondello** | [illegible] | | 1908 P. Tosselli | | | [illegible] |
| 1,[illegible] | **Monfalcone** | [illegible] | | 1914 Cant. Nav. | | | [illegible] |
| 1,[illegible] | **Monica** | [illegible] | | 1910 Montenegro | | | [illegible] |
| 1,[illegible] | **Monimia** | [illegible] | + 100A1 Hul | 1929 Cook, Wel. | | | 14 × [illegible] |
| 1,[illegible] | **Monique Andrée** | [illegible] | | 1919 J. C. Hitz | | | [illegible] |
| 1,[illegible] | **Monitor** | [illegible] | | 1922 J. Crichton | | | 12 × [illegible] |
| 1,[illegible] | **Montevel** | [illegible] | + A1 | 1881 Crichton, | | | 11 × [illegible] |
| 1,[illegible] | **Monsoro** | [illegible] | | 1898 | | | [illegible] |
| 1,[illegible] | **Mont Cassel** | [illegible] | + 100A1 Hul | 1912 Crichton & | | | 13 × [illegible] |
| 1,[illegible] | **Mont des Cats** | [illegible] | | 1911 Crichton & | | | 13 × [illegible] |
| 1,[illegible] | **Montaro** | [illegible] | | 1912 Cook, Wel. | | | 12 × [illegible] |
| 1,[illegible] | **Montauban** | [illegible] | | 1908 Goubergs | | | [illegible] |
| 1,[illegible] | **Montbelrer** | [illegible] | | 1904 F. Schichau | | | [illegible] |
| 1,[illegible] | **Monte Pace** | [illegible] | | 1907 Ferrostaal | | | 9 × [illegible] |
| 1,[illegible] | **Monteria** | [illegible] | + Lloyd | 1907 H. Holst, | | | 7 × [illegible] |
| 1,[illegible] | **Monteriden** | [illegible] | | 1910 Eriksdal | | | 7 × [illegible] |
| 1,[illegible] | **Montijesar** | [illegible] | | 1910 Werft | | | [illegible] |
| 1,[illegible] | **Montoriol** | [illegible] | + 100A1 Hul | 1908 Cythera | | | [illegible] |
| 1,[illegible] | **Montrose** | [illegible] | | 1919 Whitney | | | [illegible] |
| 1,[illegible] | **Montserrat** | [illegible] | | 1910 Cyn de M. | | | [illegible] |
| 1,[illegible] | **Moon Tong** | [illegible] | | 1909 Kwong Tak | | | [illegible] |
| 1,[illegible] | **Moorlen I.** | [illegible] | | 1921 Lobnitz & | | | 12 × [illegible] |
| 1,[illegible] | **Moose** | [illegible] | | 1919 H. Ed. | | | 12 × [illegible] |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Classification | Built | Owners | Registered Dimensions | Port of Registry | Engines | Machinery Marks |
|---|---|---|---|---|---|---|---|---|---|
| 129916 | **Mora** | 199 | | | | | | | |
| 129917 | **Moran** | 133 | | | | | | | |
| 129918 | **Moravia** | 152 | A1 | | | | | | |
| 129919 | — | 122 | | | | | | | |
| 129920 | **Moravia** | 300 | ✠100A1 | | | | | | |
| 129921 | **Morey** | 200 | | | | | | | |
| 129922 | **Morelos** | 140 | | | | | | | |
| 129923 | **Morgan Jones** | 179 | ✠100A1 Hull | | | | | | |
| 129924 | **Morglay** | 171 | | | | | | | |
| 129925 | **Morias** | 100 | | | | | | | |
| 129926 | **Moringa** | 102 | | | | | | | |
| 129927 | **Morisea** | 305 | | | | | | | |
| 129928 | **Morning Light** | 175 | | | | | | | |
| 129929 | **Morning Star** | 282 | | | | | | | |
| 129930 | — | 149 | | | | | | | |
| 129931 | **Moros** | 160 | | | | | | | |
| 129932 | **Morpeth** | 146 | ✠100A1 Liv | | | | | | |
| 129933 | **Morris Dunn** | 224 | | | | | | | |
| 129934 | **Morro** | 240 | | | | | | | |
| 129935 | **Morsa** | 270 | | | | | | | |
| 129936 | **Morsecock** | 225 | | | | | | | |
| 129937 | **Morvah** | 225 | ✠100A1 Bro | | | | | | |

| Nom du Navire | Détails de la Classification | Construction | Propriétaires | Machines |
|---|---|---|---|---|
| 1200 Morven | | 1905 J. Dunlop, Bowling | J. Morven | |
| 1201 Morvina | | 1911 Cook, Welton & Gemmell, Hull | Boston Deep-Sea Fishing & Ice Co. Ltd. (J. R. Bevan, Mgr.) | |
| 1202 Moss | | 1899 D. W. Kremer & Sons, Hoogezand-Sappemeer | A. Ralphs | |
| 1203 Moss Bay | | 1911 C. H. Walker & Co. Ltd., Sunderland | Consolidated Steam Fishing & Ice Co. Ltd. (R. Hodgson, Mgr.) | |
| 1204 Motala | | 1911 Nylands Verksted, Christiania | Aktieselskabet Motala, Christiania | |
| 1205 Motala Express | | 1909 J. Inglis, Glasgow | A. Wilhelmsen (Rederiet Wilhelmsen), Tønsberg | |
| 1206 Motalastrom | | 1911 Motala Co., Norrköping | Aktieselskabet Motala, Christiania | |
| 1207 Motoki Maru No. 3 | | 1918 Nagasaki Shipbuilding Co. Ltd., Nagasaki | Kawasaki Kisen Kaisha | |
| 1208 Mokai | 100A1 | 1915 N. Odero, Sestri Ponente | Soc. Francesca per la Navigazione a Vapore, Genova | |
| 1209 Motor I. | | 1918 W. Rigter, Wilhelmshaven | N. Rasmussen | |
| 1210 Motorali | | 1910 Tallons, Plymouth, Devon | Cia. Transportes Navieros de Petroleos S.A. | |
| 1211 Motril | | 1912 | Dyer S.A. | |
| 1212 Motu | | 1910 G. Noble, Ltd., Aberdeen | Northern S.S. Co. Ltd. | |
| 1213 Moulsecoomb | | 1912 Gebr. Van der Ham, Vlaardingen | W. J. & J. Rudkin | |
| 1214 Mourne | | 1906 Ateliers et Chantiers de la Manche, Dieppe | Pêcheries Armorique | |
| 1215 — | | 1906 Cockerill, Seraing | Soc. Anon. de Navigation Belge (J. Dixon, Mgr.) | |
| 1216 Moultonian | | 1910 Harvey & Co. Ltd., Leith | [illegible] | |
| 1217 Mount Ari | 100A1 Aim | 1911 J. Lewis & Sons Ltd., Aberdeen | Pulf Allen Fishing Co. Ltd. (A. A. Jones, Mgr.) | |
| 1218 Mount Manisty | | 1917 J. Crank, Port Glasgow | Manchester Steam Fishing & Ice Co. Ltd. | |
| 1219 Mount Pearl | | 1905 J. N. Hafner, Gloucester, Mass. | J. W. Jackson | |
| 1220 Mount Vernon | | 1916 J. F. Dorbin, Manistique | Pugsley Bros. Co. (A. M. Pugsley, Mgr.) | |
| 1221 Mountaineer | | 1910 A. & J. Inglis, Ltd., Glasgow | [illegible] | |
| 1222 — | | 1878 Lake Fish Co., N.Y. | Northeastern Railway Department | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Classification | Built | Owners | Port of Registry | Engines |
|---|---|---|---|---|---|---|---|
| 1260 | **Mouchotarine** | 300 | + 100 A1 Lloyd's | | | | |
| 1261 | **Mountjoy** | 117 | | | | | |
| 1262 | **Mourtana** | 113 | | | | | |
| 1263 | **Mourne** | 223 | + 100 A1 Lloyd's | | | | |
| 1264 | **Mowe** | 127 | | | | | |
| 1265 | — | 121 | | | | | |
| 1266 | **Moyallon** | 257 | | | | | |
| 1267 | **Mr. Dirk Donker Curtius** | 147 | | | | | |
| 1268 | **Mr. Johannes Lust** | 117 | | | | | |
| 1269 | **Mudanya Eskeri** | 120 | | | | | |
| 1270 | **Mudd** | 140 | | | | | |
| 1271 | **Mudo** | 218 | | | | | |
| 1272 | **Muirdee** | 328 | + A1 Lloyd's | | | | |
| 1273 | **Mukaistima Maru** | 199 | | | | | |
| 1274 | **Mulan** | 240 | | | | | |
| 1275 | **Multistone** | 296 | + 100 A1 Lloyd's | | | | |
| 1276 | **Muarhea** | 300 | | | | | |
| 1277 | **Mugo Park** | 204 | | | | | |
| 1278 | — | 159 | | | | | |
| 1279 | **Muskedal** | 199 | | | | | |
| 1280 | **Muskeja** | 181 | | | | | |
| 1281 | **Musakli** | 177 | | | | | |

| Numéro Officiel | Nom du Navire, Matériau, Année et Port de Construction, Système Propulsif, Machines des Ponts | Tonnage Net | Détails de la Classe Spéciale: Cotes | Propriétaires | Constructeurs | Chantier | Dimensions Principales | Port d'Immatriculation | Machines | Chaudières |
|---|---|---|---|---|---|---|---|---|---|---|
| 12981 | Munster Steel Screw (Pilot) 1.50 | 158 | | | 1916 J. L. Meyer (Papenburg) | Emder Norden-Deutsche A.G. | 90 0 2 | Emden | C.30; 9½", 16½"-33½" | |
| 12984 | Murie Steel Screw Windlass (with Engines aft Winches) 1.250 | 102 | ✠100A1 Lloyd's Ice Class | 600 | 1914 Scott & Sons Bowling | Wilson Walton, L.L.J.J. Walton, Mgrs. | 100 0 23 | London | C.30; 21", 40"-27" | 12 + 8 |
| 12985 | Murielle Steel Screw (without) 1.250 | 127 | ✠ M3 For Fishing purposes | | 1913 Colby Dyn. Co. Ltd. Lowestoft | W. Barnett | 90 0 19 | Lowestoft | C.30; 14", 24", 40"-27" | 11 + 11 |
| 12986 | Murtal Steel Twin Screw (Electric Light) 1.250 | 402 | ✠100A1 Ice For Fishing Steamer in Wellington Market N.Z. Fitted for oil fuel | | 1920 Cammell Laird, Birkenhead | Hutt Estate Co. Limited & Burgess & Clarkson of Auckland, N.Z. | 142 0 30 | Wellington | C.30; 16", 27", 40"-30" (with) | 13 + 10 |
| 12987 | Murmansets Steel Screw (without) (Electric Light) (Ship Aft) 1.50 | 148 | | | 1929 Grandale (Helsingør) Denmark | Lossiprudtfoning | 90 0 23 | Murmansk | 14 Engines 28 C.H.P. C.30; 10", 16½" Exhaust | |
| 12988 | Murmansk Steel Screw (Electric Light Windlass) 1.50 | 417 | | | 1928 Nitrogt Williams Dockyard Swansea | Bergenske | 158 0 29 | Murmansk | C.30; 10", 20", 40½"-30" Owners Williams, Bideford | |
| 12989 | Murora Maru Steel Screw (and Electric Light) 1.250 | 283 | | | 1918 K. Oga Osaka | Kyushu Kisen K.K. | 152 0 19 | Nakano-seiya Japan | C.30; 16", 31", 54½"-30" S. Ono, Osaka | |
| 12990 | Murrie Steel Screw (Electric Light) Windlass B.F. 1.50 | 242 | | | 1913 Smith's Dock Co. Ltd. Middlesbro | Stoddart Wm. Ltd. | 154 0 25 | London | C.30; 16", 25", 40"-30" | C |
| 12991 | Murray Stewart Steel Screw (Electric Light) Windlass 1.250 | 234 | ✠ PA For Fishing purposes 1.50 | | 1918 F. L. Arthur & Co. Ltd. Ft. Arthur | Department of Marine & Fisheries | 119 0 25 | Ft. Arthur | C.30; 16", 29", 40"-30" | 12 + 8 |
| 12992 | Murrell Steel Screw (Fwd) 1.250 | 217 | | | 1906 J. H. Dialogue Camden, N.J. | T. J. Howard | 125 0 25 | New York | C.30; 16", 26", 40"-30" J. H. Dialogue, Camden, N.J. | |
| 12993 | Murtaja Steel Screw (Electric Light) Windlass 1.250 | 170 | | | 1906 Dorpswerfte M. V. Lürssen Stockholm | Stockholmsbolaget Ångfartygsrederi | 135 0 30 | Stockholm | C.30; 16", 40", 60" | |
| 12994 | Murzinko Steel Screw (Electric Light) 1.250 | 212 | ✠ PG1 For Fishing purposes 1.50 | | 1911 Murdoch & Murray (N. Glasgow) | Jos. Chenick | 115 0 24 | Paris | C.30; 16", 30", 40"-30" | 8 + 6 |
| 12995 | Musashi Maru Steel Screw (Electric Light) 1.250 | 227 | | | 1920 Uchida S. B. & E. Co. Ltd. Tokohama | Kyushu Kisen K.K. | 118 0 22 | Fukuoka | C.30; 16", 31", 40"-30" | |
| 12996 | Musai Steel Screw (or Lorchanges) 1.250 | 167 | ✠ Ice For Tunnelling 1.50 | | 1899 Hall, Russell & Co. Aberdeen | Jos. Hobart | 107 1 21 | S. Hobart's Dynamite Co. Ltd. | C.30; 13", 21", 40"-27" | 11 + 7 |
| 12997 | Musgrave Steel Twin Screw (Fwd) 1.250 | 225 | | | 1917 Scott & Sons Bowling | Belfast Harbour Commissioners | 115 0 24 | Belfast | C.30; 16", 40"-30" | 12 + 8 |
| 12998 | Mutsuroshima Maru Steel Screw (Fwd) (Electric Light) 1.250 | 128 | | | 1917 Fukagawa Zosensho Osaka | Kinochiwan K.K. | 97 0 20 | Kobe | C.30; 14", 23", 40"-30" Fukagawa Zosensho, Osaka | |
| 12999 | Mutsuwa Maru Steel Screw (Electric Light) 1.250 | 126 | | | 1916 M. Mihara Osaka | Tsukishima K.K. | 100 0 12 | Hakodate | C.30; 16", 40"-30" M. Mihara, Osaka | |
| 13000 | Muttersegen Steel Screw (Electric Light) 1.250 (Not Rolling Ship Register) | 157 | | | 1910 Gebr. Sachsenberg Mannheim | H. Schwing | 107 0 18 | Mainz | C.30; 15", 25", 40"-30" Sachsenberg, Mannheim | |
| 13001 | Myall River Steel Screw 1.50 | 119 | | | 1911 H. A. & A. H. Evans Cardiff Bridge, S.S.W. | Evans Cardiff & Evans Cardiff S.S. Co. Ltd. | 87 0 20 | Sydney, N.S.W. | C.30; 9", 14", 30" | |
| 13002 | Mystelj Steel Screw (Electric Light) 1.250 | 167 | | | 1911 | Hydrographic Department | 170 0 29 | Leningrad | C.30; | |
| 13003 | Myken Steel Screw (Electric Light) 1.50 | 128 | | | 1906 Fraser Nickolson & Co. Ltd. Newcastle-on-Tyne | Hansen Barne | 90 0 18 | Oslo | C.30; 15", 24", 40"-30" | |
| 13004 | Myogi Maru Steel Screw (Pilotage) (Electric Light) 1.250 | 225 | | | 1909 Mitsubishi Zosen K.K. Hiroshima | Kyushu Kisen K.K. | 135 0 24 | Nagasaki | 16 Engines | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book. | Steamer's Name, Material, Rig, &c. | | Tonnage | Particulars of Classification. | | | | Built. | | | Owners. | Registered Dimensions, Feet Decimals, &c. | | | Port of Registry. | Engines. | | |
| Official No. / Code Letters. | Last Survey (Year). Special Surveys. No. of Decks, &c. | | Gross / Under Deck / Net | Character. | | | | Where | By Whom / Where | | | Length | Breadth | Depth | Flag | Engine Maker's Name | | |
| 13915 | Myoko Maru No. 1 | Wooden | 176 | | | | | 1918 Nagoya | Kyushu Dock K.K. | | | 37·0 | 23·0 | 11·7 | Japanese | | | |
| 13916 | Myoko Maru | Steel | 142 | | | | | 1925 Hatsuda | Kawasaki Dock | | | 33·0 | 17·0 | 7·9 | Japanese | | | |
| 13917 | Myria | Wooden | 160 | | | | | 1917 Lockwood | A. Bishopsgate | | | 32·6 | 19·5 | 10·7 | La Rochelle | | | V |
| 13918 | Myrtle | Steel | 1240 | | | | | 1912 W. Doxford & Sons | Jersey City Fuel Co. Ltd. | | | 213·7 | 40·0 | 19·8 | Glasgow | | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their character from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| Numéro Officiel | Noms des Navires | Détails de la Classe | Construction | Machines | Dimensions |
|---|---|---|---|---|---|
| 1905 | N. A. S. M. V. | | | | |
| 1906 | N. A. S. M. X. | | | | |
| 1907 | N. A. S. M. XV. | | | | |
| 1908 | N. B. McLean | | | | |
| 1909 | N. Dalla-Gaade | | | | |
| 1910 | N. E. R. Grab No. 4 | 100A1 Hul | | | |
| 1911 | N. E. R. No. 1 | Fal | | | |
| 1912 | N. E. R. No. 2 | Fal | | | |
| 1913 | N. E. R. No. 3 | | | | |
| 1914 | N. E. R. No. 4 | | | | |
| 1915 | N. E. R. No. 5 | | | | |
| 1916 | N. E. R. No. 6 | | | | |
| 1917 | N. E. R. No. 7 | | | | |
| 1918 | N. E. R. No. 14 | 100A1 Hul | | | |
| 1919 | N. E. R. No. 15 | 100A1 Hul | | | |
| 1920 | N. Ebeling | | | | |
| 1921 | Nab Wyke | 100A1 Hul | | | |
| 1922 | Nadi Mars | | | | |
| 1923 | Nachtigall | | | | |
| 1924 | Nacre | | | | |
| 1925 | Nadejda | | | | |
| 1926 | Nadine | 100A1 | | | |

| Official No. / Code Letters | Name of Vessel | Tonnage | Classification | Where Built | When Built | Owners | Dimensions | Engines | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 13031 | Nafa | 152 | Ole | | | | | | |
| 13032 | Nafeika | 187 | | | | | | | |
| 13033 | Nagasaki Maru No. 2 | 92 | | | | | | | |
| 13034 | Nagata Maru | 118 | | | | | | | |
| 13035 | Nagd | 123 | | | | | | | |
| 13036 | Naiade | 230 | | | | | | | |
| 13037 | Nairana | 203 | | | | | | | |
| 13038 | Najade | 111 | | | | | | | |
| 13039 | Najaden | 193 | | | | | | | |
| 13040 | — | 136 | | | | | | | |
| 13041 | Najam | 131 | | | | | | | |
| 13042 | Najim | 177 | | | | | | | |
| 13043 | Nalim | 202 | | | | | | | |
| 13044 | Nanaura Maru | 182 | | | | | | | |
| 13045 | — | 126 | | | | | | | |
| 13046 | Nancy Hagne | 209 | ✠100 A1 Fb | | | | | | |
| 13047 | Naniwa | 242 | | | | | | | |
| 13048 | Naniwa Maru | 49 | ✠ A1 Tbs | | | | | | |
| 13049 | Nanna | 182 | | | | | | | |
| 13050 | — | 142 | | | | | | | |
| 13051 | Nanny | 123 | | | | | | | |
| 13052 | — | 102 | | | | | | | |

| Nom du Navire | Détails de la Classe | Construction | Propriétaires | Dimensions | Machines | |
|---|---|---|---|---|---|---|
| 1302 Nannoe | | 1906 | | | | |
| 1304 Nanto Maru | | 1910 | | | | |
| 1305 Nanset | | 1904 | | | | |
| 1306 Nauk | | 1903 | | | | |
| 1307 | | 1897 | | | | |
| 1308 Naze | 100A1 Hul | 1902 | | | | 12 + 10 |
| 1309 Napier | 100A1 Lloyd | 1911 | | | | 12 + 10 |
| 1310 Naramata | | 1912 | | | | |
| 1311 Narrabeen | | 1912 | | | | |
| 1312 Narragansett | | 1912 | | | | |
| 1313 Naruo Maru | | 1912 | | | | |
| 1314 Narva-Joesuu | | 1909 | | | | |
| 1315 Narvi | | 1910 | | | | N * |
| 1316 Nasello | | 1914 | | | | 1 |
| 1317 Nassau | | 1910 | | | | |
| 1318 Naun Maru | | 1917 | | | | 1 * |
| 1319 Nat Strong | | 1890 | | | | |
| 1320 Natal | | 1883 | | | | |
| 1321 Natal II. | | 1908 | | | | 12 + 1 |
| 1322 Natalia | A— P73 | 1905 | | | | 13 + 8 |
| 1323 Natayoshi Maru | | 1901 | | | | |
| 1324 Nathalie | | 1908 | | | | |
| 1325 Nathan Hayward | | 1891 | | | | |

| Official No. / Signal Letters | Steamer's Name, Material, Rig, &c. / Late Name (if any) / Special Passage, No. of Decks, &c. | Tonnage | Particulars of Class, Equipment, &c. | Built | Owners | Registered Dimensions | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|---|
| 132576 | National | | | 1878 Dublin (Wimbledon) | Nat'l Press, Ltd. | | Liverpool | | |
| 132577 | Nauna | | | 1931 Troelhjort (H.M. Yacht Troelhjort) | Kommandørselskab | 110'4.1/2'×9.1/2'×14'2 | Swansea | | |
| 132578 | Nautilus | | Bof | 1930 W. Simmons (ex Nautilus) | Dependants of Neath Abbey (Rhys Williams & Sons, Ltd., Swansea, Barbier) | 261'0.6/2'×42'0.1/2'×22'6 | Cardiff | | 10 × 6 |
| 132579 | — | | Bge | 1919 H.C.M.S. Government of Derbyshire (Sandham Hamburg) | | 132'5.2/2'×9.1/2'×12'5 | London | | 13 × 8 |
| 132580 | — | | | 1922 J. Kinder (Ex Polgoon "Gulana") | J. Kinder | 100'0.2/2'×9'0.1/2'×8'7.1/2' | Stockington | | |
| 132581 | Navaga | | | 1904 | Bergenstiftelse | 134'9.2/2'×9'2.1/2'×12'9 | Archangel | | |
| 132582 | Navasaphia No. 1 | | | 1930 N.V. McIlf (Nelson Nelson) | Farnard & R.L. (J. Farnard, Ely) | 176'0.2/2'×9'2.1/2' | Kent | | |
| 132583 | Navagaior | | | 1900 Philips (Nat. Ltd. Dartmouth) | Cia. Argentina de Pesca Milanesa, Ltda. | 89'0.2/2'×19'0.1/2'×8'0 | Buenos Aires | | 11 × 6 |
| 132584 | Navaga | | | 1931 F. Schichau (G.m.b.H. Danzig) | Bergenstiftelse | 142'9.2/2'×23'0.1/2'×13'0 | Kaliningrad | | |
| 132585 | Nanetch | | 100A1 Bow | 1919 Bow, Mc-Lachlan & Co. Ltd. (Paisley) | Alcoa Fraser | 155'0.2/2'×4.1/2'×12'9 | Montreal | | 13 × 6 |
| 132586 | — | | Ayr | 1930 A. Inst, H. (Ex Ad. H.) | Ch. Arthur Dubiano | 116'2.2/2'×4.1/2'×7'0 | Bastia | | 7 × 4 |
| 132587 | Nanzia Snow | | | 1896 Nobiskrug (Tonder Tonne) | Fur. Gustavsson Ny Anna | 124'2.1/2'×9'0 | Trondhjem | | |
| 132588 | Nara | | | 1928 Bow, Mc-Lachlan & Co. Ltd. (Paisley) | Alcoa Wheelage Co. Ltd. | 125'5.2/2'×9'0 | Kirkcaldy | | 10 × 6 |
| 132589 | Neath Castle | | 100A1 Bow | 1916 Smith's (Dock Co. Ltd. Middlesbro') | Consolidated Fisheries Ltd. (Sir John B. Marden, Bart., Mgr.) | 123'4.2/2'×12'0 | Swansea | | 13 × 6 |
| 132590 | Neb | | | 1931 Frances (Mk. Yachts Southampton) | A. Gerard A/B (Thor Dahl, Mgr.) | 110'1.2/2'×12'0 | Kristiansand | | N * |
| 132591 | Nebria | | 100A1 Bow | 1912 [illegible] | Consolidated Fisheries Ltd. (Sir John B. Marden, Bart., Mgr.) | 125'0.2/2'×12'0 | Grimsby | | 13 × 6 |
| 132592 | Necko | | | 1930 Marshall's (Gainsborough) | Capt. Ernest Reuben F. B. Lassen (R., Mgr.) | 96'7.1/2'×9'0 | Vancouver | | |
| 132593 | Necko II. | | | 1929 A. [illegible] (Ex [illegible]) | Capt. A/B Reuben F. B. Lindrick (Mgr.) | 79'7.2/2'×9'0 | Vancouver | | 9 × 5 |
| 132594 | Ned Hanlan | | 100A1 Bow | 1922 Toronto (Dry Dock Co. Ltd. Toronto) | Department of the City of Toronto | 74'8.1/2'×9'0 | Toronto | | 9 × 5 |
| 132595 | Nederland VII. | | | 1916 Nederlandsche (Schiffs. Werft Nederlandsche) | N.V. Tonch. Maatsch. "Nederland" | 84'1.2/2'×10'1 | Katwijk | | |
| 132596 | Nedlloyd | | | 1910 J. Neelock (Ex Gen. Monmouth) | Nedlloyd "Gadar" S.S. | 122'0.2/2'×11'0 | Boston | | |
| 132597 | Neelije | | | 1928 N.V. Neelje (Rich. Schamp, Gouda, Groningen) | J. Gerberg | 102'2.2/2'×7'0 | Neelje | | T * |

| Signaux d'appel | Noms | Détails de la Classification | Construction | Machines | |
|---|---|---|---|---|---|
| 1320 | Neptje | | | | |
| 1321 | Neerlands | | | | |
| 1322 | Negrito | | | | |
| 1323 | Negro | 100A1 | | | |
| 1324 | Nehaj | | | | |
| 1325 | Nell Smith | 100A1 | | | |
| 1326 | Neither | | | | V |
| 1327 | Nejaan | | | | V |
| 1328 | Nelochee | | | | |
| 1329 | Nella | | | | I |
| 1330 | Nellie Bradduck | 100A1 | | | |
| 1331 | Nellie Bywater | | | | |
| 1332 | Nellie Land | | | | V |
| 1333 | Nellie Wilson | | | | |
| 1334 | Nelly | | | | |
| 1335 | Nelly | | | | |
| 1336 | — | | | | |
| 1337 | — | | | | |
| 1338 | Nelly Gosina | | | | |
| 1339 | Nelson II. | | | | |
| 1340 | Nelson | | | | |

| Official No. | Steamer's Name, Tonnage, Dig. &c. | Tonnage | Particulars of Class | Where Built | Builder | Owners | Register Dimensions | Port of Registry | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|
| 131[illegible] | **Nelson** | 1[illegible] | | | | | | | | |
| 131[illegible] | **New Bros** | [illegible] | [illegible]100A1 | | | | | | | |
| 131[illegible] | **Newphyle** | [illegible] | | | | | | | | |
| 131[illegible] | **Nepaul** | [illegible] | | | | | | | | |
| 131[illegible] | **Neptun** | [illegible] | | | | | | | | |
| 1326 | — | [illegible] | | | | | | | | |
| 1325 | — | [illegible] | [illegible]100A1 Kel | | | | | | | |
| 1326 | — | [illegible] | | | | | | | | |
| 1327 | — | [illegible] | | | | | | | | |
| 1328 | — | [illegible] | | | | | | | | |
| 1329 | **Neptune** | [illegible] | | | | | | | | |
| 1330 | — | [illegible] | | | | | | | | |
| 1331 | — | [illegible] | | | | | | | | |
| 1332 | **Neptune I.** | [illegible] | [illegible] Bel | | | | | | | |
| 1333 | **Neptune Second** | [illegible] | | | | | | | | |
| 1334 | **Neptune II** | [illegible] | | | | | | | | |
| 1335 | **Neptunia** | [illegible] | [illegible]100A1 Ber | | | | | | | |
| 1336 | **Neptune** | [illegible] | [illegible]100A1 Ber | | | | | | | |
| 1337 | — | [illegible] | | | | | | | | |
| 1338 | **Neptune** | [illegible] | | | | | | | | |
| 1339 | **Neptune II.** | [illegible] | | | | | | | | |

| Official No. | Built: Where | Built: By Whom | Owners | Register Dimensions | Port of Registry | Engines | Boilers |
|---|---|---|---|---|---|---|---|
| 1[illegible] | [illegible] | J. Jones | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | N.V.T. | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | W. Denny & Bros. | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | W. Lind | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | D.W. Kro[illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | J. King | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | Cook, Wel[illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | Walsh | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | J. Sherman | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | Day, Summ[illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | L. R. | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | Cochrane | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | N.V. Mol[illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | Cochrane | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | Cole & Co. | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | J. J. Thorny[illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | Rotterdam | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | [illegible] | N.V. Bonger | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

| Numéro officiel | Nom du Navire | Signal | Port d'attache | Tonnage | Détails de la Classe | Construit | Machines | Propriétaires |
|---|---|---|---|---|---|---|---|---|
| 12940 | New Polis | | | 274 | | 1900 Cook, W. G. | | |
| 12941 | Nereus | | | 180 | 100A1 Ryd | 1900 M. U. | | |
| 12942 | Nerlie | | | 198 | | 1921 Fitzgerge | | |
| 12943 | Nerine | | | 197 | | 1920 Hall, Russ | | |
| 12944 | Nerpa | | | 172 | | 1921 Redpath | | |
| 12945 | Nerto | | | 111 | 100A1 Mid | 1921 Inglis | | |
| 12946 | Nervion | | | 195 | | 1900 J. Elder | | |
| 12947 | Nessada | | | 209 | | 1904 Nat. Steel | | |
| 12948 | Nesodden | | | 147 | | 1900 Mott Iron | | |
| 12949 | Nesdlangen | | | 224 | | 1920 Tredegar | | |
| 12950 | Nesig | | | 170 | | 1921 A. Stephen | | |
| 12951 | Nestor | | | 152 | | 1919 V. J. Kock | | |
| 12952 | — | | | 132 | | 1902 Armstrong | | |
| 12953 | Neuhengarth | | | 90 | 100A1 Ire | 1902 Irvine | | |
| 12954 | Neptis | | | 170 | | 1900 Mackie & | | |
| 12955 | Neptune | | | 420 | | 1921 Lloyd | | |
| 12956 | Neuenfelde | | | 150 | | 1900 H. Neuhaus | | |
| 12957 | Neufahrwasser | | | 132 | | 1921 N. S. Hyne | | |
| 12958 | Newfoundland | | | 196 | | 1921 Rolland | | |
| 12959 | Neuwalde | | | 207 | | 1914 H. C. Stülcken | | |
| 12960 | Neves | | | 122 | | 1921 Gosch & Co. | | |
| 12961 | New England | | | 220 | | 1921 J. H. Dix | | |
| 12962 | New Fawn | | | 215 | Fry d | 1921 J. Fullerton | | |

| Official No. | Owner's Name, Nationality, Reg. &c. | Particulars of Class | Tonnage | Built | Owners | Port of Registry | Engines | Remarks |
|---|---|---|---|---|---|---|---|---|
| [illegible] | New Gamrock | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | New Orleans | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | New Storm Cock | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | New York | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | B * |
| [illegible] | New York Central No. 14 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | New York Central No. 23 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | New York Central No. 30 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | New York Central No. 31 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | New York Central No. 33 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | New Zealand | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 11 + 8 |
| [illegible] | News | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | G * |
| [illegible] | Newhaven | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 11 + 7 |
| [illegible] | Newhaven, N.B. | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 12 + 2 |
| [illegible] | Newington | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 12 + 4 |
| [illegible] | Newport | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 7 + 2 |
| [illegible] | Newton | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Ngi Hong | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Ngoro | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Nguru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 12 + 6 |
| [illegible] | Nicolaas | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | Y * |
| [illegible] | Nielsen | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 13 + 6 |
| [illegible] | Niederrachen | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | G * |

| Numéro Officiel | Noms du Navire, Numéro Distinctif, Port d'Attache, Pavillon Télégraphique, Numéro des Ports | Tonnage | Détails de la Classe Spéciale: Cotes | Construction: Année | Construction: Nom du Constructeur | Armateurs | Dimensions Principales du Navire: Longueur | Largeur | Creux | Port d'Attache | Machines | Chaudières | Observations |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1316 | Niekerauhaus | 22 | | 1900 | J. G. Hinsler, Luxemburg | Lorenzo | 122' 0.0" | 19' 11" | 4' 0" | Luxembourg | [illegible] | | |
| 1317 | Niederstedtrot | 22 | | 1919 | J. G. Hinsler, Luxemburg | Rosenfeld & Co. | 140' 0.0" | 19' 11" | 4' 0" | Luxembourg | [illegible] | | |
| 1318 | Nigel | 12 | | 1942 | Messrs. W. Dobson & Co., Newcastle-on-Tyne | R. K. Dobson | 100' 0.0" | 21' 1" | 7' 0" | Newcastle | [illegible] | | |
| 1319 | Night Hawk | 37 | + 100 A1 Tug | 1916 | Tachiyama Tekkosho, Ltd., Tachiyama | Tachiyama Tekkosho, Ltd. (Tachiyama K.K.), Kobe, Japan | 122' 0.0" | 24' 0" | 12' 0" | Tachiyama | [illegible] | | 14 + 8 |
| 1320 | Night Rider | 37 | + 100 A1 Tug | 1916 | Tachiyama Tekkosho, Ltd., Tachiyama | Tachiyama Tekkosho, Ltd. (Tachiyama K.K.), Kobe, Japan | 140' 0.0" | 24' 0" | 12' 0" | Tachiyama | [illegible] | | 14 + 8 |
| 1321 | Night Watch | 38 | + 100 A1 Tug | 1916 | Tachiyama Tekkosho, Ltd., Tachiyama | Tachiyama Tekkosho, Ltd. (Tachiyama K.K.), Kobe, Japan | 140' 0.0" | 24' 0" | 12' 0" | Tachiyama | [illegible] | | 14 + 8 |
| 1322 | Nigata Maru | 15 | | 1919 | Kaiko Tekkosho, Niigata | Tanaka Tomotaro | 114' 0.0" | 22' 0" | 11' 0" | Niigata | [illegible] | | |
| 1323 | Nigata Maru No. 3 | 15 | | 1920 | Kaiko Tekkosho, Niigata | Tanaka Tomotaro | 110' 0.0" | 22' 0" | 11' 0" | Niigata | [illegible] | | |
| 1324 | Nikan | 30 | + Tug | 1919 | Macfarlane & Co., Ltd., Glasgow | Anchor Shipping & Fishing Co. Ltd. | 70' 0.0" | 22' 0" | 7' 0" | Glasgow | [illegible] | | 8 + 6 |
| 1325 | Nikita Dendrinos | 12 | | 1899 | Chalkidis & Co., Syros | S. A. & N. Dendrinos | 100' 0.0" | 17' 0" | 9' 0" | Syros | [illegible] | | |
| 1326 | Nikonai Maru | 12 | | 1899 | Lloyd Werft, Stettin | Nordlingen K.K. | 90' 0.0" | 18' 0" | 11' 0" | Wakamatsu | [illegible] | | |
| 1327 | Nil Desperandum | 12 | | 1917 | Martinolich, Trieste | S. F. Stockdale & S. A. Gondolfo | 100' 0.0" | 22' 0" | 9' 0" | Chaumont | [illegible] | | |
| 1328 | — | 12 | | 1870 | Lee & Dunkerley, Wivenhoe | Nutt & Sons, Ltd. | 50' 0.0" | 20' 0" | 7' 0" | Colchester | [illegible] | | |
| 1329 | Nile Pejatila | 32 | + Tug | 1905 | Murdoch & Murray, Port Glasgow | N. Pejatila | 100' 0.0" | 20' 0" | 9' 0" | Pola | [illegible] | | 8 + 6 |
| 1330 | Nila | 17 | | 1911 | Wilson, Sunderland | Compania Nacional Naviera de la Habana, Havana, Cuba | 80' 0.0" | 22' 0" | 9' 0" | Sunderland | [illegible] | | |
| 1331 | Nipette | 32 | + 100 A1 Tug | 1916 | G. Wilson, Wallington | Consolidated Tonnages, Ltd. (the Island Steamship Co.), Port Glasgow | 110' 0.0" | 22' 0" | 12' 0" | Glasgow | [illegible] | | 14 + 8 |
| 1332 | Nippo Maru | 20 | | 1917 | Ishikawajima, Tokyo | Unknown | 110' 0.0" | 22' 0" | 14' 0" | Tokyo | [illegible] | | |
| 1333 | Nippo Maru No. 3 | 14 | | 1921 | Mitsubishi, Nagasaki | Kawasaki Kisen K.K. | 90' 0.0" | 19' 0" | 9' 0" | Nagasaki | [illegible] | | |
| 1334 | Nippon Maru | 22 | | 1920 | Kawasaki, Kobe | Government of Japan | 100' 0.0" | 22' 0" | 10' 0" | Kobe | [illegible] | | |
| 1335 | Nirvana | 30 | + 100 A1 Tug | 1922 | Bertram & Co., Sydney | Bergquist Brothers | 100' 0.0" | 22' 0" | 12' 0" | Sydney | [illegible] | | 14 + 8 |
| 1336 | Nissin Maru No. 1 | 20 | | 1919 | Kawasaki, Kobe | Kawasaki Kisen K.K. | 110' 0.0" | 22' 0" | 11' 0" | Kobe | [illegible] | | |
| 1337 | Niton | 30 | + 100 A1 Tug | 1917 | J. Hinsler, Luxemburg | Lefkowitz | 110' 0.0" | 22' 0" | 11' 0" | Luxembourg | [illegible] | | 12 + 8 |

| Official No. | Steamer's Name, Nationality, Rig, &c. | Tonnage | Particulars of Class | Built | Owners | Port of Registry | Engines | Dimensions |
|---|---|---|---|---|---|---|---|---|
| | Special Surveys. No. of Decks, &c. | | Character | Where | | | | |
| [illegible] | Nita | [illegible] | | 1918 Hall, Russell & Co. Ltd. Aberdeen | F. Parker | [illegible] | [illegible] | [illegible] |
| [illegible] | Nirvana | [illegible] | A- | 1912 Smith's Dock Co. Ltd. Middlesbro' | Fraser Whaling Co. Ltd. & E. Larsen, Mgr. | [illegible] | [illegible] | [illegible] |
| [illegible] | Njord | [illegible] | | 1907 Lindholmens V. A. Gothenburg | Robert A. B. Rosk & J. Berntsen | [illegible] | [illegible] | [illegible] |
| [illegible] | — | [illegible] | | 1918 Wed, C. Rode Skibsværft | Trawl Motor "Revenant" | [illegible] | [illegible] | [illegible] |
| [illegible] | Njord | [illegible] | | 1907 Mjellsmæk Laxdam Bergen | A/S Fjord & B. Rosk; | [illegible] | [illegible] | [illegible] |
| [illegible] | Noak | [illegible] | | [illegible] J. T. Jacobs [illegible] | J. Th. Jacobsen | [illegible] | [illegible] | [illegible] |
| [illegible] | — | [illegible] | | 1893 H. Holter Tønsberg | A/S [illegible] & P. Lassesen, Mgr. | [illegible] | [illegible] | [illegible] |
| [illegible] | Nobel | [illegible] | | 1911 Mjellsmæk Laxdam Bergen | A/S A/S Portugal | [illegible] | [illegible] | [illegible] |
| [illegible] | Nobiskrug | [illegible] | | 1930 Werft Nobiskrug G.m.b.H. Rendsburg | E. Brinck | [illegible] | [illegible] | [illegible] |
| [illegible] | Noble Maxwell | [illegible] | | 1910 Francis Cook & Co. Kirkcaldy | Bunnerhook & Everdile | [illegible] | [illegible] | [illegible] |
| [illegible] | Noble Nora | [illegible] | A- | 1912 Smith's Dock Co. Ltd. Middlesbro' | Fraser Whaling Co. Ltd. & E. Larsen, Mgr. | [illegible] | [illegible] | [illegible] |
| [illegible] | Noldeman | [illegible] | ✠100A1 Hal | [illegible] Cochrane & Sons, Ltd. Selby | Wessel Forsyth & Co. | [illegible] | [illegible] | [illegible] |
| [illegible] | Nola Mars | [illegible] | A1 Oil | 1926 Kobe Dock Co. Ltd. Kobe | Sakaibashi Gyogyo K.K. Tachibana Gyo Kyodo Kumiai, Mgr. | [illegible] | [illegible] | [illegible] |
| [illegible] | Nolex | [illegible] | | 1929 Smith's Dock Co. Ltd. Middlesbro' | Boulet Wm. Ltd. | [illegible] | [illegible] | [illegible] |
| [illegible] | Nogi | [illegible] | ✠100A1 Mil | 1922 Smith's Dock Co. Ltd. Middlesbro' | Sakaiminato Gyo T. Jojiyama, Mgr. | [illegible] | [illegible] | [illegible] |
| [illegible] | Nojima Mars | [illegible] | | 1925 Mitsui Shipbuilding & E. Co. Ltd. Tamano | Mitsui Bussan Kaisha, Ltd. | [illegible] | [illegible] | [illegible] |
| [illegible] | Nolly | [illegible] | | [illegible] | R. F. Dodd, Jr. & Associates | [illegible] | [illegible] | [illegible] |
| [illegible] | Nonni | [illegible] | | 1893 J. C. Tecklenborg Wesermünde | August Fuhrmann | [illegible] | [illegible] | [illegible] |
| [illegible] | Nonpareil | [illegible] | | 1906 H. Palmer & Sons, N.Dk. Hebburn-on-Tyne | Rio Grande Frig. | [illegible] | [illegible] | [illegible] |
| [illegible] | Nongnaa | [illegible] | ✠100A1 Lin | 1914 Hall, Russell & Co. Ltd. Aberdeen | Rickett & Miller, Ltd. | [illegible] | [illegible] | [illegible] |
| [illegible] | | | | | | | | |

| Numéro Officiel | Noms des Navires | Tonnage | Détails de la Classe Spéciale | Construit | Propriétaires | Machines | |
|---|---|---|---|---|---|---|---|
| 1320 | Noord Brabant | | | | | | |
| 1321 | Noord Friesland | | | | | | |
| 1322 | Noord Holland | | | | | | |
| 1323 | Noord-Stad | | | | | | |
| 1324 | Noordster | | | | | | |
| 1325 | — | | | | | | |
| 1326 | — | | | | | | |
| 1327 | — | | | | | | |
| 1328 | Noordster I. | | | | | | |
| 1329 | Noordzeester | | | | | | |
| 1330 | Noorlaan | | ✠100A1 Ice | | | | |
| 1331 | — | | | | | | |
| 1332 | Nora | | | | | | |
| 1333 | — | | | | | | |
| 1334 | — | | | | | | |
| 1335 | — | | | | | | |
| 1336 | Nora Niven | | ✠ Hal | | | | |
| 1337 | Norastrom | | | | | | |
| 1338 | Norma I | | | | | | |
| 1339 | Nord | | | | | | |
| 1340 | Nord Caper | | | | | | |

| Official No. | Steamer's Name. Notes, Rig, &c. | Date Place (if any) Special Surveys. No. of Decks, &c. | Tonnage | Particulars of Class. Character. | Built. When | By Whom | Where | Owners. | Length | Breadth | Depth | Port of Registry | Flag | Engines. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1914 | Mjøllnesk | Mandfyldes Dampskibsselskab | 122·1/21·7 | 3·9 | Bergen | Norwegian | 1,30 y 17·20" x 24" | | | | | | | | |
| 1911 | W. Cyclo | Wadendorfer Dampfersegel & Schiffahrt, Ltd. | 102·7/22·6 | 9·9 | Wadendorf | Swedish | 1,30 y 14"x24" | | | | | | | | |
| 1931 | Fehlhaber | Seefischerei Gesellschaft Flyth | 92·9/24·7 | 9·9 | Cuxhaven | German | 1,30 Engines | | | | | | | | V * |
| 1909 | W. Simon | Angelnstedt & Kosse M.S. | 109·7/19·9 | 9·9 | Lübeck | German | 1,30 y 14"x24" | | | | | | | | |
| 1914 | Jos. L. Meyer | Emden Shipyard Backsweck G | 79·9/21·6 | 7·6 | Emden | German | 1,30 Engines | | | | | | | | |
| 1912 | Schiffs-Ges. Unterweser | "Rodau" Deutsche Reichsbahn-Gesellschaft Berlin | 127·1/22·7 | 13·9 | Bremerhaven | German | 1,30 y 17"x24"x36" | | | | | | | | G * |
| 1906 | A. Neebeck A.G. Wesermünde | "Midgard" Deutsche Seereederei Bremen | 55·7/19·9 | 10·9 | Bremerhaven | German | 1,30 y 14"x24"x36" | | | | | | | | G * |
| 1902 | J. L. Meyer | A. G. Emden Emden-Pyrm | 100·7/19·0 | 7·9 | Emden | German | 1,30 y 20"x36"x40" | | | | | | | | G |
| 1906 | H. Hegenscheidt | Neu-Schlepper A.G. | 89·6/19·6 | 12·2 | Emden | German | 1,30 y 16"x24"x24" | | | | | | | | |
| 1902 | Kr. Andersen | J. Schiøtz | 90·1/22·4 | 11·5 | Vaag | Faroe Islands | 1,30 Engines | | | | | | | | V * |
| 1906 | J. Tiedje | Jul. Wendeholm G.m.b.H. | 132·2/23·7 | 12·9 | Wesermünde | German | 1,30 y 16"x24"x36" | | | | | | | | |
| 1902 | | Blue Funnel Line | 112·7/20·0 | 11·9 | Stavanger | Norwegian | 1,30 y 16"x24"x36" | | | | | | | | |
| 1927 | Schiffer | Wyhe Dampfschiff Reed. G.m.b.H. | 101·4/23·7 | 7·4 | Wyhe a. Elbe | German | 1,30 Engines | | | | | | | | G * |
| 1910 | Mjøllnesk | Johan E. Bergsø Bergen | 94·7/19·9 | 9·1 | Aalesund | Norwegian | 1,30 y 9"x24"x27" | | | | | | | | N * |
| 1927 | G. Seebeck A.G. Wesermünde-G. | Lube Jansen & Co. | 108·1/24·2 | 10·9 | Wesermünde-G. | German | 1,30 y 16"x24"x36" | | | | | | | | G * |
| 1922 | Reiherstieg Schiffswerft Hamburg | "Rodau" Deutsche Reichsbahn-Gesellschaft Berlin | 140·1/20·5 | 12·9 | Cuxhaven | German | 1,30 y 18"x24"x36" | | | | | | | | G * |
| 1872 | | F. Lund Sprottbay | 80·1/22·9 | 9·6 | Bergen | Norwegian | | | | | | | | | |
| 1904 | | A. Liseth Brunsbüttel | 77·6/21·7 | 9·6 | Flensburg | Norwegian | 1,30 Engines | | | | | | | | |
| 1900 | Christiania-Bergen Dampskibs-Selskab Christiania | Wind Fjelbye Brunsbüttel | 118·0/18·1 | 9·6 | Bergen | Norwegian | 1,30 y 11"x18"x28" | | | | | | | | |
| 1908 | Taylor & Knight Gosport | A.N. Rodman Blue Funnel Line | 119·8/21·6 | 11·5 | Stavanger | Norwegian | 1,30 y 15"x21"x40" | | | | | | | 12 - 1 | V |
| 1908 | Alors Bok Yelter Esbjerg | Esbjerg Gummistøvler Fiskeindustri | 100·4/17·5 | 12·9 | Esbjerg | Danish | 1,30 y 16"x24" | | | | | | | | |
| 1912 | G. Seebeck A.G. Wesermünde-G. | Rickmers-Reisen Bremerhaven | 119·1/23·1 | 9·5 | Wesermünde-G. | German | 1,30 y 16"x24"x36" | | | | | | | | G * |
| 1911 | Bord Bach Aalborg Fyn Bornholm | Bornholm A.S. Lloyd | 90·6/21·6 | 7·7 | Bornholm | Danish | 1,30 y 14"x24"x36" | | | | | | | | G * |

| Numéro Officiel | Noms du Navire, Indicatif, Port d'Attache, Tonnage, Lettres Distinctives | Détails de la Classe Spéciale | Construit | Architecte | Dimensions | Machines | Propriétaires |
|---|---|---|---|---|---|---|---|
| 1274 | **Nordstern** (Nothing Found) (No Sailing Ship Register) | 104 | 1914 J. J. Pattje, Alblasserdam | Pattje Bros. | 99 ft. 0 in. × 22 ft. 0 in. × 9 ft. 0 in. | Steamship; 1 C. Engine; 9½, 15½ in. × 10 in. | G. |
| 1275 | **Nordstjernen** (Nothing Found) (No Sailing Ship Register) | 101 | 1910 T. T. Jacobsen, Thisted | S. S. Lovmand | 110 ft. 0 in. × 21 ft. 11 in. × 9 ft. 0 in. | Steamship; 1 C. Engine; 9½, 15½ in. × 10 in. | T. |
| 1276 | **Nordstrand** (No Sailing Ship Register) | 132 | 1907 A. Lüllau, Stadersand | Nordfriesische Werft G.m.b.H. | 93 ft. 0 in. × 21 ft. 0 in. × 9 ft. 0 in. | Steamship; 1 C. Engine; 9½, 15½ in. × 10 in. | G. |
| 1277 | **Nordwind** (No Sailing Ship Register) | 98 | 1917 Fred. Willemsen, Geestemünde | Gebr. A. B. Bennard, Geestemünde | 90 ft. 7 in. × 21 ft. 7 in. × 9 ft. 0 in. | Steamship; 1 C. Engine; 9½, 15½ in. × 10 in. | |
| 1278 | **Norfolk** (No Sailing Ship Register) | 101 | 1906 Gustafsberg, Stora Åbo, Sweden | S. Sweden | 104 ft. 0 in. × 21 ft. 1 in. × 7 ft. 0 in. | Steamship; 1 C. Engine; 9½, 15½ in. × 10 in. | |
| 1279 | — (No Sailing Ship Register) | 112 | 1905 Harlands Mekanska Verkstad, Göteborg | Harland & Wolff, Belfast | 110 ft. 0 in. × 21 ft. 0 in. × 9 ft. 0 in. | Steamship; 1 C. Engine; 9½, 15½ in. × 10 in. | |
| 1280 | **Norkalmen** (No Sailing Ship Register) | 120 | 1909 Aalborgverftet, Aalborg | A/S Aalborgverftet, Aalborg | 102 ft. 0 in. × 21 ft. 0 in. × 9 ft. 0 in. | Steamship; 1 C. Engine; 9½, 15½ in. × 10 in. | G. |
| 1281 | **Norina** (No Sailing Ship Register) | 270 | 1917 Gebr. Sachsenberg, Rosslau | J. Sachsenberg, Rosslau | 125 ft. 0 in. × 23 ft. 0 in. × 9 ft. 0 in. | Steamship; 1 C. Engine; 9½, 15½ in. × 10 in. | 13 + 1 |
| 1282 | **Norma** (No Sailing Ship Register) | 112 | 1918 A. Alb. Andersen, Svendborg | Andersen & Co. | 81 ft. 0 in. × 20 ft. 0 in. × 9 ft. 0 in. | Steamship; 1 C. Engine; 9½, 15½ in. × 10 in. | |
| 1283 | **Norman** (No Sailing Ship Register) | 300 | 1913 Cook, Welton & Gemmell, Hull | Sulzer Bros. Ltd. | 140 ft. 0 in. × 24 ft. 0 in. × 12 ft. 0 in. | Steamship; 1 C. Engine; 9½, 15½ in. × 10 in. | 13 + 1 |
| 1284 | — (No Sailing Ship Register) | 321 | 1906 Smith's Dock Co. Ltd., Middlesbrough | Blythswood Dist. & M. L. Miller, Glasgow | 132 ft. 0 in. × 21 ft. 0 in. × 11 ft. 0 in. | Steamship; 1 C. Engine; 9½, 15½ in. × 10 in. | 13 + 1 |
| 1285 | — (No Sailing Ship Register) | 322 | 1920 Gebrüder Sachsenberg, Rosslau | Gebrüder Sachsenberg, Rosslau | 130 ft. 0 in. × 23 ft. 0 in. × 12 ft. 0 in. | Steamship; 1 C. Engine; 9½, 15½ in. × 10 in. | 13 + 1 |
| 1286 | — (No Sailing Ship Register) | 114 | 1894 Cook, Welton & Gemmell, Hull | A. Alexander | 87 ft. 0 in. × 20 ft. 0 in. × 10 ft. 0 in. | Steamship; 1 C. Engine; 9½, 15½ in. × 10 in. | 11 + 1 |
| 1287 | **Normandy** (Nothing Found) (No Sailing Ship Register) | 275 | 1917 Smith's Dock Co. Ltd., Middlesbrough | Smith's Dock Co. Ltd., Middlesbrough (F. Dayton, Agt.) | 125 ft. 0 in. × 23 ft. 0 in. × 12 ft. 0 in. | Steamship; 1 C. Engine; 9½, 15½ in. × 10 in. | |
| 1288 | **Normand** (No Sailing Ship Register) | 190 | 1903 Marcus de Bruin, Rotterdam | S. S. Smith | 110 ft. 0 in. × 22 ft. 0 in. × 9 ft. 0 in. | Steamship; 1 C. Engine; 9½, 15½ in. × 10 in. | 9 + 1 |
| 1289 | **Normanner** (Nothing Found) (No Sailing Ship Register) | 100 | 1909 S. Cigaro, Palermo | Palermo A/S Bari | 100 ft. 0 in. × 21 ft. 0 in. × 12 ft. 0 in. | Steamship; 1 C. Engine; 9½, 15½ in. × 10 in. | |
| 1290 | **Norna** | 475 | 1909 Schiffswerft Rendsburg, Rendsburg | Schiffswerft Rendsburg, Rendsburg | 130 ft. 0 in. × 23 ft. 0 in. × 12 ft. 0 in. | Steamship; 1 C. Engine; 9½, 15½ in. × 10 in. | 14 + 1 |
| 1291 | **Norrona** (Nothing Found) (No Sailing Ship Register) | 300 | 1922 Smith's Dock Co. Ltd., Middlesbrough | Smith's Dock Co. Ltd., Middlesbrough | 130 ft. 0 in. × 23 ft. 0 in. × 12 ft. 0 in. | Steamship; 1 C. Engine; 9½, 15½ in. × 10 in. | G. |
| 1292 | **Norrona I.** (Nothing Found) (No Sailing Ship Register) | 151 | 1916 — Copenhagen | Danish Boat Building | 78 ft. 0 in. × 21 ft. 0 in. × 9 ft. 0 in. | Steamship; 1 C. Engine; 9½, 15½ in. × 10 in. | |
| 1293 | **Norrona II.** (Nothing Found) | 176 | 1911 Frederiksværk Skibsværft, Frederiksværk | Frederiksværk Skibsværft (Thomas, Agt.) | 111 ft. 0 in. × 20 ft. 0 in. × 12 ft. 0 in. | Steamship; 1 C. Engine; 9½, 15½ in. × 10 in. | M. |
| 1294 | **Norse** | 307 | 1920 Cook, Welton & Gemmell, Hull | Sulzer Brothers, Ltd. | 140 ft. 0 in. × 24 ft. 0 in. × 12 ft. 0 in. | Steamship; 1 C. Engine; 9½, 15½ in. × 10 in. | 14 + 1 |

| Steamer's Name. Tonnage, Rig, &c. | Particulars of Classed Scantlings | Built. | Owners. | Port of Registry | Engines. |
|---|---|---|---|---|---|
| 13325 Nordhoen | | | | | |
| 13326 Norte | | | | | |
| 13327 North American | | | | | |
| 13328 North Gulf | | | | | |
| 13329 North King | | | | | |
| 13330 North King II. | | | | | |
| 13331 North Queen | | | | | |
| 13332 North Star | | | | | |
| 13333 North Vancouver Ferry No. 2 | | | | | |
| 13334 North Vancouver Ferry No. 4 | | | | | |
| 13335 North Western | 100A1 Eng | | | | |
| 13336 Northeast | | | | | |
| 13337 Northgate Scot | 100A1 Fal | | | | |
| 13338 Northman | | | | | |
| 13339 Northumbrian | | | | | |
| 13340 Northwest | | | | | |
| 13341 Northward Ho | 100A1 Mel | | | | |
| 13342 Northwesters | | | | | |
| 13343 Norwegs | | | | | |
| 13344 Norwich Trader | 100A1 Yar | | | | |
| 13345 Nosaire Maru | | | | | |
| 13346 Nosaka Maru No. 1 | | | | | |

| Numéro Officiel | Nom de Navire, Numéro Distinctif, etc. / Port d'Attache, Pays ou Lieu / Numéro Définitif, Signaux, Port de Pêche | Jauge Brute | Détails de la Classe / Cotes | Machines | Chaudières | Constructeurs | Propriétaires | Dimensions principales | Port d'Immatriculation / Pavillon | Dimensions | Machines | Chaudières |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1325 | Notre Mère No. 1 | 127 | | | | 1926 Holmes | | | | | | |
| 1326 | Notre Mère No. 2 | 128 | | | | 1926 Y. Fukai | | | | | | |
| 1327 | Notre Dame | 203 | | | | 1925 Dock Ivan | | | | | | |
| 1328 | Notre Dame D'Afrique | 213 | Steg | | | 1921 Scott & Co. | | | | | | |
| 1329 | Notre Dame d'Espérance | 211 | | | | 1918 Sun. Iron. | | | | | | |
| 1330 | Notre Dame de Foy | 100 | | | | 1911 Cocaillier | | | | | | |
| 1331 | Notre Dame de France | 420 | 100A1 | Rive | | 1912 Smith's | | | | | | |
| 1332A | Notre Dame de Laghet | 296 | 100A1 | Rive | | 1911 Dow, Mcc | | | | | | |
| 1333 | Notre Dame de Lorette | 340 | 100A1 | Rive | | 1917 Vulkanwerk | | | | | | |
| 1334 | Notre Dame de Lourdes | 270 | | Rive | | 1906 Cochrane | | | | | | |
| 1337 | Notre Dame de Montligeon | 234 | | | | 1909 Mackie | | | | | | |
| 1338 | Notre Dame de Paris | 272 | | | | 1911 Machinefa. | | | | | | |
| 1339 | Notre Dame des Dunes | 402 | | | | 1909 Cochrane & | | | | | | |
| 1340 | — | 130 | | | | 1909 F. Vergnis | | | | | | |
| 1341 | Notre Dame les Grèves | 127 | | | | 1917 Dupuis & | | | | | | |
| 1342 | Notre Dame des Miracles | 202 | | | | 1916 Cook, Wel. | | | | | | |
| 1343 | Notre Dame des Suffrages | 132 | | | | 1917 Gebr. Bon | | | | | | |
| 1344 | Nottingham | 420 | | | | 1914 J. Dialogue | | | | | | |
| 1345 | Nova II. | 120 | | | | 1920 Meyerhan | | | | | | |
| 1346 | Nova IV. | 120 | | | | 1920 Meyerhan | | | | | | |
| 1347 | Nova V. | 120 | | | | 1920 Meyerhan | | | | | | |

| Official No. | Steamer's Name | Where Built | Particulars of Class | Built | Owners | Port of Registry | Engines | Remarks |
|---|---|---|---|---|---|---|---|---|
| 132[illegible] | Nevada | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 132[illegible] | Nevada | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 132[illegible] | Nevelli | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 132[illegible] | Nova Esperanza | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1342 | Nubia | [illegible] | ✝100A1 Steel Trawler | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1343 | — | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1344 | Nuestra Señora de la Paz | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1345 | Nueva Vizcaya | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1346 | Nueve | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1347 | Nuevo Corazon | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1348 | Nuevo Elisa | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1349 | Nuevo Mataro | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1350 | Nuevo Panama | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1351 | Nuevo Soledad | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1352 | Nujamas | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1353 | Nulahira | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1354 | Nuñez Sorondas | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1355 | Nulla Chiesa | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1356 | No. 1 | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1357 | — | [illegible] | ✝100A1 Lde | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1358 | — | [illegible] | ✝ A Tug | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1359 | No. 2 | [illegible] | ✝100A1 Lde | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1360 | Number Two | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |

| Numéro d'Ordre | Noms du Navire, Numéro officiel, Signal, Port d'Attache, Propriétaire, Capitaine, Port | Détails de la Classe Spéciale | Construit | Armateurs | Dimensions | Machines | Feux |
|---|---|---|---|---|---|---|---|
| 1301 | No. 2 Steam Barge | | | | | | |
| | No. 2 | | | | | | |
| 1302 | — | | | | | | |
| 1303 | — | | | | | | |
| 1304 | — | | | | | | |
| 1305 | No. 4 | | | | | | |
| 1306 | Number Four | | | | | | |
| 1307 | No. 4 | | | | | | |
| 1308 | — | | | | | | |
| 1309 | Number Six | | | | | | |
| 1310 | No. 6 | | | | | | |
| 1311 | — | | | | | | |
| 1312 | No. 6 Dredger | | | | | | |
| 1313 | Number Seven | | | | | | |
| 1314 | No. 7 | | | | | | |
| 1315 | — | | | | | | |
| 1316 | — | | | | | | |
| 1317 | Number Eight | | | | | | |
| 1318 | — | | | | | | |
| 1319 | No. 8 | | | | | | |
| 1320 | — | | | | | | |
| 1321 | — | | | | | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Particulars of Class Notation | Built | Owners | Engines | Place of Registry | Engines | Tonnage |
|---|---|---|---|---|---|---|---|---|
| 1223 | No. 9 | 100 + A1 Lr | 1904 W. Simons & Co. Renfrew | Surrey Docks Harbour Board | 3 | Liverpool | | |
| 1224 | — | 120 + Cyl | 1913 C. Rolland Wyvenoch Segmentring | Daily Express T.A.B. | | Detached Turbine | | |
| 1225 | No. 10 | 100 + 100A1 Lr | 1904 Lobnitz & Co. Ltd. Renfrew | Surrey Docks Harbour Board | 3 | Liverpool | | |
| 1226 | — | 120 + Cyl | 1913 C. Rolland Wyvenoch Segmentring | Daily Express T.A.B. | | Detached Turbine | | |
| 1227 | No. 11 | 225 | 1904 Nor. John Cockerill Antwerp | W. Cooper & Sons Ltd. (J.R. Cooper, Mgr.) | 3 | Liverpool | | |
| 1228 | — | 4 + A- Hzl | 1921 E. Dunston Ltd. Thorne Shipbuilders | London & North-Eastern Railway | 3 | Grimsby | | |
| 1229 | No. 12 | 700 + 100A1 Lr | 1920 W. Simons & Co. Ltd. Renfrew | Surrey Docks & Harbour Board | 3 | Liverpool | | |
| 1230 | — | 4 + A- Hzl | 1921 E. Dunston Ltd. Thorne Shipbuilders | London & North-Eastern Railway | 3 | Grimsby | | |
| 1231 | No. 13 | 225 | 1921 Establ. of the late T.A. Walker Hartlepool | Surrey Docks Harbour Board | 3 | Liverpool | | |
| 1232 | No. 14 | 900 + A1 Lr | 1907 W. Simons & Co. Ltd. Renfrew | Surrey Docks Harbour Board | 3 | Liverpool | | |
| 1233 | No. 15 | 900 + A1 Lr | 1908 W. Simons & Co. Ltd. Renfrew | Surrey Docks Harbour Board | 3 | Liverpool | | |
| 1234 | — | 110 + Hzl | 1913 J. & J. van Dalfsen Papendrecht | Daily Express T.A.B. | | Detached Turbine | | |
| 1235 | No. 16 | 200 + Hzl | 1914 J. & J. van Dalfsen & S.S. & E. Co. Papendrecht | Daily Express T.A.B. | | Detached Turbine | | |
| 1236 | No. 17 | 540 + 100A1 Lr | 1908 W. Simons & Co. Ltd. Renfrew | Surrey Docks Harbour Board | 3 | Liverpool | | |
| 1237 | — | 200 | 1914 J. & J. van Dalfsen & S.S. & E. Co. Papendrecht | Daily Express T.A.B. | | Detached Turbine | | |
| 1238 | No. 18 | 540 + 100A1 Lr | 1908 W. Simons & Co. Ltd. Renfrew | Surrey Docks Harbour Board | 3 | Liverpool | | |
| 1239 | No. 19 | 430 | 1906 T.D. Walker & Co. Ltd. Hartlepool | Surrey Docks Harbour Board | 3 | Liverpool | | |
| 1240 | No. 20 | 700 + 100A1 Lr | 1901 Fleming & Ferguson Ltd. Paisley | Surrey Docks Harbour Board | 3 | Liverpool | | |
| 1241 | No. 21 | 700 + 100A1 Lr | 1901 Fleming & Ferguson Ltd. Paisley | Surrey Docks Harbour Board | 3 | Liverpool | | |
| 1242 | No. 22 | 700 + 100A1 Lr | 1902 Fleming & Ferguson Ltd. Paisley | Surrey Docks Harbour Board | 3 | Liverpool | | |
| 1243 | No. 23 | 700 + 100A1 Lr | 1902 Fleming & Ferguson Ltd. Paisley | Surrey Docks Harbour Board | 3 | Liverpool | | |

| Numéro Officiel | Noms des Navires, Machines, Chaudières, &c. | Signal Officiel | Tonnage | Détails de la Classe | Construction | Propriétaires | Dimensions Principales | Port d'Immatriculation | Machines | Chaudières |
|---|---|---|---|---|---|---|---|---|---|---|
| 1399 | No. 30 | | 800 | ✠100A1 Blue | | | | | | |
| 1400 | No. 31 | | 800 | ✠100A1 Lr | | | | | | |
| 1401 | No. 32 | | 770 | ✠100A1 Lr | | | | | | |
| 1402 | No. 33 | | 770 | ✠100A1 Lr | | | | | | |
| 1403 | No. 34 | | 800 | ✠100A1 Blue | | | | | | |
| 1404 | No. 35 | | 1101 | ✠100A1 Lr | | | | | | |
| 1405 | No. 36 | | 770 | ✠100A1 Lr | | | | | | |
| 1406 | No. 37 | | 770 | ✠100A1 Lr | | | | | | |
| 1407 | No. 42 | | 475 | | | | | | | |
| 1408 | No. 44 | | 475 | | | | | | | |
| 1409 | No. 550 | | 342 | | | | | | | |
| 1410 | No. 404 | | 475 | | | | | | | |
| 1411 | Numero III. | | 120 | | | | | | | |
| 1412 | Numero 34 | | 101 | | | | | | | |
| 1413 | Numero 35 | | 100 | | | | | | | |
| 1414 | Numero 30 | | 110 | | | | | | | |
| 1415 | Rangoonet et Cali | | 283 | | | | | | | |
| 1416 | Wanaiki Maru | | 215 | | | | | | | |
| 1417 | — | | 175 | | | | | | | |
| 1418 | Nuzza | | 135 | | | | | | | |
| 1419 | Weatherpe Hall | | 300 | | | | | | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Particulars of Classification | Tonnage | Built | Owners | Port of Registry | Engines | Remarks |
|---|---|---|---|---|---|---|---|---|
| 134[illegible] | **Nuova Italia** Steel Screw (Not Sailing Ship Register) | | 111 | 1922 G. Deterding Norway | N. Harvegsen | Christiania Norway | (M) Engines 99 C.A. | I * |
| 134[illegible] | **Nuge** Steel Twin Screw 120 | | 23[illegible] | 1921 Lytham S.B.B.C. Ltd. Lytham | Fleet S.B. Co. Ltd. | London British | [illegible] | |
| 1342[illegible] | **Nursing** Steel Screw (Twin) 120 | | 21[illegible] | 1914 S. Jeffries Cuxwoor m.s.b. Wood-mills L. | "Fortune" Deutsche Reichs-Fischerei-Verein Cuxhaven A.G. | Cuxhaven Germany | [illegible] | G * |
| 1342[illegible] | **Nutkatak** Steel Screw (Twin) 120 | | 210 | 1921 Ferguson Bros (Port Glasgow) Ltd. Port Glasgow | Kristiania S.B. Sterling Ltd. | Hull British | [illegible] | 12 + 6 |
| 1342[illegible] | **Nya Dannebro** Comp. Screw 120 | | 177 | 1904 Sisley Gent. Milford | Angl.-A. Schiffahrts-Ges. (Alb. Ericsson, Mgr.) | Gothenburg Swedish | [illegible] | |
| 1343[illegible] | **Nya Hillerød** Screw 120 | | 1[illegible] | 1910 Sorgenfrie M.V. A/S Stockholm | Tvedt A/S Hilleröd-Kjøbenhavn | Stockholm Swedish | [illegible] | |
| 1343[illegible] | **Nya Sandhamn** Screw 120 | | 154 | 1876 W. Lindberg A/S Stockholm | Stockholm Sandhamn Ångfartygs A/B (J. G. Olin, Mgr.) | Sandhamn Swedish | [illegible] | |
| 1343[illegible] | **Nya Svartsjölandet** Screw 120 | | 183 | 1900 Motala Nya Co. Motala | Angl.-A. Ångf. Nya Svartsjölandet (J. W. Lindberg, Mgr.) | Svartsjö Swedish | [illegible] | |
| 1343[illegible] | **Nya Upsala** Screw 120 | | 165 | 1905 Motala Co. Norrköping | A/B Ingeborgh | Stockholm Swedish | [illegible] | |
| 1343[illegible] | **Nybarg** Steel Twin Screw (Twin Screw) 120 | | 225[illegible] | 1951 Helsingør Jernskib. Mil. Tilsanden | Dansk Statsbaner | Nykøbing Danish | (M) Engines 60 C.A. | Y * |
| 1343[illegible] | — Wood Screw 120 | | 183 | 1929 Lars Bergen Verft, Salvesen | A/S Nybarg (Jens Tønsen, Mgr.) | Bergen Norwegian | | |
| 1343[illegible] | **Nyegg** Steel Screw (Fishing) 120 | | 4[illegible] | 1902 Trelleborg Mek. Verk. Trelleborg | A/S Nyeggs (W. Gustavsson & P. Skarbling, Mgr.) | Gothenburg Swedish | (M) Engines 99 C.A. | N * |
| 1343[illegible] | **Nykøping** Steel Screw 120 | | 212 | 1898 W. Lindberg A/S Stockholm | Ångf.-A. Nykøpingsbolaget (Nils Ekström, Mgr.) | Nykøping Swedish | [illegible] | |
| 1343[illegible] | **Nyland** Steel Screw 120 | | 75[illegible] | 1925 W. Lindberg A/S Stockholm | Svensk-Finsk Tangefart | Oxelösund Swedish | [illegible] | |
| 1343[illegible] | **Nysiesa** Steel Screw (Sailing Vessel) (Not Sailing Ship Register) | | 72[illegible] | 1917 J. W. Kooiman Harlingen | L. Pot | Groningen Dutch | (M) Engines 26 C. | Y * |
| 1344[illegible] | **Nysingen** Screw 120 | | 25[illegible] | 1907 Horten A/S Gen. Horten | S. Sundgaard | Kristiansund Norwegian | [illegible] | G * |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| Numéro officiel | Nom du Navire, Numéro, Signal, &c. | Tonnage | Détails de la Classe | Chantier | Année | Propriétaires | Dimensions | Port | Machines | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1340 | O. A. Melin | 182 | | 1912 Allgemeine Werft A.-G. Stettin | | | 100·0 22·6 10·0 | | | G * |
| 134430 | Brise | 420 | | 1913 Pennsylvania Ring Works New York | | Steering W. Brise | 142·0 27·7 14·0 | New York | | |
| 134430 | O. K. Service III. | 112 | | 1913 J. McLean Allan, Ltd. Bakewell, F.A. | | S. S. Stanesbury | 101·0 22·1 9·0 | Lowestoft | | |
| 1344 | Oak Ville | 222 | +100A1 Lyr | 1902 Smith & Bowling | | Edward Blackburn, Ltd. | 119·0 26·1 9·1 | Swansea | | |
| 1345 | Oakwold | 122 | | 1895 Cochrane & Cooper Beverley | | J. D. Wilson | 99·0 20·5 11·0 | Grimsby | | 11 - 10 |
| 1346 | Ocean V. | 182 | | 1916 Schiffswerft Bremerhaven | | Rheinische Dampfschiffahrt | 93·0 20·7 9·0 | Düsseldorf | | |
| 1347 | Ocean VIII. | 122 | | 1897 Arendsen Zaandam | | Rheinische Dampfschiffahrt | 87·0 20·1 9·0 | Düsseldorf | | |
| 1348 | Ocean Alfa | 192 | | 1915 Pijl & Zoon Kok-Kampen | | A. D. Rutsch | 97·6 21·1 9·0 | Rotterdam | | V * |
| 1349 | Octavia | 153 | | 1906 G. Seebeck Akt.-Ges. Bremerhaven | | F. A. Pust | 109·0 21·6 11·1 | Wesermünde | | G * |
| 1350 | Oberrader | 221 | | 1912 Palmers' Co. Ltd. Newcastle | | Cie. Argentine de Navigation Mixte | 100·0 22·1 11·1 | Buenos Aires | | 12 - 10 |
| 1351 | Obsidian | 340 | +100A1 Ilar | 1917 Cook, Welton & Gemmell, Ltd. Beverley | | Empire Steamships Co. Ltd. | 123·0 27·0 12·0 | Bristol | | 13 - 1 |
| 1352 | Oceais | 135 | | 1917 Hardie & Hanna Paisley | | W. Findlay | 90·0 19·4 9·0 | Buckie | | |
| 1353 | Ocean | 322 | | 1916 A. F. Smit Jzn. Schiedam | | N. V. Lettstedt | 119·7 24·0 12·0 | Rotterdam | | V * |
| 1354 | Ocean II. | 224 | | 1901 Nobel, Hoek & Amsterdam | | Vereenigde Rederijen N.V. De Vaart N.V. | 109·7 22·2 10·0 | Vlaardingen | | 12 - 0 |
| 1355 | Ocean | 207 | | 1910 Globe S. B. Co. Superior, Wis. | | Northern Fishing Co. | 105·0 22·0 12·0 | Boston | | 12 - 1 |
| 1356 | — | 346 | + Mem | 1907 J. Duthie, Torry & Co. Ltd. Aberdeen | | T. & A. Bonsfield, Sgr.) | 129·0 23·0 12·0 | Aberdeen | | 12 - 0 G |
| 1357 | — | 162 | | 1903 Evans, of T. A. Walker Rotherham | | Roberts & Wallis, Ltd. | 93·0 19·1 7·0 | Bristol | | 9 - 10 |
| 1358 | Ocean II. | 192 | | 1910 Earle's S. Co. Ltd. Hull | | Henry F. Rivers | 120·0 23·1 12·0 | Rotterdam | | V * |
| 1359 | Ocean Bride | 139 | | 1904 Mackie & Thomson Glasgow | | Aberdeen Steam Trawling & Marine Insurance Co. Ltd. (J. Reiss, Sgr.) | 100·0 21·0 10·0 | Aberdeen | | 12 - 0 |
| 1360 | Ocean Cock | 192 | +100A1 Lwn | 1902 A. Hall & Co. Ltd. Aberdeen | | Ocean Steam Trawling Co. Ltd. | 99·0 23·1 11·0 | Swansea | | 12 - 0 |
| 1361 | Ocean Comrade | 134 | + Hul | 1902 Cook, Welton & Gemmell Hull | | W. Hunter | 93·0 20·0 10·0 | Lowestoft | | |
| 1362 | Ocean Fisher | 220 | +100A Ish | 1919 Hawthorn Leslie & Co. Ltd. Leith | | Rev. J. W. Bevan (S. Bevan, Sgr.) | 113·0 22·7 12·0 | Grimsby | | 12 - 0 |

| Official No. | Owner's Name, Where Built, Reg. &c. | Tonnage | Certificate of Class Service | Hull | Owners | Port of Registry | Engines |
|---|---|---|---|---|---|---|---|
| 134[illegible] | **Ocean Hawk** Wood Fish (Pag) | [illegible] | | 1913 Quebec | St. John Tug Boat Co. Ltd. | St. Johns N.B. British | C.3Cy. 20" x 36" - 36" |
| 134[illegible] | **Ocean Lifebuoy** Steel Fishing | [illegible] | | 1919 A. Hall & Co. Ltd. Aberdeen | Stonehaven Ltd. | Fraserburgh British | T.3Cy. 16", 24" x 27" - 30" 10 × 6 |
| 134[illegible] | **Ocean Lux** Steel | [illegible] | vis. | 1920 A. Hall & Co. Ltd. Aberdeen | Stonehaven Ltd. | Fraserburgh British | T.3Cy. 16", 24" x 27" - 30" (a) 10 × 6 |
| 134[illegible] | **Ocean Maid** Wood Trawler (Oil Eng) | [illegible] | | 1920 N. Cockerill S.A. Ougrée Co. Ltd. Liverpool, N.S. | N. Rosenbloom | Lossiemouth N.B. British | 2Cy. 17", 31" x 24" 10 × 6 Cockerill Patents, Moses Ld. Salem, Wis. Oil Engines 10 C.N.A. |
| 134[illegible] | **Ocean Prince** Steel Trawler | [illegible] | ✠ Alm. Sea Trawler | 1902 Mackie & Thomson Glasgow | R. W. Richardson | Aberdeen British | T.3Cy. 17", 28" x 27" - 30" 12 × 8 W. V. V. Lidgerwood, Glas. |
| 134[illegible] | **Ocean Princess** Steel (Trawler) | [illegible] | | 1902 Mackie & Thomson Glasgow | G. Wood | Aberdeen British | T.3Cy. 17", 28" x 27" - 30" 12 × 8 W. V. V. Lidgerwood, Glas. |
| 134[illegible] | **Ocean Sunlight** Steel (Fishing) | [illegible] | | 1919 A. Hall & Co. Ltd. Aberdeen | Stonehaven Ltd. | Fraserburgh British | T.3Cy. 16", 24" x 27" - 30" 10 × 6 A. Hall & Co. Ltd. Abn. |
| 1347[illegible] | **Ocean Victor** Steel (Trawler) | [illegible] | ✠ 100 A1 Alm. Sea Trawler | 1918 Russie Forges & Ch. E. A. D. D. Cockerill Wrexham | J. Cwight & Co. | Aberdeen British | T.3Cy. 17", 27" x 36" - 30" (a) 12 × 8 A. G. Mumford, Ld. Colchester |
| 1347[illegible] | **Ocean Vim** Steel | [illegible] | vis. | 1920 A. Hall & Co. Ltd. Aberdeen | Stonehaven Ltd. | Fraserburgh British | T.3Cy. 16", 24" x 27" - 30" (a) 10 × 6 A. Hall & Co. Ltd. Abdn. |
| 1347[illegible] | **Ocean's Shield** Steel (Fishing) | [illegible] | | 1926 Hall, Russell & Co. Aberdeen | Provincial Fishing Co. Ltd. (A. C. Smith, Mgr.) | Lowestoft British | T.3Cy. 13", 20" x 27" - 27" 10 × 6 Hall, Russell & Co. Abdn. |
| 1347[illegible] | **Oceanbreeze** Steel (Fishing) | [illegible] | | 1927 J. Chambers, Ltd. Oakes Bridge | F. W. Watson & Sons Ld. | Lowestoft British | T.3Cy. 14", 24" x 27" - 30" Cockerill Co. Ld. Gt. Tarn. |
| 1347[illegible] | **Oceanegle** Steel (Pag) Sun Light Window S.F. | [illegible] | | 1919 Day, Summers & Co. Ld. Southampton | Canadian Gov. (Dept. of Railways & Canals) | St. John N.B. British | T.3Cy. 24", 24" x 40" - 30" 12 × 8 Day, Summers & Co. Ld. Sou. |
| 1347[illegible] | **Oceanic** Steel Trawler | [illegible] | ✠ Gms Well Fishing Vessel | 1898 Earle's Co. Ld. Hull | Jean Weiss | Boulogne French | T.3Cy. 17", 26" x 40" - 42" 12 × 8 Earle's Co. Ld. Hull |
| 1347[illegible] | **Oceanie** Steel (Trawler) Sun Light Window S.F. | [illegible] | | 1922 Ateliers & Chantiers de la Loire | Cie. Lorraine de Chalutage | Lorient French | T.3Cy. 16", 25 1/2" x 36" - 27" V Chantiers & Co. Nantes |
| 1347[illegible] | **Oceano** Steel (Pag) | [illegible] | | Barcelona | Cia. de Chalutamiento "Oceania" Lda. | Las Palmas Spanish | T.3Cy. 16", 26" x 36" - 27" Bonafé S. V. "Hans" Marine Tr. |
| 1347[illegible] | **Oceanna** Steel Trawler (Fishing) Sun Light Window Ship. S.F. | [illegible] | | 1922 Ferguson Bros. (Port Glasgow) Ld. Port Glasgow (Ferguson Bros. (Port Glasgow) Ld.) | Transport & R. Adm. Railways & Harbours Administration (Jackson, Forbes) | Durban British | T.4Cy. 16", 26" x 40" - 30" 20 × 6 Ferguson Bros. (Port Gla.) Ld. |
| 1347[illegible] | **Ontario** Steel Trawler | [illegible] | ✠ 100 A1 Hal. Sea Trawler | 1906 Cook, Welton & Gemmell Beverley | Hull Steam Fishing & Ice Co. Ld. (A. Pickington & J. C. Wood, Mgrs.) | Hull British | T.3Cy. 16", 24 1/2" x 27" - 24" 12 × 8 Amos & Smith, Hull |
| 1348[illegible] | **Odd** Steel (Whaler) | [illegible] | | 1912 Pongerund Mek. Verksted Pongerund | Hans Whaling Co. Ld. | Durban British | T.3Cy. 16", 26" x 40" - 24" N Bergens Mek. Verksted Bergen |
| 1348[illegible] | **Odd I.** Steel (Whaler) Sun Light Window | [illegible] | | 1912 Pongerund Mek. Verksted Pongerund | Thorland Ld. | London British | T.3Cy. 17", 26" x 40" - 24" N Pongerund M. V. Pongerund |
| 1348[illegible] | **Odes** Composite | [illegible] | | 1902 A. Groth Sölvesborg | Lagt. Aktieb. Odes (A. Svensson) | Sölvesborg Swedish | C.3Cy. 8" x 21" - 18" Akt. Lund by Mek. Verk. Oil Engines |
| 1348[illegible] | — Composite (Oil Eng) | [illegible] | | 1898 — Stavge | Eric Johansson | Karlskrona Swedish | Oil Engines |
| 1348[illegible] | **Olessky Gorsovet** Steel Trawler Sun Light Window | [illegible] | | 1911 Leningrad Russian Baltic Fleet | Steam Trawler Co. Ltd. Russian Trust | Odessa Russian | T.3Cy. Leningrad |

| Numéro Officiel | Nom du Navire | Tonnage | Détails de la Classification | Construction | Armateurs | Dimensions | Port d'Immatriculation | Machines | |
|---|---|---|---|---|---|---|---|---|---|
| 13805 | Odel | 312 | | 1906 A. Dahl | M. & Mrs. J. Tønnesen | | | | Y * |
| 13806 | Odin | 1012 | | 1910 A.S. Burmeister & Wain | Det Danske Fortuna | | | | |
| 13807 | — | 219 | | 1907 J. Dahlin | W. V. Vanneck & T. DeWaal & T. Ryn | | | | 13 + 0 |
| 13808 | — | 141 | | 1911 N. V. J. Van | Visch Maria "Maritime" | | | | |
| 13809 | — | 102 | | 1900 F. Smit, Jr. | N. V. Wolter | | | | |
| 13810 | Odin | 312 | +100A1 Cyn | | Kalundborg Fjerdingstrafiskeri Forbund | | | | 13 + 0 |
| 13811 | Odysseus | 141 | Lon | 1910 J. J. | | | | | 9 + 0 |
| 13812 | Oestoeng | 154 | | 1909 Irlandi B. | N. V. Van Waale Stoomvaart | | | | 11 + 0 |
| 13813 | Oesterreich | 257 | | 1920 Christopher | Kjøbenhavns A.S. | | | | G * |
| 13814 | Offa | 253 | | 1910 Kristian | E. A. Olsen | | | | 13 + 0 |
| 13815 | Offenbach | 250 | | 1912 Nikolaik | "Fortuna" Deutsche Dampfschiffahrts-Gesellschaft Neptun A.G. | | | | G * |
| 13816 | Ogaas | 283 | | 1912 Cook, Wel | Stavanger Dampskibsselskab | | | | 13 + 0 |
| 13817 | Ogi Maru | 145 | | 1920 Mitsui | Mitsui Bussan K.K. | | | | |
| 13818 | Ohio | 302 | +100A1 Hal | 1910 Cochrane | P. & T. Rose Ltd. | | | | 13 + 0 |
| 13819 | Olas | 170 | | 1910 J. Koster | Wm. H. Müller & Co. N.V. | | | | Y * |
| 13820 | Okama | 214 | | 1911 H. Stuffum | Rederiaktie | | | | |
| 13821 | Okhotsk Maru | 192 | | 1920 | Kawasaki | | | | |
| 13822 | Oki Maru No. 2 | 236 | | 1919 Morita | Tamahira Kisen K.K. | | | | |
| 13823 | — | 227 | | 1922 Sasaki | Oki K.K. | | | | |
| 13824 | Okinawa Maru | 185 | | 1919 Mitsui | Meiji Kaiun K.K. | | | | |
| 13825 | Oktav | 212 | | 1912 Cochrane | Stavanger Dampskibsselskab | | | | 13 + 0 |
| 13826 | Okinoshima Maru | 165 | | 1907 Osaka Iron | Kiso Kaiun Kaisha Ltd. | | | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Classification | Year of Build | Builders | Where Built | Owners | Dimensions | Port of Registry | Engines | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1907 | **Okishima Maru** Steel Sc (Oil Eng) 1,124 | 177 | | 1929 | Kobe Steel Works, Ltd. Harima | | Magdalene | 84·0 × 19·0 × 9·1 | Kobe Japanese | Oil Engines | |
| 1908 | **Okonaj** Steel Sc (Trawler) 1,124 | 252 | | 1908 | ——— Sweden | | Bergmyrtrawl | 131·4 × 22·0 × 13·7 | Aarhuus Danish | T.3Cy 17", 26½" × 44½" - 26" 14 K.P. | |
| 1909 | **Okso** Steel Sc 1,124 | 186 | | 1899 | Tønsberg Mek. Verksted (Fredriksen) | Sweden | Dahl Norwegian | 119·2 × 20·1 × 10·9 | Tønsberg Norwegian | C.3Cy 18" × 30" - 18" 213 N.H.P. | Tønsberg Mek. Verksted |
| 1910 | **Okovalé** Steel Sc 1,124 | 202 | | 1922 | Trondhjems Mek. Verksted Trondhjem | A/S Bandsfjord Bergenfjord | Dahl Norwegian | 105·2 × 20·6 × 7·9 | Dahl Norwegian | T.3Cy 17", 26" × 44½" - 26" 16 N.H.P. | Trondhjems M. V. Trondhjem |
| 1911 | **Oktiabr** (Lettish Name) Steel Sc (Lettish) 1,124 | 112 | | 1895 | Akt. Ges. "Volcan" Sorgrafe | Sorgrafe | Leningrad Russian | 148·0 × 28·0 × 17·6 | Leningrad Russian | C.3Cy 20" × 40½" - 30½" N.H.P. 100 | Akt. G. "Volcan," Sorgrafe |
| 1912 | **Oku** Steel Sc (Trawler) 1,124 | 208 | | 1923 | Smith's Dock Co. Ltd. Middlesbrough | Smith & Wor. Ld. | Gaelic Scottish | 131·0 × 24·0 × 13·7 | Gaelic Scottish | T.3Cy 18½", 30" × 40" - 27" 100 N.H.P. | Smith's Dock Co. Ltd. Middlesbro' |
| 1913 | **Olafur** Steel Sc 1,124 | 238 | + 100 A1 Stm Trawler L.H. | 1936 | N. V. Mekl. H. J. Kooijmans Vlaardingen (Lind van Ger.) | Holland | Kaiserin Scottish | 140·6 × 23·6 × 12·9 | Kaiserin Scottish | T.3Cy 18½", 30½" × 40½" - 27" 100 N.H.P. | N. V. Mekl. H. J. Kooijmans |
| 1914 | **Olafur Bjarnason** Steel Sc (Trawler) 1,124 | 197 | | 1912 | G. Seebeck Akt.-Ges. Wesermünde-G. | Seebeckwerft | Akrania Icelandic | 119·2 × 21·6 × 10·9 | Akrania Icelandic | T.3Cy 16", 25½" × 38½" - 24½" 90 N.H.P. | G. Seebeck A.-G. Wesermünde-G. |
| 1915 | **Oland I** Iron Sc 1,124 | 238 | | 1888 | Bergsunds Mek. Verksted Stockholm | Bergsunds Mek. Verksted Kungl. Svenska Sjöfartsverket | Swedish Swedish | 110·4 × 24·1 × 9·3 | Swedish Swedish | T.3Cy 18½" × 24" - 22½" 47 N.H.P. | Bergsunds M. V. Aktb. Stockholm |
| 1916 | **Olanda** Steel Sc (Tug) 1,124 | 120 | | 1914 | A. Bagnara Catania | Bacc. Anon. Esercizio Rimorchi Pachino & Co. | Fenice Italian | 81·2 × 19·0 × 11·7 | Fenice Italian | T.3Cy 16" × 26½" - 24" 36 N.H.P. | G. Tuccari & Co. Sampieri |
| 1917 | **Old Bideton** Steel Twin Sc 1,124 | 446 | | 1903 | London-Derry & L. Co. Ltd. Londonderry | Londonderry & L. Co. Ltd. Londonderry | London-Derry & L. Co. Ltd. Londonderry | 150·0 × 41·0 × 10·0 | Liverpool British | T.3Cy 17½", 27½", 28" × 42½" - 28" 120 N.H.P. | Ros. Mar. Eng. Works W. Ty. |
| 1918 | **Old Maid No. II.** Wooden Sc (Oil Eng) 1,124 | 187 | | 1882 | Dickie Bros. Port Preston | Dickie Bros. Port Preston | Dickie Bros. Port Preston | 110·2 × 23·6 × 9·0 | Vancouver B.C. British | G. Engines 20 C.H.P. 3Cy 11½" - 15" | Lond. Imperial Eng. Co. Oakland, Cal. |
| 1919 | **Old Quay** Steel Sc 1,124 | 118 | + For Towing purposes 1,00 | 1907 | J. P. Rennoldson & Sons Sunderland | Sunderland Shipbldg. Co. Ltd. | Manchester Ship Canal Co. | 83·4 × 20·1 × 10·1 | Manchester British | C.3Cy 14" × 40" - 30" 75 N.H.P. | J. P. Rennoldson & Sons |
| 1920 | **Old Side** Steel Sc 1,124 | 430 | + Hopper Barge 11,24 | 1906 | C. H. Walker & Co. Ltd. Sunderland | Sunderland Construction Co. Ltd. | Workington British | 164·0 × 27·1 × 10·8 | Workington British | T.3Cy 17", 27", 28" × 42½" - 28½" 40 N.H.P. | Pinsent & Co. Ltd. Sunderland |
| 1921 | **Old Trafford** Steel Pad 1,124 | 150 | + For Towing purposes 10,27 | 1907 | J. T. Ellring & Co. Boston | Manchester Ship Canal Co. | Manchester British | 100·0 × 20·2 × 9·9 | Manchester British | L.3Cy 20" - 24" 40 N.H.P. | Boggis & Co. L.R.S. Sheffield |
| 1922 | **Oldenburg** Steel Sc (Ferry-boat) 1,124 | 300 | | 1927 | J. C. Tecklenborg A.-G. Wesermünde-G. | Weserhütte A.-G. | Oldenburg German | 171·2 × 31·0 × 12·1 | Oldenburg German | T.3Cy 18", 30½" × 40½" - 27" 420 N.H.P. | J. C. Tecklenborg, A.-G. |
| 1923 | — Steel Sc (Trawler) 1,124 | 192 | | 1913 | J. H. N. Wichmann Bremerhaven | J. Heinig | Bremerhaven German | 132·0 × 22·2 × 9·9 | Bremerhaven German | T.3Cy 15½", 26½" × 40½" - 27½" 40 N.H.P. | J. H. N. Wichmann, Brem. |
| 1924 | **Olderfleet** Iron Sc (Tug) 1,124 | 247 | + 100 A1 Tr Tug | 1880 | T. R. Smith & Co. Glasgow | T. Seagull | Glasgow British | 134·2 × 21·2 × 9·7 | Glasgow British | C.3Cy 16" × 27" - 27" 100 N.H.P. | T. R. Smith & Co. Glasgow |
| 1925 | **Olhem** Steel Sc (Trawler) 1,124 | 165 | | 1899 | Mackie & Thomson Glasgow | D. Ferrie | Milford British | 104·2 × 21·0 × 10·7 | Milford British | T.3Cy 18", 28" × 27" - 26" 110 N.H.P. | Mackie & Thomson, L.R.S.Gs. |
| 1926 | **Olga** Steel Sc 1,124 | 174 | | 1928 | J. Kocker Stadtsgeest "Gamma" Groningen | A. Slooten | Groningen Dutch | 105·8 × 19·1 × 9·0 | Groningen Dutch | Oil Engines 88 C.H. 3Cy 17½" - 23½" | N. V. Machinefab. "Bolnes" Bolnes |
| 1927 | — Steel Sc (Oil Eng) 1,124 | 199 | | 1921 | Deutsche Werft A.-G. Kiel | H. Koppelmann | Hamburg German | 96·8 × 23·1 × 9·2 | Hamburg German | Oil Engines 40 C.H.P. 3Cy 14½" - 22½" | Maschinenfb. "Deutz" A.-G. Köln-Deutz |

| Numéro officiel | Noms des Navires | Signaux | Tonnage | Détails de la Classification | Construit | Appareils | Dimensions | Port | Machines | Chaudières | Propriétaires |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1[illegible] | Olga (Trawler) | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | — (Fishing Vessel) (See Sailing Ship Register) | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | G * |
| 1[illegible] | Olive (Fishing) | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Olive Cam (Trawler) | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Olive M. | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Olof Trasiija | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Olsa | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Olympia | [illegible] | [illegible] | ✠100A1 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | — (Trawler) | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Omiya Maru | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Onaravati | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Ondersoning (Fishing Vessel) (See Sailing Ship Register) | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | One Accord (Fishing) | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Onslow (Trawler) | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Ontario (Tug) | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | — (Trawler) | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Ontario No. 1 (Ice Ferry) | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Ontario No. 2 (Ice Ferry) | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Onslo | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Onward (Trawler) | [illegible] | [illegible] | ✠ | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Ones Hall (Trawler) | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Osterschelde (Motor) (See Sailing Ship Register) | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | T * |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Classification | Built | Owners | Registered Dimensions | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|---|
| 13555 | **Oostewall** | 170 | | 1929 Alblas | | 104·0 21·2 11·9 | | | N |
| 13557 | **Ostaos** | 325 | ✠100A1 Ice | 1926 L. Smit | | 132·0 24·6 12·2 | | | |
| 13560 | — | 187 | | 1902 Mackie | | 110·7 21·7 11·9 | | | |
| 13563 | **Ostaos II.** | 162 | | 1912 Gelu | | 96·2 20·9 9·3 | | | V |
| 13564 | **Opawa** | 190 | | 1937 T. B. Dixon | | 90·0 16·0 7·9 | | | |
| 13565 | **Ophelia** | 193 | | 1916 | | 77·0 21·4 9·7 | | | |
| 13566 | **Ophir II.** | 213 | | 1906 Cochrane | | 119·0 22·0 11·2 | | | |
| 13567 | **Optima** | 177 | | 1907 Bjurs- | | 98·0 21·0 10·0 | | | |
| 13568 | **Opus** | 199 | | 1900 H. E. Falk | | 89·0 21·0 10·0 | | | |
| 13569 | **Orazina** | 192 | | 1905 Nordsee- | | 79·7 21·3 9·4 | | | |
| 13570 | **Oranje Nassau** | 196 | | 1899 J. S. Figee | | 110·0 23·0 11·3 | | | |
| 13571 | **Orata** | 300 | | 1924 Deutsche | | 159·4 24·0 10·9 | | | |
| 13572 | **Orb** | 190 | ✠100A1 Apl | 1911 C. H. Wal- | | 110·7 20·0 7·8 | | | |
| 13573 | **Orza** | 272 | | 1926 Nylands | | 118·0 24·0 14·9 | | | N |
| 13574 | **Ormadia** | 181 | | 1899 Bradford, | | 140·1 29·2 9·2 | | | |
| 13575 | **Ordie** | 222 | | 1910 Nic. Anth. | | 116·0 21·4 11·2 | | | |
| 13576 | **Orebro I.** | 323 | | 1899 Motala Co. | | 94·2 20·5 6·9 | | | |
| 13577 | **Orebro II.** | 236 | | 1872 Motala Co. | | 96·0 21·0 7·5 | | | |
| 13578 | **Orebro III.** | 242 | | 1899 Bergsunds | | 92·8 21·0 7·2 | | | |
| 13579 | **Orsbored** | 799 | | 1916 Helsingfors | | 222·9 34·5 14·1 | | | |
| 13580 | **Orient** | 353 | | 1906 Dela Breme | | 140·0 22·8 11·7 | | | V |
| 13581 | **Oriole** | 172 | ✠ Hal | 1907 Goole S. B. | | 110·2 21·1 11·1 | | | |

| Numéro Officiel | Noms du Navire | Détails de la Classification | Construction | Propriétaires | Machines | Remarques |
|---|---|---|---|---|---|---|
| 1307 | **Orias** | Alex | | | | |
| 1308 | | | | | | |
| 1309 | | | | | | |
| 1310 | | | | | | |
| 1311 | | | | | | |
| 1312 | | | | | | |
| 1313 | | | | | | |
| 1314 | | | | | | |
| 1315 | | | | | | |
| 1316 | | | | | | |
| 1317 | | | | | | |
| 1318 | | | | | | |
| 1319 | | | | | | |
| 1320 | **Orinoco** | | | | | |
| 1321 | **Orinoka** | | | | | |
| 1322 | **Orjen** | | | | | |
| 1323 | | | | | | |
| 1324 | **Orkla** | | | | | |
| 1325 | **Orkney** | | | | | |
| 1326 | **Orleans** | | | | | |
| 1327 | **Orpheus** | | | | | |
| 1328 | **Orsua** | | | | | |
| 1329 | **Ørsen** | | | | | |
| 1330 | | | | | | |
| 1331 | **Ørsen 3** | | | | | |

| Official No. / Date Launched | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Classification | Built | Owners | Registered Dimensions | Port of Registry | Engines | Boilers | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|
| 13594 | Orsakildavik | | | 1898 P. Larsson Thorsby | Trollers Grundsby | 97'9/18'6 | Grenskiteby Swedish | C.(C) 16"x30"-40" P. Larsson, Thorsby | | |
| 13595 | Orontes | | | 1895 Cochrane & Cooper Beverley | A. McKay R.I. Hassock, Mgr. | 111'5/21'9/11'5 | Grimsby British | T.(C) 15",21"x26"-24" C.D. Holmes & Co., Hull | 12 × 8 | |
| 13596 | Orpheus | | | 1900 Cochrane & Sons Selby | Arctic Steam Fishing Co. Ltd. (E. Bacon, Mgr.) | 120'0/21'9/11'5 | Grimsby British | T.(C) 15",21"x26"-24" Amos & Smith, Hull | 12 × 8 | |
| 13597 | Orsa | | | 1914 Deutsche Werke A.G. Kiel | Ger. Aero. Para. & Seeflugwerke | 139'5/25'2/11'9 | Danzig German | T.(C) 19",29"x40½"-[illegible] Deutsche Werke A.G. Kiel | | I |
| 13598 | Jessica | | ✠100A1 Gross | 1920 Cook, Wel. & Cammell Ltd. Beverley | Hull Steamers Fishing Co. Ltd. Wolfe & Ross Ltd. Mgrs. | 140'9/25'5/14'1 | Hull British | T.(C) 21",35"x39"-26" C.D. Holmes & Co., Hull | 15 × 9 | |
| 13599 | Oruga Maru | | | 1898 Akers Mek. Verksted Oslo | Type Rogaland A.S. | 104'9/19'7/12'1 | Osaka Japanese | T.(C) 21",40"x26"-26" Akers Mek. Verksted Oslo | | |
| 13600 | Orrar | | | 1914 A.B.C.O. Christiansen & Co. Marstrand | Salmer Bergtemme | 92'3/26'0/10'2 | Tvikea Swedish | Motor Bl.C.R.A. A.B. Atlantic Motor, Fiskebäckskil | | V * |
| 13601 | Orvista | | ✠100A1 Gross | 1910 Cook, Welton & Gemmell Ltd. Beverley | [illegible] Steamship Co. Ltd. | 117'0/22'9/12'7 | Grimsby British | T.(C) 17",27"x34"-24" C.D. Holmes & Co., Hull | 13 × 7 | |
| 13602 | Osaka | | | 1909 W. Gray & Sons Hartlepool | Grimsby Fishing Co. Ltd. | 176'2/26'0/7'2 | Glasgow British | T.(C) 24",38"x30"-48" Swan, Hunter & Co. Newcastle | | |
| 13603 | Osbora | | | 1900 Dordrecht | Dordrechtsche Kongl. Vaisen-schuyveiren | 82'6/18'1/7'6 | Stockholm Swedish | | | |
| 13604 | Osborne | | | 1891 Jönköping M.V. Aktieb. Jönköping | A/B Skandinavisk Fartygsagentur (Gust. Barclay, Mgr.) | 82'4/18'7/7'3 | Gothenburg Swedish | T.(C) 18",27"x39"-27" Swedish A.Aktieb. Göteborg | | |
| 13605 | Osborne Strand | | | 1917 A. Hall & Co. Ltd. Aberdeen | T. & W. Smith & Co. (A. F. Wood, Mgr.) | 115'5/22'5/12'4 | Aberdeen British | T.(C) 19",30"x40"-27" A.B. Tyne & Co. Ltd. Aberdeen | 13 × 9 | |
| 13606 | Oscar | | | 1910 E. Holz Harburg | A. & T. Reisch | 94'5/21'4/9'2 | Cartagena Colombian | T.(C) 17",24"x36"-[illegible] E. Holz, Harburg | | |
| 13607 | — | | | 1911 E.J. Smith & Son Hongkong | Fredericksen & Co. | 82'7/18'7/10'1 | Swatow Chinese | T.(C) 17",27"x42"-27" Fredericksen, Hongkong | | G * |
| 13608 | — | | | 1888 Akers Mek. Verksted Oslo | B. & A. Aaker, Ålesund & Sarvik Dyrskiik Th. Mathiesen, Mgr.) | 69'3/16'2/8'2 | Oslo Norwegian | T.(C) 14",19"x24"-16" Akers Mek. Verksted Oslo | | |
| 13609 | Oscar Neysaber | | | 1920 Schiffs-Ges. Unterweser A.G. Wesermünde | Kriebsburg & Fritz Seebeschreiberei Ges. | 142'3/25'4/11'3 | Wesermünde German | T.(C) 25",42"x[illegible]-30" Christiansen & Meyer, Harburg a.E. | | G * |
| 13610 | Oscarsborg I. | | | 1904 W. Lindberg & Söner Stockholm | A/B Bergslagen Ångfärjor Stockholm (Nyström, Mgr.) | 99'0/22'3/7'6 | Oslo Norwegian | T.(C) 14",24"x34"-17" W. Lindberg & Söner, Stockholm | | |
| 13611 | Oseo | | | 1928 Kaldnes M.V. A/S Tønsberg | A/S Selandske Trondsens Dampskib | 113'5/22'3/8'6 | Oslo Norwegian | Oil Engines Bl.C.R.A. | | N * |
| 13612 | Oestr | | | 1921 Howaldtswerke A.G. Kiel | Bergenstrawl | 142'0/25'0/12'0 | Wormsund Russian | Oil Engines Bl.C.R.A. A.G. Kiln, Deutz | | |
| 13613 | Oshima Maru | | | | Nakajima Tajiro | 99'4/22'5/11'0 | Nakodate Japanese | | | |
| 13614 | — | | | 1919 Fukuda & Co. Hakodate | Sotomo Suisan K.K. | 111'0/19'0/12'0 | Sakai Japanese | T.(C) 19",32"x32"-40" Nippon Tekkosho, Hakodate | | |
| 13615 | Oskar | | | 1890 Cochrane, Grayshan & Hartlepool | Sole Kaysersen | 101'5/20'6/11'0 | Westmannaeyjar Icelandic | T.(C) 17"x28"-22" C.D. Holmes & Co. Hull | 11 × 10 | |
| 13616 | Osnium | | | 1924 J. Crichton & Co. Ltd. Chester | G.C.I. General Chemicals Ltd. | 76'4/19'4/7'8 | Liverpool British | T.(C) 15"x26"-14" Hawthorn Leslie, Newcastle | | |

| Numéro Officiel | Noms du Navire | Signaux | Tonnage | Détails de la Classification | Construit | Machines | Propriétaires |
|---|---|---|---|---|---|---|---|
| 13877 | Ocean | | 142 | | 1916 Kinnaird | | |
| 13878 | Osprey II. | | 299 | ✠100A1 Fb | 1911 Smith's | | |
| 13879 | Osprey | | 400 | Nbr | 1919 Fairfield | | |
| 13880 | — | | 111 | | 1879 T. B. Stanh | | |
| 13881 | Owls | | 79 | ✠100A- Lighter | 1913 Sangster, | | |
| 13882 | Ouzan Bodell | | 250 | | 1901 Union D. D. | | |
| 13883 | Ouzza | | 231 | ✠ PG1 | 1896 Scott & Co | | |
| 13884 | Ovi | | 232 | | 1911 K. Shipbuilding | | |
| 13885 | — | | 142 | | 1915 | | |
| 13886 | Oxia | | 220 | ✠100A1 Fb | 1915 J. Dunlop | | |
| 13887 | Oxlas | | 143 | | 1900 Mutale | | |
| 13888 | Oxtaxâ I. | | 254 | | 1906 Burgerndie | | |
| 13889 | Oxtaxâ II. | | 272 | | 1906 Burgerndie | | |
| 13890 | Oxter | | 200 | | 1906 Kinnaird | | |
| 13891 | Oxtergotland | | 170 | | 1888 S. Groth | | |
| 13892 | Oxtets | | 200 | | 1909 Bakendorf | | |
| 13893 | — | | 126 | | 191 Gothenburg | | |
| 13894 | Oxtetz | | 130 | | 1897 Edwards | | |
| 13895 | Oxtetzl | | 112 | | 1916 D. Boot | | |
| 13896 | Oxtfrieslend | | 111 | | 1904 Cammell | | |
| 13897 | Oxthammar II. | | 193 | | 1916 | | |
| 13898 | | | | | | | |

| Official No. | Steamer's Name, Nationality, Rig, &c. | Tonnage | Particulars of Classification | Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|
| 132[illegible] | **Oslkap** | 131 | | 1911 Kaldnes | | Oslo | | N * |
| 1304 | **Ostra Skärgarden** | 132 | | 1904 A/B Sund- | | | | |
| 1304 | **Ostrakon** | 223 | | 1917 Gebr. Frit. | | | | V |
| 1302 | **Ostrea** | 111 | | 1910 Dept. of | | | | |
| 1303 | **Ostrich** | 140 | | 1891 Cochrane, | | | | 11 × 14 |
| 1304 | **Ostsee** | 257 | | 1890 | | | | C |
| 1305 | **Ostsnags** | 100 | | 1908 Sunslings | | Christiania | | N * |
| 1306 | **Oswald** | 197 | | 1912 Yarwood | | Liverpool | | |
| 1307 | **Oswaldina** | 260 | ✠100A1 Glass | 1917 Cook, Wel- | | | | 12 × 14 |
| 1308 | **Oswego Sonny** | 1196 | | 1924 Sun S.B. | | New York | | |
| 1309 | **Otaka Maru** | 132 | | 1902 S. Ono | | | | |
| 1310 | **Otakou** | 193 | ✠100A1 Iron | 1902 Fleming & | | | | 10 × 6 |
| 1311 | **Otaris** | 254 | | 1906 Smith's | | | | 13 × 6 V |
| 1312 | **Otars** | 207 | | 1909 W. Denny | | Glasgow | | |
| 1313 | **Otars Maru** | 199 | | 1913 Sekiguchi | | Otaru | | |
| 1314 | **Otelle** | 113 | | 1921 N. Vitchyev | | | | Y * |
| 1315 | **Oter I.** | 250 | | 1925 Smith's | | | | C * |
| 1316 | **Othalla** | 201 | | 1907 Cochrane & | | | | 12 × 8 |
| 1317 | **Othmarsken** | 264 | | 1920 H. C. Stülcken | | | | G * |
| 1318 | **Otimai** | 207 | | 1921 G. Nicol | | Auckland | | |
| 1319 | **Otis Wazz** | 229 | | 1921 C. A. Reilly | | | | |
| 1320 | **Otomi Maru** | 114 | | 1916 Uraga | | Kobe | | |

| Numéro d'Ordre | Noms du Navire | Détails de la Classe | Construction | Machines | Propriétaires |
|---|---|---|---|---|---|
| 1361 | Otari Mara | Wooden Screw | 1912 | | |
| 1362 | Otawa Mara | Steel Screw | 1912 | | |
| 1363 | Ottenses | Steel Screw | 1911 | | |
| 1364 | Otter | Steel Screw | 1912 | | |
| 1365 | — | Steel Twin Screw | 1912 | | |
| 1366 | — | Wooden | 1912 | | |
| 1367 | Otterbäcken | Composite | 1912 | | |
| 1368 | Ottilie | Steel Deck | 1912 | | |
| 1369 | Otto | Steel Screw | 1912 | | |
| | Now named "Hinrich Wilhelm" | | | | |
| 1370 | — | Steel Screw | 1912 | | |
| 1371 | — | Steel Screw | 1912 | | |
| 1372 | — | Steel Screw | 1912 | | |
| 1373 | — | Iron Screw | 1912 | | |
| 1374 | — | Wooden Screw | 1912 | | |
| 1375 | Otto Ippen XXI. | Steel Screw | 1912 | | |
| 1376 | Otto Ippen XXII. | Steel Screw | 1912 | | |
| 1377 | Otto Krugmann | Steel Screw | 1912 | | |
| 1378 | Otto Kühling | Steel Screw | 1912 | | |
| 1379 | Otto Rudolf | Steel Screw | 1912 | | |
| 1380 | Otto Teichow | Steel Screw | 1912 | | |
| 1381 | Otur | Steel Screw | 1912 | | |
| 1382 | Our Bairns | Steel Screw | 1912 | 100A1 M.L. | |
| 1383 | Our Tess | Iron Screw | 1912 | | |

| Numéro d'Ordre | Constructeur | Machines | Propriétaires | Dimensions | Type d'Arrondissement | Machines | Numéro d'Ordre |
|---|---|---|---|---|---|---|---|
| 1359 | Tecklenborg, A.G. | Tecklenborg, A.G. | | | | | |
| 1360 | K. K. Oesterreichische Staats-Eisenbahnen | Kriegsmarine K.K. | | | | | |
| 1361 | Deutsche Werft, A.G. | Hanseatische Masch. A.G. | | | | | |
| 1362 | Blackwood & Gordon, Ltd. | W. Gordon & Sons, Ltd. (J. Dugan, Mgr.) | | | | | |
| 1363 | Kristiania Fagverk | Government of Kristiania | | | | | |
| 1364 | Lomas | W. F. W. L. & Co., J. L. & A. E. Ellis | | | | | |
| 1365 | | Kristiania Jernstøberi A.S. (J. Bjørkestrand, Mgr.) | | | | | |
| 1366 | Cook, Welton & Gemmell, Ltd. | Dawson, White & Newbigging, Ltd. (J. B. Dunn, Mgr.) | | | | | |
| 1367 | Gebr. G. & H. Sachsen | Masch. K. & Schiffb. | | | | | |
| 1368 | Bonn & Mees | Lower Rheinische Masch. Act.-Ges. | | | | | |
| 1369 | J. Vinck | J. Schilling | | | | | |
| 1370 | N. V. Schipw. "De Twentsche" | N. Schepers | | | | | |
| 1371 | F. Schichau | Schichau & Burger | | | | | |
| 1372 | S. Groth | Groth & Schilling | | | | | |
| 1373 | Nylstiftet | Masch. & Schiffb. A. H. Nielsen | | | | | |
| 1374 | G. Koch | Masch. & Schiffb. | | | | | |
| 1375 | Schiffb. Ges. "Neptun" | "Neptun" Masch. & Schiffb. Ges. | | | | | |
| 1376 | Schiffw. v. S. Kuhn & Co. | Masch. & Schiffb. | | | | | |
| 1377 | Schiffb. Ges. | A. Becker | | | | | |
| 1378 | Werft Reiherstieg Hamburg | Masch. & Kessel Reiherstieg | | | | | |
| 1379 | Schiffb. Ges. | Masch. & Schiffb. | | | | | |
| 1380 | Smith's Dock Co., Ltd. | Smith's Dock Co. (T. Dickinson, Mgr.) | | | | | |
| 1381 | Cook, Welton & Gemmell, Ltd. | J. Dickson | | | | | |

| Official No. | Steamer's Name, Material, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c. | Tonnage | Particulars of Class: Character | Built: When | Built: By Whom / Where | Owners | Port of Registry | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|
| 139815 | Ouse<br>Steel Screw<br>(Transfer)<br>Elec light | 147<br>—<br>86 | | 1900 | Machin & Thomson<br>Glasgow | Admiralty<br>Capt. C. Dutton | Lowestoft<br>British | T.3Cy.16",16"x22"-24"<br>Marine Engineers, Ltd. Glas. | 11 × 7 |
| 139841 | Ouse Hopper No. 3<br>Steel Hopper Barge<br>(Transfer)<br>Elec light | 182<br>—<br>— | Hopper Barge<br>6.19 | 1886 | W. Dobson & Co.<br>Newcastle | Trustees of the Aire & Calder Nav. Co. | Goole<br>British<br>L.&N.Con. | C.3Cy.22"x14"-30"<br>R. S. Marine Eng. Co. Ltd. Bow | 13 × 6 |
| 139855 | Ouse Hopper No. 6<br>Steel<br>Elec light | 216<br>—<br>128 | | 1888 | W. Dobson & Co.<br>Newcastle | Wick & Pulteney Bdy's Trustees (D. W. Sinclair, Mgr.) | Wick<br>British | C.3Cy.18"x24"-18"<br>R. Eastern Eng. Co., Bow. | 9 × 6 |
| 139860 | Outagamie<br>Steel Tug<br>Elec light | 429<br>—<br>81 | | 1920 | Northwest Eng. Works (Green Bay), Wis. | Standard Oil Co. (Indiana) | Chicago<br>Unit. States | T.3Cy.17",26"x48"-36"<br>Western Iron Works, Burlington, Iowa | |
| 139870 | Overdale Wyke<br>Steel Screw<br>Elec light | 330<br>—<br>120 | +100A1<br>Stm Trawler<br>— | Hull | | Wyke Deep Sea Fishing Co. Ltd. (R. W. Robbie, Mgr.) | Hull<br>British<br>L.&N.Con. | T.3Cy.16",26"x42"-30" (4)<br>C. D. Holmes & Co. Ltd. Hull | 14 × 9 |
| 139880 | Overgarth<br>Steel Screw<br>Elec light | 97<br>—<br>— | +100A1<br>Stm Passenger<br>4.30 | Glas | 1907 | Lyburn & Co. Ltd.<br>Leith | Ros Towing Co. Ltd. | C.3Cy.15"x27"-21" (4)<br>R.N.R.Co. Ltd. Leith | 10 × 7 |
| 139890 | Overysel<br>Steel Tug<br>Elec light<br>Windlass | 395<br>—<br>84 | | 1921 | Gebr. Verolme<br>Slikkerveer | Dutch East Indies Government, Dept. Pyes Doorvaart (Bali Kisaprijt) | Kalimapoet<br>Dutch | T.3Cy.21",35"x48"-27"<br>Kromhout, Dordrecht | Y * |
| 139900 | Owl<br>Steel<br>Elec light | 189<br>—<br>94 | Stm Trawler<br>11.00 | Hull | 1904 | Goole S.T. & Ice Co. Ltd.<br>Goole | Kelvin Steam & Boarding Ltd. | T.3Cy.17",26"x40"-27"<br>C. D. Holmes & Co. Hull | 12 × 6 |
| 139910 | —<br>Steel Screw<br>Elec light | 117<br>—<br>61 | | 1896 | Edwards<br>Bow<br>Northampton | Unknown | Lowestoft<br>British | T.3Cy.14",16"x18"-18"<br>R. S. Marine Co. Ltd. Bow | 11 × 7 |
| 139920 | Oxenf<br>Steel Tug<br>Elec light | 250<br>—<br>94 | 1.29 | Ros | 1919 | J. & A. Y. J. Scholes<br>Paisley | Lochdhu Steam Towing Co. Ltd. | C.3Cy.20"x40"-27"<br>Mason, Ardrossan, Finnieston | 13 × 1 |
| 139930 | Oxley<br>Steel | 126<br>—<br>— | | 1914 | David<br>Poole, Ltd.<br>Sydney N.S.W. | North Coast Stm. Nav. Co. Ltd. | Sydney N.S.W.<br>British | | |
| 139940 | Oxton<br>Steel Twin Screw<br>Elec light | 793<br>—<br>— | +<br>Passenger Steamer<br>1.30 | Hlin | 1925 | Cammell Laird & Co. Ltd.<br>Birkenhead | Hamburg-Amerika Linie of Hamburg | T.3Cy.17",29"x44"-34"<br>Cammell Laird & Co. Ltd. Hlin | 15 × 6 |
| 139950 | Oyama<br>Steel (Transfer)<br>Elec light Windlass D.F. | 342<br>—<br>— | (Trawler Repr) | 1921 | Smith's Dock Co. Ltd.<br>Stockton-on-Tees | British Wool, Ltd. | Cardiff<br>British | T.3Cy.19",29"x37"-30"<br>Smith's Dock Co. Ltd. M.Ds. | C * |
| 139960 | Oyapoc<br>Steel Twin Screw<br>Elec light | 355<br>—<br>— | | 1911 | A. Dubigeon & Cie<br>Nantes | Cie Française de Nav. et de Transp. de la Guyane | Cayenne<br>French | C.4Cy.16"x18"-14" | |
| 139970 | Oyapock<br>Steel<br>Elec light | 470<br>—<br>— | | 1905 | A. Rodger & Co.<br>Ft. Glasgow | Amazon River Stm. Nav. Co. (1911) Ltd. | Para<br>Brazilian | T.3Cy.13",20"x30"-14"<br>D. Rennie & Co. Glasgow | |
| 139980 | Oygar<br>Steel Screw<br>Elec light | 128<br>—<br>— | | 1906 | Mjellem & Karlsen<br>Bergen | A/S Fiskeri & Hvalstn. (O. S. Rinkingtø, Mgr.) | Bergen<br>Norwegian | C.3Cy.9",20"-17"<br>Mjellem & Karlsen, Bergen | |
| 139990 | Oystermouth Castle<br>Steel Screw<br>Elec light Windlass D.F. | 282<br>—<br>— | +100A1<br>Stm Trawler<br>— | Ros | 1916 | Smith's Dock Co. Ltd.<br>Middlesbro' | Consolidated Fisheries, Ltd. (Sir John D. Marnham, Bart., Mgr.) | T.3Cy.13",21"x40"-28" (4)<br>Smith's Dock Co. Ltd. M.Ds. | 13 × 6 |
| 139700 | Oyell<br>Steel<br>Elec light | 172<br>—<br>— | (Fishing) | 1917 | Aktien Mjellem & Karlsen<br>Bergen | A/S Øyell (Einar Hervide) | Aalesund<br>Norwegian | T.3Cy.16",24"x30"-18"<br>Aktien Mjellem & Karlsen, Bgn. | N * |

*,* Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It makes a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| Numéro Officiel | Noms des Navires, Numéros d'identification, etc. | Tonnage | Détails de la Classe Spéciale | Construction | Propriétaires | Dimensions | Port d'enregistrement | Machines | Chaudières |
|---|---|---|---|---|---|---|---|---|---|
| 1270 | **F. As. Tommere** (ex-Odessa, F. Elvin, ex-Odessa, Rossania, ex-Odessa, F. Elvin) | [illegible] | | 1907 Hall, Russell & Co. Ltd. Aberdeen | N. V. Tomek, Bremen "Bremerschiff" | 113·7 22·6 12·9 | Bremen | [illegible] Hall, Russell & Co. Ltd. Aberdeen | 13 + [illegible] |
| 1272 | **F. F. Martin** (ex-Blackfield, Lockstedt) | [illegible] | | 1908 Nordsee Werft, Hamburg-Finkenwerder | J. F. Borres, Jun. | 172·0 30·0 15·8 | Portsmouth | [illegible] | |
| 1273 | **F. Fenton** | [illegible] | 4 Abo | 1912 A. Hall & Co. Ltd. Aberdeen | Aberdeen Fishing Co. Ltd. (R. Kirkwood, Mgr.) | 113·7 22·6 12·9 | Aberdeen | [illegible] A. Hall & Co. Ltd. Aberdeen | 13 + [illegible] |
| 1274 | **F. T. 60** | [illegible] | | 1921 Bremerhaven | Bremerhaven | 140·7 29·0 14·7 | London | [illegible] | |
| 1275 | **F. T. 61** | [illegible] | | 1921 Bremerhaven | Bremerhaven | 140·7 29·0 14·7 | London | [illegible] | |
| 1276 | **F. W.** (ex-Bishopwell) | [illegible] | | 1918 J. Walker & Co. Ltd. Leslie, N.B. | Packard S. S. Co. Ltd. | 168·0 24·0 [illegible] | Portsmouth | [illegible] | |
| 1277 | **F. & T.** (ex-Sylvia, ex-Hymen) | [illegible] | 4 100A1 M.I. | 1912 Cochrane & Sons Ltd. Selby | Pacific & Trade S. S. Trade, Mgr. | 120·0 21·0 11·0 | London | [illegible] | 12 + [illegible] |
| 1278 | **Fuah Wan Shan** | [illegible] | | 1921 Taikoo Dockyard & Eng. Co. of H. K. Ltd. Hongkong | Taikoo Provisions Co. (S. China) Ltd. | 90·0 17·0 [illegible] | Hongkong | [illegible] | |
| 1279 | **Paakyrinni** | [illegible] | | 1919 W. Takavik Kristiania | K. Ryyv | 99·0 23·0 [illegible] | Finnish | | |
| 1280 | **Paavali** | [illegible] | | 1921 T. Hyvi Finland | [illegible] | 99·7 23·0 [illegible] | Finnish | | |
| 1281 | **Pacific** | [illegible] | | 1901 Campbell & Co. Paisley | Jos. Pacifico | 104·0 20·0 7·0 | Genoa, P.I. | [illegible] | |
| 1282 | — (ex-Wai Kiwi) | [illegible] | | 1919 J. Crank Leith | [illegible] | 85·1 22·1 [illegible] | Antwerp | [illegible] | |
| 1283 | **Pacific Monarch** (ex-Romania, ex-Dogali) | [illegible] | | 1912 Hepple & Co. Ltd. Sunderland | Pacific Cycle Co. Ltd. | 114·9 23·0 12·9 | Panama | [illegible] | 14 + [illegible] |
| 1284 | **Pacifico** (ex-Mona, ex-George, ex-Ambrosia) | [illegible] | 100A1 Bel | 1919 G. Brown & Co. Greenock | J. J. Perez | 125·0 23·0 13·7 | Buenos Aires | [illegible] | 12 + [illegible] |
| 1285 | **Pace** (ex-City of Edinburgh) | [illegible] | | 1908 Dryden & Co. Ltd. Dundee | R. Anderson | 130·0 22·0 12·0 | Buenos Aires | [illegible] | 15 + [illegible] |
| 1286 | **Pace Garcia** (ex-Garcia, R. J., ex-Arbiter, ex-Lawrence) | [illegible] | | 1897 R. Thompson Sunderland | Pacific Steamers, S. A. (A. S. Trevilla & F. Garcia Sevilla, Mgrs.) | 111·0 20·1 [illegible] | Cuba | [illegible] | 9 + [illegible] |
| 1287 | **Padmavati** | [illegible] | | 1904 Gyde & Co. Deptford | Bombay S. N. Co. Ltd. | 149·0 24·1 [illegible] | Bombay | [illegible] | |
| 1288 | **Pahlwan II.** | [illegible] | 4 A1 Lib | 1903 Ferguson Bros. (Port Glasgow) Ltd. Port Glasgow | [illegible] | 140·0 23·0 [illegible] | Karachi | [illegible] | 10 + [illegible] |
| 1289 | **Paiva Couto** | [illegible] | | 1907 Gauld & R. | Companhia de Pesca da Costa de Lisboa | 130·0 22·6 12·0 | Lisbon | [illegible] | 13 + [illegible] |
| 1290 | **Palencia** (ex-Cayuse) | [illegible] | 4 100A1 Lloyd | 1916 L. J. Adolph Sons & Wright Ltd. Queensferry | William Watkins, Ltd. (J. E. Watkins, Mgr.) | 73·0 18·1 10·0 | Liverpool | [illegible] | 10 + [illegible] |
| 1291 | **Palermo** | [illegible] | | 1914 J. S. A. van Duijvendijk & Co. Papendrecht | "Gaelia" Tijdelijke Kleinvaartschap-Lijnbehoeds-Vereeniging Amsterdam | 111·0 24·7 13·0 | Buenos Aires | [illegible] | 13 + [illegible] |
| 1292 | **Pallas** | [illegible] | | 1905 Mounie & Co. Bristol | Angl. Adriatic Bitumen Kanal | 96·0 22·0 [illegible] | Dalmatia | [illegible] | |

| Official No. | Steamer's Name, Nationality, Rig, &c. | Tonnage | Particulars of Classification | Built | Owners | Registered Dimensions | Port of Registry | Engines | Weight | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Late Name if any. Special Surveys. No. of Decks, &c. | | Character. | Where. By Whom. Where. | | | Flag. | | | |
| 13722 | **Pallas** Steel Twin Screw Steamer 139 | 139 | | 1899 Cook, Welton & Gemmell Hull | R.V. Tranch, Maats "Pegasus" J. Prins Sch-Gravel, Mgrs. | 100'·6 × 20'·7 × 11'·0 | Vlissingen Dutch | T.3Cy. 17", 26", 38" × 28" Triple Exp. 11 × 10 | | |
| 13723 | — Steel Twin Screw Motor Yacht 158 (See Sailing Ship Register) | 158 | | 1917 H. van der Wier Zaandamsmaat | W. Bell | 87'·5 × 19'·0 × 7'·7 | Zaandam Dutch | 2Cy. Engines 20 U.A. 10½", 18" × 12" Gardner & Sons (1920) Ltd. Gardner, Lancashire | | V * |
| 13725 | — Steel Twin Screw Motor Fishing Vessel 101 | 101 | | 1903 J. L. Meyer Papenburg | Seemannsschule "Gallant" A.G. | 77'·4 × 19'·1 × 9'·8 | Emden German | Hand | | |
| 13726 | **Pallister** Steel Twin Screw Motor Sea-Light 101 | 101 | | 1931 Ch. Natale Van Peene Vandenbroeck, Bruges | N.V. Motor-Vissscherij Pallister | 60'·1 × 20'·7 × 7'·0 | Ostende Belgian | 1Cy. Engine 20 U.A. 9½", 14", 19½" × 14" Cooper Bros. (Sales) Ltd. Sulzer, Winterthur | | |
| 13727 | **Palma** Steel Twin Screw Motor Carrying Petroleum in bulk 191 | 191 | | 1926 J. Kuiper & Zn. Hoogezand "De Gideon" Sneekgroen | N.V. Algemeene Transbeurtvaart | 112'·0 × 21'·0 × 7'·2 | Rotterdam Dutch | 1Cy. Engine 21" × 17" Nederlandsche "Deutz" A.G. Köln-Deutz | | V * |
| 13728 | **Palmares** Steel Twin Screw Motor Sea-Light Ship, A.B. 189 | 189 | | 1929 Koh Ewald Werft Wilhelmshaven Hamburg | E. Dettmer & Co. | 121'·5 × 29'·5 × 8'·2 | Pto. Aisén Chilean | 2Cy. Engines 40 U.A. 16", 24", 40" × 28" Deutsche Werke, Kiel | | |
| 13729 | **Palma** Steel Twin Screw Motor 134 (See Sailing Ship Register) | 134 | | 1922 J. Ernst A. Jones, Ltd. Wavertree, Liverpool | Sunset Shore Export Co. Ltd. | 121'·6 × 26'·0 × 10'·6 | Port of Spain British | 2Cy. Engines 20" × 30", 42" × 30" Swiss Gas Engine Co. Ltd. Winterthur | | |
| 13730 | **Palombe** Steel Twin Screw Motor Sea-Light Window N.F. 251 | 251 | | 1911 Smith's Dock Co. Ltd. Middlesbro' | Soc. Anon. "Les Chalutiers Réunis Boulogne" | 129'·0 × 22'·0 × 11'·7 | Boulogne French | T.3Cy. 22", 36" × 24" - 24" Smith's Dock Co. Ltd. Middlesbro' | | V * |
| 13731 | **Palina** Steel Twin Screw Motor Sea-Light Window A.B. Rig 670 (See Sailing Ship Register) | 670 | +100A1 Gear | 1931 Gustavs Stralsund | Schwarzhe | 167'·5 × 29'·7 × 10'·0 | Vladivostok Russian | T.4Cy. 17", 26", 38" × 28" A.B. Gustavs, Stralsund, and Diesel A. Borsig, Berlin-Tegel | 15 × 10 | |
| 13732 | — Steel Twin Screw Motor Sea-Light Window 280 | 280 | | 1911 | Bergenrytteriet | 141'·6 × 23'·6 × 12'·7 | Arkhangel Russian | T.3Cy. 18", 28", 40" × 30" | | |
| 13733 | **Palupandan** Steel Twin Screw Motor Sea-Light 239 | 239 | | 1932 Nth. China Steam S.S. Co. Ltd. Hong Kong | De La Rue & Co. | 140'·0 × 27'·0 × 11'·0 | Dodo, P.I. U.S. Shipping Board | 2Cy. Engines 40 U.A. 18", 31½", 47½" × 36" Nederlandsche "Deutz" A.G. Köln-Deutz | | |
| 13734 | **Palus** Steel Twin Screw Motor Sea-Light Ship, A.B. 174 | 174 | | 1926 Lobnitz & Co. Ltd. Renfrew | Commissioners of S. Africa Railways & Harbours Administration, Durban | 222'·0 × 37'·2 × 12'·9 | Durban British | T.3Cy. 20" × 1 30" - 26" Lobnitz & Co. Ltd. Renfrew | 14 × 10 | |
| 13735 | **Pamela Hope** Steel Twin Screw Motor 159 | 159 | | 1921 Strand S.B. Co. Chiswick | F. T. Everard & Sons, Ltd. | 93'·5 × 22'·0 × 9'·2 | London British | 2Cy. Engines 25 U.A. 16", 1 Cy. 1 Cy. Sulzer Brothers, Winterthur | | |
| 13736 | **Pan** Steel Twin Screw Motor Sea-Light Window 174 | 174 | | 1897 Cook, Welton & Gemmell Hull | Bartolozzi | 111'·1 × 20'·9 × 12'·6 | Lorient French | T.3Cy. 17", 26" × 26" - 24" Cook, Welton & Gemmell Hull | 11 × 10 | V |
| 13737 | — Steel Twin Screw Motor Fishing 136 | 136 | | 1916 Arnhem-scheepswerf Stephen Lang W. Arnhem | N.V. Visch. Maats "Peggy" J. Prinsen & Zoon, Mgrs. | 93'·1 × 19'·9 × 9'·2 | Vlaardingen Dutch | T.4Cy. 16", 24" × 26" - 18" Arnhemsche Scheepswerf Stephen Lang W. Arnhem | 9 × 10 | |
| 13738 | **Pan-Am** Steel Twin Screw Motor (Tug) Sea-Light 149 | 149 | | 1920 A. C. Brown S.B. Co. Troy-on-Hudson N.Y. | Moore & Frankson Corp. | 83'·6 × 24'·7 × 10'·0 | New York U.S. Shipping Board | 2Cy. 11", 18" - 24" J. W. Sullivan & Son New York | | |
| 13739 | **Pandai** Steel Twin Screw Motor Sea-Light 189 | 189 | | 1929 Stevens S.B. Co. Ltd. Penang | Stevens S.B. Co. Ltd. | 105'·0 × 22'·6 × 7'·0 | Penang British | 2Cy. 14", 23" - 16" W. J. Yarrowdale Penang Ltd. Northern | | |
| 13740 | **Pando** Steel Twin Screw Motor Sea-Light Ship, A.B. 300 | 300 | + A1 Lloyd's | 1932 J. S. White & Co. Ltd. Cowes | Shell-Mex & B.P. Ltd. | 125'·0 × 25'·6 × 11'·0 | London British | 2Cy. Engines 30 U.A. 16", 1 Cy. 1 Cy. Gardner Sons (1920) Ltd. Gardner, Lancashire | 12 × 8 8 × 8 10 × 8 | |
| 13741 | **Pandora** Steel Twin Screw Motor Sea-Light 100 (Ice) | 100 | + 100A1 Bag | 1932 Schlesinger, Ltd. Newcastle | Dr. Eva Rose Prestige (T. J. W. Houghton, Mgr.) | 118'·0 × 23'·1 × 7'·3 | Beaumaris British | 2Cy. 10", 16" × 16" - 16" Gardner & Sons (1920) Ltd. Gardner, Lancashire | 8 × 7 4 × 7 | |
| 13742 | **Pashaing** Steel Twin Screw Motor (Tug) 139 | 139 | | 1930 Irrawaddy Flotilla Co. Ltd. Rangoon | Irrawaddy Flotilla Co. Ltd. | 110'·0 × 22'·0 × 8'·0 | Rangoon British | T.3Cy. 16", 24" × 27" - 24" W. Doxford & Sons Ltd. Sunderland | | |

| Numéro Officiel | Noms du Navire, Matériaux, Chantiers, etc. | Tonnage | Détails de la Classe Spéciale | Construit | Propriétaires | Dimensions Exactes du Navire | Port d'Immatriculation | Machines | Chaudières |
|---|---|---|---|---|---|---|---|---|---|
| 12743 | **Panthy** Steel Pad | 1280 | | 1910 W. Denny & Bros. Dumbarton | Lanarkshire Passenger Co. Ltd. | 310' 0" x 40' 0" x 24' 0" | Glasgow British | T. 3-Cy. 20", 32", x 60" - 42" | |
| 12744 | **Panther** Steel Twin-Screw | 330 | | 1899 Ramage & Ferguson, Ltd. Leith | S. H. Pearson | 110' 0" x 22' 1" x 10' 7" | Dundee British | T. 1-Cy. 14", 24" x 27" - 40" Ramage & Ferguson, Ltd. Leith | |
| 12745 | **Panwel** Steel Twin-Screw | 342 | ✠ 100 A1 Rivd Per Mersey Service 5.00 | 1902 Lobnitz & Co. Ltd. Renfrew | Bombay Port Trust | 117' 2" x 27' 1" x 11' 6" | Bombay Portuguese | T. 1-Cy. 9", 16", x 15" - 24" Lobnitz & Co. Ltd. Renfrew | 12 - 10 |
| 12746 | **Paxos** Steel Screw | 224 | | 1917 Cochrane & Sons, Ltd. Selby | A. Georgopulos Piraeus | 150' 0" x 22' 4" x 12' 9" | Piraeus Greek | T. 3-Cy. 10", 20", x 27" - 36" Cowper Coleman, Ltd. Birkenhead | 12 - 10 |
| 12747 | **Pauli** Steel Screw | 321 | | 1886 C. Hillman & Co. Philadelphia | Edward Bury | 125' 4" x 29' 0" x 14' 7" | New York U.S. Steam | T. 2-Cy. 16", 26", x 24" - 36" Pusey & Jones Philadelphia, Pa. | |
| 12748 | **Pawo** Steel Twin-Screw | 331 | ✠ A1 Rivd Per River Service 11.00 Passenger and 10 second & fort Carrying vegetable oil in deep tanks | 1920 Shanghai Dock & E. Co. Ltd. Shanghai | Indo-China Steam Nav. Co. Ltd. | 200' 0" x 40' 1" x 9' 7" Shaft dia. Propeller dia. | Shanghai British | T. 2-Cy. 16", 27", x 40" - 27" Shanghai Dock & E. Co. Ltd. | 15 - 11 |
| 12749 | **Papa Michele** Wooden Screw | 185 | | 1904 A. Deimar Piraeus Greek Owner | G. Vlontsarchi | 110' 0" x 22' 7" x 12' 3" | Mytilene Greek | Engine 10 H.P. A.T.C.W.A. Triple | 1 |
| 12750 | **Papillon** Steel Screw | 122 | | 1910 Nylands Varkstad Oslo | Dampskibs. det Forenede Fabriker Bergen | 92' 6" x 18' 0" x 11' 9" | Kristiania Norwegian | T. 1-Cy. 14", 24" x 30" - 22" Nylands Varkstad, Oslo | |
| 12751 | **Papoose Chief** Steel Screw | 219 | | 1921 Harland & Wolff Ltd. Glasgow | Rosenbaum Trading Co. Ltd. | 120' 6" x 23' 1" x 9' 1" | Port Moresby British | T. 1-Cy. 16", 27" x 30" - 24" | |
| 12752 | **Paquitacha** Steel Screw | 199 | | 1899 Smith's Dock Co. Ltd. Middlesbrough | F. Montalvo | 111' 0" x 21' 1" x 11' 0" | S. Sebastian Spanish | T. 1-Cy. 14", 19" x 30" - 22" | 12 - 9 |
| 12753 | **Paraim** Steel Screw | 147 | | 1900 Hardock & Rigby Ltd. Glasgow | Indo-Siamese | 110' 0" x 22' 1" x 9' 0" | Paris French | T. 1-Cy. 12" x 24" - 18" | 7 - 6 |
| 12754 | **Paraia** Steel Twin-Screw | 300 | ✠ Lloyd Per River per [illegible] 6.10 | 1911 Latham & Co. Ltd. Leith | J. S. Jordan | 143' 0" x 28' 1" x 7' 0" | Paris French | T. 1-Cy. 17", 27", x 18" - 27" | 8 - 6 |
| 12755 | **Paranagua** Steel Screw | 95 | ✠ Lloyd Per River per year 11.00 | 1888 Cuddy & Wilson & R. & Co. Ltd. Rotherhithe | Cia. Argentina de Nav. Mihanovich Ltda. | 200' 0" x 29' 0" x 9' 0" | Buenos Ayres Argentine | T. 1-Cy. 14", 22" x 27" - 30" | |
| 12756 | **Paraetrine** Steel Screw | 130 | | 1906 W. J. Yarwood Northwich | Peter & Parnell Tankship Ltd. J. Paulsen, Mgr. | 80' 7" x 20' 7" x 9' 0" | London British | T. 1-Cy. 10", 17" W. J. Yarwood, Northwich | |
| 12757 | **Paret** Steel Screw | 130 | | 1900 Trajkovic Novi Vinodol Croatia | Novi Parobrodarska Company d. d. | 100' 0" x 19' 0" x 10' 0" | Fiume Hungarian | T. 1-Cy. 14", 20" - 30" | 9 |
| 12758 | **Pargas** Steel Screw | 120 | | 1905 | Indo-Kinaysche Maatschappij | 82' 0" x 19' 0" x 7' 0" | Java Dutch | | |
| 12759 | **Paris** Steel Twin-Screw | 120 | | 1892 J. S. White East Cowes, I.W. | Cowes Aquarium Co. Limited | 110' 0" x 19' 0" x 8' 0" | British | T. 1-Cy. 19", 30" - 36" J. S. White & Co. Cowes, I.W. | |
| 12760 | **Paris** Steel Screw | 132 | | 1899 Earle's Co. Ltd. Hull | R. T. Finch Hunts "Fenix" J. Price Mil. Cons. Mgr. | 113' 0" x 21' 0" x 11' 2" | Francisco Dutch | T. 1-Cy. 17", 29" x 30" - 26" Earle's Co. Ltd. Hull | 12 - 10 |
| 12761 | **Parinata** Steel Twin-Screw Clipper | 304 | ✠ Lloyd Wlo Hopper Dredger | 1910 Fleming & Ferguson, Ltd. Paisley | Sao Paulo Harbour Board | 180' 0" x 34' 1" x 12' 2" | Washington U.S. British | T. 1-Cy. 17", 24" x 30" - 22" Fleming & Ferguson, Ltd. Paisley | 12 - 10 |
| 12762 | **Parkgate** Steel Screw | 53 | ✠ A1 Rivd Lloyd Per Canal & Inland Carrying Passengers in Waterway Ports | 1925 W. J. Yarwood Northwich | Anglo-American Oil Co. Ltd. F. J. Wills, Mgr. | 71' 0" x 14' 1" x 3' 0" | Liverpool British | Parsons Marine Steam Turbine Co. Ltd. Wallsend | 1 - 1 |
| 12763 | **Parkmore** Steel Screw | 199 | | 1913 Hall, Russell & Co. Ltd. Aberdeen | S. Low | 113' 7" x 22' 0" x 11' 7" | Aberdeen British | T. 1-Cy. 17", 29" x 36" - 24" | 12 - 9 |
| 12764 | | | | | | | | | |

| Official No. | Steamer's Name, Nationality, Rig, &c. | Tons | Particulars of Classification. Character. | Where Built | By Whom Built | Owners. | Port of Registry | Engines. | |
|---|---|---|---|---|---|---|---|---|---|
| 1295 | Parkeley | 290 | | 1909 | J. H. Dialogue & Son Inc. Camden, N.J. | R. Pa. Philadelphia & Reading R.R. Co. | Philadelphia | | |
| 1296 | Parnass | 122 | | 1922 | Dunsmuir Work, Denny | Magnus Reid & Burgoyne L.B. | Newbury | | |
| 1297 | Parrie | 113 | | 1911 | G. Nicol | Rutherford & Co. Ltd. | Auckland | | |
| 1298 | Parreira Zeita | 147 | + 100 A1 Fire | | | | | | |
| 1299 | Parret | 123 | | 1913 | A. Ardelah | Pearn Ltd. | Bridgwater | | |
| 1300 | Parthian | 222 | | 1911 | Cook, Welton & Gemmell Ltd. | Dewarrillman Fishing Co. Ltd. | Grimsby | | |
| 1301 | Partington | 103 | | 1899 | J. G. Fay & Co. Ltd. | Manchester Ship Canal Co. | Manchester | | |
| 1302 | Passya | 170 | + Hull | 1906 | Cook, Welton & Gemmell Ltd. | Somerset Coal Canal & Rly. | Bristol | | |
| 1303 | Pascale | 113 | | 1920 | Ch. & Abel. | Soc. d'Arm. à la Glée Pêche et au Cabotage | Dunkerque | | |
| 1304 | Paschell | 213 | | 1911 | N. V. Scott | E. Edlingh | Gorinchem | | |
| 1305 | Pascual Ferro | 117 | | 1922 | Internacional S.A.E. Ltd. | Int. Ferro y Rios Soc. Anon. Ltd. | Buenos Aires | | |
| 1306 | Pasman | 156 | + 100 A1 Pipe | 1906 | Stephen | Indonesia Pax Stoomv. | Tegal | | |
| 1307 | Pass | 130 | | 1908 | | Sociedad Argentina de Tres Bl. Nacional Ltda. | Buenos Aires | | |
| 1308 | Passerine | 133 | + M.S. | 1912 | Cook, Welton & Gemmell | Chellestone Steamship | Cherbourg | | |
| 1309 | Pasvik | 227 | | 1910 | Bergens Mek. Verksted Bergen | A/S A/S Pasvik Line | Kirkenes | | |
| 1310 | Patra | 202 | + Hull | 1910 | Smith's Dock Co. Ltd. | Salvage Process Corp. | New York | | |
| 1311 | Patar | 141 | | 1911 | J. J. Abbott | The Bergen Steam Co. Ltd. | Bergen | | |
| 1312 | Paterson | 120 | | 1911 | Morton Co. | American Pacific Whaling Co. | Seattle, Wash. | | |
| 1313 | — | 125 | | 1906 | H. & W. | Government of New South Wales | Sydney | | |
| 1314 | Pathfinder | 258 | | 1906 | Smith's Dock Co. Ltd. | Corporation of the Trinity House | London | | |
| 1315 | — | 238 | | 1911 | Tulloch | Rangoon Port Commissioners | Rangoon | | |
| 1316 | Patiance | 202 | | 1904 | J. H. Dialogue & Son | Bontage Co. | Philadelphia | | |
| 1317 | Pato Overo | 20 | | 1900 | Philadelphia Shipbuilding Co. Ltd. | Ch. Argentina de Remolcar | Buenos Aires | | |

| Signaux | Noms du Navire | Détails de la Classe | Construit | Armateurs | Machines | |
|---|---|---|---|---|---|---|
| 12798 | Pato Pinzon | | 1930 Philippe & Sun, Ltd. | | | |
| 12799 | Patonga | | 1930 E. Dreyfus | | | |
| 12800 | Patria Lopez | | 1930 | | | |
| 12801 | Patria | | 1918 W. K. Stout | | | |
| 12802 | — | | 1910 Gebr. Boot | | | |
| 12803 | Patrice | +100A1 | 1907 Smith's | | | |
| 12804 | Patricia | | 1930 J. Th. Jürgensen | | | |
| 12805 | Patrick J. O'Hara | | 1906 Ford Bros. | | | |
| 12806 | Patrie | | 1930 Cochrane | | | |
| 12807 | Patriot | | 1933 | | | |
| 12808 | Patroki | | 1911 Dunsiger | | | |
| 12809 | Patrol | | 1914 W. Harland | | | |
| 12810 | Patsy | | 1911 Krumel | | | |
| 12811 | Patsaga | | 1928 W. Simons | | | |
| 12812 | Paul | | 1914 C. Lüttring | | | |
| 12813 | — | | 1909 Vuichet & Co. | | | |
| 12814 | — | | 1910 Ch. Grewell | | | |
| 12815 | Paul Albert | | 1927 Nav. Provençale | | | |
| 12816 | Paul Curd | | 1904 T. McCombe | | | |
| 12817 | Paul Kahling | | 1910 Werft | | | |
| 12818 | Paul Lecker | | 1911 E. J. Smith | | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Class | Where Built | Builder | Owners | Register Tonnage | Port of Registry | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|
| 1909 | Paul Pastor | 97 | 100A | | Cochrane & Sons, Ltd. Selby | | | | | |
| 1911 | Paul et Jeannine | 185 | | | | | | | | |
| 1911 | Pauline | 122 | | | | | | | | |
| 1912 | Lorita | 122 | | | | | | | | |
| 1912 | Pauglin | 172 | | | | | | | | |
| 1914 | Pavenham | 142 | | | | | | | | |
| 1915 | Pavie | 115 | | | | | | | | |
| 1916 | Pavia | 157 | | | | | | | | |
| 1917 | Pavu | 122 | | | | | | | | |
| 1918 | Pax | 122 | | | | | | | | |
| 1919 | Pax I. | 121 | | | | | | | | |
| 1920 | Pax | 197 | 100A1 | | | | | | | |
| 1921 | Pax II. | 227 | 100A1 | | | | | | | |
| 1922 | Peacock | 240 | | | | | | | | |
| 1923 | Pearl | 198 | | | | | | | | |
| 1924 | Pearl Gem | 139 | | | | | | | | |
| 1925 | Pedernal | 172 | | | | | | | | |
| 1926 | Pedrin | 290 | | | | | | | | |
| 1927 | Pedro | 335 | 100A1 | | | | | | | |
| 1928 | — | 142 | | | | | | | | |
| 1929 | Peel | 255 | | | | | | | | |

| Official No. | Owners. | Register Tonnage | Port of Registry | Engines |
|---|---|---|---|---|
| 1912 | Cochrane & Sons, Ltd. Selby | 85/2/19/1 | Cardenas | |
| 1914 | Cochrane & Sons, Ltd. Selby | 117/8/21/6/12/1 | Tampico | |
| 1909 | J. T. Ebring | 94/2/19/5/10/2 | Sunderland | |
| 1918 | R. Moll | 68/9/25/6/10/2 | Barcelona | |
| 1916 | Irrawaddy Flotilla Co., Ltd. Rangoon | 113/9/24/3 | Rangoon | |
| 1917 | Philip & Son, Ltd. Harbourne | 85/2/22/1 | Brisbane | |
| 1905 | A. Delig' | 114/8/21/2 | Malpica | |
| 1911 | J. Freville | 88/2/21/6/10/2 | La Rochelle | |
| 1899 | | 99/6/18/2 | Buenos Ayres | |
| 1919 | J. P. Bagge | 32/1/22/9 | Marstal | |
| 1905 | G. J. van der Werff | 110/7/21/7 | Amsterdam | |
| 1921 | W. A. Bailey | 91/5/22/1 | Hong Kong | |
| 1926 | Hong K'ng & Whampoa Dock Co. Ltd. Hong Kong | 120/9/24/1 | Hong Kong | |
| 1919 | Haden | 100/9/25/6/12/7 | New York | |
| 1899 | Cochrane & Cooper, Ltd. Beverley | 115/7/21/9/11/2 | Grimsby | |
| 1917 | Harbour | 84/9/19/7/10/2 | Faversham | |
| 1905 | Industrial Hare | 124/9/19/9 | Buenos Ayres | |
| 1917 | Merrill-Stevens Co. Jacksonville, Fla. | 123/9/22/9 | Boston | |
| 1911 | Cook, Welton & Gemmell, Ltd. Beverley | 140/1/22/7/12/2 | Barcelona | |
| 1917 | Hermann | 93/7/22/4/10/2 | Palma Mallorca | |
| 1909 | A. M'Millan | 91/9/22/1/10/7 | Montreal | |

| Numéro officiel | Nom du Navire, Numéro, Indicatif, &c. | Détails de la Classification | Construction | Propriétaires, Armateurs | Machines | Chaudières |
|---|---|---|---|---|---|---|
| 1832 | Peerless | | 1917 J. M. Clark, Portsea | West Coast Fishery | | |
| 1833 | — | | 1916 W. Peck, New Westminster, B.C. | Pacific Depôt, Rae-Sachs | Vancouver, B.C., British | |
| 1834 | Peewit | Bust Twinsdn | 1910 W. Simons & Co. Ltd, Renfrew | Trustees of Messrs. Ranken Ker-Wear | Renfrew, Scotland | 13 + 3 |
| 1835 | Pegasus | | 1914 Deutsche Werke A.G. Kiel, Germany | Bun. Amm. Pomer Reichsfiskus | Kiel, Germany | 1 |
| 1836 | Pegasus Maru | | 1911 Yokohama Dock Co. Ltd, Yokohama | Kawasaki Shosaku K.K. | Yokohama, Japan | |
| 1837 | Peggy | | 1907 Hall, Russell & Co. Ltd, Aberdeen | C. Barber | Peterhead, Scotland | 9 + 10 |
| 1838 | Peggy Nutten | | 1907 Hall, Russell & Co. Ltd, Aberdeen | A. Wood | Aberdeen, Scotland | 13 + 2 |
| 1839 | Pegria | + 100 A1 | 1921 R. B. Hayward & Son, Bristol | Bristol Steamship | Bristol, England | 19 / 6 |
| 1840 | Pehr Ennes | | 1911 Kockums M.V., Malmö | Svensk Ångfartygs-Aktiebolag | Malmö, Sweden | |
| 1841 | Pehr Helsen | | 1910 H. C. Stavenhagen, Rostock | Schiffahrts-Aktien-Gesellschaft | Rostock, Germany | |
| 1842 | Pejepscot | | 1907 Portland Shipbuilding Co. Ltd, Portland, Me. | Pejepscot Paper Co. | Portland, Maine, U.S.A. | |
| 1843 | Peleus | | 1908 Cockerill, Ougrée, Belgium | Compagnie Belge d'Armement | Anvers, Belgium | 12 + 4 |
| 1844 | Peking | | 1901 — Hong Kong | Lee Tong Hing & Co. | Hong Kong, China | |
| 1845 | Pelagia | | 1916 J. Dutilow, Sunderland | R. Gelmuyden, Christiania | Sunderland, England | 13 + 6 |
| 1846 | Pelagus | | 1914 W. C. Beale & Co. Ltd, Poole | Beale & Co. | Poole, England | 1 |
| 1847 | Pelays | | 1897 — | Jose Tous Y Maroto | Cadiz, Spain | |
| 1848 | Pelendaz | | 1924 — Rotterdam | Cia. Argentina de Tres Mástiles, Ltda. | Buenos Aires, Argentina | |
| 1849 | Pelham | + 100 A1 | 1903 Dundee Shipbuilders Co. Ltd, Dundee | Scottish Fishing Co. Ltd, Scrabster | Scrabster, Scotland | 13 + 5 |
| 1850 | Pelican | | 1919 Portland S.B. Co., Portland, Me. | Grandchamp Fishworks | Portland, Maine, U.S.A. | |
| 1851 | — | | 1903 Cockerill & Ougrée, Belgium | Steeg & Bloem Fishing Co. Ltd, Hull | Hull, England | 12 + 4 |
| 1852 | — | | 1906 Fleming & Ferguson, Ltd, Paisley | Lochmaddy Fishery Board | Paisley, Scotland | 9 + 6 |
| 1853 | — | | 1911 Frances Mary Vacht, Sandefjord | Schiffahrts-Aktiebolaget | Sandefjord, Norway | V |
| 1854 | Pelikan | | 1907 Dresdner Maschinenfabrik, Dresden | W. Schwappach, Wismar | Wismar, Germany | 12 + 6 |

| No. in Reg. Book | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Classification. Character. | Built. Where | Owners. | Registered Dimensions. | Port of Registry. | Engines. | Number of Boilers. |
|---|---|---|---|---|---|---|---|---|---|
| 1353 | **Pelikaan** Steel Sc (Lighter) (Sd Rig) | 170 | | | R. Klein | | Amsterdam | | |
| 1354 | **Pelikan** Steel Sc Screw S.F. | 320 | +100A1 Yes | | Bergenrederiet | | Bergen | | |
| 1355 | — Steel Sc (Pilotage) (Sd Rig) | 113 | | | J. Fricke & Co. L.G. | | Tegernsee | | |
| 1356 | **Pelgoez** Iron Sc | 122 | + Yes | | Edwardsh | | Dutch Pers. Sch. Pelikan S.S. | | |
| 1357 | **Pellworm** Steel Tr Sc (Sd Rig) | 129 | | | J. W. Kruse | | Kiel | | |
| 1358 | — Steel Sc (Sd Rig) (Sd Rig) | 123 | | | Van | | Kiel | | |
| 1359 | **Pelorus** Steel Sc (Tug) | 120 | | | Smith | | Kansas | | |
| 1360 | **Pelsa** Steel Sc Screw S.F. | 300 | +100A1 Hol | | Cook, Welton & Gemmell, Ltd. | | Hull | | |
| 1361 | **Pembroke** Steel Pad | 196 | | | Bertram | | Glasgow | | |
| 1362 | **Pen-Mex** Steel Sc Screw S.F. (Trawler) | 253 | | | Smith's Dock Co. Ltd. | | La Rochelle | | |
| 1363 | **Penelo** Steel Sc | 156 | | | F. J. Smith | | Penelo | | |
| 1364 | **Penelope** Iron Sc (Trawler) | 55 | | | Cook, Welton & Gemmell | | Fleetwood | | |
| 1365 | **Penfret II.** Steel Sc Screw S.F. (Trawler) | 303 | | | J. Brown & Co. | | La Rochelle | | |
| 1366 | **Peng Pock** Wood Sc | 153 | | | Chong | | Singapore | | |
| 1367 | **Penguin** Steel Sc Screw S.F. | 375 | + Chi | | Ohio S.B. Co. | | New York | | |
| 1368 | — Wood Sc | 243 | | | Pottsville Co. Ltd. | | Pottsville | | |
| 1369 | — Steel Sc | 195 | + Ben | | A. Hall & Co. | | Aberdeen | | |
| 1370 | — Steel Sc (Whaler) | 159 | | | Fraser | | Wallsend | | |
| 1371 | — Iron Sc | 126 | | | Lon. & Gla. Co. Ltd. | | Glasgow | | |
| 1372 | **Penlesth** Steel Sc | 113 | + Ant | | J. T. Eyring | | Penzance | | |

| Numéro Officiel | Noms du Navire | Tonnage | Détails de la Classification | Construit | Armateurs | Dimensions | Port d'enregistrement | Machines | Notes |
|---|---|---|---|---|---|---|---|---|---|
| 1907 | Pesly | 126 | | 1911 Dunbaton | | | | | V |
| 1908 | Pess | 178 | | 1909 Cook, Wal- | | | | | 11/11 |
| 1909 | Pesser | 132 | | 1902 W. J. Yar- | | | | | |
| 1910 | Pessart Castle | 303 | ✠100A1 Tres | 1926 Cochrane | | | | | 12 |
| 1911 | Pessier | 303 | ✠100A1 Mod | 1930 Cochrane | | | | | 14 |
| 1912 | Pessador | 130 | | 1921 Ltd. | | | | | |
| 1913 | Pessoas | 307 | ✠100A1 Lgt | 1924 Manchester | | | | | 10 |
| 1914 | Pester | 141 | | 1902 Wood, | | | | | V |
| 1915 | Pesterwyt | 102 | | 1912 Gebr. G. & | | | | | |
| 1916 | Pesterwyn | 141 | | 1920 Priestman | | | | | C |
| 1917 | Pepita Matates | 199 | | 1918 | | | | | |
| 1918 | Pegasi | 222 | | 1911 Jackson & | | | | | |
| 1919 | Peralta | 1079 | | 1907 Morrell, H. | | | | | H |
| 1920 | Peth Rock | 765 | | 1921 Caledon S. | | | | | 16 |
| 1921 | Petry | 129 | | 1909 Niles | | | | | |
| 1922 | Pere Arnaud | 232 | | 1922 Meyerhan | | | | | |
| 1923 | Pere Marquette 12 | 2767 | | 1927 Manitowoc | | | | | |
| 1924 | Pere Marquette 14 | 2917 | | 1924 Detroit S. | | | | | |
| 1925 | Pere Marquette 15 | 2643 | | 1924 F. W. | | | | | |
| 1926 | Pere Marquette 17 | 2770 | | 1921 Ansonia | | | | | |
| 1927 | Pere Marquette 18 | 2777 | | 1910 Chicago | | | | | |
| 1928 | Pere Marquette 19 | 2826 | | 1908 Lorain | | | | | |

| Official No. | Steamer's Name, Nationality, Rig, &c. | Tonnage | Particulars of Class Assigned | Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|
| 138[illegible] | Pere Marquette 20 | 2020 | | 1908 | Pere Marquette Railway Co. | | | |
| 138[illegible] | Pere Marquette 21 | 2002 | | 1924 | Pere Marquette Railway Co. | | | |
| 138[illegible] | Pere Marquette 22 | 2002 | | 1924 | Pere Marquette Railway Co. | | | |
| 138[illegible] | Perena | 45 | ✠ A Tpo | 1917 | | | | 7 - [illegible] |
| 138[illegible] | Perfumata | 179 | | 1892 | | | | |
| 138[illegible] | Perialas | 308 | ✠ 100 A1 Hsi | 1910 | | | | 13 - [illegible] |
| 138[illegible] | Perigord | 143 | | 1896 | | | | 12 - [illegible] Y |
| 138[illegible] | Perihelion | 330 | ✠ 100 A1 | 1929 | | | | 11 - [illegible] |
| 138[illegible] | Perigal | 172 | | 1896 | | | | |
| 138[illegible] | Persana | 207 | | 1917 | | | | 10 - [illegible] |
| 138[illegible] | Persee | 297 | | 1918 | | | | |
| 138[illegible] | Persia | 157 | | 1907 | | | | 11 - [illegible] |
| 138[illegible] | Perseverance | 496 | Lr | 1887 | | | | 10 - [illegible] |
| 138[illegible] | Perseverance | 212 | | 1906 | | | | 11 - [illegible] |
| 138[illegible] | — | 108 | | 1903 | | | | |
| 138[illegible] | Persia | 220 | | 1887 | | | | |
| 1391 | Persian Empire | 195 | | 1898 | | | | 12 - [illegible] |
| 1392 | Persiwald | 124 | | 1906 | | | | Y * |
| 1393 | Perso | 309 | ✠ A1 Hks | 1921 | | | | 12 - [illegible] |
| 1394 | Perth Abbey | 482 | | 1912 | | | | |
| 1395 | Pervais Platiletka | 794 | | 1930 | | | | G * |
| 1396 | Pesadilla | 318 | | 1929 | | | | G * |

| Numéro Officiel | Nom du Navire, Pavillon, Port d'Attache, Propriétaires, Registre | Tonnage | Détails de la Classe | Construction | Machines | Dimensions | Observations |
|---|---|---|---|---|---|---|---|
| 1307 | Pesca Epaña | 300 | | 1924 Echeverría | | | |
| 1308 | Pesquerias Cantabricas No. 1 | 277 | | 1918 Cook, Welton | | | |
| 1309 | Pesquerias Cantabricas No. 2 | 280 | | 1920 Cook, Welton | | | |
| 1310 | Pesquerias Cantabricas No. 3 | 280 | | 1911 W. Hawthorn | | | |
| 1311 | Petalitz | 150 | | 1920 Nicolaus S. | | | |
| 1312 | Peter | 322 | | 1911 F. Lemm | | | |
| 1313 | Peter Carey | 282 | 100A1 Fit | 1919 G. Brown | | | |
| 1314 | Peter II | 223 | | 1899 MacGill & | | | |
| 1315 | Peter Lovett | 270 | +100A1 Fit | 1917 Smith's | | | |
| 1316 | Peter Wessels | 129 | | 1902 Schiffer | | | |
| 1317 | Peterborough | 161 | +100A1 Mil | 1897 MacGill | | | |
| 1318 | Petit André Jean | 134 | | 1919 Boland | | | |
| 1319 | Petit Pelin | 151 | | 1920 Cochrane | | | |
| 1320 | Petite Anzie | 180 | | 1910 Cockerill | | | |
| 1321 | Petite Bernadette | 180 | | 1910 Halewijn | | | |
| 1322 | Petrea | 172 | | 1905 Holmes | | | |
| 1323 | Petrel | 340 | | 1888 Collins Bay | | | |
| 1324 | — | 280 | | 1920 Nylands | | | |
| 1325 | — | 152 | | 1902 Polson Iron | | | |
| 1326 | — | 172 | | 1897 J. P. Rees | | | |
| 1327 | — | 130 | | 1906 Victoria Mill | | | |
| 1328 | — | 111 | | 1886 Boland | | | |

| No. in Book / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Load Lines if any. / Special Surveys. No. of Decks, &c. | Tonnage | Particulars of Classification. Character / Date of Assignment | Built. When / By Whom / Where | Owners. | Registered Dimensions. Length / Breadth / Depth | Port of Registry. Flag. | Engines. | Boilers. | |
|---|---|---|---|---|---|---|---|---|---|---|
| 13939 | Petrolea | | | 1908 L. Bolel Bremerhaven | Co. Anonima Lavoro Marittimo di Navigazione A. | 119·1 22·5 10·1 | Buenos Aires | T.3Cy. 21" 32" 54" - 36" L.P. 108 R.P. L. Bolel, Bremerhaven | | |
| 13940 | — | 143 | | 1912 Joh. Berg (Delft) | Koninklijke Nederlandsche Petroleum M. | 99·6 19·6 6·9 | Helsingfors Finland | T.3 Engines. 17½" 25" 40" Stroke 24 inches. J. & C.G. Rothesay, Glas. | | |
| 13941 | — | 133 | | 1898 Gebr. Pels Leiden | Wasserfuhrbetrieb Tankvaart M.S.B. | 108·0 19·2 7·10 | Hamburg Germany | T.3 Engines 20½ C.S.A. 21" 34" 54" Stroke 24 in. R.D.A. Wilhelmsburg | | G |
| 13942 | Petroleum II. | 223 | | 1911 United Ring Wilke Schwanebeck | Brandenburg Ges. | 117·6 30·0 12·0 | Stettin Germany | Motor 40 C.S.A. 21" 34" 50" | | |
| 13943 | Petrosilla Fortman | 122 | | Holland | T. T. Rawlings's Scandinavian, on Boring report. | 82·7 22·2 | Rotterdam Holland | Motor | | |
| 13944 | Petrosin | 192 | | 1922 Pos. Eisenwerke Nieuw Vergenoegen | Bureau S.I.C.A.M. (Syndicat Industriel Charbonnages Appareils Maritimes) | 100·0 22·8 12·0 | Naples Italy | T.3Cy. 19½" 30½" 49½" - 33½" Bon Assicurazione Navale | | I * |
| 13945 | Petros Kairaktides | 144 | | 1909 D. Marg (I) Aalst Belgium | Tsiaousis Kairaktides | 100·6 20·0 10·0 | Piraeus Greece | T.3Cy. 16" 26" 44" | 11 - 0 | |
| 13946 | Petros Paulos | 194 | | 1916 T. Bird Wallsend | Tsoungas Anonymos Naftiliakeftikeftiki E.P. (Dr Frank S. Hyre) | 111·0 22·0 10·0 | Piraeus Greece | T.3Cy. 21" 34" 54" - 36" Hawthorn Bell & Co. Newcastle | | |
| 13947 | Pettex (or Wilhelmina) | 272 | | 1906 Earle's S.B. Co. Ltd. Hull | N.V. Vereenigde Petroleum M.S. (Schuiger) | 135·0 22·5 12·2 | Amsterdam Holland | T.3Cy. 22" 37" 60" - 36" Earle's S.B. Co. Ltd. Hull | 13 - 0 | |
| 13948 | Petunia (or Tabrina Nova) | 265 | | 1912 Oude Lemmer Werfen Gouda | S. Mulder S.A.F. Arm | 109·1 21·2 10·0 | Bruges Belgium | T.3Cy. 21" 34" 54" - 36" Oude Lemmer Werfen Gouda | | |
| 13949 | Petersey (or Rosalie) | 107 | | 1902 Mons. Jenn. & Mel. Fanlac Rouen | Kerrandraonen | 31·0 18·7 9·2 | Reykjavik Iceland | T.3Cy. 17" 26" 44" Mons. Jenn. & M. F. Rouen | | |
| 13950 | Phaea (or Gin Sing) | 327 | + A1 Lloyd's Register of Steamers and Motor Vessels. Carrying oil fuel in bulk. | 1921 King's Yard Lowestoft King's yard | Shell-Mex & B.P. Ltd. | 140·1 24·0 12·2 | London Shell-Mex & B.P. Ltd. | T.3 Engines 20 C.S.A. 16" 24" 40" Stroke 30 in. Plenty & Son, Ltd. Newbury | 12 - 0 | |
| 13951 | Phi-Phi (Built by Lobnitz & Co. Ltd.) | 193 | | 1920 Chant. Mar. Selkirk Rosyth | Sir W. Jenner J. T. Eddie Kyle | 76·0 24·7 11·0 | Dokering Wasser Inlet Denmark | T.3 Engines Triple-Expd. Lobnitz & Co. | | Y * |
| 13952 | Philly J. Kenny (Built at Wilmington, Delaware) | 194 | | 1902 Delaware S.B.A.E.W. Co. Chester, Pa. | New York Dog. & Transpn. Co. | 99·7 21·2 10·2 | New York U.S.A. | T.3Cy. 17" 26" 38" Delaware River S.B.A.E.W. Co. Chester, Pa. | | |
| 13953 | Philippe (or Petit Dubbel) | 204 | | 1918 H. Williams Wolverhampton | Philippe & Wap. Int. Assn. J. Burness, Esq. | 115·2 22·1 12·2 | Barcelona Spain | T.3Cy. 17" 26" 44" - 33" W. Beardmore & Co. Ltd. Glas. | 12 - 0 | V |
| 13954 | Phila | 335 | + A1 Lloyd's Register of Steamers and Motor Vessels. Carrying oil fuel in bulk. | 1921 Cooper's Yard Lowestoft | Shell-Mex & B.P. Ltd. | 140·6 24·1 12·2 | London Shell-Mex & B.P. Ltd. | T.3 Engines 20 C.S.A. 16" 24" 40" Stroke 30 in. Plenty & Son, Ltd. Newbury | 12 - 0 | |
| 13955 | Phineas Beard | 276 | + 100 A1 Mill Motor Trawler | 1918 Cook, Welton & Gemmell Ltd. Beverley | Brooks Steam Ltd. | 125·3 22·5 12·2 | Hull | T.3Cy. 17" 27" 44" - 30" Ltd. Hull | 10 - 0 | |
| 13956 | Phoebe | 170 | | 1906 Cook, Welton & Gemmell Beverley | Hull Steam Fishing & Ice Co. Ltd. | 108·5 21·6 11·2 | Hull | T.3Cy. 16" 26" 40" - 30" | 12 - 0 | |
| 13957 | Phoenix | 120 | | 1892 J. Dunkin Glen, Windsor | Self Twin Ltd. | 98·2 20·0 9·0 | Aberdeen Scotland | T.3Cy. 13" - 24" J. Dunkin Glen, Windsor | | |
| 13958 | Phokis (or Fairlie Phyllis, Phoebe Mary) Rig. Light | 200 + | | 1896 Day, Summers & Co. Southampton | Thoukidis S.S. Co. C. S. Antoniades Piraeus | 140·0 21·0 11·0 | Piraeus Greece | T.3Cy. 18" 30" 50" Day, Summers & Co. Ltd. | | |
| 13959 | Phonis (or Selling Vessel) Rig. Light | 155 | | 1878 H. J. Fagor Madrid | Sociedad Pesquera S. Pedro | 147·6 24·0 11·1 | Santander Spain | Motor | | |

| Numéro officiel | Noms des Navires, Signaux, Tonnages, etc. | Détails de la Classe | Construction | Armateurs | Dimensions Principales | Port d'Immatriculation | Machines | Chaudières | |
|---|---|---|---|---|---|---|---|---|---|
| 1302 | Phenix | 147 | 1825 Mayerat | | | | | | G |
| 1303 | Phosphate No. 2 | 122 | 1914 Goulds, R. | | | | | 12 - 0 | Y |
| 1304 | Phosphate No. 3 | 122 | 1914 Goulds, R. | | | | | 12 - 0 | Y |
| 1305 | Phosphate No. 4 | 195 ✠100A1 | 1906 J. P. Ben- | | | | | 11 - 0 | |
| 1306 | Phoustie | 209 ✠100A1 Ft | 1911 Cochrane | | | | | 11 - 0 | |
| 1307 | Phyllis | 102 | 1912 Seattle Con- | | | | | | |
| 1308 | Phyllisia | 324 ✠100A1 Ft | 1918 Cochrane & | | | | | 11 - 0 | |
| 1309 | Piastlstka | | 1918 R. Yard | | | | | | |
| 1310 | Pick Me Up | 172 | 1903 Fleming & | | | | | 9 - 0 | |
| 1311 | Pinkhubee | 138 | 1920 Ballarini'g | | | | | | G |
| 1312 | Pinkie | 105 | 1918 Aiers | | | | | | |
| 1313 | Pionere | 267 | 1914 Smith's | | | | | 13 - 0 | Y |
| 1314 | Pirk | 316 ✠100A1 Hol | 1920 Cook, Wel- | | | | | 14 - 0 | |
| 1315 | Pirton Castle | 303 ✠100A1 Bwe | 1918 Cochrane | | | | | 12 - 0 | |
| 1316 | Piel | 175 | 1920 Nodorf, | | | | | | |
| 1317 | Piel | 1225 ✠ Bre | 1922 Pegwore | | | | | 11 - 0 | |
| 1318 | Pierre | 142 | 1918 Gebr. Bert. | | | | | | Y |
| 1319 | Pierre-André | 317 | 1920 Goulds, R. | | | | | 13 - 0 | Y |
| 1320 | Pierre Denise | 127 | 1921 Earle'sCo. | | | | | 11 - 0 | Y |
| 1321 | Pierre François | 120 ✠ Hol | 1890 Cook, Wel- | | | | | 11 - 0 | Y |
| 1322 | Pierre Geneviève | 186 | 1907 Smith's | | | | | 11 - 0 | Y |

| No. in Reg. Book. / Official No. / Distin. Letters. | Steamer's Name. Material, Rig, &c. / Length / Breadth / Depth / Tonnage / Special Surveys. No. of Decks, &c. | Tonnage | Particulars of Class. Character. | Built. Where. | By Whom. | Owners. | Port of Registry. | Engines. | Boilers. |
|---|---|---|---|---|---|---|---|---|---|
| 13001 | Pierre-Girard | 224 | | | | | | | |
| 13002 | Pierre Gustave | 215 | | | | | | | |
| 13003 | Pierre Loti | 171 | | | | | | | |
| 13004 | Pierre Ramiro | 142 | | | | | | | |
| 13005 | Pierre & Marie | 195 | +100A1 | | | | | | |
| 13006 | Pierre-et-Marguerite | 250 | | | | | | | |
| 13007 | Pierris | 119 | | | | | | | |
| 13008 | Piet & Leendert Hulbert | 127 | | | | | | | |
| 13009 | Pieter Corsalis | 215 | | | | | | | |
| 13010 | Pieter Pauw | 177 | | | | | | | |
| 13011 | Pietro Ligure | 294 | | | | | | | |
| 13012 | Pietro Mozza | 134 | | | | | | | |
| 13013 | Pigeon | 165 | | | | | | | |
| 13014 | Pikaba | 133 | | | | | | | |
| 13015 | Pilar | 247 | | | | | | | |
| 13016 | Pilcos | 210 | + A | | | | | | |
| 13017 | Pilot | 142 | | | | | | | |
| 13018 | — | 123 | | | | | | | |
| 13019 | Pilote Escoffier | 112 | | | | | | | |
| 14020 | Pilote Rivière | 100 | | | | | | | |
| 14021 | Pilotwhale | 243 | | | | | | | |
| 14022 | Pinager | 205 | | | | | | | |

| Numéro d'Ordre | Noms des Navires | Signaux | Tonnage | Détails de la Classification | Construction | Propriétaires | Port d'Enregistrement | Machines | Chaudières |
|---|---|---|---|---|---|---|---|---|---|
| 14002 | Pinar | | 225 | ✠ Tri | 1900 | Montrose & Bilbao Steamship | Bilbao | | |
| 14004 | Pine Villa | | 105 | | 1907 | Thomkogy Min. Farm Thomkogy | J. Pavia | Barbate | |
| 14005 | Ping On | | 137 | | 1902 | Kwong Ki Sun Hong Kong | Hong Kong Hong | | |
| 14006 | Pingonia | | 202 | | 1911 | Hall, Russell & Co. Ltd. Aberdeen | Charlottenville Rudolfo, Sec. Aberdeen | | |
| 14007 | Pingvin | | 127 | | 1907 | Dronner Vathan Vigmark | Bremen Vegesack | | |
| 14008 | Pinguino | | 1296 | ✠ Sotn | 1913 | Geo. Brown & Co. Greenock | "Industrial Pioneer" Trawl Fish. Co. Ltd. | | |
| 14009 | Pinky | | 103 | ✠ 100A1 Hlu | 1910 | L. Livingstone & Sons Glasgow | Daniel Young Co. Ltd. | | |
| 14010 | Pintail | | 198 | | 1900 | Gulick & H. Alloway & Co. Ltd. Glasgow | Kelvin Bros. & Bowling Ltd. | | |
| 14011 | Pioneer | | 237 | ✠ Lrb | 1914 | J. J. Thorny-croft & Co. Ltd. Southampton | Corporation of the Trinity House | | |
| 14012 | — | | 31 | | 1905 | A. & J. Inglis Glasgow | David Mac Brayne (1908) Ltd. | | |
| 14013 | — | | 100 | | 1878 | W. Cramp & Sons Philadelphia | Chas. R. McCormick Louisville | | |
| 14014 | — | | 110 | ✠ Alm | 1892 | Forbank Stone Peterhead | J. Ryland | | |
| 14015 | Pioneer I. | | 130 | ✠ Gtm | 1900 | Smith's Dock Co. Ltd. S. Shields | A. Milnes (A. W. Hedderwick & Co.) Kirkburg, Kyo. | | |
| 14016 | Pirsky | | 213 | ✠ Tri | 1900 | Nordisch & Blohm Hamburg | Russia Government Sin. Edn. | | |
| 14017 | Pirsso | | 112 | | | | Sen. Inst. Electrotech. & Lavrov Petrsbrg | | |
| 14018 | Piri | | 258 | | 1917 | Morrison & Mortimer Ltd. Balmain N.S.W. | Robin Hood Mills Ltd. | | |
| 14019 | Purifreja | | 135 | | 1924 | J. Kinter, Esq. Copenhagen | J. Kinter | | |
| 14020 | Pitbor | | 227 | | 1916 | Hawthorn & Co. Ltd. Leith | A. Fleicher | | |
| 14021 | Pitts | | 165 | | 1914 | Singapore Dockyard Singapore | Singapore Harbour Board | | |
| 14022 | Pitstruss | | 215 | ✠ 100A1 Alm | 1900 | A. Hall & Co. Ltd. Aberdeen | Great Western Fishing Co. Ltd. John Dory, Kyo. | | |
| 14023 | Pivoine | | 234 | | 191[illegible] | Pivoski Kaschubski Danzig-Neufahrwasser | Min. Transit | | |
| 14024 | Plastick | | 122 | | 1901 | Deutsche Werft A. G. Hamburg | Sagaportuaria | | |

| Official No. / Code Letters | Steamer's Name, Material, Rig, &c. / Last Name if any / Special Surveys. No. of Decks, &c. | Tonnage | Particulars of Classification. Character. | Built. When | By Whom / Where | Owners. | Port of Registry / Flag | Engines. | |
|---|---|---|---|---|---|---|---|---|---|
| 14025 | Plate | 135 | ✠100A1 Hoi | 1901 | Cook, Welton & Gemmell, Ltd. | Stevens (Wilson Line, Ltd. | Hull / British | | 10 × 6 |
| 14026 | Platypus II. | 1226 | | 1927 | Walkers, Ltd. | Queensland Government Bureau of Rivers Dept. | Brisbane / British | | 28 × 4 |
| 14027 | Plauen | 200 | | 1914 | Schiffw. v. H. Koch, G. m. b. H. | "Rostow" Deutsche Reichs-Bahn-Gesellschaft | Stettin / German | | |
| 14028 | Plav | 210 | A- Nok | 1912 | M. U. Hughes | Tolmatin | Plymouth / British | | 9 × 6 |
| 14029 | Plavsia | 211 | 100A- Bye | 1900 | Howaldtswerke | Stockholms Ångfartygs-Rederiet | Malmö / Swedish | | |
| 14030 | Plancia No. 2 | 125 | | 1925 | | J. Abrisqueta | Bilbao / Spanish | | |
| 14031 | Plenia | 550 | | 1911 | G. T. Davie | La Provence de Lévis, Ltée. | Quebec / British | | 16 × 9 |
| 14032 | Plethos | 251 | | 1910 | J. Dunlop | R. Gemmell & Sons, W. Gemmell, Mgr. | Greenock / British | | 12 × 9 |
| 14033 | Plongeur | 150 | | 1912 | A. Blanc | Société Anon. des Tapeurs Dunkerque | Dunkerque / French | | |
| 14034 | Plonghbey | 102 | | 1912 | Cochrane & Sons, Selby | Ploughboy, Ltd. (J. Tweed) | Lowestoft / British | | |
| 14035 | Plover | 471 | ✠ Nas | 1919 | Fremont's Co. | Portland Towing Co. | New York / U.S. | | 14 × 9 |
| 14036 | — | 245 | | 1901 | J. Reid & Co. | Lawers-Bute Tugs, Ltd. | Glasgow / British | | 12 × 6 |
| 14037 | — | 102 | | 1904 | Nesbit | David MacBrayne (1928), Ltd. | Glasgow / British | | |
| 14038 | — | 185 | | 1902 | J. Fullerton & Co. | Trustees of the Clyde Navigation | Glasgow / British | | |
| 14039 | — | 140 | | 1920 | Fleming & Ferguson, Ltd. | Sydney Harbour Trust Commissioners | London / British | | 11 × 6 |
| 14040 | Pioneer | 113 | | 1919 | Colby Bros. | Yaghan Fishing Co. Ltd. (A. F. Spaldin, Mgr.) | Lowestoft / British | | |
| 14041 | Plongarth | 164 | ✠100A1 Bro | 1908 | J. T. Ellring | R. & J. H. Rea, Ltd. | Bristol / British | | 12 × 6 |
| 14042 | Plate | 512 | ✠100A1 N&W | 1922 | Walsh Isld. Dry Dk. Eng. Works | Government of Newfoundland/Walsh | Sydney / British | | 12 × 8 |
| 14043 | — | 294 | | 1919 | Jenkerk | Nov. Stoomvaart Maatschappij | Groningen / Dutch | | |
| 14044 | — | 135 | ✠ Ald | 1906 | J. L. Thompson | Sunderland | Sunderland / British | | 11 × 10 |
| 14045 | — | 102 | | 1924 | Gebr. G. & H. Sachsenberg | Elbe & Elbtrans. Gesellschaft "Elbe" Hamburg | Hamburg / German | | |
| 14046 | Pielan | 156 | | 1922 | N.V. Scheepsw. v. h. Gebr. G. & H. Sachsenberg | Junta del Puerto | Bilbao / Spanish | | |

| Numéro | Nom du Navire | Détails de la Classe | Construction | Propriétaires | Port d'Immatriculation | Machines | Remarques |
|---|---|---|---|---|---|---|---|
| 14047 | Plutus | | 1910 | | | | |
| 14048 | Plymouth | | 1910 | | | | |
| 14049 | Plymouth Freighter | | 1910 | | | | |
| 14050 | Plymouth Trader | | 1910 | | | | |
| 14051 | Po | | 1905 | | | | |
| 14052 | Pomaleattes | | 1914 | | | | |
| 14053 | Pochard II. | ✠100A1 | 1912 | | | | |
| 14054 | Pomonke | | 1906 | | | | |
| 14055 | Polstrom | | 1911 | | | | |
| 14056 | Pohjan Tähti | | 1919 | | | | |
| 14057 | Pole | ✠A1 | 1921 | | | | |
| 14058 | Point Breeze | | 1902 | | | | |
| 14059 | Point Elliot | | 1911 | | | | |
| 14060 | Point Grey | | 1913 | | | | |
| 14061 | Polaiter | | 1906 | | | | |
| 14062 | Polnis Castle | ✠100A1 | 1911 | | | | |
| 14063 | Polter | | 1912 | | | | |
| 14064 | Pol I. | | 1920 | | | | |
| 14065 | Pol II. | | 1920 | | | | |
| 14066 | Pol III. | | 1920 | | | | |
| 14067 | Pol IV. | | 1920 | | | | |

| Official No. | Steamer's Name | Particulars of Classification | Built | Owners | Port of Registry | Engines |
|---|---|---|---|---|---|---|
| 140[illegible] | Pol V. | | 1923 A.B. Jarlsö Varvs Trosberg | [illegible] | Larvik | |
| 140[illegible] | Pola | | 1909 [illegible] | [illegible] | Vienna | |
| 1407[illegible] | Polaas | | 1907 Hull, Rite | [illegible] | Luxembourg | |
| 1407[illegible] | | | 1899 [illegible] | [illegible] | Hamburg | |
| 1407[illegible] | Polar | 100A1 Hul | 1910 A. J. Otto | [illegible] | [illegible] | |
| 1407[illegible] | Polar 1 | | 1924 Kobbens | Falkland Whaling Co. Ltd. | Jersey | |
| 1407[illegible] | Polar 2 | | 1923 Kobbens | Falkland Whaling Co. Ltd. | Jersey | |
| 1407[illegible] | Polar 3 | | [illegible] | Falkland Whaling Co. Ltd. | [illegible] | |
| 1407[illegible] | Polar 4 | | 1912 Akers | Falkland Whaling Co. Ltd. | Jersey | |
| 1407[illegible] | Polar 5 | | 1921 Nylands | Falkland Whaling Co. Ltd. | Jersey | |
| 1407[illegible] | Polar Prince | | 1915 Jos. T. Eliingsland | R. Irvin & Sons, Ltd. | R. Russia | |
| 1407[illegible] | Polarbjörn | | 1918 N. Jakobsen | A/S Polarbjörn | Larvik | |
| 1408[illegible] | Polarfarid | | 1920 J. H. Andersen | J. E. Ichthus | Chaseyg | |
| 1408[illegible] | Polaris | | 1918 N. K. | A/S Polaris | Larvik | |
| 1408[illegible] | Polaris | | 1920 Earle's Co. Ltd. Hull | R. V. Finch, Manx "Polaris I" | Vancouver | |
| 1408[illegible] | — | | 1914 G. [illegible] | [illegible] | Larvik | |
| 1408[illegible] | Polarstern | | 1904 Jos. L. | [illegible] "Gilbert" A.S. | Emden | |
| 1408[illegible] | Polarstjernas | | 1920 H. Grøtvik | J. F. [illegible] | Vikavig | |
| 1408[illegible] | Polhavet | | 1918 [illegible] | A/S Polhavet | Larvik | |
| 1408[illegible] | Polita | | 1920 Lyttkens | [illegible] | Chester | |
| 1408[illegible] | Polux | | 1921 N. V. Eclipse | N. V. Mossselvik "Polaar" (R. Dooling) | Belfast | |
| 1408[illegible] | Poly Jakobs | 200 100A1 Hul | 1913 Cook, Welton & Gemmell, Ltd. | W. A. Massey & Sons, Ltd. | Hull | |
| 1408[illegible] | Polyanna | | 1913 A. D. Story | Garson-For Vessels Ltd. | Manx | |

| Numéro d'Identité | Noms des Navires | Détails de la Classe | Construction | Arrangement | Dimensions | Port d'Enregistrement | Machines | |
|---|---|---|---|---|---|---|---|---|
| 14091 | Pola | | 1911 Cantieri Riuniti dell'Adriatico, Monfalcone | J. F. Kölbe | 113' 4" 20' 0" 12' 9" | Kiel | 1 Engine | V |
| 14092 | Pelorita | | 1907 Nordick Iron Shipbuilding Co., Lowestoft | Steam-trawler | 100' 0" 23' 1" 10' 7" | Portugal | | |
| 14093 | Pommern | | 1907 Nordseewerke | Motorschiff | 101' 9" 17' 1" | Kiel | 1 Engine | |
| 14094 | Pomona | 100A1 | 1909 Cochrane & Co., Selby | W. H. Eun | 107' 0" 21' 2" 11' 9" | Boston | | |
| 14095 | Pozarubel II. | | 1910 Fairfield S. & E. Co., Govan | Marine Board of Lanarkshire, Tasmania | 135' 0" 24' 2" 11' 9" | Lanarkshire | | |
| 14096 | Portlossah | | 1911 Lobnitz, Renfrew | Sailing Barge (Yacht Prop. Mr.) | 123' 2" 20' 4" 8' 0" | Swansea | | |
| 14097 | Pontos | | 1912 Deutsche Werke A.-G., Kiel | Regierungsrat & Burgermeister A. | 114' 0" 22' 9" 11' 9" | Hamburg | | G |
| 14098 | Postal Buzia | | 1912 Archibald, Jarrow | "Postal Buzia" Sociedad Anon. (J. Kuhn) | 94' 0" 19' 6" 9' 0" | Constanza | | |
| 14099 | Poolday | | 1914 Nelson Dock Shipyard | W. & J. T. Fullerton & Co. Ltd. | 100' 0" 22' 6" 9' 0" | Sligo | 1 Engine | |
| 14100 | Poulgarth | | 1912 Smith's Dock Co. Ltd., Middlesbro' | Sea Towing Co. Ltd. | 90' 4" 22' 7" 11' 1" | Liverpool | | G |
| 14101 | Poulster | | 1913 Schiffswerft Husum | A. J. Lapsien | 104' 1" 22' 6" 10' 1" | Stavanger | 1 Engine | G |
| 14102 | Poulpe | 100A1 | 1909 Cochrane & Co., Selby | E. T. Vincent's Steam Fishing & Ice Co. (Jas. Fraser Smith & Frank) | 112' 7" 21' 0" 11' 0" | Fleetwood | | |
| 14103 | Poperatapelt | | 1912 Meyerhaus, H. & Co. Ltd., Bremerhaven | Weserer Transporte Ges. | 103' 6" 19' 2" 10' 0" | Bremerhaven | 1 Engine | |
| 14104 | Persie | | 1906 Wolf, Lorch, Schmidt & Co., Rostock | Co. Rossiyanne [illegible] | 99' 4" 22' 9" 11' 0" | St. Petersburg | | V |
| 14105 | Port Covington | | 1899 John H. Dialogue, Camden, N.J. | Curtis Bay Towing Co. | 95' 0" 22' 0" 10' 7" | Baltimore | | |
| 14106 | Port Jackson | 100A1 | 1904 J. Dublin, Sunderland Ltd., Sunderland | E. Smith Blackwell, T. F. Kelsall, Mgr. | 115' 7" 21' 8" 11' 0" | Fleetwood | | |
| 14107 | Port Lay | | 1900 G. Seebeck A.-G., Geestemünde | Tees Bank et Cumber & Jardin, Mgr. | 112' 4" 21' 8" 10' 0" | Lorient | | V |
| 14108 | Port Melin | | 1911 J. Fletcher & Co. A.-G., Stavanger | Lauritz Orbeck | 120' 0" 22' 8" 12' 0" | Lorient | | V |
| 14109 | Port Saunders | | 1904 Akers Dock Yards, Oslo | California Whaling Co. | 88' 7" 17' 5" 11' 0" | San Francisco | | |
| 14110 | Port Stanley | | 1905 A. Mitchell Yards, Zaandam, Flushing | A. B. Bakker & Stapps, Mgr. | 111' 0" 23' 1" 12' 0" | Groningen | | V |

| Official No. | Steamer's Name, Port of Reg. &c. | Tonnage | Particulars of Class | Date of Last Survey | Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|---|
| 14111 | **Port of London Authority** Hopper No. 2 | 306 | ✠100A1 Yer | | 1926 W. Simpson & Co. Rochester | London Docks | London | | |
| 14112 | **Port of London Authority** Hopper No. 14 | 520 | ✠100A1 Lon | | 1911 Ferguson Bros. Ft. Glasgow | Port of London Authority | London | | |
| 14113 | **Portadown** | 275 | ✠100A1 Dub | | 1906 J. Fullerton & Co. | Bristol & Bristol S.S. Co. Ltd. (J. Fullerton, Ld. Mgrs.) | Bristol | | |
| 14114 | **Porter** | 181 | | | 1915 | The Universal Co. | Rockaway (Col. States) | | |
| 14115 | **Portlairge** | 401 | ✠100A1 Dub | | 1902 Dublin Dock Co. (W. Dublin) | The Waterford Harbour Commrs. | Waterford | | |
| 14116 | **Portland** | 200 | | | 1928 Deutsche Werft A.-G. Hamburg | L. Jensen & Co. | Wismar (Germany) | | |
| 14117 | **Porto Grande** | 180 | ✠100A1 | | 1910 G. Brown & Co. Greenock | Forsyth & Co. Ltd. | Glasgow | | |
| 14118 | **Porto Salve** | 180 | | | 1919 Davie S.B. Co. Lauzon (Quebec) | J. Hayward & J. Rogers | Montreal (Canada) | | |
| 14119 | **Portsmouth** | 174 | | | 1906 Harland & Wolff, Ltd. Belfast | H. Fox, Fitzclarence & Co. Ltd. & Associated S.S. Co. | Liverpool | | |
| 14120 | **Portugal I.** | 400 | | | 1919 Fournier's Co. Bordeaux | Bordeaux Maritime "Portugal," Soc. | Lisbon (Portugal) | | |
| 14121 | **Portway** | 200 | ✠100A1 Bri | | 1921 C. H. Ltd. Bristol | Bristol & Portway S.S. Co. Ltd. (T. E. Brown & Sons, Ltd. Mgrs.) | Bristol | | |
| 14122 | **Portway** | 96 | ✠100A1 Bri | | 1928 Harland & Wolff, Ltd. Glasgow | Portland Way. Steamship Co. Ltd. | Weymouth | | |
| 14123 | **Poseidon** | 225 | | | 1921 | Cia. Argentina Pan Elaborador Lda. | Montevideo (Uruguay) | | |
| 14124 | **Possidon** | 200 | | | 1872 W. Lindberg | Bergingsaktiebolaget Svenskt Bogsering (G. Ericson, Mgr.) | Stockholm (Sweden) | | |
| 14125 | — | 770 | | | 1900 Lock, Wade & Co. Lowestoft | R. T. Finch Bros. "Fosse" (J. Fyne & Son, Mgrs.) | Lowestoft | | |
| 14126 | **Paul Müller** | 220 | | | 1917 Gebrs. Sachsen | S/S 4/5 Bugs Bremerhavener (Mgrs.) | Bremerhaven (Germany) | | |
| 14127 | **Pourga** | 700 | | | 1918 | Portuchaisse of Lisbon | Lisbon (Portugal) | | |
| 14128 | **Pouyer Quertier** | 700 | | | 1914 Lobnitz & Co. Ltd. Renfrew | Compagnie de Navigation | Rouen (France) | | |
| 14129 | **Powell** | 210 | | | 1924 Jarbel Yacht Building | A/S Bakke & Boggs, Mgrs. | Drammen (Norway) | | |
| 14130 | **Powerful** | 300 | | | 1905 J. Fullerton & Co. Paisley | Bergenske Damskibsselskab (Aktiesel. Det Norske Damskibsselskab) (Bergen) | Bergen (Norway) | | |
| 14131 | — | 135 | | | 1900 Cockerill Seraing | Jules Bouillot & Co. Belfry | Charleville (France) | | |

| Numéro officiel | Noms du Navire, Numéro, Tonnage, etc. | Détails de la Classification | Construit | Armateurs | Dimensions | Machines |
|---|---|---|---|---|---|---|
| 14122 | Powis Castle | 100A1 | | | | |
| 14123 | Prairie Cock | | | | | |
| 14124 | President Mitsushibai | | | | | |
| 14125 | President Roos | | | | | |
| 14126 | Pranda | | | | | |
| 14127 | Prasad II | Ref | | | | |
| 14128 | Prefect | 100A1 | | | | |
| 14129 | Premier | | | | | |
| 14130 | — | | | | | |
| 14131 | — | | | | | |
| 14132 | Preston | | | | | |
| 14133 | Prestonport | | | | | |
| 14134 | Preserver | 100A1 | | | | |
| 14135 | President | | | | | |
| 14136 | President Briand | | | | | |
| 14137 | President François | 100A1 | | | | |
| 14138 | President Roulaux | | | | | |
| 14139 | President John P. Dent | | | | | |
| 14140 | President Paul Doumer | | | | | |
| 14141 | President Roosevelt | | | | | |
| 14142 | Presidente Sarmiento | | | | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Classification | Year of Last Survey | Built, By Whom, Where | Where | Owners | Port of Registry | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|
| 14132 | Preemas | 120 | +100A1 Hbt | | | | | | | 10 + 6 |
| 14133 | Presto | 142 | | | | | | | | |
| 14135 | Preterite | 198 | | | | | | | | 11 + 10 |
| 14136 | Pretty | 197 | +100A1 Abs | | | | | | | 10 + 6 |
| 14137 | Premier | 2254 | | | | | | | | |
| 14138 | — | 222 | | | | | | | | |
| 14139 | Prevenier | 317 | +100A1 Hfs | | | | | | | 13 + 6 |
| 14140 | Prévoyance Sociale | 257 | +100A1 Abs | | | | | | | 13 + 6 |
| 14141 | Pride o'th' Weaver | 175 | | | | | | | | |
| 14142 | Priestman | 59 | NPL 4 | | | | | | | 11 + 8 |
| 14143 | Prim No. 1 | 120 | | | | | | | | 9 + 6 |
| 14144 | Prima | 272 | | | | | | | | |
| 14145 | Prima | 201 | | | | | | | | |
| 14146 | Primer Enrique | 101 | | | | | | | | |
| 14147 | Primerose | 122 | | | | | | | | |
| 14148 | Prima | 123 | | | | | | | | |
| 14149 | | 102 | | | | | | | | |
| 14150 | Primrose | 182 | | | | | | | | |
| 14151 | — | 215 | | | | | | | | |
| 14152 | — | 122 | | | | | | | | |
| 14153 | Prince Charles | 222 | | | | | | | | 12 + 9 |

| Numéro Officiel | Nom du Navire | Détails de la Classification | Construit | Propriétaires | Dimensions | Machines | Remarques |
|---|---|---|---|---|---|---|---|
| 14174 | Prince Edward Island | | 1911 | | | | |
| 14175 | Prince Leo | | | | | | |
| 14176 | Prince Victor | | | | | | |
| 14177 | Prince of Wales | | | | | | |
| 14178 | — | | 1898 | | | | |
| 14179 | Prince's Channel | ✠100A1 Lon | 1911 | | | | |
| 14180 | Princess Beatrix | ✠100A1 Qm | 1901 | | | | |
| 14181 | Princess Beatrice | | 1899 | | | | |
| 14182 | Princess Helena | | 1888 | | | | |
| 14183 | Princess Louise | ✠100A1 Lon | 1886 | | | | |
| 14184 | Princess Marie-José | ✠100A1 Fh | 1913 | | | | |
| 14185 | Princess Mary | | 1914 | | | | |
| 14186 | Princess Patricia | | 1900 | | | | |
| 14187 | Princess Royal | ✠100A1 Abe | 1913 | | | | |
| 14188 | Princess Victoria | ✠100A1 Gla | 1910 | | | | |
| 14189 | Princesse Marie José | | 1913 | | | | |
| 14190 | Principe | | 1910 | | | | |
| 14191 | Prins Bernadotte | | 1902 | | | | |
| 14192 | Prins Carl | | 1897 | | | | |
| 14193 | Prins Christian | | 1900 | | | | |
| 14194 | Prins Gustaf | | 1884 | | | | |
| 14195 | — | | 1895 | | | | |

| Official No. | Owners's Name, Nationality, Rig, &c. | Tonnage | Particulars of Class | Built | Owners | Dimensions | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|---|
| 14180 | Prins Hendrik der Nederlanden | | | | | | | | |
| 14187 | Prins Oscar | | | | | | | | |
| 14188 | Prinses Juliana | | | | | | | | |
| 14189 | — | | | | | | | | |
| 14200 | — | | | | | | | | |
| 14202 | Prinsessa | | | | | | | | |
| 14203 | Prinsesse Alexandrina | | | | | | | | |
| 14205 | Printer | | | | | | | | |
| 14206 | Prinz Heinrich | | | | | | | | |
| 14208 | — | | | | | | | | |
| 14209 | Prinz Homburg | | | | | | | | |
| 14207 | Prinz Ludwig | | | | | | | | |
| 14208 | Prinzessin Irene | | | | | | | | |
| 14209 | Priscilla | | | | | | | | |
| 14210 | — | | | | | | | | |
| 14211 | Prisman | | ✠100A1 Hull. | | | | | | |
| 14212 | Pro Patria | | | | | | | | |
| 14213 | Proclase | | | | | | | | |
| 14214 | Procyon | | | | | | | | |
| 14215 | Proef | | | | | | | | |
| 14216 | Proef II. | | | | | | | | |
| 14217 | Prudentia | | | | | | | | |

| Numéro Officiel | Noms des Navires | Tonnage | Détails de la Classe | Construction | Machines | Propriétaires |
|---|---|---|---|---|---|---|
| 14218 | Progress | 110 | | | | |
| 14219 | Progress | 109 | | | | |
| 14220 | Prome | 102 | | | | |
| 14221 | Provia | 102 | +100A1 Tug | | | |
| 14222 | Propeller | 111 | | | | |
| 14223 | Prosper | 102 | | | | |
| 14224 | — | 111 | | | | |
| 14225 | Protector | 102 | | | | |
| 14226 | — | 102 | | | | |
| 14227 | — | 102 | +100A1 Tug | | | |
| 14228 | — | 102 | | | | |
| 14229 | Protiana | 102 | | | | |
| 14230 | — | 102 | | | | |
| 14231 | Proton | 102 | | | | |
| 14232 | Provençal II | 102 | | | | |
| 14233 | Provençal I | 102 | | | | |
| 14234 | Provençal III | 102 | | | | |
| 14235 | Providence Bonny | 110 | | | | |
| 14236 | Prowess | 102 | +100A1 Tug | | | |
| 14237 | Prudence | 102 | | | | |
| 14238 | — | 102 | | | | |
| 14239 | Pruinosa | 102 | +100A1 | | | |
| 14240 | Prudente de Moraes | 102 | | | | |

| Numéro Officiel | Noms des Navires | Construction | Chantiers | Propriétaires | Machines | Propriétaires |
|---|---|---|---|---|---|---|
| 14218 | Progress | 1900 | John Noble | R. Dixon | | |
| 14219 | Progress | 1914 | Neptune | | | |
| 14220 | Prome | 1904 | W. Denny | | | |
| 14221 | Provia | 1910 | Cust, Nav. | | | |
| 14222 | Propeller | 1900 | Taylor | | | |
| 14223 | Prosper | 1911 | Dock, Nav. | | | |
| 14224 | — | 1900 | | | | |
| 14225 | Protector | 1900 | A.G. Nav. | | | |
| 14226 | — | 1900 | A.G. Nav. | | | |
| 14227 | — | 1904 | G. Brown & | | | |
| 14228 | — | 1911 | A. Gibson | | | |
| 14229 | Protiana | 1900 | Messrs. | | | |
| 14230 | — | 1907 | Edwards | | | |
| 14231 | Proton | 1900 | Schelde | | | |
| 14232 | Provençal II | 1914 | C.A. & Ind. | | | |
| 14233 | Provençal I | 1910 | C.A. & Ind. | | | |
| 14234 | Provençal III | 1916 | Jordan & | | | |
| 14235 | Providence Bonny | 1922 | New York | | | |
| 14236 | Prowess | 1910 | G. Brown & | | | |
| 14237 | Prudence | 1900 | J. H. Dia- | | | |
| 14238 | — | 1900 | Smith's | | | |
| 14239 | Pruinosa | 1907 | Cook & Co. | | | |
| 14240 | Prudente de Moraes | 1906 | Gomes & | | | |

| Official No. | Vessel's Name, Material, Rig, &c. | Tonnage | Particulars of Classification | Built | Owners | Registered Dimensions | Port of Registry | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|
| 1430 | **Puckaxow** | 220 | | 1910 Lowthorpe & Sons, Ltd. | Sweeper Fishing Co. Ltd. | 99·0 × 20·0 × 12·0 | Boston, Mass. | | |
| 1431 | **Puerta de Vega** | 55 | | 1919 | Cia. Ferrera de Puerto Vega | 72·1 × 19·0 × 8·0 | Vigo | | |
| 1432 | **Puffin** | 199 | + Lloyd's | 1907 Gondi, S. M. | Lloyd Bros. & Rowling, Ltd. | 110·0 × 21·0 × 11·0 | Hull | 12 × 8 | |
| 1434 | **Puget** | 130 | | 1909 P. Elman | Puget Sound Fish. Co. & R. Pudelle | 121·0 × 24·0 × 9·0 | Seattle, Wash. | | |
| 1436 | **Pugwash** | 220 | + 100 A1 Tug | 1930 Collingwood | Canadian Government Dept. of Marine | 94·0 × 22·6 × 11·0 | Halifax, N.S. | 12 × 8 | |
| 1437 | **Pulp** | 170 | | 1927 Fredriksstad | A/S Borregaard | 84·2 × 18·1 × 8·6 | Sarpsborg | | |
| 1437 | **Pulp II** | 130 | | 1933 P. Larsen | A/S Borregaard | 100·3 × 22·1 × 9·9 | Sarpsborg | | |
| 1438 | **Punjab** | 194 | | 1913 W. Doxey | Irrawaddy Flotilla Co. Ltd. | 112·2 × 16·0 × 10·0 | Glasgow | | |
| 1439 | **Punta Almenar** | 150 | | 1930 Cook, Wel. | R. de Carvasa | 101·7 × 20·7 × 11·0 | Malaga | 11 × 10 | |
| 1440 | **Punta Anamur** | 150 | + Lloyd's | 1930 Cook, Wel. | R. de Carvasa | 101·9 × 20·9 × 9·0 | Malaga | 11 × 10 | |
| 1441 | **Punta Delilla** | 150 | | 1930 Cook, Wel. | R. de Carvasa | 100·0 × 20·0 × 12·0 | Malaga | 11 × 10 | |
| 1442 | **Punta Serrania** | 140 | | 1934 T. R. | Cia. Española de Pesca | 103·5 × 23·1 × 9·0 | Santa Pola | 11 × 9 | |
| 1443 | **Punta Ternera** | 180 | | 1927 J. T. Ering | M. Barrera Balinger | 84·0 × 18·0 × 7·0 | Malaga | | |
| 1444 | **Punta Europa** | 140 | | 1932 | Sociedad Pesquera Malagueña (Cia. Española, Mgr.) | 92·0 × 17·0 × 12·0 | Malaga | | |
| 1445 | **Punta Lenas** | 140 | | 1930 W. H. | R. de Carvasa | 100·0 × 20·1 × 10·0 | Malaga | 11 × 6 | |
| 1446 | **Punta Negri** | 115 | | 1917 | R. de Carvasa Balinger | 84·2 × 18·0 × 7·0 | Malaga | | |
| 1447 | **Punta Palomas** | 150 | | 1930 Cook, Wel. | R. de Carvasa | 101·7 × 20·7 × 11·0 | Malaga | 11 × 10 | |
| 1448 | **Punta Sabinal** | 150 | | 1930 Cook, Wel. | R. de Carvasa | 104·2 × 20·0 × 11·0 | Malaga | 11 × 10 | |
| 1449 | **Puntal Fay** | 200 | | 1930 Thomas | Sociedad Pesquera Cia. (M. T. Ball, Mgr.) | 100·0 × 19·1 × 10·0 | Southampton | | |
| 1450 | **Puntal** | 170 | | 1922 Ard. & Ch. | Cia. Belgo-Canadienne de Navigation | 120·6 × 24·0 × 8·0 | Belgium | | |
| 1451 | **Puslika II.** | 150 | | 1922 | Sociedade | 100·0 × 20·0 × 9·0 | Oporto | | |
| 1452 | **Pyefleet II.** | 150 | + A1 Tug | 1930 Rowhedge | Corporation of Colchester | 100·0 × 18·0 × 9·0 | Colchester | 8 × 6 | |
| 1453 | **Pyrope** | 200 | + 100 A1 Hal. | 1922 Cook, Wel. | Kingston Steam Trawling Co. Ltd. | 129·0 × 24·0 × 12·0 | Hull | 13 × 9 | |

* Additional Ships are inserted in the Supplement at the end of the Register.

| Numéro officiel | Nom du Navire, Numéro d'identité, etc. | Tonnage brut | Détails de la Classe Spéciale | Construit | Appareils | Dimensions Principales | Port | Machines | Chaudières |
|---|---|---|---|---|---|---|---|---|---|
| | Signaux, Port d'attache, Propriétaires | Tonnage net | Cote | Chantier | | Longueur | | | |
| | Pavillon, Propriétaire, Propriétaires des Ports | | | Lieu | | Largeur | | | |
| | | | | Date | | Creux | | | |

| Numéro officiel | Nom du Navire | Tonnage brut | Détails de la Classe Spéciale | Construit | Appareils | Dimensions Principales | Port | Machines | Chaudières |
|---|---|---|---|---|---|---|---|---|---|
| 142[illegible] | Quail | [illegible] | [illegible] | [illegible] Clark, W. G. | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 142[illegible] | Quaiteron | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 142[illegible] | Quartette | [illegible] | | [illegible] J. Krohn | [illegible] | [illegible] | [illegible] | [illegible] | |
| 142[illegible] | Quaxia | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 142[illegible] | Quebrada | [illegible] | | [illegible] J. Cyclops | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 142[illegible] | Queen | [illegible] | | [illegible] Earle's Co. | [illegible] | [illegible] | [illegible] | [illegible] | |
| 142[illegible] | — | [illegible] | | [illegible] Clark, W. G. | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 142[illegible] | Queen Alexandra | [illegible] | ✠100A1 Tug | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 142[illegible] | — | [illegible] | ✠100A1 Ft | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 142[illegible] | Queen Mother | [illegible] | Bge | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 142[illegible] | Queen Philippa | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 142[illegible] | Queen of the Lake | [illegible] | ✠ Lgr | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 142[illegible] | Queenforth | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 142[illegible] | Queens | [illegible] | | [illegible] Maryland | [illegible] | [illegible] | [illegible] | [illegible] | |
| 142[illegible] | Queen's Channel | [illegible] | ✠100A1 Lgr | [illegible] Ferguson | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 142[illegible] | Queensgate | [illegible] | ✠ A1 Lgr | [illegible] W. J. Yar- | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 142[illegible] | Quelimane | [illegible] | ✠100A1 Ldr | [illegible] Lillecker | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 142[illegible] | Quelle | [illegible] | | [illegible] J. C. Tack- | [illegible] | [illegible] | [illegible] | [illegible] | |
| 142[illegible] | Questerre | [illegible] | | [illegible] Gouin, Sieb- | [illegible] | [illegible] | [illegible] | [illegible] | |
| 142[illegible] | Quintia | [illegible] | ✠100A1 Hmr | [illegible] Cook, W. G. | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 142[illegible] | Quintinian | [illegible] | | [illegible] Bow, Mc- | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

| Official No. | Steamer's Name, Nationality, Rig, &c. | Tonnage | Particulars of Classification. Character. | Built. Where | Built. By Whom | Owners | Port of Registry | Engines | Dimensions |
|---|---|---|---|---|---|---|---|---|---|
| 142[illegible] | Quiet | [illegible] | | | | | | | |
| 142[illegible] | Quickstep | [illegible] | | | | | | | |
| 142[illegible] | Quiet Waters | [illegible] | | | | | | | |
| 142[illegible] | Quinto | [illegible] | | | | | | | |
| 142[illegible] | Quinnat | [illegible] | | | | | | | |
| 142[illegible] | Quinsy | [illegible] | | | | | | | |
| 142[illegible] | Quisisir | [illegible] | | | | | | | |
| 142[illegible] | Quixotic | [illegible] | | | | | | | |
| 142[illegible] | Quo Vadis | [illegible] | | | | | | | |
| 1423* | — | [illegible] | | | | | | | |
| 1417 | E. Lochner | [illegible] | | | | | | | |
| 1420 | N. Palmer | [illegible] | | | | | | | |
| 1421 | Gulzaar | [illegible] | | | | | | | |
| 1422 | H. Howard | [illegible] | | | | | | | |
| 1418 | J. Puppis | [illegible] | | | | | | | |
| 1419 | Bubbleson | [illegible] | | | | | | | |
| 1427 | J. Crichton | [illegible] | | | | | | | |
| 1426 | Earle's Co. | [illegible] | | | | | | | |
| 1424 | Gelsenkirchen | [illegible] | | | | | | | |
| 1424 | — | [illegible] | | | | | | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are expected, under the Rules of the Society, to be submitted to surveys by the Society's surveyors periodically (annually, if practicable), in order to be being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the character assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships being their character from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage or from other causes, rests with the Owners, Masters, or Agents.

| Numéro d'Office | Nom du Navire | Détails de la Construction | Construction | Machines | Propriétaires |
|---|---|---|---|---|---|
| 1420 | **H. A. F. No. 370** | 100A1 Dis | | | |
| 1421 | **R. B. Bennett** | | | "R. B. Bennett" | |
| 1422 | **R. C. Vail** | | | | |
| 1423 | **R. F. W.** | | | | |
| 1424 | **R. Granger Benson** | | | | |
| 1425 | **R. H. Davison** | 100A1 Hyl | | | |
| 1426 | **R. L. Goulding** | A P.N. | | | |
| 1427 | **R. Nicholson** | | | | |
| 1428 | **R. T. 57** | | | | |
| 1429 | **R. T. 58** | | | | |
| 1430 | **R. W. Wheeldon** | | | | |
| 1431 | **Raaf** | | | | |
| 1432 | **Rale** | | | | |
| 1433 | **Rahlé** | | | | |
| 1434 | **Raisborne** | | | | |
| 1435 | **Raser** | | | | |
| 1436 | **Racheel** | | | | |
| 1437 | **Rachel Marie Louise** | | | | |
| 1438 | **Radbe** | | | | |
| 1439 | **Radnor Castle** | 100A1 Nes | | | |
| 1440 | **Radry** | | | | |
| 1441 | **Radstock** | 100A1 Hyl | | | |

| Official No. | Steamer's Name, Rig, &c. | Tonnage | Particulars of Class Status | Built | Where Built | Owners | Port of Registry | Engines |
|---|---|---|---|---|---|---|---|---|
| 141[illegible] | Rada Rogra | [illegible] | | 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 141[illegible] | Rastia | [illegible] | +100A1 Gmc | 1912 | [illegible] | [illegible] | [illegible] | [illegible] |
| 141[illegible] | Rafael Arcangel | [illegible] | | 1920 | [illegible] | [illegible] | [illegible] | [illegible] |
| 141[illegible] | Rahle | [illegible] | | 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1432[illegible] | Raffaele Angelone | [illegible] | | 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1432[illegible] | Raglan Castle | [illegible] | | 1911 | [illegible] | [illegible] | [illegible] | [illegible] |
| 1432[illegible] | Ragner | [illegible] | | 1916 | [illegible] | [illegible] | [illegible] | [illegible] |
| 1432[illegible] | — | [illegible] | | 1896 | [illegible] | [illegible] | [illegible] | [illegible] |
| 1432[illegible] | Ragnarrok | [illegible] | | 1912 | [illegible] | [illegible] | [illegible] | [illegible] |
| 1432[illegible] | Ragnvald | [illegible] | | 1894 | [illegible] | [illegible] | [illegible] | [illegible] |
| 1432[illegible] | Rakeng | [illegible] | | 1905 | [illegible] | [illegible] | [illegible] | [illegible] |
| 1432[illegible] | Rakmaa | [illegible] | | 1920 | [illegible] | [illegible] | [illegible] | [illegible] |
| 1432[illegible] | Rainbow | [illegible] | | 1906 | [illegible] | [illegible] | [illegible] | [illegible] |
| 1432[illegible] | Rajah | [illegible] | | 1899 | [illegible] | [illegible] | [illegible] | [illegible] |
| 1432[illegible] | Raje | [illegible] | | 1906 | [illegible] | [illegible] | [illegible] | [illegible] |
| 1432[illegible] | Ralee | [illegible] | +100A1 Gmc | 1919 | [illegible] | [illegible] | [illegible] | [illegible] |
| 1432[illegible] | Ralph Brooklebank | [illegible] | | 1902 | [illegible] | [illegible] | [illegible] | [illegible] |
| 1432[illegible] | Ramble | [illegible] | | 1915 | [illegible] | [illegible] | [illegible] | [illegible] |
| 1432[illegible] | Ramblier | [illegible] | | 1906 | [illegible] | [illegible] | [illegible] | [illegible] |
| 1432[illegible] | Ramon Corral | [illegible] | | 1907 | [illegible] | [illegible] | [illegible] | [illegible] |
| 1432[illegible] | Ramon de C. | [illegible] | | 1911 | [illegible] | [illegible] | [illegible] | [illegible] |
| 1432[illegible] | Ramón de Compostela | [illegible] | | 1929 | [illegible] | [illegible] | [illegible] | [illegible] |

| Numéro d'Ordre | Nom du Navire | Détails de la Classification | Constructeur | Machines | Tonnage |
|---|---|---|---|---|---|
| 14122 | Ramosus | ✠100A1 Bel | A. Hall | | |
| 14123 | Ramos | | Nagel & Milne, Ltd. | | |
| 14124 | Ran | | | | |
| 14125 | — | | | | |
| 14126 | Rana | ✠ Gibr | | | |
| 14127 | Rangat | | J. Elder & Co. | | |
| 14128 | — | | | | |
| 14129 | Rannster | | | | |
| 14130 | Rantan | | | | |
| 14131 | Ramon Mars | | | | |
| 14132 | Rans | | | | |
| 14133 | Rapaki | ✠ A1 Lyt | | | |
| 14134 | Raphael | | | | |
| 14135 | Raphael Dorphan | ✠ | | | |
| 14136 | Rapid | | J. Kaber | | |
| 14137 | Rapide | | | | |
| 14138 | Rapy II | | | | |
| 14139 | Rarritan Bay | | | | |
| 14140 | Rastedt | | J. Fenwick | | |
| 14141 | Ratapiko | ✠ Hum | J. Duthie | | |

| Official No. | Vessel's Name | Port | Tonnage | Particulars of Class | Built | Owners | Engines | Remarks |
|---|---|---|---|---|---|---|---|---|
| 14268 | Rathmore | Stockton | 299 | ✠100A1 Hbn | | | | |
| 14269 | Rattray | | 192 | ✠ Abn | | | | |
| 14270 | Raven | | 150 | | | | | |
| 14271 | — | | 122 | | | | | |
| 14272 | Ravens II. | | 112 | | | | | |
| 14273 | Ravenn | | 233 | ✠ Xbn | | | | |
| 14274 | Raven | | 172 | ✠ Hzl | | | | |
| 14275 | Ravenna | | 222 | | | | | |
| 14276 | Ravensberg | | 132 | | | | | |
| 14277 | Ravignan | | 264 | | | | | V |
| 14278 | Rawang | | 198 | | | | | |
| 14279 | Rawson | | 299 | | | | | |
| 14280 | Rayjohn | | 195 | | | | | |
| 14281 | Raymond | | 299 | ✠100A1 Nwy | | | | |
| 14282 | — | | 133 | | | | | V |
| 14283 | Raymond Carl | | 272 | | | | | |
| 14284 | Raymont | | 299 | | | | | |
| 14285 | Rayon d'or | | 299 | ✠100A1 Hfx | | | | |
| 14286 | Razikasy | | 199 | | | | | |
| 14287 | Ready | | 299 | | | | | |

| Numéro Officiel | Nom du Navire, Signaux, Indicatif, etc. | Port d'Attache | Tonnage | Détails de la Classification | Construit | Armateurs | Dimensions d'après le Certificat Officiel | Port d'Immatriculation | Machines | Chaudières |
|---|---|---|---|---|---|---|---|---|---|---|
| 14276 | Reiga (S) | | 155 | ✠100A1 Bbs | 1921 Cook, Co. | | | | | |
| 14277 | Lerwick (S) | | 279 | ✠100A1 Fbs | 1920 Cook, W. | | | | | |
| 14278 | Rockfin | | 115 | ✠ Gbs | 1897 D. Morgan | | | | | |
| 14279 | Remuia | | 175 | ✠ Lbs | 1904 A. Hall | | | | | |
| 14280 | Reclaimer | | 250 | | 1905 | | | | | |
| 14281 | Rosnee | | 245 | ✠100A1 Gbs | 1910 Cook, W. | | | | | |
| 14282 | Record | | 115 | | 1911 | | | | | |
| 14283 | Record Reign | | 350 | ✠ Nbs | 1907 J. T. Hewson | | | | | |
| 14284 | Rosetta | | 235 | ✠100A1 Gbs | 1910 Cook, W. | | | | | |
| 14285 | Recovery | | 235 | A1 Gbs | 1892 Napier, | | | | | |
| 14286 | Recovery of Leith | | 450 | | 1906 Fleming & | | | | | |
| 14287 | Red Cross | | 155 | | 1901 Hartley, | | | | | |
| 14288 | Red Gauntlet | | 300 | 100A1 Nbs | 1910 Smith's | | | | | |
| 14289 | Redirs | | 172 | ✠ A- Bbs | 1920 Scandiani | | | | | |
| 14290 | Redness Point | | 50 | ✠100A- Wbs | 1920 J. Chambers | | | | | |
| 14291 | Redshank I. | | 76 | | 1920 Lobnitz & Co. Ld. | | | | | |
| 14292 | Redwing | | 115 | | 1906 Mackie | | | | | |
| 14293 | Redwood Empire | | 300 | | 1917 Martin & Co. | | | | | |
| 14294 | Redcase | | 250 | ✠100A1 Bbs | 1903 T. Goodall | | | | | |
| 14297 | Reere | | 170 | ✠ Hbd | 1900 Gemmill & | | | | | |

| Official No. | Vessel's Name | Where Built | Tonnage | Classification | Dimensions | Owners | Engines | |
|---|---|---|---|---|---|---|---|---|
| 14399 | Reference | Westhafen | 122 | | | A. Halle | | |
| 14400 | Reformer | Westhafen | 343 | ✠100A1 Gross | | | | |
| 14401 | Refunda | Westhafen | 350 | ✠100A1 Gross | | Cook, Welch & Lt. Bowring | | |
| 14402 | Regal | | 343 | ✠100A1 Gross | | Lepellmann Fahrten Co. Ltd. W. W. Bent, Agt. | | |
| 14403 | Regarda | Westhafen | 350 | ✠100A1 Gross | | Cook, Welch & Lt. Bowring | | |
| 14404 | Reggio | Westhafen | 850 | | | C.S.T.T. Pontoon Regina | | |
| 14405 | Regider | Westhafen | 330 | ✠100A1 H.Ae | | Gebr. H. & Kapp Co. (1931) Ges. Hamb | Buenos Aires | |
| 14406 | Regina | Wendenschloß | 175 | | | J. H. Andel | | |
| 14407 | — | Wesiaanse | 135 | | | | | |
| 14408 | Regina | Wesiaanse | 140 | | | | | |
| 14409 | Regnwalt | Westhafen | 300 | | | Rederij Zeeverkeer Amsterdam Ltd. | | |
| 14410 | Regnitz | Westhafen | 200 | | | H. Stelbrink A.G. Bremerhaven | "Rudolstadt" S.S. | |
| 14411 | Reichenbach | Westhafen | 200 | ✠100A1 Gross | | Cook, Welch & Lt. Bowring | | |
| 14412 | Reichert Bros | Wesselburen | 200 | | | H. Stelbrink A.G. Bremerhaven | "Rudolstadt" S.S. | |
| 14413 | Reichspräsident von Hindenburg | Westhafen | 300 | | | Reederei Richard Schröder Bremerhaven | | |
| 14414 | Reiger | Westhafen | 100 | | | Reederei Richard Schröder Bremerhaven | | |
| 14415 | Reiher | Westhafen | 100 | | | J. Jürgens | | |
| 14416 | — | Westhafen | 100 | | | J. H. Figge | | |

| Numéro Officiel | Nom du Navire, Signaux Internationaux, etc. | Tonnage | Détails de la Classe Spéciale | Chaudières | Machines | Propriétaires | Armateurs | Dimensions Exactes du Navire | Port d'Immatriculation | Machines | Observations |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 140[illegible] | Rose II. | [illegible] | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 140[illegible] | Rose II. | [illegible] | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 140[illegible] | Rosa Victoria | [illegible] | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 140[illegible] | Rotander | [illegible] | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 140[illegible] | Rotas Marguerite | [illegible] | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 140[illegible] | Rotesi Mare | [illegible] | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 140[illegible] | Rokkius Mare | [illegible] | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 140[illegible] | Rolinhio | [illegible] | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 140[illegible] | Rollanes | [illegible] | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 140[illegible] | — | [illegible] | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 140[illegible] | — | [illegible] | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 140[illegible] | — | [illegible] | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 140[illegible] | Rollanes II. | [illegible] | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 140[illegible] | Rolief | [illegible] | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 140[illegible] | — | [illegible] | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 140[illegible] | — | [illegible] | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 140[illegible] | Rolmanvl | [illegible] | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 140[illegible] | Rolmane | [illegible] | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 140[illegible] | Romagle | [illegible] | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 140[illegible] | Romaxx | [illegible] | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 140[illegible] | Romi | [illegible] | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 140[illegible] | Rondils | [illegible] | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |

| No. in Reg. / Official No. / Code Letters | Steamer's Name, Rebuilt, Rig, &c. / Last Name of ship / Special Surveys / No. of Decks, &c. | Tonnage | Particulars of Class, Engines. Character / Date of Survey | Date of Last Survey | Hulls. Where / By Whom / Where | Owners. | Registered Dimensions | Port of Registry / Flag | Engines. | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|
| 14432 | **Remora** | 1045 | | | 1918 F. Schichau Elbing | Government of Queensland | 213·5·32·7 R.S.S.S. | Brisbane British | | 12 + 2 |
| 14433 | **Remorqueur I.** | 230 | | | 1898 Maatschappij Weer, Rotterdam | Belgian Government | 135·0·24·0·12·7 | Ostend Belgian | | |
| 14434 | **Remorqueur II.** | 140 | | | 1904 Delmez Ruan | Belgian Government | 104·9·21·0·10·0 | Ostend Belgian | | |
| 14435 | **Remorqueur IV.** | 140 | | | 1904 Vandamme Jeunes & Lebaudy Rouen | Belgian Government | 104·9·21·0·10·0 | Ostend Belgian | | |
| 14436 | **Remorqueur V.** | 343 | | | 1922 F. Schichau Danzig | Belgian Government | 142·3·26·4·13·6 | Ostend Belgian | | |
| 14437 | **Remscheid** | 250 | | | 1918 J. G. Hitzler Lauenburg | "Rudolf" Deutsche Rudolf-Gesellschaft Remscheid-Gaslaken | 122·2·19·9·11·6 Air Fin | Duisburg German | | 11 * |
| 14438 | **Remy-Chouzart** | 199 | | | 1922 Ste Provençale de Travaux et de Levage "Le Gaulois" | Ste Anon. Française de Pêche et d'Arm. "G.A.F.P.A." | 100·0·23·4·11·7 | Marseille French | | Y * |
| 14439 | **Renamont** | 132 | | | 1926 Fellowes & Co. Ltd. Gt. Yarmouth | F. W. Rizzy | 85·7·19·7·10·2 | Lowestoft British | | |
| 14440 | **Renate** | 231 | ✠100A1 Gran | 19. 6.33 | 1918 Cook, Welton & Gemmell Ltd. Berwick | Gunther & Co. G. F. Dunglas | 117·3·22·0·11·7 Air Fin | Berwick British | | 12 + 6 |
| 14441 | **Rendsburg** | 250 | | | 1913 H. C. Stülcken Sohn Hamburg | S. Bieling | 129·7·24·2·9·3 Air Fin | Rendsburg German | | * |
| 14442 | **René Goffet** | 215 | | | 1922 Ch. & Aud. Leg. Normand Havre | Pêcherie de Fécamp | 102·2·21·0·13·7 Air Fin | Havre French | | Y * |
| 14443 | **René Jean** | 123 | | | 1905 A. Hall & Co. Aberdeen | Harvey | 92·2·19·0·10·0 | Dieppe French | | 10 + 2 Y |
| 14444 | **René Marguerite** | 195 | | | 1922 Ch. Navale de l'Ouest St. Malo | Robert Rocaz | 101·5·28·1·11·2 | St. Malo French | | Y * |
| 14445 | **René Morenz** | 300 | | | 1921 Forg. & Ch. de la Méditerranée Bizerte | Fécamp pêche | 171·4·28·5·11·5 | Fécamp French | | Y * |
| 14446 | **Reogan** | 192 | | | 1924 Stephen & Sons Co. Ltd. Preston | Reo Steamship Co. Ltd. | 115·0·22·7 | Preston British | | |
| 14447 | **Reonia** | 300 | | | 1918 N. V. Boele's Scheepswerf Sellingen | [illegible] | 127·0·24·6·10·0 | [illegible] Italian | | |
| 14448 | **Renovo** | 170 | ✠100A1 Gran | 19. 6.33 | 1904 Cook, Welton & Gemmell Ltd. Berwick | [illegible] Dunglas | 108·0·21·2·11·0 Air Fin | Berwick British | | 11 + 10 |
| 14449 | **Renoy** | 287 | | | 1896 Trondhjems Mek. Verksted Trondheim | Francis Fyllbrandt | 121·1·19·1·13·0 | Sarpsborg Norwegian | | |
| 14450 | **Renso** | 230 | ✠100A1 Gran | 19. 6.33 | 1913 Cook, Welton & Gemmell Ltd. Berwick | [illegible] Dunglas | 117·3·22·0·11·7 Air Fin | Berwick British | | 12 + 6 |
| 14451 | **Ren II.** | 124 | | | 1911 Motzfeldt Moelgaard & Torp Holeby | [illegible] | 96·1·17·6·9·6 | Copenhagen Danish | | |
| 14452 | **Rentis** | 299 | | | 1878 Cunliffe & Dunlop Port Glasgow | [illegible] | 133·5·22·4·11·6 | Barcelona Spanish | | |
| 14453 | **Repetia** | 230 | ✠100A1 Gran | 19. 6.33 | 1907 Cook, Welton & Gemmell Ltd. Berwick | [illegible] Dunglas | 117·0·22·0·11·7 Air Fin | Berwick British | | 12 + 6 |

| Numéro d'Office | Noms des Navires | Détails de la Classe | Construction | Appareils | Dimensions d'après le Jaugeage | Port d'enregistrement | Machines | Chaudières |
|---|---|---|---|---|---|---|---|---|
| 14401 | Reporte | 100A1 | 1909 Cook, Wel- | | 117 | | | |
| 14402 | Republicano | | 1911 Murdoch | | 130 | Para | | |
| 14403 | Res Nova | | 1909 Gebr. van | | 107 | | | |
| 14404 | Reserve | 100A1 | 1904 J. P. Iver- | | 130 | | | |
| 14405 | — | | 1907 W. Denny | | 130 | | | |
| 14406 | Resertebe | 100A1 | 1911 Cook, Wel- | | 130 | | | |
| 14407 | Resident Bodemeijer | | 1908 Nedert, | | 124 | | | |
| 14408 | Resident Halewyn | | 1909 J. M. Lyon | | 104 | | | |
| 14409 | Resenlle | 100A1 | 1917 Cook, Wel- | | 130 | | | |
| 14410 | Resnova | | 1916 J. Polak | | 130 | | | |
| 14411 | Resolut | | 1914 M. Pruim | | 129 | | | |
| 14412 | Resolute | | 1911 Gr. Lakes | | 132 | | | |
| 14413 | Resolvs | 100A1 | 1912 Cook, Wel- | | 117 | | | |
| 14414 | Resparke | 100A1 | 1910 Cook, Wel- | | 130 | | | |
| 14415 | Respleudent | | 1914 J. Halik | | 88 | | | |
| 14416 | Respondo | 100A1 | 1910 Cochrane | | 115 | | | |
| 14417 | Restaurador | 100A1 B.Ae | 1910 Smith's | | 130 | | | |
| 14418 | Restorer | | 1909 H. M. Dorf | | 104 | | | |
| 14419 | Restrive | 100A1 | 1914 Cook, Wel- | | 130 | | | |
| 14420 | Resuli | 100A1 Rpl | 1910 P. Rodgers | | 102 | | | |
| 14421 | Retake | 100A1 | 1914 Cook, Wel- | | 130 | | | |

| Official No. | Steamer's Name. Material, Rig, &c. Late Name of ship. Special Surveys. No. of Decks, &c. | Tonnage | Particulars of Class Position | Built. | Owners. | Engines. | Place of Registry | Engines. | Boilers. |
|---|---|---|---|---|---|---|---|---|---|
| 1432 | Retire | 130 | | 1914 deGroot & van Vliet Gildermeer | Ros. Indies Amsterdam | 8½ 0 13½ 9½ | Ros. Aires Argentine | T.3Cy. 10½" x 15½" x 21½" 10 × 6 | |
| 1433 | Retriever | 132 | | 1922 E.J. Burger Aberdeen, Wash. | E.J. Burger | 6½ 2 24½ 0 7½ | Bremen Oldenburg | Oil Engine 8½ D.A. 8½" x 8" 41 B.H.P. Fairmont Gas Eng. Co. San Francisco, Cal. | |
| 1434 | Retrude | 170 | ✠100A1 Steam | 1933 Cook, Welton & Gemmell Ltd. Beverley | Hudson Steamship Co. Ltd. (Geo. T. Douglas) Hull | 10½ 7 21½ 0 11½ | Germany Bremen | T.3Cy. 14½", 19½" x 30½", 24½" 11 × 10 | |
| 1435 | Retsina | 245 | ✠100A1 Steam | 1934 Cook, Welton & Gemmell Ltd. Beverley | The Earn Steamship Co. Ltd. (R. T. Douglas) Hull | 12½ 5 22½ 0 12½ | Germany Bremen | T.3Cy. 15½", 21½" x 30½", 24½" 12 × 1 | |
| 1436 | Revelle | 232 | ✠100A1 Steam | 1906 Cook, Welton & Gemmell Ltd. Beverley | The Earn Steamship Co. Ltd. (R. T. Douglas) Hull | 11½ 0 22½ 0 11½ | Germany Bremen | T.3Cy. 15½", 21½" x 30½", 24½" 12 × 6 | |
| 1437 | Revenger | 130 | | 1900 J. Dobbie & Co. Kelvinhaugh | Glasgow Steamship Co. Ltd. (J. Pugh) Glasgow | 10½ 0 21½ 1 11½ | London British | T.3Cy. 14", 24" x 30", 24" Wind Turbine Type 3 Blades. | |
| 1438 | Revere | 155 | | 1909 Neafie & Levy Co. Philadelphia | Dunning Revere | 10½ 0 24½ 0 9½ | New York U.S. States | T.3Cy. 20" x 30", 20" Neafie & Levy Co. Ltd. | |
| 1439 | Revesby | 170 | 100A1 Mil. Steam | 1917 Ross, McLachlan & Co. Ltd. Paisley | [illegible] | 12½ 5 23½ 0 13½ | Scotland British | T.3Cy. 11½", 21½" x 30½", 24½" 13 × 6 | |
| 1440 | Revirve | 152 | | 1912 Bolnuevo Salvan Ld. Barcaldo | Bolnuevo Salvan Ld. | 12½ 9 20½ 1 13½ | Russia, S.F.S.R. British | T.3Cy. 20", 30" x 40", 24" Leningrad, S.S.S.R. (S.S.S.R.) | |
| 1441 | Rex | 133 | | 1931 W. Lind-[illegible] Ltd. Stockton-on-Tees | Tankstorm Rys. (Capt. A. Hatch) (H. F. Darbshire, Rys.) | 10½ 0 13½ 0 7½ | Tankstorm Sweden | T.3Cy. 17" x 30½", 30½" W. Lindberg & Hatch, Ltd. | |
| 1442 | Rex Perry | 130 | | 1929 H. Leary Dartmouth, N.S. | J.R. Perkins | 11½ 0 25½ 0 10½ | La Have, N.S. Canada | Oil Engine 3Cy. 14½", 20½" Fairbanks Morse Co. Toronto, Ont. | |
| 1443 | Reykjanes | 259 | | 1920 J. Ch. Linnes Gothenburg | T. Hellmanellers | 10½ 2 22½ 0 11½ | Reykjavik Iceland | T.3Cy. 19½" x 27½", 19½" Gothenburg Mech. Works Co. | |
| 1444 | Rhein | 154 | | 1917 J. Freriche Arlin, S.G. Rheinsdorf | Rhein Kanlei | 12½ 2 22½ 1 10½ | Wiesbaden Germany | T.3Cy. 15", 25½" x 30", 25½" Wiesbaden Maschinenfabrik | G * |
| 1445 | Rheingold | 112 | | 1915 J.S. Figee Vlaardingen | J.S. Figee | 9½ 2 21½ 0 7½ | Hamburg Germany | Oil Engine 3Cy. 14½", 20½" Deutsche Motorenbau A.G. Dresden | V |
| 1446 | Rheinland | 226 | | 1909 Schiffw. Chemnitz Jahch. L.G. Mannheim | Chemnitz Fach. Sampler & S.G. Rethen, Rys. | 12½ 2 24½ 0 9½ | Cologne Germany | T.3Cy. 18½", 28½" x 30½", 28½" Jahch. L.G. Mannheim | G * |
| 1447 | Rhodolite | 170 | 100A1 Hul Steam | 1918 Ross, McLachlan & Co. Ltd. Paisley | Kingston Steam Sailing Co. Ltd. | 12½ 7 23½ 0 12½ | Hull British | T.3Cy. 15½", 21½" x 30½", 24½" 13 × 6 | |
| 1448 | Rhoders | 115 | | 1910 Tarvit & Jones Fife, Scot. | Gaston, Fox & Tripp Co. | 10½ 0 22½ 5 11½ | Gloucester Mass. U.S. States | Oil Engine 3Cy. 10½ D.A. Fairbanks, Morse Co. N.Y. | |
| 1449 | Rhyl | 300 | Tow | 1911 Ferguson Bros. Port Glasgow | London, Midland & Scottish Ry. | 10½ 0 24½ 1 15½ | Liverpool British | T.3Cy. 14", 24" x 30½", 24" Ferguson Bros. Pt. Gl. | 14 × 8 |
| 1450 | Ria | 135 | | 1929 Gebr. Sachsen Stettin | H.T. Schapers | 10½ 8 19½ 0 9½ | Bremen Germany | Oil Engine 3Cy. D.A. 20½", 14½"-15½" H.T. Schapers "Deutschland" Ch. Stock, Altona | V |
| 1451 | Riacho | 112 | | 1906 Germany | Cia. Argentina de Nav. Riachuelo Buenos Aires | 8½ 2 17½ 0 9½ | Buenos Aires Argentina | T.3Cy. | |
| 1452 | Rialto | 154 | | 1897 Cockerill & Cowper Bewsley | S.A. d'Ares-Malines | 9½ 2 21½ 2 11½ | Belgium Belgium | T.3Cy. 11", 17" x 26", 22" Belgium | 11 × 7 V |
| 1453 | Riano | 312 | ✠100A1 Steam | 1906 Cook, Welton & Gemmell Ltd. Beverley | The Earn Steamship Co. Ltd. (R. T. Douglas) Hull | 11½ 0 22½ 0 11½ | Germany Bremen | T.3Cy. 15½", 21½" x 30½", 24½" 12 × 3 | |

| Numéro Officiel | Nom du Navire | Détails de la Classification | Propriétaires | Amélioration | Dimensions | Machines | Observations |
|---|---|---|---|---|---|---|---|
| 14206 | Ellet | | | | | | |
| 14207 | Eloy | | | | | | |
| 14208 | Rinaldo | | | | | | |
| 14209 | Rosalia Bejarano | | | | | | |
| 14210 | Richard | | | | | | |
| 14211 | — | | | | | | |
| 14212 | Richard Bennett | | | | | | |
| 14213 | Richard C. Krugmann | | | | | | |
| 14214 | Richard Card | | | | | | |
| 14215 | Richard Crofts | 100A1 | Fl | | | | |
| 14216 | Richard Damme | | | | | | |
| 14217 | Richard Holyoke | | | | | | |
| 14218 | Richard Irvin | | | | | | |
| 14219 | Richard J. Burrell | | | | | | |
| 14220 | Richard King | | Dun | | | | |
| 14221 | Richard Ohlrogge | | | | | | |
| 14222 | Richard W. Lewis | 100A1 | Abe | | | | |
| 14223 | Richard Waddington | | | | | | |
| 14224 | Richelieu | | | | | | |
| 14225 | Richmond | | | | | | |
| 14226 | — | | | | | | |
| 14227 | — | 100A1 | Mil | | | | |
| 14228 | — | | | | | | |

| Official No. | Steamer's Name, Rig, &c. | Particulars of Class, Station, &c. | Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|
| 143[illegible] | **Richmond** | | 1[illegible] | [illegible] | [illegible] | [illegible] | |
| 143[illegible] | **Richmond Castle** | | 1[illegible] | [illegible] | [illegible] | [illegible] | 12 - [illegible] |
| 143[illegible] | **Richmond Crawford** | | [illegible] | [illegible] | [illegible] | [illegible] | 12 - [illegible] |
| 1432 | **Richmond Crawford II.** | 100A1 Ice | [illegible] | [illegible] | [illegible] | [illegible] | 13 - 2 |
| 1433 | **Ridin** | Lab | [illegible] | [illegible] | [illegible] | [illegible] | 12 - [illegible] V |
| 1432 | **Rick** | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1433 | **Riebeck** | | [illegible] | [illegible] | [illegible] | [illegible] | 17 - [illegible] |
| 1434 | **Rikaze** | 100A1 Hoe | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1435 | — | Wave | [illegible] | [illegible] | [illegible] | [illegible] | 13 - 11 |
| 1436 | **Rights** | 100A1 Gen | [illegible] | [illegible] | [illegible] | [illegible] | 12 - 1 |
| 1437 | **Rigolette** | 100A1 Gen | [illegible] | [illegible] | [illegible] | [illegible] | 12 - [illegible] |
| 1438 | — | | [illegible] | [illegible] | [illegible] | [illegible] | V * |
| 1439 | **Rijnmond** | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1440 | **Rijnstroom** | | [illegible] | [illegible] | [illegible] | [illegible] | 11 - [illegible] |
| 1441 | **Rika Anochima** | | [illegible] | [illegible] | [illegible] | [illegible] | V |
| 1442 | **Rika Maru** | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1443 | **Rikuzen Maru** | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1444 | **Rikkie** | | [illegible] | [illegible] | [illegible] | [illegible] | 12 - [illegible] |
| 1445 | **Rimba** | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1446 | **Rinaldo** | | [illegible] | [illegible] | [illegible] | [illegible] | 11 - [illegible] |
| 1447 | **Rinfo** | 100A1 Hoe | [illegible] | [illegible] | [illegible] | [illegible] | 11 - [illegible] |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14040 | Rio Araguaya | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14041 | Rio Arinuana | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14050 | Rio Branco | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14051 | Rio Cauma | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14052 | Rio Curupa | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14053 | Rio de Ouro | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14054 | Rio Jary | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14055 | Rio Madeira | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14056 | Rio-Mar | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14057 | Rio Santa Cruz | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14058 | Rio Tambe | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14059 | Rio Tapenga | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14060 | Rio Tapajos | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14061 | Rio Teje | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14062 | Rio Teje 2d | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14063 | Rio Turia | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14064 | Rio Urumea | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14065 | Rio Turi | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14066 | Rippe | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14067 | Riri | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14068 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Official No. | Steamer's Name. Material, Rig, &c. Date of Keel laid. Special Services. No. of Decks, &c. | Tonnage | Particulars of Class Service. Character. | Hulls. Where Built. By Whom. Owners. | Owners. | Port of Registry. | Engines. | Machinery Marks. |
|---|---|---|---|---|---|---|---|---|
| 140[illegible] | Rislea | [illegible] | | 1924 | [illegible] | [illegible] | [illegible] | V * |
| 1457[illegible] | Rise | [illegible] | | 1923 | [illegible] | [illegible] | [illegible] | V * |
| 14571 | Rishiri Maru | [illegible] | | 1934 | Uraga Dock Co. Ltd. Uraga | Government Railways | [illegible] | |
| 14572 | Riskato | [illegible] | +100A1 Gnss | 1916 | Cook, Welton & Gemmell, Ltd. Berwick | [illegible] | [illegible] | 13 + 1 |
| 14573 | Risolute | [illegible] | | 1887 | Lobnitz & Co. Renfrew | Improving Rye Gulleys | [illegible] | |
| 14574 | Rissend | [illegible] | | 1904 | Xiamenda Hok Yuen Kimend | Fuzuoshan Sampik Sunlight | [illegible] | |
| 14575 | Ristango | [illegible] | +100A1 Gnss | 1913 | Cook, Welton & Gemmell, Ltd. Berwick | [illegible] | [illegible] | 11 + 10 |
| 14576 | Rizzaglio | [illegible] | | 1909 | Andreoglio Trieste (Imperial) | A. & R. Cosulich | [illegible] | 1 |
| 14577 | Rita Esperanza | [illegible] | | 1923 | Francisco y Jaqui Vigo | [illegible] | [illegible] | |
| 14578 | Ritterkattel | [illegible] | | 1916 | Reichsmarine Schiffs- & Werft Kiel | "Rostow" Deutsche Reichs-Eisenbahn-Betriebsamt Cuxhaven | [illegible] | G * |
| 14579 | Rival | [illegible] | | 1922 | Sun Mech. Shops, Ltd. Port Glas | Sun Mechanical Shops, Ltd. | [illegible] | |
| 14580 | — | [illegible] | | 1927 | J. J. Pattje Alkmaar Waterbouwkunst | Indbaas | [illegible] | V * |
| 14581 | River Annan | [illegible] | +100A1 Lth | 1919 | R. Williams & Washington | S.S. Falcon | [illegible] | 13 + 6 |
| 14582 | River Avon | [illegible] | + Lth | 1919 | Rennie, Forrest & Co. Ltd. Wivenhoe | S.S. Falcon | [illegible] | |
| 14583 | River Ayr | [illegible] | 100A1 Gnss | 1918 | Montrose S.B. Co. Montrose | Consolidated Fisheries Ltd. (Sir John S. Marston, Bart., Mgr.) | [illegible] | 13 + 6 |
| 14584 | River Clyde | [illegible] | | 1919 | Allen S.B. Co. Ltd. Ayr | The River Steam Fishing Co. Ltd. (John S. Black & Sons, Mgrs.) | [illegible] | C * |
| 14585 | River Dean | [illegible] | | 1907 | Hall, Russell & Co. Ltd. Aberdeen | A. A. Davidson | [illegible] | 12 + 6 |
| 14586 | River Ears | [illegible] | + Lth | 1919 | J. Fullerton & Co. Paisley | S.S. Falcon | [illegible] | 13 + 6 |
| 14587 | River Esk | [illegible] | | 1919 | Hall, Russell & Co. Ltd. Aberdeen | W. A. Lacie | [illegible] | 13 + 6 |
| 14588 | River Findhorn | [illegible] | 100A1 Gnss | 1919 | Montrose S.B. Co. Montrose | Consolidated Fisheries Ltd. (Sir John S. Marston, Bart., Mgr.) | [illegible] | |
| 14589 | River Garry | [illegible] | +100A1 Gnss | 1918 | Rennie, Forrest & Co. Ltd. Wivenhoe | Consolidated Fisheries Ltd. (Sir John S. Marston, Bart., Mgr.) | [illegible] | |

| Numéro officiel | Noms des Navires, Numéros, Tonnages, etc. | Tonnage | Cotote de la Classe Spéciale | Machines | Chaudières | Construction | Armateurs | Dimensions | Remarques |
|---|---|---|---|---|---|---|---|---|---|
| 1430 | River Kelvin | 299 | ✠100A1 | Triple | | 1919 Smith | | | |
| 1431 | River Leat | 270 | 100A1 | Triple | | 1917 Smith's | | | |
| 1432 | River Loran | 300 | ✠100A1 | Triple | | 1919 J. Fuller | | | |
| 1433 | River Lossie | 300 | 100A1 | Triple | | 1919 Fleming & | | | |
| 1434 | River Nene | 300 | ✠100A1 | Triple | | 1919 Hall, Russ | | | |
| 1435 | River Nith | 300 | 100A1 | Triple | | 1919 Fleming & | | | |
| 1436 | River Orchy | 300 | 100A1 | Triple | | 1919 Fleming & | | | |
| 1437 | River Ryey | 300 | | | | 1919 Morrison | | | |
| 1438 | River Tay | 300 | ✠100A1 | Triple | | 1919 Hall, Russ | | | |
| 1439 | River Tummel | 300 | 100A1 | Triple | | 1919 Dickie | | | |
| 1440 | River Tweed | 300 | ✠100A1 | Triple | | 1917 Hall, Russ | | | |
| 1441 | River Wilkan | 300 | | | | 1914 Clydebank | | | |
| 1442 | River Tilkan | 300 | | | | 1905 Hall, Russ | | | |
| 1443 | Rivers | 300 | ✠100A1 | Triple | | 1916 Cook, W. | | | |
| 1444 | Rivers | 300 | | Diesel | | 1905 J. Dorig | | | |
| 1445 | Rosie | 300 | | | | 1909 | | | |
| 1446 | Rob | 300 | | | | 1900 Fr. L. Krupp | | | |
| 1447 | Rob Roy | 300 | | | | 1906 A. Gall, R. | | | |
| 1448 | Robert Bowen | 300 | ✠100A1 | Triple | | 1918 Cook, W. | | | |
| 1449 | Rob. de Treafeilla | 300 | | | | 1907 J. C. Tech | | | |
| 1450 | Robert Dodale | 300 | | | | 1907 J. McLean | | | |

| No. in Book / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | Tonnage | Particulars of Classification. Character. | Year Last Special Survey | Built. Where / By. Where / When | Owners. | Length / Breadth / Depth | Port of Registry / Flag | Engines. | Speed Knots |
|---|---|---|---|---|---|---|---|---|---|---|
| 14611 | Robert G. Caan | 255 | | | 1911 New Burrell | | | St. John's N.B. | | |
| 14612 | Robert Gibson | 222 | | | 1918 Scotia Sun Bowling | | | | | 13 - 0 |
| 14613 | Robt. H. Lockwood | 112 | | | 1893 J. H. Dia- | | | | | |
| 14614 | Robert Hastie | 212 | | | 1912 T. Thring | | | | | 13 - 0 |
| 14615 | Robert Hughes | 1970 | ✠100A1 Ref | | 1922 W. Simons | | | | | 21 - 0 |
| 14616 | Robert J. Kalekle | 146 | | | 1922 Scotish | | | | | |
| 14617 | Robert Murray | 326 | ✠100A1 Yth | | 1919 Johnson | | | | | 12 - 0 |
| 14618 | Robert P. Clark | 291 | | | 1917 F. H. Neville | | | | | |
| 14619 | Robert Redhead | 178 | | | 1906 J. P. Rich- | | | | | |
| 14620 | Robert Strand | 219 | ✠100A1 Alex. J. | | 1920 A. Halls | | | | | 13 - 0 |
| 14621 | Robert Thorburn | 130 | | | 1918 Bergenske | | | | | |
| 14622 | Robert Vassell | 317 | | | 1912 W. Simons & Co. Ld. | | | | | 12 - 0 |
| 14623 | Robert William | 209 | | | 1916 Hebr. Rost. | | | | | |
| 14624 | Roberta | 256 | | | 1922 Gebr. | | | | | V |
| 14625 | Roberta | 195 | | | | | | | | |
| 14626 | — | 222 | | | 1915 F. Haivis | | | | | |
| 14627 | Robertsfjes | 134 | | | 1906 Jacksonville | | | | | |
| 14628 | Robina | 168 | | | 1910 Scotl. of Kingdom | | | | | 12 - 0 |
| 14629 | Robinia | 208 | | | 1900 Schofield, | | | | | 12 - 1 |
| 14630 | Robrix | 257 | 100A1 Gen. of | | 1917 Andreasen | | | | | 11 - 1 |
| 14631 | Robusta No. 190 | 341 | | | 1896 Furgusd & C. | | | | | |
| 14632 | Rocha Riese | 326 | | | 1918 J. Pollerton | | | | | 13 - 0 V |

| Numéro officiel | Nom du Navire, Numéro Distinctif, etc. | Signaux | Tonnage | Détails de la Classe | Construction | | Armateurs | Dimensions | Port d'Attache | Machines | Classe |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 14023 | Roche Castle | | 307 | ✠100A1 | | | | | | | |
| 14024 | Roche Française | | | | | | | | | | |
| 14025 | Roche Grise | | | | | | | | | | |
| 14026 | Roche Ivoire | | | | | | | | | | |
| 14027 | Roche Noire | | | | | | | | | | |
| 14028 | Roche Rouge | | | | | | | | | | |
| 14029 | Roche-Vales | | | | | | | | | | |
| 14042 | Roches | | | | | | | | | | |
| 14041 | Rochebonne | | | | | | | | | | |
| 14042 | Rochester | | 183 | ✠100A1 | | | | | | | |
| 14043 | Rochester Queen | | | | | | | | | | |
| 14044 | Rockall | | | | | | | | | | |
| 14045 | — | | | | | | | | | | |
| 14046 | Rockchine | | 141 | ✠100A1 | | | | | | | |
| 14047 | Rockfish | | | | | | | | | | |
| 14048 | Rockwell | | 83 | ✠100A1 | | | | | | | |
| 14049 | Rollins | | 130 | ✠100A1 | | | | | | | |
| 14050 | Rodman Wanamaker | | | | | | | | | | |
| 14051 | Rodney | | | | | | | | | | |
| 14052 | Rodolpen | | | | | | | | | | |
| 14053 | Rodosto | | 176 | ✠100A1 | | | | | | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Port of Registry | Particulars of Classification | Hulls | Owners | Engines | Boilers |
|---|---|---|---|---|---|---|---|
| 140[illegible] | Rodrigo | [illegible] | 100 + 100A1 Gunn | 1900 Schermuly | [illegible] | [illegible] | [illegible] |
| 140[illegible] | Rodskjel | [illegible] | [illegible] | 1914 Kahlbaum | [illegible] | [illegible] | N * |
| 140[illegible] | Roelfena | [illegible] | [illegible] | 1918 Gouwender | [illegible] | [illegible] | G * |
| 140[illegible] | Roelfena II. | [illegible] | [illegible] | 1919 N.V. West | [illegible] | [illegible] | G * |
| 140[illegible] | Roger | [illegible] | [illegible] | 1906 Montelaan | [illegible] | [illegible] | [illegible] |
| 140[illegible] | Roger Beck | [illegible] | 100 + 100A1 Yarn | 1921 Ardelt & B. | [illegible] | [illegible] | 10 + 6 |
| 140[illegible] | Roger-Henri | [illegible] | [illegible] | 1929 Scherpen | [illegible] | [illegible] | Y |
| 140[illegible] | Rohri | [illegible] | 100 + A1 Ref | 1922 Lohnitz | [illegible] | [illegible] | 7 + 5 |
| 140[illegible] | Rai Gradlen | [illegible] | [illegible] | 1901 G. Seebeck | [illegible] | [illegible] | Y |
| 140[illegible] | Rais | [illegible] | [illegible] | 1903 H.C. Stülcken | [illegible] | [illegible] | G * |
| 140[illegible] | Rokes | [illegible] | [illegible] | 1902 Gokeberg | [illegible] | [illegible] | [illegible] |
| 140[illegible] | Roker | [illegible] | [illegible] | 1904 J.P. Rey | [illegible] | [illegible] | [illegible] |
| 140[illegible] | Rokk | [illegible] | [illegible] | 1925 Smith's | [illegible] | [illegible] | C * |
| 140[illegible] | Rokks Mare | [illegible] | [illegible] | 1919 [illegible] | [illegible] | [illegible] | [illegible] |
| 140[illegible] | — | [illegible] | [illegible] | 1912 Gosh Kai- | [illegible] | [illegible] | [illegible] |
| 140[illegible] | — | [illegible] | [illegible] | 1907 Osaka Iron | [illegible] | [illegible] | [illegible] |
| 140[illegible] | Roland | [illegible] | [illegible] | 1912 Schiffs Gas | [illegible] | [illegible] | G * |
| 140[illegible] | — | [illegible] | [illegible] | 1912 A. Apse | [illegible] | [illegible] | [illegible] |
| 140[illegible] | — | [illegible] | [illegible] | 1910 Sohr. Boot | [illegible] | [illegible] | G |
| 140[illegible] | Rolande | [illegible] | [illegible] | 1908 Rath'sW. Co. Ld. | [illegible] | [illegible] | 12 + 6 Y |
| 140[illegible] | Rolf Hubert | [illegible] | [illegible] | 1910 J. Mol | [illegible] | [illegible] | Y * |

| Numéro d'Identité | Noms des Navires, Signaux, Tonnages, &c. | Tonnage | Détails de la Classification | Construction | Armateurs | Propulseur Chaudières & Machines | Port d'Immatriculation | Machines | Observations |
|---|---|---|---|---|---|---|---|---|---|
| 14075 | **Rolla** | 170 | | | | | | | |
| 14076 | **Rollang** | | | | | | | | |
| 14077 | **Rollicker** | | | | | | | | |
| 14078 | **Rollin E. Mann** | 252 | | | | | | | |
| 14079 | **Rolla** | | | | | | | | |
| 14080 | **Rolla** | | | | | | | | |
| 14081 | **Rolla Royce** | | | | | | | | |
| 14082 | **Roma** | | | | | | | | |
| 14083 | — | | | | | | | | |
| 14084 | — | | | | | | | | |
| 14085 | — | | | | | | | | |
| 14086 | **Romas** | | | | | | | | |
| 14087 | **Romanita** | | 100A1 Mec- | | | | | | |
| 14088 | **Romans** | 840 | | | | | | | |
| 14089 | **Romanoff** | | | | | | | | |
| 14090 | **Rome Sunny** | 1100 | | | | | | | |
| 14091 | **Romeja** | | | | | | | | |
| 14092 | **Romilly** | | | | | | | | |
| 14093 | **Romps** | | | | | | | | |
| 14094 | **Romulus** | | | | | | | | |
| 14095 | **Ronney** | | 100A1 | | | | | | |
| 14096 | **Ronnie** | | | | | | | | |

| Official No. | Steamer's Name. Nominal, Hp. &c. | Tonnage | Particulars of Class. Character. | Built. Where | Owners. | Port of Registry. | Engines. |
|---|---|---|---|---|---|---|---|
| 140[illegible] | Rosali | 250 | | 1920 Nicol | | | |
| 140[illegible] | Rosalby | 192 | | 1890 Bergstrom | | | |
| 140[illegible] | Rosania | 212 | | 1913 Cook, Wel- | | | |
| 1470[illegible] | Rosco | 245 | ✠100A1 Gunn | 1915 Cook, Wel- | | | |
| 1471 | Rosda Zee | 572 | ✠ Ice | 1906 J. & K. Smits | | | |
| 1472 | — | 143 | | 1896 Cook, Wel- | | | |
| 1473 | Roseveld | [illegible] | | 1905 Gas. Dis | | | |
| 1474 | Rosa | 242 | ✠ Mil | 1904 Smith's | | | |
| 1475 | Rosabella | 277 | ✠100A1 Lay | 1898 R. Kemp | | | |
| 1476 | Rosalia | 196 | | 1911 LaCom- | | | |
| 1477 | Rosalind | 176 | | 1905 Cook, Wel- | | | |
| 1478 | Rosarno | 160 | ✠100A1 Gunn | 1902 Cook, Wel- | | | |
| 1479 | Rosario | 277 | | 1891 F. Larsen | | | |
| 1480 | — | 118 | ✠ Ph | 1896 Craig, | | | |
| 1481 | Rosario C. | 195 | ✠ Lyn | 1918 King's | | | |
| 1482 | Rosbrna | | | 1912 Belard | | | |
| 1483 | Rosaurel | 152 | | 1906 A.H. | | | |
| 1484 | Rosen | 160 | ✠100A1 Gunn | 1902 Cook, Wel- | | | |
| 1485 | Rosenvida | 116 | | 1906 E. Boone | | | |
| 1486 | Rose | 305 | ✠ Abs | 1904 Hall, Ros- | | | |
| 1487 | — | 250 | | 1901 A.W. | | | |

| Numéro officiel | Noms de Navire | Tonnage | Détails de la Classification | Construction | Propulseurs | Dimensions | Machines | Chaudières |
|---|---|---|---|---|---|---|---|---|
| 147[illegible] | **Rose** | 278 | | 1911 A. Hall | A.S. Ryle | 121·2 × 22·2 × 11·7 | | 12 × 10 |
| 147[illegible] | **Rose Hilda** | 110 | | 1909 Fellowes | W. J. S. Simon, Ltd. | 99·0 × 20·1 × 9·7 | | |
| 147[illegible] | **Rose Ross** | 322 | + 100 A1 Hull | 1910 Cook, Welton & Gemmell | Compound | 130·4 × 23·0 × 12·7 | | 13 × 7 |
| 147[illegible] | **Rose of England** | 329 | + 100 A1 Lst | 1909 Cochrane & Sons, Ltd. | J. Simon, Dick & Co. | 130·0 × 22·0 × 11·7 | | 12 × 6 |
| 147[illegible] | **Rosebery** | 227 | | 1910 Grangemouth & Greenock D.D. & E. Co. Greenock | A.S. Rowe | 110·0 × 22·1 × 12·0 | | 13 × 6 |
| 147[illegible] | — | 122 | | 1922 Aberdeen | Aberdeen Trawl Railway Co. | 82·0 × 20·0 × 7·0 | | |
| 147[illegible] | **Rosebud** | 130 | + Abn | 1907 Hull, Blyth & Co. Ltd. Aberdeen | A. Fletcher | 82·4 × 18·0 × 9·0 | | 9 × 10 |
| 147[illegible] | **Rosclyne** | 138 | | 1910 Shields | C. P. Shaw | 94·0 × 21·0 × 9·0 | | |
| 147[illegible] | **Rosehaven** | 232 | | 1910 G. Prochnow, A.G. Wismar | Rostock Lloyd, J. Wiering A.G. "Eintracht" Rostock-Bukarest Rumänien-Cuxhaven A.S. Myra | 124·7 × 24·0 × 11·9 | | G |
| 147[illegible] | **Rosemonde** | 306 | | 1910 Smith's Dock Co. Ltd. Middlesbro' | T. Fletcher | 147·0 × 22·0 × 12·7 | | V |
| 147[illegible] | **Rosetta** | 242 | | 1907 J. Duthie Scott & Co. Ltd. Aberdeen | J. Fraser & Sons | 125·7 × 22·0 × 12·7 | | 12 × 6 V |
| 147[illegible] | **Rosevalley** | 100 | | 1918 Hodd Rochester Richards | A. Dick | 82·0 × 20·0 × 10·0 | | 10 × 6 |
| 147[illegible] | **Rosia** | 112 | | 1907 J. Scott Bus Sowerby | J. Dunlop & Sons | 80·5 × 17·5 × 9·0 | | 9 × 5 |
| 147[illegible] | — | 102 | + Fvn | 1883 R. Duck Rye Harbour | R. Broadrick | 82·0 × 21·0 × 9·0 | | 10 × 6 |
| 147[illegible] | **Rosita** | 142 | | 1910 | Triple Expansion S.A. (A.S. Trevilla A.F. Garcia Cantillo Myra) | 85·0 × 20·0 × 9·0 | | |
| 147[illegible] | **Rosla** | 191 | + Hul | 1909 D. Margill Sons (Joseph) Ltd. Govan | W. Mason | 113·0 × 21·1 × 11·9 | | 13 × 7 |
| 147[illegible] | **Rosper** | 172 | | 1905 Grangemouth Docks Co. Ltd. Grangemouth | Compound | 100·2 × 23·0 × 11·0 | | |
| 147[illegible] | **Ross** | 348 | + 100 A1 Kingston | 1911 Cook, Welton & Gemmell Ltd. Beverley | Triple Expansion | 110·0 × 24·0 × 12·0 | | 14 × 8 |
| 147[illegible] | — | 172 | | 1912 Kalinna A.S. Bergen | A.S. Bergen | 100·1 × 20·0 × 12·0 | | N |
| 147[illegible] | **Ross I.** | 227 | | 1905 Jarlsö Varvs Trosvikvag | A.S. Bergen | 111·2 × 22·1 × 12·0 | | N |
| 147[illegible] | **Rossall** | 222 | | 1921 Cleveland & Co. Ltd. Lancs | London, Midland & Scottish Ry. | 107·0 × 20·0 × 9·0 | | 10 × 6 |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Classification | Built | Owners | Length | Breadth | Depth | Port of Registry | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 147[illegible] | **Rosinante** | 4[illegible] | | 1910 | | 150·0 | 30·0 | 13·7 | | | |
| 1476 | **Rosikert** | 190 | | 1907 Hall, Russell & Co. Ld. Aberdeen | Stephen Fishing Co. Ld. | 115·7 | 21·7 | 11·9 | Aberdeen | T.3Cy 17" 27" x 40" - 27" | 12 × 6 |
| 1481 | **Roslyn** | 302 | | 1911 Lobnitz & Co. Ld. Renfrew | Trustees of the Clyde Navigation | 139·1 | 29·0 | 12·4 | Glasgow | T.3Cy 20" x 1 [illegible] - 32" | |
| 1476 | **Rosiaff** | 1[illegible] | | 1896 Rosiaff | Port Authorities of Rosiaff | 109·0 | 19·0 | 7·3 | Rosiaff | T.3Cy | |
| 1476 | **Rota** | 1[illegible] | | 1885 Flensburger Schiffb. Ges. Flensburg | Fur Flensburg Ek. [illegible] Schiffahrts Ges. Flensburg | 94·7 | 18·3 | 8·2 | Stockholm | C.2Cy 34" x 1[illegible] - 30" | |
| 1474 | **Rotherham** | 215 | | 1906 R. Holtz Harburg | "Rodeo" Deutsche Eisen- Industrie Dresser- Gesellschaft, A.G. | 129·5 | 22·3 | 7·1 | Cuxhaven | T.3Cy 17" 26" x 26½" - 32" | |
| 1475 | **Rotherslade** | 176 | ✠100A1 Gen | 1917 Smith's Dock Co. Ld. Middlesbrough | Rhondda Fishing Co. Ld. (Rhondda Fishermen's Ld. Kyle) | 125·5 | 29·4 | 12·9 | Swansea | T.3Cy 22" 37" x 40" - 30" | 12 × 6 |
| 1474 | **Rothesay Bay** | 1[illegible] | | 1907 W. Jarvis Sunderland | J. Donaldson | 91·8 | 19·1 | 10·6 | Kirkcaldy | C.2Cy 16" x 24" - 26" | |
| 1477 | **Rota** | 179 | ✠100A1 Gen | 1906 Cook, Welton & Gemmell Beverley | [illegible] | 105·6 | 21·1 | 11·9 | Grimsby | T.3Cy 21" 36" x 40" - 30" | 11 × 10 |
| 1478 | **Rotherham** | 225 | | 1910 Smith's Dock Co. Ld. Middlesbrough | N.V. "Shamrock" (Van R.N.V. Kyle) | 117·9 | 22·5 | 12·1 | Flushing | T.3Cy 17" 30" x 24" - 32" | 13 × 8 |
| 1479 | — | 1[illegible] | | 1904 Mac Lish Thomson Glasgow | N.V. Rosbery Zaandam | 119·5 | 20·3 | 11·0 | Flushing | T.3Cy 16" 30" x 24" - 27" | 12 × 6 |
| 1480 | **Rotham** | 1[illegible] | | 1922 J. Veth Zaan Westzaan | N.V. Rose- [illegible] (J. J. Rose, Kyle) | 106·5 | 20·8 | 8·7 | Zaandam | C.2Cy [illegible] | |
| 1481 | **Rotundus** | 1[illegible] | | 1916 J. McGill [illegible] | [illegible] | 97·0 | 20·0 | 6·9 | Windsor N.S. | C.2Cy 16" x 27" - 24" | |
| 1482 | **Rouille** * | 214 | ✠100A1 Tug | 1929 Collingw'd Dockyard Co. Ld. Collingwood, Ont. | Dominion Harbour Commissioners | 100·0 | 23·1 | 12·0 | Toronto | T.3Cy 21" 36" x 42" - 36" | 12 × 6 |
| 1483 | **Rovers** | 1[illegible] | | 1912 Nylands Vankomel Oslo | Brettingsmith Prosjekt A/S. Tjør Sandefjord, Kyle | 101·1 | 20·1 | 11·0 | Sandefjord | T.3Cy 17" 30" x 40" - 24" | X |
| 1484 | **Rowan Card** | 1[illegible] | | 1892 Thomas Toward & Co. Newcastle-on-Tyne | Queen's Fishing Co. Ltd. | 106·2 | 24·2 | 12·3 | New York U.S. Station | T.3Cy 20" x 40" - 30" | |
| 1485 | **Rowitta** | 121 | | 1900 Pattinson Fortescue & Co. Ltd. Sydney, Tas. | Lance Trolers Proprietary Ld. | 100·5 | 20·2 | 7·7 | Launceston | T.3Cy 16½" 30" x 27" - 24" | |
| 1486 | **Rowland H. Wilson** | 347 | | 1911 R. Palmer & Sons Ltd. & M. Sly Co. North Cowes | Jobed Rayne | 132·0 | 22·3 | 10·7 | N. Lobster Co. Ltd. Boston | C.2Cy 16" x 30" - 24" | |
| 1487 | **Rowsley** | 213 | | 1912 Cook, Welton & Gemmell Ld. Beverley | Rosby & Hughes, Ld. | 117·2 | 21·5 | 12·1 | Grimsby | T.3Cy 17" 31" x 36" - 24" | 13 × 1[illegible] |
| 1488 | **Roxana** | 228 | ✠100A1 Gen | 1907 Charlton Doughty, Ld. Helensby | [illegible] | 117·2 | 22·0 | 11·7 | Grimsby | T.3Cy 17" 27" x 36" - 24" | 12 × 6 |
| 1489 | **Roy Rocker** | 2[illegible] | | 1901 Norfolk Lorry Co. Philadelphia | [illegible] | 100·0 | 20·0 | 12·3 | New York U.S. Station | C.2Cy 16" x 27" - 24" | |
| 1490 | **Royal Daffodil** | 4[illegible] | | 1906 R. Stephen & Sons Ld. Newcastle | New Medway Steam Packet Co. Ld. (R. J. Shipwick, Mgr.) | 152·1 | 40·6 | 11·2 | Liverpool | T.4Cy 30" 20" x 40" - 24" | 11 × 6 |

| Numéro Officiel | Nom du Navire | Port d'Attache | Tonnage | Détails de la Classification | Construction | Propriétaires | Dimensions | Machines | Observations |
|---|---|---|---|---|---|---|---|---|---|
| 14760 | Royal Iris | | 421 | | 1906 H. Hamilton | | | | |
| 14761 | Royal Iris II. | | 60 | ✠100A1 | 1902 Harland | | | | |
| 14762 | Royal Regiment | | 204 | ✠100A1 IIcl | 1917 Cochrane | | | | |
| 14763 | Royalist | | 162 | | 1906 Cook, Wel | | | | |
| 14764 | Royalties | | 211 | ✠ IIcl | 1907 Cook, Wel | | | | |
| 14765 | Royals | | 199 | ✠100A1 | 1916 Cook, Wel | | | | |
| 14766 | Roydor | | 165 | | 1911 Kuhlmann | | | | |
| 14767 | Rossburg | | 152 | | 1906 J. & K. Smit | | | | |
| 14768 | Rozwa | | 200 | | 1911 T. Noble | | | | |
| 14769 | Rotattina | | 165 | | 1907 F. Funck | | | | |
| 14770 | Ruby | | 342 | | 1907 J. W. Dick | | | | |
| 14771 | — | | 275 | ✠100A1 IIcl | 1919 Cook, Wel | | | | |
| 14772 | Rudolf | | 192 | | 1909 Howaldtswerke | | | | |
| 14773 | Rudyard Kipling | | 222 | ✠100A1 IIcl | 1921 Cochrane | | | | |
| 14774 | Ruff | | 195 | ✠ IIcl | 1906 Crook, H. | | | | |
| 14775 | Rugby | | 176 | | 1916 Cook, Wel | | | | |
| 14776 | — | | 125 | | 1909 Earle's Co. | | | | |
| 14777 | Rugen | | 172 | | 1912 Nye Sall | | | | |
| 14778 | Ruhr | | 217 | | 1911 Schichau | | | | |
| 14779 | — | | 114 | | 1912 H. C. Stülcken | | | | |
| 14780 | Ruja | | 176 | | 1906 J. Kaiser | | | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Class Applied. | Built. | Owners. | Register Dimensions | Port of Registry | Engines. | |
|---|---|---|---|---|---|---|---|---|---|
| | Late Name if any. Special Service. No. of Decks, &c. | | Character. | Where. | | | Flag. | | |
| 147[illegible] | **Ruk** Steel Steam Wpnd Hfd. Ship. Rig. Ship Light Wireless | [illegible] 476 | + A1 Hul | 1933 Lobnitz & Co. Ltd. Renfrew | Secretary to the Govt. of Bombay (Development Dept.) | 157'.5/43'.1/ [illegible] | Bombay British | [illegible] | |
| 1470[illegible] | **Rukumavati** Steel Sch (Hopper Barge) Bow Light | 412 [illegible] 142 | | 1926 H. Robb Ltd. Leith | H.H. The Maharao of Kutch | 120'.8/29'.6/12'.2/ [illegible] | Bombay British | [illegible] | 12 + 8 |
| 1470[illegible] | **Rukmavati** Steel Sch Wireless | 259 [illegible] 184 | | 1904 Gregson's Dockyard & Cement Co. Ltd. Greenock | Bombay S.N. Co. Ltd. | 150'.0/26'.1/ [illegible] | Bombay British | [illegible] | |
| 1470[illegible] | **Rumasia** Steel Sch (Tug) Bow Light | 148 [illegible] | | 1919 Philip & Son Ltd. Dartmouth | William Watson, Ltd. (J. S. Watson, Mgr.) | 66'.2/21'.0/10'.4/ | London British | [illegible] | |
| 1470[illegible] | **Rumoye Maru** Steel Sch (Powder) Bow Light | 222 [illegible] 85 | | 1920 Osaka | Kyushu Kyogyo K.K. | 119'.0/22'.0/12'.2/ | Osaka Japanese | [illegible] | |
| 1470[illegible] | **Rumoye Maru No. 2** Wood Sch Bow Light | 199 [illegible] 116 | | 1918 Matsuo Taro Shimonoseki | Sugoshi Sakae | 111'.6/20'.1/11'.9/ | Shimonoseki Japanese | [illegible] | |
| 1470[illegible] | **Rundry** Steel Wood Sch (Fishing) Bow Light | 122 [illegible] 38 | | 1916 H. Grøndal Oppegårds | A/S K. Kopperud & Skinner | 97'.3/21'.0/10'.2/ | Aalesund Norwegian | [illegible] | |
| 1470[illegible] | **Runic** Steel Twin Sch (Oil Tug) (Barge) Bow Light | 192 [illegible] 116 | | 1901 A. J. Ostvik Stavanger Kristiania | S.J. & W. Anderson Ltd. | 90'.2/22'.0/ 9'.0/ | London British | [illegible] | |
| 1470[illegible] | **Rushlight** Steel Sch Bulg. Bow Light | 118 [illegible] 48 | | 1902 Rennie Marshall Greenock | Vanderbrugh Sports Ltd. (R.S. Reid, Mgr.) | 84'.1/18'.9/ 8'.6/ [illegible] | Greenock British | [illegible] | |
| 1470[illegible] | **Rusken** Steel Sch (Whaler) Bow Light Wireless R.F. | 161 [illegible] 124 | | 1912 Smith's Dock Co. Ltd. Middlesbro' | Brathagrenk, Finnys & S. Thos Dahl, A.S. (Mgr.) | 110'.6/29'.9/12'.2/ [illegible] | Sandefjord Norwegian | [illegible] | N |
| 1470[illegible] | **Russell** Steel Sch Bow Light Wireless | 300 [illegible] 124 | + Hul | 1906 Cook, Welton & Gemmell Ltd. Beverley | Taylor Brothers (Falmouth) Ltd. (N. Taylor, Ltd. Mgr.) | 125'.0/22'.6/11'.9/ [illegible] | Gorseinon British | [illegible] | 12 + 7 |
| 1470[illegible] | **Russell 6** Wood Sch (Tug) Bow Light | 176 [illegible] 56 | | 1896 Thomas Toe Boat Co. New London, Conn. | Newport Creek Towing Co. | 91'.0/22'.5/10'.9/ [illegible] | New York U.S. Steam | [illegible] | |
| 1470[illegible] | **Russell 7** Wood Sch (Tug) Bow Light | 118 [illegible] 95 | | 1907 R. Palmer & Son Wood Green | Newport Creek Towing Co. | 82'.0/22'.2/10'.0/ [illegible] | New York U.S. Steam | [illegible] | |
| 1470[illegible] | **Ruth** Steel Sch Motor (See Sailing Ship Register) | 102 [illegible] 76 | | 1906 J. Ring Aalesund Sweden | A.A. Miller | 82'.4/21'.0/10'.9/ [illegible] | Malmö Swedish | [illegible] | |
| 1470[illegible] | **Ruth B. Lute** Wood Sch | 148 — 81 | | 1896 Palmer & Son Wilmington, Del. | New Bedford Lobster Co. | 93'.0/21'.9/ 7'.9/ [illegible] | Providence, R.I. U.S. Steam | [illegible] | |
| 1470[illegible] | **Rutland** Iron Sch (Lighters) Bow Light | 211 [illegible] 120 | | 1882 Hotsal Co. Hotsal | A/S Rutland (Joh. F. Mathiesen) | 111'.8/22'.2/10'.3/ [illegible] | Oslo Norwegian | [illegible] | |
| 1470[illegible] | **Ryhes** Steel Sch (Trawler) Bow Light Wireless | 192 [illegible] 120 | | 1911 Fritchie-Scott & Co. Stonehaven | Sergeant Brent | 107'.5/29'.7/12'.2/ [illegible] | Kristiansund Norwegian | [illegible] | G * |
| 1470[illegible] | **Ryde** Steel Twin Sch (Wagons) Fitted for oil fuel | 612 [illegible] 168 | | 1911 Harbaugh Wood Co. Ltd. Belfast | Alexander Towing Co. Ltd. | 170'.5/32'.0/13'.0/ [illegible] | Liverpool British | [illegible] | |
| 1470[illegible] | **Rydlands** Wood Sch Motor (See Sailing Ship Register) | 199 [illegible] 110 | + Hul 3.25 | 1887 Nicholson & Hardy Glasson Dock | J. Williamson Ltd. | 102'.2/22'.0/10'.9/ [illegible] | Lancaster British | [illegible] | 11 + 6 |
| 1480 | **Rylston** Steel Sch Bow Light Wireless R.F. | 300 [illegible] 124 | + 100 A1 Hul Ice Strengthening Winter Cabin | 1900 Cook, Welton & Gemmell Ltd. Beverley | Taylor Brothers (Falmouth) Ltd. | 142'.4/24'.7/13'.0/ [illegible] | Hull British | [illegible] | 14 + 6 |
| 1480[illegible] | **Ryoyo Maru No. 3** Wood Sch (Oil Tug) Bow Light | 192 [illegible] 78 | | 1919 Nagata Tekkosho Osaka | Sumiki Kyogyo | 74'.2/22'.0/ 9'.1/ [illegible] | Osaka Japanese | [illegible] | |
| 1480[illegible] | **Ryoyo Maru No. 4** Wood Sch (Oil Tug) Bow Light | 188 [illegible] 156 | | 1917 Nagata Tekkosho Osaka | Kokusai Kisen K.K. | 90'.1/23'.9/ 9'.1/ [illegible] | Osaka Japanese | [illegible] | |

| Numéro Officiel | Noms du Navire | Détails de la Construction | Construction | Propriétaires | Armateurs | Dimensions | Port d'Immatriculation | Machines |
|---|---|---|---|---|---|---|---|---|
| 140[illegible] | Ryoyo Maru No. 5 | [illegible] | 1917 | Nagata [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 140[illegible] | Ryoyo Maru No. 11 | [illegible] | 1931 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 140[illegible] | Ryuko Maru No. 3 | [illegible] | 1919 | Uyeno [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 140[illegible] | Ryujin Maru | [illegible] | 1920 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 140[illegible] | Ryukyu Maru | [illegible] | 1920 | Mihara [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 140[illegible] | Ryung | [illegible] | 1931 | Hall, Russell & Co. Ltd. [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to be satisfied that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the character assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In adherence to the Rules of the Society, and in order to prevent the disappointment arising from ships being their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| Steamer's Name, Nationality, Rig, &c. | Particulars of Class Retention | Built | Owners | Port of Registry | Engines |
|---|---|---|---|---|---|
| **Anna** (Swedish) (Tug) | | 1930 Bailey & Lanham Hull | Bulmer & Porter | Regina (Italian) | |
| **D. J.** (Dutch) (Fishing) 1,154 | | 1911 J. Dunlop Troon & R.Co. Aberdeen | J. Smith | Lowestoft (British) | |
| **D. D. Severs** (Dutch) (Motor Yacht) 1,154 (See Sailing Ship Register) | ✠ A1 Dry | 1919 W. Simons & Co. Ltd. Renfrew | Brand Corporation | Amsterdam (Dutch) | |
| **F. F. Pearce** (British) (Motor Lighter) 1,154 (See Sailing Ship Register) | | 1908 C. Lehring Hamburg | A. Pearce | Newry (British) | |
| **Francesco B.** (Italian) (Sailing Vessel) (Oil Fuel) (See Sailing Ship Register) | | 1898 S. Pacifico Tonnelli Genoa | Gio. Salvatori | Rodietta (Italian) | |
| **Francesco di Paola L. Wood** (Italian) (Oil Fuel) (Sailing Vessel) (See Sailing Ship Register) | | 1920 Cant. Nav. Ansaldi Palermo | F. Di Biglia | Rodietta (Italian) | |
| **Giorgio** (Italian) (Tug) 1,154 | | 1917 ——— Genoa | Gabarini Fratelli | Genoa (Italian) | |
| **H. D. Delta** (British) (Motor Yacht) 1,154 | ✠ 100A1 Lt. | 1933 Cammell, Laird & Co. Ltd. Birkenhead | Lord Royse, Allen & Simpson of Liverpool | Liverpool (British) | |
| **H. Grimwood** (British) (Motor Yacht) 1,154 | | 1934 Jaffe Yacht Building | Grimwood Shipping Co. Ltd. | Port Weld (British) | |
| **Malfitano** (Italian) (Tug) 1,154 | | 1891 E. Cravero & Co. Genoa | G. Odenhal | Leghorn (Italian) | |
| **Paulo** (British) (Motor Yacht) 1,154 | ✠ 100A1 Lt. For Fishing service | 1930 H. Robb Leith | Gangania Bros. Salerno | Salerno (Italian) | |
| **S. Co. No. 12** (British) (Motor Yacht) 1,154 | | 1906 J. H. Dialogue Camden, N.J. | Dialogue & Sons Co. | Baltimore (U.S. Flag) | |
| **Spiridione** (Italian) (Oil Fuel) (See Sailing Ship Register) | | 1911 G. Poli Chioggia | Poli & Sacco | Venice (Italian) | |
| **T. Morgan** (British) (Oil Fuel) 1,154 | | 1915 W. Dunford & Son Ltd. Hessle | Southern Oil Co. Ltd. (T. Wardle, Mgr.) | Hull (British) | |
| **Saaif** (British) (Motor Yacht) 1,154 | | 1915 Abercorn S.B. Co. Paisley | Rennie & Kennedy Hull | Calcutta (British) | |
| **Sabalo** (British) (Motor Yacht) 1,154 | | 1914 Newcastle-on-Tyne Shipbuilding Co. Ltd. Scotswood | Transcontinental Foundries Co. | Faughan (Belgian) | |
| **Sabangbaai** (Dutch) (Tug) 1,154 | | 1918 Koninklijke Maatschappij tot Exploitatie van Sleepvaart Vlaardingen | K.P. Apitt Transport Maats. | Batavia (Dutch) | |
| **Sabik** (British) (Motor Yacht) 1,154 | ✠ 100A1 Lt. | 1919 Cochrane & Sons Ltd. Selby | Cochrane & Sons Ltd. (Selby, Mgr.) | Grimsby (British) | |
| **Sabina** (British) (Motor Yacht) 1,154 | ✠ 100A1 Lt. | 1913 Bonnie Dundee Ltd. Wivenhoe | Consolidated Fisheries Ltd. (Robert Marden, Bart. Mgr.) | Grimsby (British) | |
| **Sabina Barreto** (Brazilian) (Tug) 1,154 | | 1906 C. H. Walker & Co. Ltd. Sedgwick | Lloyd Brasileiro | Rio Janeiro (Brazilian) | |
| **Sabina** (British) (Motor Yacht) 1,154 | | 1917 Spedden S.B. Co. Baltimore | Bates & Trumpy Co. Inc. (M. T. Bell, Mgr.) | Baltimore (U.S. Flag) | |

| Numéro Officiel | Noms des Navires | Détails de la Classification | Construit | Armateurs | Dimensions | Machines | Classe |
|---|---|---|---|---|---|---|---|
| 14030 | Sabra | | 1900 Smith's Dock Co. Ltd. Middlesbro' | Sociedad Española Ltd. (Sir Salvador Aznar, Mgr.) | L 110 B 24 D 12 | Lamb Glasgow | C * |
| 14031 | Sabrent | [10A] Hull | 1910 Cook, Welton & Gemmell Ltd. Beverley | Rederiet Fjelstad Co. Ltd. (E. C. Sabre, Mgr.) | L 110 B 21 D 11 | Hawthorn Leith | 12 + 6 |
| 14032 | Sachem | | 1900 The Penny | J. Marvin | L 110 B 22 D 12 | New York Dist. States | |
| 14033 | — | | 1900 Columbian Iron Works Baltimore | J. B. Wilson, Baltimore | L 110 B 24 D 10 | New York Dist. States | |
| 14034 | Sachi Maru | | 1913 Hakodate Dock Co. Hakodate | Takebashi Kaisoten | L 110 B 30 D 11 | Hakodate Japanese | |
| 14035 | Sacip | | 1917 Lorentzen | S.A. pour la Conservation Industrielle de Poissons | L 112 B 23 D 11 | Bordeaux Fr. | V |
| 14036 | Sadaing | | 1919 W. Denny & Bros. Ltd. Dumbarton | Burma Steam Ltd. | L 110 B 24 D 9 | Rangoon British | |
| 14037 | Sadie Mae | | 1917 Davie S.B. & Eng. Co. Ltd. Lauzon | Lauzon Steamship Co. Ltd. | L 81 B 17 D 10 | Quebec Canada | |
| 14038 | Sado Maru No. 2 | | 1907 Tsuda Hakodate | Tsuda Kaisen K.K. | L 110 B 19 D 10 | Kobe Japanese | |
| 14039 | Sado Maru No. 3 | | 1918 Takahashi Dock Co. Takahashi | Takahashi K.K. | L 112 B 21 D 11 | Kobe Japanese | |
| 14040 | Saigerg | | 1908 G. Seebeck Geestemünde | R. Wietzing | L 108 B 21 D 11 | Seebeck Geestemünde | N * |
| 14041 | Sai | | 1917 G. Ottesen | D.S. Sai (J. E. Lorentzen) | L 110 B 21 D 11 | Aarhuus Norwegian | N * |
| 14042 | Saibarden | | 1908 Kristiania Norway | Saibarden Rederiaktiebolag (Eng. Mgr.) | L 112 B 22 D 12 | Kristiania Norwegian | |
| 14043 | Saiko | | 1910 N.K. Kobe Japan | Fukiaiseisen Kaisha | L 110 B 22 D 11 | Hanamatsu Japanese | |
| 14044 | Saitre | | 1912 Stabilimento Odero Genova | Società Anonima Italiana Trasporti (Mgr.) | L 110 B 21 D 9 | Genoa Italian | G * |
| 14045 | Sarik I | Hull | 1914 Cockerill Ougrée Belgium | V. A. Sarik | L 112 B 20 D 11 | Bergen Norwegian | 11 + 10 |
| 14046 | Safaguarder | Hull | 1914 Day, Summers & Co. Ltd. Southampton | Government of Marine Affairs | L 110 B 23 D 12 | Newcastle Dutch | 11 + 6 |
| 14047 | Safyel | | 1913 G. Brown & Co. Greenock | Bethlehem Ltd. | L 110 B 24 D 9 | London Dutch | |
| 14048 | Sage | | 1918 Nagasaki Seiko Tomitsitsu | S.F. Dreyer | L 110 B 22 D 10 | Stockholm Swedish | |
| 14049 | — | | 1920 H. David Hartlepool | Rederiet Sage W. J. Wennerberg (Mgr.) | L 110 B 22 D 10 | Oslo Norwegian | V * |
| 14050 | Sagami Maru | | 1914 Takamura Tokio | Takamura Kaisen K.K. | L 110 B 22 D 11 | Hiroshima Japanese | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Classification, Character | Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|
| 140[illegible] | **Saguenay** Wood Fly Elec. Light | 17[illegible] | | 1900 Hood Bros. Pollsoe, Mass | Star Transportation Co. Ltd. | Providence, R.I. U.S. Consul | C.(S.) 12" x 21" - 12" Hood Bros. Boilers: Babcock & Wilcox Works Baldwinsville, N.Y. | |
| 140[illegible] | **Sagitta** Steel Screw Fly Elec. Light Windlass | 22[illegible] | | 1924 Scott & Co. Greenock L.G. Wyman & Sons, Ltd. | J. Bruce | Wemyss Castle G. Thomson Fife | C.(C) 11" x 17" 1924 Christiansen & Meyer, Hartevt | G * |
| 140[illegible] | **Sagrado Corazon** Wood Fly Elec. Light Windlass | 11[illegible] | | 1924 Francisco Cardama, Vigo | S. Lopez | Vigo Spanish | T.(C) 7½", 11½" x 8" 1924 Pardo & Fontes, Vigo | |
| 140[illegible] | **Sagres** Steel Screw Fly Elec. Light | 19[illegible] | ✠100A1 Tug Water W.T. Emerging Water vessels | 1921 Bow, McLachlan & Co. Ltd. Paisley | Portuguese C.V. Portugal | Portuguese Portuguese | C.(C) 11" x 18" - 18" 1921 Bow, McLachlan & Co. Ltd. Paisley | 10 - [illegible] |
| 140[illegible] | **Saguenay Trader** Wood Fly | 17[illegible] | | 1921 E. Gagnon Chicoutimi, Que. | E. Trembley & E. Gagnon | Quebec British | 100 Engines 10 C.R.A. 1921 E. Bland & Fournier & Nepveu Co. Ltd. Paisley | |
| 140[illegible] | **Sakia Giray** Steel Screw Fly | 19[illegible] | | 1919 H. Scott & Sons Bridgeport Dublin | Ismail Bey | Smyrna Turkish | 100 Engines 10 C.R.A. 1919 Lynch & W. T. A. R. Lynch | |
| 140[illegible] | **Said** Steel Screw Fly | 22[illegible] | | 1906 Laird Bros. Birkenhead | Abdel Kader El Zarkaouiah | Alexandria Egyptian | T.(C) 13", 21" x 16½" - 24" 1906 Laird Bros. Birkenhead | |
| 140[illegible] | **Saida** Steel Screw Fly Elec. Light Windlass | 20[illegible] | | 1905 Burgerhout Holland | Burgerhout | Amsterdam Dutch | T.(C) 12", 22" x 16" - 24" 1905 Burgerhout Holland | |
| 140[illegible] | **Saidie B.** Wood Auxiliary Motor Sailing Vessel, Fly | 15[illegible] | (See Sailing Ship Register) | 1904 L. Maurer Bremen | J. A. Burns | Aberdeen British | 100 Engines 40 C.R.A. 1904 Bremen Shipbuilding Co. Bremerhaven, Magdeburg | |
| 140[illegible] | **Saiko Maru** Steel Screw Fly | 17[illegible] | | 1925 Osaka Iron Works Osaka | Kaichi Kiso | Osaka Japanese | T.(C) | |
| 140[illegible] | **Saima** Steel Screw Fly Elec. Light Windlass | 21[illegible] | | 1924 Smith's Dock Co. Ltd. Middlesbro' | Polar Whaling Co. Ltd. | Stanley Falkland Is. British | T.(C) 14", 22" x 16" - 24" 1924 Smith's Dock Co. Ltd. Middlesbro' | C * |
| 140[illegible] | **St. Agnes No. 1** Steel Screw Fly | 20[illegible] | | 1906 J. T. Ehring Sons & Co. Schiedam | R. Eastick & Sons, Ltd. | Schiedam Dutch | T.(C) 16", 24" x 16" - 24" 1906 T. Ehring, Sons & Schiedam | 13 - [illegible] |
| 140[illegible] | **St. Alexandre** Steel Screw Fly Elec. Light | 30[illegible] | ✠100A1 Hal Elec. Light Tug | 1928 Cook, Welton & Gemmell Ltd. Newcastle | T. Bustraight & Co. Ltd. | Hull British | T.(C) 15", 23" x 17" - 24" 1928 C. D. Holmes & Co. Ltd. Hull | 14 - [illegible] |
| 140[illegible] | **St. Ansaut** Steel Screw Fly Elec. Light | 32[illegible] | ✠100A1 Hal Elec. Light Tug | 1918 Cochrane & Sons, Ltd. Selby | T. Bustraight & Co. Ltd. | Hull British | T.(C) 16", 25" x 17" - 26" 1918 C. D. Holmes & Co. Ltd. Hull | 12 - [illegible] |
| 140[illegible] | **Saint André** Steel Screw Fly Elec. Light Windlass B.F. | 29[illegible] | | 1907 Ateliers & Chantiers de France Dunkerque | A. Giggia | Boulogne French | T.(C) 15", 21½" x 16" - 24" 1907 Ateliers & Chantiers de France, Dunk. | Y * |
| 140[illegible] | **St. Anne** Steel Screw Fly | 45[illegible] | | 1920 Ferguson Bros. (Port) Glasgow Ltd. Port Glasgow | Jackson Fraser & Paper Co. Ltd. | Charlottetown British | T.(C) 14½", 20½" x 14½" - 26" 1920 Ferguson Bros. (Port Glasgow) Ltd. Port Glasgow | |
| 140[illegible] | **St. Antonius** Steel Screw Fly | 17[illegible] | | 1927 N. V. Scheepsw. "De Voorzichtigheid" Alphen a/d Rijn | J. A. Scheepers | Gouda Dutch | 100 Engines 30 C.R.A. 1927 N. V. Machf. "De Industrie" Alphen a/d Rijn | |
| 140[illegible] | **St. Aristell** Steel Screw Fly Elec. Light | 30[illegible] | ✠ A1 Hyd For towing purposes | 1920 Cruickshank & Co. Ltd. St. Vincent | Warwick Tugs Salvage Co. Ltd. Cardiff | Newcastle R.B.W. British | T.(C) 16½", 24" x 16½" - 26" 1920 Cruickshank & Co. Ltd. | 16 - [illegible] |
| 140[illegible] | **St. Athan** Steel Screw Fly Elec. Light | 42[illegible] | ✠ A1 Towing For towing purposes Fitted for oil fuel | 1919 Day, Summers & Co. Ltd. Southampton | Petroleum S.S. Co. Ltd. | London British | T.(C) 16½", 26" x 16½" - 26" 1919 Day, Summers & Co. Ltd. Southampton | 16 - [illegible] |
| 140[illegible] | **St. Aubin** Steel Screw Fly Elec. Light Windlass | 48[illegible] | | 1918 Harland & Wolff, Ltd. Belfast | Shanghai Tugs & Lighters Co. Ltd. | Shanghai British | T.(C) 16½", 26" x 16½" - 26" 1918 Harland & Wolff, Ltd. Belfast | 16 - [illegible] |
| 140[illegible] | **St. Baruch** Steel Screw Fly | 17[illegible] | | 1916 Cox & Co. (Engineers) Ltd. Falmouth | Great Western Rly. | Fishguard British | C.(C) 11" x 24" - 30" 1916 Cox & Co. (Engineers) Ltd. Falmouth | 13 - [illegible] |

| Numéro officiel | Noms du Navire | Détails de la Classification | Construit | Armateurs | Propulseur | Port | Machines | |
|---|---|---|---|---|---|---|---|---|
| 1487 | St. Brelade | 100A1 Hul | Cook, Wel- | T. Bantingh & Co. Ld. | | | | |
| 1487 | Saint Denis | | | | | | | |
| 1487 | St. Celestin | 100A1 Hul | Cook, Wel- | T. Bantingh & Co. Ld. | | | | |
| 1487 | Saint Charles | | | | | | | |
| 1487 | Saint Christophe | | | | | | | |
| 1487 | Saint Clair | 100A1 Hs | Cook, Wel- | | | | | |
| 1487 | St. Clou | | | J. Patterson | | | | |
| 1487 | St. Cuthbert | 100A1 HFs | | | | | | |
| 1488 | St. Delphine | 100A1 Hul | Cook, Wel- | T. Bantingh & Co. Ld. | | | | |
| 1488 | St. Dominic | | | | | | | |
| 1488 | St. Donata | 100A1 Hul | Cook, Wel- | T. Bantingh & Co. Ld. | | | | |
| 1488 | St. Elmo | 100A1 Hul | | | | | | |
| 1488 | St. Endellion | 100A1 Nrne | | | | | | |
| 1488 | St. Erik | | Motala Ln. | | | | | |
| 1488 | Saint Expedit | | | | | | | |
| 1488 | St. Faith | | | | | | | |
| 1488 | St. Galien | 100A1 Hul | Cook, Wel- | T. Bantingh & Co. Ld. | | | | |
| 1488 | Saint George | | J. B. Stave- | | | | | |
| 1488 | St. Georges | | Fleming & | | | | | |
| 1489 | St. Geronimo | 100A1 Hul | Cook, Wel- | T. Bantingh & Co. Ld. | | | | |
| 1489 | St. Giles | A1 Hul | Fergusson | | | | | |

| Official No. | Steamer's Name | Where Built | Tonnage | Particulars of Class | Where Built | When Built | Owners | Port of Registry | Engines | Number |
|---|---|---|---|---|---|---|---|---|---|---|
| 140[illegible] | St. Gothard | [illegible] | [illegible] | | | | H. Mc Intyre & Co. Ltd. | [illegible] | [illegible] | 11 + [illegible] |
| 140[illegible] | Saint Gaes Ael | [illegible] | [illegible] | | | | Smith's Dock Co. Ltd. | [illegible] | [illegible] | |
| 140[illegible] | St. Herblain | [illegible] | [illegible] | | | | Soc. Anon. des Ateliers et Chs. Dubigeon | [illegible] | [illegible] | |
| 1406 | St. Hilary | [illegible] | [illegible] | ✠ A1 | Hull | | Lytham Shipbuilding Co. Ltd. | [illegible] | [illegible] | 16 + [illegible] |
| 1407 | St. Hubert | [illegible] | [illegible] | ✠100A1 | Hull | | Cook, Welton & Gemmell Ltd. | [illegible] | [illegible] | 15 + 10 |
| 1408 | St. Irene | [illegible] | [illegible] | ✠100A1 | Hull | P | Cook, Welton & Gemmell Ltd. | [illegible] | [illegible] | 14 + [illegible] |
| 1409 | St. Jacques | [illegible] | [illegible] | | | | | [illegible] | [illegible] | |
| 1410 | St. Jean | [illegible] | [illegible] | | | | A. Goggia | [illegible] | [illegible] | |
| 1411 | Saint Jean | [illegible] | [illegible] | | | | Ch. Narale | [illegible] | [illegible] | |
| 1412 | Saint Joachim | [illegible] | [illegible] | | | | | [illegible] | [illegible] | |
| 1413 | St. Jose | [illegible] | [illegible] | ✠100A1 | Hull | P | Cook, Welton & Gemmell Ltd. | [illegible] | [illegible] | 14 + [illegible] |
| 1414 | St. Joseph | [illegible] | [illegible] | | | | N. Y. Schiaffino | [illegible] | [illegible] | |
| 1415 | — | [illegible] | [illegible] | | | | Cant. Ch. Lafayette | [illegible] | [illegible] | |
| 1416 | St. Just | [illegible] | [illegible] | ✠100A1 | Hull | | Cook, Welton & Gemmell Ltd. | [illegible] | [illegible] | 14 + [illegible] |
| 1417 | St. Keverne | [illegible] | [illegible] | 100A1 | Goss | | Gosfield, R. & Sons Co. Ltd. | [illegible] | [illegible] | 13 + [illegible] |
| 1418 | St. Kilda | [illegible] | [illegible] | | | | Cook, Welton & Gemmell | [illegible] | [illegible] | 12 + [illegible] |
| 1419 | Saint Kilda | [illegible] | [illegible] | | | | Belgian | [illegible] | [illegible] | |
| 1420 | Saint Lawrence | [illegible] | [illegible] | | | | Nyhamn Varkstad | [illegible] | [illegible] | |
| 1421 | St. Lawrence No. 1 | [illegible] | [illegible] | | | | J. T. Ehring & Co. | [illegible] | [illegible] | 12 + [illegible] |
| 1422 | St. Leander | [illegible] | [illegible] | ✠100A1 | Hull | P | Cook, Welton & Gemmell Ltd. | [illegible] | [illegible] | [illegible] + [illegible] |
| 1423 | Saint Léger | [illegible] | [illegible] | | | | Charles Ivens | [illegible] | [illegible] | |
| 1424 | St. Leonard No. 1 | [illegible] | [illegible] | | | | J. T. Ehring & Co. | [illegible] | [illegible] | 12 + [illegible] |

| Numéro Officiel | Nom du Navire, Marque, Indicatif, etc. | Détails de la Classification | Construit | Propriétaires | Port d'Attache | Machines | |
|---|---|---|---|---|---|---|---|
| 1400 | St. Lolas | ✠100A1 Glas | | | | | |
| 1401 | Saint Louis | | | | | | V |
| 1402 | St. Luzia | | | | | | |
| 1403 | St. Malys | ✠ A1 Lon | | | | | |
| 1404 | St. Marbur | | | | | | |
| 1405 | Saint Martin Legnano | | | | | | V |
| 1406 | St. Melaste | ✠100A1 Hul | | | | | |
| 1407 | St. Merrys | ✠100A1 Hul | | | | | |
| 1408 | St. Miaver | 100A1 Glas | | | | | |
| 1409 | Saint Molas | ✠100A1 Lyt | | | | | |
| 1410 | St. Nasta | ✠100A1 Glas | | | | | |
| 1411 | St. Ola | ✠100A1 Abe | | | | | |
| 1412 | St. Olavs | ✠ A1 Syd | | | | | |
| 1413 | Saint Orsa | ✠100A1 Bay | | | | | |
| 1414 | St. Paul | | | | | | U |
| 1415 | Saint Pierre | | | | | | V |
| 1416 | St. Pierre et St. Paul | | | | | | V |
| 1417 | St. Roth | ✠11A1 Yor | | | | | |
| 1418 | St. Roi David | | | | | | |
| 1419 | St. Romano | ✠100A1 Hul | | | | | |
| 1420 | St. Ross | ✠100A1 Hul | | | | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Character | Where Built | Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|---|
| 142[illegible] | Saint Dunc | 12[illegible] | [illegible] | Glas | [illegible] | [illegible] | [illegible] | [illegible] | 11 - 4 V |
| 142[illegible] | St. Sampson | 45[illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | 15 - [illegible] |
| 142[illegible] | St. Sebastian | 3[illegible] | [illegible]100A1 | Hul | [illegible] | [illegible] | [illegible] | [illegible] | 14 - [illegible] |
| 142[illegible] | St. Tudwal | 2[illegible] | [illegible] | Bla | [illegible] | [illegible] | [illegible] | [illegible] | 2 - [illegible] |
| 1404[illegible] | St. Valery | 33[illegible] | [illegible]100A1 | Hul | [illegible] | [illegible] | [illegible] | [illegible] | 13 - [illegible] |
| 1441 | — | [illegible] | | | | [illegible] | [illegible] | [illegible] | 12 - [illegible] V |
| 1442 | St. Vincent | 19[illegible] | | | | [illegible] | [illegible] | [illegible] | 12 - [illegible] |
| 1443 | — | 14[illegible] | | | | [illegible] | [illegible] | [illegible] | |
| 1444 | Ste. Anne Transport Rimouski | [illegible] | | | | [illegible] | [illegible] | [illegible] | |
| 1445 | Ste. Claire | 6[illegible] | | | | [illegible] | [illegible] | [illegible] | |
| 1446 | Sainte Jeanne d'Arc | 54[illegible] | | | | [illegible] | [illegible] | [illegible] | V |
| 1447 | Sainte Marie | 236[illegible] | | | | [illegible] | [illegible] | [illegible] | |
| 1448 | Ste. Thérèse de Lisieux | 28[illegible] | | Fli | | [illegible] | [illegible] | [illegible] | 11 - [illegible] V |
| 1449 | Saipan Maru | 12[illegible] | | | | [illegible] | [illegible] | [illegible] | |
| 1450 | Saiwai Maru No. 1 | 13[illegible] | | | | [illegible] | [illegible] | [illegible] | |
| 1451 | Sajima Maru | 14[illegible] | | | | [illegible] | [illegible] | [illegible] | |
| 1452 | Saka | 15[illegible] | | Tri | | [illegible] | [illegible] | [illegible] | 6 - [illegible] |
| 1453 | Sakai Maru | 12[illegible] | | | | [illegible] | [illegible] | [illegible] | |
| 1454 | Sakigake Maru No. 2 | 23[illegible] | | | | [illegible] | [illegible] | [illegible] | |
| 1455 | Sakihana Maru | 19[illegible] | | | | [illegible] | [illegible] | [illegible] | |
| 1456 | — | 13[illegible] | | | | [illegible] | [illegible] | [illegible] | |
| 1457 | Sakura Maru | 22[illegible] | | | | [illegible] | [illegible] | [illegible] | |

| Numéro officiel | Nom du Navire | Détails de la Classification | Constructeur | Dimensions | Port d'immatriculation | Machines | Propriétaires |
|---|---|---|---|---|---|---|---|
| 1400 | Sakurajima Maru | | | | | | |
| 1401 | Salaam | ✠100A1 | | | | | |
| 1402 | Salangen | | | | | | |
| 1403 | Salford City | ✠100A1 Mch | | | | | |
| 1404 | Salgueiros | | | | | | |
| 1405 | Salmak | | | | | | |
| 1406 | Salisbury | | | | | | |
| 1407 | Salmon | | | | | | |
| 1408 | Salps | ✠100A1 Trc | | | | | |
| 1409 | Saltaire | | | | | | |
| 1410 | Saltholm | | | | | | |
| 1411 | Salta | | | | | | |
| 1412 | Salton | ✠100A1 Hrc | | | | | |
| 1413 | Salaca II. | | | | | | |
| 1414 | Salutation | | | | | | |
| 1415 | Salvador | | | | | | |
| 1416 | — | | | | | | |
| 1417 | Salvage | | | | | | |
| 1418 | — | | | | | | |
| 1419 | Salvage Chief | | | | | | |
| 1420 | Salvage King | ✠ A1 Tug | | | | | |
| 1421 | Salvage Prince | | | | | | |

| Official No. | Steamer's Name, Nationality, Rig, &c. | Gross | Particulars of Class | Built | Owners | Registered Dimensions | Port of Registry | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|
| 140[illegible] | **Salvage Queen** | 6[illegible] | | 1900 Richardson, Duck & Co. | [illegible] | 153·0 20·0 17·[illegible] | [illegible] | T. 3C. 15", 21", 40" - 30" | 12 × 8 |
| 140[illegible] | **Salvager** | 1[illegible] | | 1899 J. Bonnell & Son | Salvage Pioneers Corp. | 152·0 30·6 10·[illegible] | New York | 1 Cy. 16" x 30" - 30" | |
| 140[illegible] | **Salvator** | 3[illegible] | | 1902 Scott & Sons | [illegible] | 129·4 34·0 10·[illegible] | [illegible] | T. 3C. 15", 24" x 41" - 27" | 11 × 1[illegible] |
| 140[illegible] | — | [illegible] | ✠ Det d | 1913 Philip & Son, Ltd. | [illegible] | 129·7 24·0 10·[illegible] | [illegible] | T. 3C. 15", 25" x 40" - 30" | 12 × 8 |
| 140[illegible] | **Salvist** | [illegible] | ✠ 100A1 Gun | 1910 Cook, Welton & Gemmell, Ltd. | [illegible] | 117·0 22·0 12·[illegible] | [illegible] | T. 3C. 15", 25" x 40" - 30" | 13 × 7 |
| 140[illegible] | **Salvor** | [illegible] | ✠ | 1934 Earle's S.Co. Ltd. Hull | [illegible] | 103·0 21·6 11·[illegible] | [illegible] | 1 Cy. 17" x 40" - 30" | |
| 140[illegible] | — | [illegible] | ✠ 100A1 Liv c | 1900 J. F. Ross | [illegible] | 110·0 22·2 [illegible] | [illegible] | 1 Cy. 16" x 30" - 24" | 10 × 6 |
| 140[illegible] | **Salvore** | [illegible] | ✠ Tri d | 1911 G. Brown & Co. | [illegible] | 130·0 24·1 [illegible] | [illegible] | T. 3C. 18", 28" x 30" - 27" | 10 × 6 |
| 140[illegible] | **Salzberg** | [illegible] | | 1921 Deutsche Werke | [illegible] | 124·0 24·3 [illegible] | [illegible] | T. 3C. 15", 24" x 37½" - 22" | |
| 140[illegible] | **Samagut** | 70[illegible] | | 1930 [illegible] | [illegible] | 83·2 20·8 10·[illegible] | [illegible] | [illegible] | |
| 140[illegible] | **Samphire** | 15[illegible] | | 1907 Dublin Dockyard Co. | [illegible] | 99·1 24·1 8·[illegible] | [illegible] | 1 Cy. 16" x 30" - 30" | 9 × 6 |
| 140[illegible] | **Samphire Baits** | 17[illegible] | | 1933 Cumming & Ellis | [illegible] | 112·0 21·1 10·[illegible] | [illegible] | T. 3C. 16", 26" x 36" - 27" | 11 × [illegible] |
| 140[illegible] | **Sampo** | [illegible] | | 1898 Armstrong, Whitworth & Co. Ltd. | [illegible] | 101·8 42·9 18·[illegible] | [illegible] | T. 4C. 19", 31" x 40" - 40" | |
| 140[illegible] | — | 10[illegible] | | 1919 E. F. Vaz | [illegible] | 69·7 26·2 9·[illegible] | [illegible] | Oil Engines | |
| 140[illegible] | **Sampson** | 19[illegible] | | 1902 Neafie & Levy Co. | [illegible] | 96·0 22·1 10·[illegible] | [illegible] | 1 Cy. 16" x 32" - 24" | |
| 140[illegible] | **Samson** | [illegible] | ✠ 100A1 Liv | 1905 E. Boring | [illegible] | 159·6 42·6 9·[illegible] | [illegible] | C. 4Cy. 18" x 27½" - 42" | 9 × 10 |
| 140[illegible] | — | [illegible] | | 1902 Dow, McLachlan & Co. Ltd. | [illegible] | 115·0 26·1 12·[illegible] | [illegible] | C. 4Cy. 20" x 42" - 24" | |
| 140[illegible] | — | [illegible] | | 1898 Wolff & Zwicker | [illegible] | 110·4 20·4 11·[illegible] | [illegible] | T. 3C. 20" x 40" - 30" | |
| 140[illegible] | — | [illegible] | | 1906 Schiffw. [illegible] | [illegible] | 110·0 22·4 12·[illegible] | [illegible] | T. 3C. 15½", 23" x 40½" - 33" | |
| 140[illegible] | — | [illegible] | | 1906 Akers | [illegible] | 101·1 19·1 12·[illegible] | [illegible] | T. 3C. 17", 30" x 30" - 24" | |
| 1500[illegible] | — | [illegible] | | 1881 J. Dalington & Co. | [illegible] | 159·[illegible] 10·[illegible] | [illegible] | 1 Cy. 20" x 30" - 28" | |

| Numéro officiel | Noms des Navires, Numéros, Signaux, &c. | Tonnage | Détails de la Classe Spéciale | Construit | Architecture | Dimensions d'après le Tonnage | Port d'enregistrement | Machines | Chaudières |
|---|---|---|---|---|---|---|---|---|---|
| 130[illegible] | Samos | [illegible] | | 1911 J. Coutts | [illegible] | [illegible] | [illegible] | [illegible] | |
| 130[illegible] | — | [illegible] | | 1907 J. McGill | [illegible] | [illegible] | [illegible] | [illegible] | |
| 130[illegible] | — | [illegible] | | 1906 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 130[illegible] | — | [illegible] | | 1911 Fredriksstad | [illegible] | [illegible] | [illegible] | [illegible] | |
| 130[illegible] | Samson I. | [illegible] | | 1907 Kaldnes | [illegible] | [illegible] | [illegible] | [illegible] | |
| 130[illegible] | Samuel Beckow | [illegible] | +100A1 | 1910 Hall, Russell & Co. Ltd. | A. A. Maxwell | [illegible] | [illegible] | [illegible] | |
| 130[illegible] | Samurai | [illegible] | | 1914 Swan, Hunter & Wigham Richardson Ltd. | Swan, Hunter & Wigham Richardson Ltd. (Burdon & Knight, Ltd., Syn.) | [illegible] | [illegible] | [illegible] | |
| 130[illegible] | San Antonio | [illegible] | | 1908 F. Bazán | S. J. Vidal | [illegible] | [illegible] | [illegible] | |
| 130[illegible] | — | [illegible] | Cib | 1903 W. Harvey | A. T. Pope | [illegible] | [illegible] | [illegible] | |
| 130[illegible] | San Benigno | [illegible] | | 1907 F. Parodi | [illegible] | [illegible] | [illegible] | [illegible] | |
| 130[illegible] | San Bernardo | [illegible] | | 1920 A. G. Clyde | [illegible] | [illegible] | [illegible] | [illegible] | |
| 130[illegible] | San Carlos | [illegible] | | 1919 J. J. [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 130[illegible] | San Felipe | [illegible] | | 1908 N. Dunn, Y. L. Hong Co. | [illegible] | [illegible] | [illegible] | [illegible] | |
| 130[illegible] | San Francisco M. | [illegible] | | 1920 M. [illegible] | A. [illegible] | [illegible] | [illegible] | [illegible] | |
| 130[illegible] | San Gennaro | [illegible] | | 1912 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 130[illegible] | San Giorgio | [illegible] | | 1899 M. Lungo | [illegible] | [illegible] | [illegible] | [illegible] | |
| 130[illegible] | San Giuseppe | [illegible] | | 1911 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 130[illegible] | San Isidro | [illegible] | Lof | 1904 R. W. [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 130[illegible] | San Jorge | [illegible] | | 1915 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 130[illegible] | San Juan | [illegible] | Blue | 1908 R. W. [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 130[illegible] | — | [illegible] | | 1904 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 130[illegible] | | | | | | | | | |

| Official No. | Name | Particulars of Class | Tonnage | Built | Owners | Port of Registry | Engines |
|---|---|---|---|---|---|---|---|
| 150[illegible] | San Leandro | | 100[illegible] | 1920 Los Angeles S.B. & D.D. Co. San Pedro, Cal. | Harvey Equip. Co. San Pedro | San Francisco Cal. Steam | Steam. Triples, manufactured by Elec. Motors & Mach. General Electric Co. Schenectady, N.Y. |
| 150[illegible] | San Leonardo | | 100 | 187[illegible] Earle's S.B. Co. Ltd. Hull | Bari Jaria Kingdom | Mogadiscio Italian | C.(S) 17" x 30" - 30" |
| 150[illegible] | San Marco | | 270 | 1882 H. Koch Lübeck | [illegible] | Genoa Italian | C.(S) 16" x 27½" - 17½" |
| 1027 | — | | 270 | 1911 Cant. Nav. Istriano Monfalcone | Soc. Adr. di Nav. Lloyd Triestino Trieste | Venice Italian | T.(S) 11", 21" x 40" - 24" |
| 150[illegible] | San Marco della Rosandra | | 196 | 1910 J. A. A. van [illegible] Papendrecht | Rot. Stoom. Maatschappij "Maas" | Vlissingen Dutch | T.(S) 10½", 17" x 27½" - 20" |
| 150[illegible] | San Martin | | 187 | 1920 Sociedad Anónima Astilleros Zamudio | Soc. Pesquera Zamudio | Buenos Aires Argentine | T.(S) 9½", 15" x 24½" - 24" |
| 1030 | — | | 112 | 1916 Astilleros del Nervión Bilbao | Pesquera del Puerto Santander | Santander Spanish | T.(S) 8" 15" x 24" - 16" |
| 1031 | San Mateo | | 1782 | 1922 Bethlehem S.B. Corp. Ltd. San Francisco Cal. | Southern Pacific Co. Gulf and Ferries Ld. | San Francisco Cal. Steam | T.(S) 20", 30" x 16" - 26" |
| 1032 | San Miguel | | 120 | | Tomasito Gonzalez | Bilbao Spanish | |
| 1033 | San Paolo | | 200 | 1902 Sociedad Anónima Astilleros Reunidos del Nervión Bilbao | A. Pastrelli | Genoa Italian | 300 Engines 60 C.H.P. |
| 1034 | San Pedro | | 202 | 1918 Hal. Ros. Shipbuilding Co. Ltd. Aberdeen | T. Lewis and Co. Ltd. Bijou | Bilbao Spanish | T.(S) 17", 26" x 44" - 28" |
| 1035 | San Ramon | | 160 | 1936 | Vizcaya Navigation Transportation Co. Hongkong | Manila P.I. U.S. Station | |
| 1036 | San Remolo | | 171 | 1920 Edwards Bros. W. Hartlepool | J. Rossi | Catania Italian | T.(S) 17", 31" x 30" - 21" |
| 1037 | San Sebastian | | 280 | 1908 Fremaux Rich. Vachot Boulogne | M. Campos Peña | Tarragona Spanish | T.(S) 14" x 27" - 26" |
| 1038 | — | | 271 | 1918 Thet Gil. Engineering & S.B. Co. Ltd. Calcutta | Burma Steam Fishing & Trading Co. Ltd. F. Pelkin, Mgr. | Fleetwood British | T.(S) 13½", 21" x 30" - 24" |
| 1039 | San Telmo | | 185 | 1876 Hanley, Dorlan & Co. Glasgow | Lanas de Tapanes Sociedad Anónima | Santander Spanish | C.(S) 20" x 40" - 42" |
| 1040 | San Vito | | 172 | 1914 Stabilimento Tecnico Trieste | Cia. Adriatica di Nav. | Fiume Italian | T.(S) 11½", 18½" x 30" - 19½" |
| 1041 | Saobe Maru No. 6 | | 127 | 1932 Yoshikawa Shipyard Osaka | Kobe Steamship | Kobe Japanese | 300 Engines |
| 1042 | Sot. Kaaf | | 154 | 1931 Fehrholz Werft of Fife Fredrikshavn | Dänen Skibsrederiet | Odense Danish | T.(S) 17", 26½" - 44½" - 24" |
| 1043 | Sancta Michael | | 180 | 1907 Edwards Bros. Hartlepool | M. de Cayeux et Cie. S.A.F. Arts. Mont St. Aignan | Dieppe French | T.(S) 11½", 19" x 30" - 21" |
| 1044 | Sand | | 200 | 1898 Fortuna Jr. de la Copper Arnold | Dalhousie Steamship Co. Ltd. | Glasgow Barrowfield | T.(S) 18", 30" x 18" - 20" |
| 1045 | Sand Beach | | 200 | 1901 Trenton Gov. N.Y. | T.F.A.M. Schwagel Wordingborg | New York U.S. Motor | C.(S) 14" x 30" - 24" |

| Numéro officiel | Noms du Navire. Numéro d'identité | Signaux | Tonnage | Détails de la Classification | Machines | Chaudières | Construit | Propriétaires | Propulsion | Dimensions | Machines | Chaudières | Observations |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1303 | Sand Grass | | 300 | | | | 1909 | | | | | | |
| 1304 | Sandchime | | 141 | | | | 1910 | | | | | | |
| 1305 | Sandcraft | | 222 | | | | 1911 | | | | | | |
| 1306 | Sandeld | | 157 | | | | 1912 | | | | | | |
| 1307 | Sandhams I. | | 142 | | | | 1913 | | | | | | |
| 1308 | Sandhams Express | | 267 | | | | 1914 | | | | | | |
| 1309 | Sandip | | 300 | | | | 1915 | | | | | | |
| 1310 | Sandland | | 1102 | ✠100 A1 Mil | | | 1916 | | | | | | |
| 1311 | Sandmaster | | 1944 | | | | 1918 | | | | | | |
| 1312 | Sandoway | | 351 | | | | 1919 | | | | | | |
| 1313 | Sandpiper | | 1054 | ✠100 A1 Dub | | | 1920 | | | | | | |
| 1314 | Sandrail | | 497 | | | | 1921 | | | | | | |
| 1315 | Sandringham | | 254 | ✠100 A1 Gow | | | 1922 | | | | | | |
| 1316 | Sands | | 130 | | | | 1923 | | | | | | |
| 1317 | Sandrift | | 130 | | | | 1924 | | | | | | |
| 1318 | Sandrikan | | 131 | | | | 1925 | | | | | | |
| 1319 | Sandy Hook | | 301 | | | | 1926 | | | | | | |
| 1320 | Sangarius | | 311 | ✠ Abe | | | 1927 | | | | | | |
| 1321 | Sangiku Maru No. 1 | | 130 | | | | 1928 | | | | | | |
| 1322 | Sanna | | 221 | | | | 1929 | | | | | | |
| 1323 | Sanriku Maru | | 198 | | | | 1930 | | | | | | |

| Official No. | Steamer's Name, Rig, &c. | Particulars of Class | Built | Owners | Registered Dimensions | Port of Registry | Engines | Tonnage |
|---|---|---|---|---|---|---|---|---|
| 13267 | Sasrika Maru No. 2 | | 1932 T. Matsuo-ishi Osaka | Sasrika Kaisha K.K. | 111'2/19.6/12'1 | Hakodate Japanese | 1 Cy | |
| 13268 | Sasei Maru No. 3 | | 1932 Wakamatsu | Sasei Shog K.K. | 70'6/22.5/ 9'4 | Shimonoseki Japanese | 1 Engine | |
| 13269 | Sassarti | +100A1 Abn | 1916 A. Hall & Co. Ltd. Aberdeen | A. Bruce | 115'5/22'1/11'7 | Aberdeen British | T. 3 Cy 17", 26", x 24" - 16" (a) 1916 | 13 + 9 |
| 13270 | Sassen | +100A1 Gas | 1903 Cook, Welton & Gemmell Ltd. Berwick | Sassen Steam Fishing Co. Ltd. | 120'0/22'0/11'7 | Grimsby British | T. 3 Cy 18", 31" x 24" - 16" (a) 1903 | 13 + 9 |
| 13271 | Sassenach | +100A1 Abn | 1916 A. Hall & Co. Ltd. Aberdeen | A. Bruce | 115'5/22'1/11'7 | Aberdeen British | T. 3 Cy 17", 26" x 24" - 16" (a) 1916 | 13 + 9 |
| 13272 | Sant'Antonio | | 1929 G. J. van der Werff Rotterdam | Same & Co. | 100'5/22'7/10'0 | Vlaardingen Dutch | 1 Engine 70 C. 8 Cy 12½", - 16" 1929 | |
| 13273 | Santa Adela | +100A1 Bd | 1907 Harkish Thomson Glasgow | Marble Shore S. and C. | 140'7/22'0/11'9 | Barcelona Spanish | T. 3 Cy 18", 27" x 27" - 27" (a) 1907 | 13 + 10 |
| 13274 | Santa Anna | +100A1 Bd | 1913 Cochrane & Sons, Ltd. Selby | Marble Shore S. and C. | 140'2/24'0/12'0 | Barcelona Spanish | T. 3 Cy 17", 25½" x 27" - 27" (a) 1913 | 13 + 8 |
| 13275 | Santa Brigida | | 1877 J. R. White Cowes | Same & Co. | 114'0/24'2/13'0 | Santa Cruz de Tenerife Spanish | 1 Cy 17½" x 26" - 27" 1896 J. R. Sellar, Birmingham | |
| 13276 | Santa Clara | | 1907 A. Hall & Co. Ltd. Aberdeen | Dunsdale Steamship Co. | 110'1/22'5/10'0 | St. Sebastian Spanish | T. 3 Cy 16", 26" x 26" - 27" 1907 A. Hall & Co. Ltd. Aberdeen | 12 + 6 |
| 13277 | Santa Cristina | +100A1 Bd | 1910 Cook, Welton & Gemmell Ltd. Berwick | Marble Shore S. and C. | 108'3/23'3/12'3 | Barcelona Spanish | T. 3 Cy 16", 26" x 27" - 27" (a) 1910 | 13 + 8 |
| 13278 | Santa Cruz | | 1902 Cook, Welton & Gemmell Berwick | Frank Francesch & Co. | 120'0/22'0/12'0 | St. Jean de Luz French | T. 3 Cy 16", 25½" x 26" - 27" 1902 | 13 + 10 |
| 13279 | Santa Eulalia | | 1909 Cimar Williams Harlow | Compañía General de Pesca y Conservas S.A. | 116'0/22'0/ 9'10 | Las Palmas Spanish | T. 3 Cy 16", 25½" x 26½" - 27" 1909 Cimar Williams, Bromley | G * |
| 13280 | Santa Fé | | 1908 Wilson's & Clydebank Engineering Co. Ltd. Bowling | Sociedad Pesquera Santa Ana | 140'0/24'1/13'0 | Corunna Portuguese | T. 3 Cy 16", 25½" x 26½" - 27" 1908 Wilson's Eng. & Engineering Co. | 14 + 10 |
| 13281 | Santa Lucia | | 1925 E. Gobbato Venice | Gobbato C. | 72'6/23'1/ 9'6 | Venice Italian | Diesel Engine 40 C.R.A. 8 Cy 8½" - 15" 1925 Gobbato Shipyard Venice | I * |
| 13282 | Santa Margarita | | 1931 A. Lanza Trapani | Atlas Imperial Steam Eng. Co. | 90'5/23'7/10'0 | San Diego U.S. Native | 1 Engine 40 C.R.A. 8 Cy 12½" - 20" 1931 Atlas Imperial Steam Eng. Co. Oakland, Cal. | |
| 13283 | Santa Maria | | 1907 Cochrane & Sons, Selby | Brazilian Steamship Co. | 120'0/22'0/11'0 | Rio de Janeiro Brazilian | T. 3 Cy 17", 27" x 30" - 24" 1907 J. D. Rubens & Co. Rio | 13 + 6 |
| 13284 | — | +100A1 PNI | 1910 Maylach & Co. Motay Glasgow | Barbosa & Martins | 130'0/28'0/ 6'7 | Para Brazilian | T. 3 Cy 16", x 30" - 30" 1910 Maylach & Co. Motay, Glasgow | 7 + 6 |
| 13285 | — | | 1929 Roland-werft Bremerhaven | Pilz, Kjøge | 114'6/19'0/ 9'2 | Gothenburg Swedish | 1 Engine 70 C.R.A. 8 Cy 10½" - 14½" 1929 Gebr. Klatting, Kostrzyn | H * |
| 13286 | Santa Maria Magdalena | | 1900 Jaarsma, Scheepsmaatschappij Noord-Holland | Jaarsma Scheepsmaatschappij | 114'6/29'9/10'5 | St. Valery Dieppe French | 1 Engine 8 Cy 1900 Schuiten's Co. Leiden | |
| 13287 | | | | | | | | |

| Numéro d'Office | Noms des Navires | Machines | Tonnage | Détails de la Classification | Construction | Propriétaires | Dimensions | Port d'Immatriculation | Machines | Numéro d'Office |
|---|---|---|---|---|---|---|---|---|---|---|
| 1[illegible] | Santa Maria F. | [illegible] | 3[illegible] | | 1911 | [illegible] | [illegible] | [illegible] | [illegible] | 1[illegible] |
| 1[illegible] | Santa Rosa | [illegible] | 2[illegible] | | 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | — | [illegible] | 3[illegible] | ✠100A1 Dd | 1914 | [illegible] | [illegible] | [illegible] | [illegible] | 1[illegible] |
| 1[illegible] | Santa Teresita | [illegible] | 2[illegible] | ✠ Good | 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 1[illegible] |
| 1[illegible] | Ste. Teresita | [illegible] | 2[illegible] | ✠100A1 HKr | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Santa Urbana | [illegible] | 3[illegible] | | 1911 | [illegible] | [illegible] | [illegible] | [illegible] | 1[illegible] |
| 1[illegible] | Santander | [illegible] | 2[illegible] | | 1912 | [illegible] | [illegible] | [illegible] | [illegible] | 1[illegible] |
| 1[illegible] | Santiago Rusiñol | [illegible] | 3[illegible] | | 1914 | [illegible] | [illegible] | [illegible] | [illegible] | 1[illegible] |
| 1[illegible] | Santini | [illegible] | 3[illegible] | | 1911 | [illegible] | [illegible] | [illegible] | [illegible] | 1[illegible] |
| 1[illegible] | Santo Cristo Del Amparo | [illegible] | 1[illegible] | | 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Santo Padre | [illegible] | 1[illegible] | | 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Santoku Maru | [illegible] | 1[illegible] | | 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Santoku Maru No. 2 | [illegible] | 1[illegible] | | 1911 | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Santos | [illegible] | 1[illegible] | | 1911 | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | San Gonzalo | [illegible] | 1[illegible] | | 1909 | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | San Leopoldo | [illegible] | 1[illegible] | | 1911 | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | San Pedro | [illegible] | 2[illegible] | ✠ 100 | 1911 | [illegible] | [illegible] | [illegible] | [illegible] | 1[illegible] |
| 1[illegible] | — | [illegible] | 1[illegible] | | 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | San Salvador | [illegible] | 3[illegible] | | 1912 | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Sapphire | [illegible] | 2[illegible] | ✠100A1 Dd | 1917 | [illegible] | [illegible] | [illegible] | [illegible] | 1[illegible] |
| 1[illegible] | Sapporo Maru | [illegible] | 2[illegible] | | 1[illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |

| Official No. | Name | Port | Tons | Particulars of Classification | Built | Owners | Port of Registry | Engines |
|---|---|---|---|---|---|---|---|---|
| 151[illegible] | Sapsuala | [illegible] | [illegible] | | 1896 A. Rodger & Co. Ft. Glasgow | [illegible] | Para | [illegible] |
| 151[illegible] | Sarah A. Purdy | [illegible] | [illegible] | | 1919 John Fish | C. E. Purdy | [illegible] | [illegible] |
| 151[illegible] | Sarah Scott | [illegible] | [illegible] | ✠100A1 | 1898 J. Dow & H. | [illegible] | [illegible] | [illegible] |
| 151[illegible] | Sarawak | [illegible] | [illegible] | | 1906 Tanjong | [illegible] | [illegible] | [illegible] |
| 151[illegible] | Sable | [illegible] | [illegible] | ✠100A1 | 1912 J. Dickie | [illegible] | [illegible] | [illegible] |
| 151[illegible] | Sardalla | [illegible] | [illegible] | | 1914 [illegible] | [illegible] | [illegible] | [illegible] |
| 151[illegible] | Sardine | [illegible] | [illegible] | | 1924 J. Fraticle | [illegible] | [illegible] | [illegible] |
| 151[illegible] | Sardines | [illegible] | [illegible] | | 1924 Earle's Co. Ltd. Hull | [illegible] | [illegible] | [illegible] |
| 151[illegible] | Sardine | [illegible] | [illegible] | ✠100A1 | 1926 Cook, Wel- | [illegible] | [illegible] | [illegible] |
| 151[illegible] | Sargus | [illegible] | [illegible] | ✠100A1 | 1929 Cook, Wel- | [illegible] | [illegible] | [illegible] |
| 151[illegible] | Sarus | [illegible] | [illegible] | | 1930 Smith's | [illegible] | [illegible] | [illegible] |
| 151[illegible] | Sarpedon | [illegible] | [illegible] | ✠100A1 | 1930 Cook, Wel- | [illegible] | [illegible] | [illegible] |
| 151[illegible] | Sarus | [illegible] | [illegible] | ✠ | 1931 Gardner & Sons | [illegible] | [illegible] | [illegible] |
| 151[illegible] | Sassie | [illegible] | [illegible] | | 1932 Smith's | [illegible] | [illegible] | [illegible] |
| 151[illegible] | Sawbo Mars | [illegible] | [illegible] | | 1933 Hashimoto | [illegible] | [illegible] | [illegible] |
| 151[illegible] | Safa | [illegible] | [illegible] | | 1933 Smith's | [illegible] | [illegible] | [illegible] |
| 151[illegible] | Satoor | [illegible] | [illegible] | | 1919 Dayton | [illegible] | [illegible] | [illegible] |
| 151[illegible] | Satra | [illegible] | [illegible] | | 1914 Sikorsky | [illegible] | [illegible] | [illegible] |
| 151[illegible] | Satashi Mars | [illegible] | [illegible] | | 1931 Ishikawa- | [illegible] | [illegible] | [illegible] |
| 151[illegible] | Satara | [illegible] | [illegible] | | 1926 Grumman | [illegible] | [illegible] | [illegible] |
| 151[illegible] | — | [illegible] | [illegible] | | 1912 F. Field Works | [illegible] | [illegible] | [illegible] |

| Numéro d'Identité | Noms du Navire, Indicatifs, Signaux, &c. | Tonnage | Détails de la Classe | Machines | Constructeur | Propriétaires | Dimensions | Port | Machines | Observations |
|---|---|---|---|---|---|---|---|---|---|---|
| 15130 | Saturn | 176 | | | 1906 Nakhlaie | Fleischer | 125 | Fleischer | | G |
| 15131 | — | 231 | | | 1910 Gedeh H. | Stockwell Wiens | 125 | Stockwell | | |
| 15132 | — | 186 | | | 1902 F. A. A. | | 122 | | | |
| 15133 | — | 156 | | | 1908 J. S. Figlio | Stringpulchaire | 90 | Rochefort | | |
| 15134 | Saturne | 215 | ✠100A1 Rio | | 1929 H. D. S. | Wilson Sandells | 139 | | | |
| 15135 | Saturnus | 176 | | | 1901 M. van der Kuil | | 109 | | | |
| 15136 | Saturnus II | 200 | | | 1911 Gebrüder | Bremer Bau-Ges. | 143 | Bremerhaven | | |
| 15137 | Saury | 579 | | | 1918 Livingstone | Shanghai Tug & Lighter Co. | 132 | Shanghai | | |
| 15138 | Sault St. Louis | 130 | | | 1911 J. Paquette | L. Leger | 99 | Montreal | | |
| 15139 | Saurel | 1252 | | | 1920 Cimelius | | 200 | | | |
| 15140 | Saurian | 219 | ✠100A1 Gibr | | 1918 Gebrüder | K. Gott, Bakewellman, Ltd. | 129 | Germany | | |
| 15141 | Sava | 146 | | | 1917 W. Müller | Sprottbaum | 93 | | | |
| 15142 | Savage | 410 | | | 1899 Columbian | Tyler Dredging | 142 | New York | | |
| 15143 | Savannah | 203 | ✠ NYL | | 1898 D. & W. Hen | Savannah Iron | 144 | Savannah | | |
| 15144 | Savitri | 222 | | | 1917 A. Hafde | N. Bell | 115 | Sunderland | | |
| 15145 | Savoie | 114 | | | 1913 Castaldi | Soc. Anon. Migneriles | 99 | Genoa | | I |
| 15146 | Saxon | 150 | | | 1899 J. G. Fayle | R. J. & W. Jackman, Ltd. | 85 | London | | |
| 15147 | Sazzami Maru | 227 | | | 1906 | Tsurugaya K. K. | 98 | Shimonoseki | | |
| 15148 | Scalaca | 198 | | | 1912 J. Chaine | Compagnie Générale de Navigation | 92 | Lorient | | |
| 15149 | Scapa | 129 | ✠100A1 Spe | | 1910 Hyttfabrik | Karlshamns Varfsbolag & Lloyd Sueco (K. K. Wenngren & Co. & K. Nyr.) | 90 | Karlshamn | | |

| No. | Steamer's Name | Tons | Class | Built | By Whom / Where | Owners | Dimensions | Port of Registry / Flag | Engines | Marks |
|---|---|---|---|---|---|---|---|---|---|---|
| 15150 | Scarborough | 191 | ✠100A1 Lwt | 1897 | Mackie & Thomson, Glasgow | [illegible] Fisheries Ld. | 104·2 20·5 10·7 | Lowestoft, British | T.3Cy [illegible] | 11 + 7 |
| 15151 | Scarron | 226 | ✠100A1 Gsy | 1915 | Cook, Welton & Gemmell Ld. Beverley | Standard Steam Fishing Co. Ld. | 120·2 22·0 12·2 | Grimsby, British | T.3Cy [illegible] | 15 + 1 |
| 15152 | Scharnhorst | 126 | | 1899 | Howaldtswerke, Kiel | A. Schroeder & H. Müller | 98·2 21·1 [illegible] | Stettin, German | T.3Cy [illegible] | G |
| 15153 | Schelde | 201 | ✠100A1 Rtd | 1926 | P. Smit, Jr. Rotterdam | N.V. [illegible] | 115·5 23·7 12·8 | Rotterdam, Dutch | T.3Cy [illegible] | 14 + 6 |
| 15154 | Scheldemond | 197 | | 1906 | G. Seebeck A.G. Geestemünde | [illegible] "Scheldemond" | 119·6 22·6 10·5 | Ymuiden, Dutch | T.3Cy [illegible] | |
| 15155 | Schenectady Socony | 110 | | 1921 | Sun S.B. Co. Chester, Pa. | Standard-Vacuum Transportation Co. | 112·0 [illegible] | New York, U.S. | Oil Engines | |
| 15156 | Scheveningen | 111 | | 1920 | Van der [illegible] | [illegible] | 83·4 21·8 [illegible] | Scheveningen, Dutch | Oil Engines | |
| 15157 | Schiedijk | 229 | | 1917 | Gebr. [illegible], Vlaardingen | [illegible] | 124·0 22·0 11·5 | Ymuiden, Dutch | T.3Cy | |
| 15158 | Schiehallion | 225 | ✠100A1 Abn | 1916 | J. Duthie Torry S.B. Co. Aberdeen | [illegible] | 115·5 22·1 11·9 | Aberdeen, British | T.3Cy [illegible] | 17 + 9 |
| 15159 | Schilksee | 117 | | 1927 | Howaldtswerke, Kiel | [illegible] | 92·2 23·7 7·7 | Kiel, German | Oil Engines | G |
| 15160 | Schleswig | 425 | | 1921 | Howaldtswerke, Hamburg | [illegible] | 134·0 27·4 13·0 | [illegible], German | T.3Cy [illegible] | G |
| 15161 | — | 238 | | 1904 | G. Seebeck A.G. Geestemünde | "Baden" Deutsche Hochseefischerei [illegible] | 125·4 23·5 [illegible] | Wesermünde, German | T.3Cy [illegible] | G |
| 15162 | Schlutup | 260 | | 1914 | [illegible] | [illegible] "Trave" | 130·4 24·4 [illegible] | Lübeck, German | T.3Cy [illegible] | G |
| 15163 | Schnapper | 262 | | 1877 | J. Walker & Co. [illegible] | Government of Queensland | 133·0 22·1 10·9 | Brisbane, British | C.2Cy [illegible] | |
| 15164 | Schoorl | 200 | | 1907 | Earle's Co. Ld. Hull | [illegible] | 141·8 22·0 11·2 | Ymuiden, Dutch | T.3Cy [illegible] | 15 + 0 |
| 15165 | Schopenstehl | 298 | | 1923 | Reiherstieg Schiffsw. Hamburg | "Bremen" Deutsche Hochseefischerei [illegible] | 139·3 24·2 [illegible] | Cuxhaven, German | T.3Cy [illegible] | G |
| 15166 | Schuka | 275 | | 1916 | United Kingdom | [illegible] | 136·1 23·7 13·8 | Archangel, Russian | T.3Cy [illegible] | |
| 15167 | Schwalbe | 195 | | 1909 | C. Cassens, Emden | [illegible] | 99·4 23·6 10·1 | Leer, German | C.2Cy [illegible] | G |
| 15168 | — (Sailing Vessel) (See Sailing Ship Register) | 136 | | 1910 | G. van der Werf, Hoogezand | [illegible] | 99·5 20·6 [illegible] | Groningen, Dutch | Oil Engines | V |
| 15169 | — (Sailing Vessel) (See Sailing Ship Register) | 112 | | 1911 | C. Lühring, Hammelwarden | [illegible] | 87·0 23·5 [illegible] | Hamburg, German | Oil Engines | G |

| Nom du Navire | Construit | Propriétaires | Machines |
|---|---|---|---|
| 1977 Schwalbe II. | 147 | 1897 Joh. Berg | |
| 1977 Schwan | 116 | 1911 Sechsch | |
| 1977 Schwanta | 1132 | 1920 F. Schuchert | |
| 1977 Sella | 207 | 1911 Carl Poll | |
| 1977 Sencher | 201 | 1911 Cockerell | |
| 1977 Senegal | 180 | 1900 Cook, Wel | |
| 1977 Senfland | 200 | 1924 J. Fonche | |
| 1977 Serpion | 120 | 1910 Kohlmann | |
| 1977 Seni | 200 | 1902 Hull, Blyth | |
| 1977 Sent I. | 273 | 1900 Shanghai | |
| 1977 Sent II. | 100 | 1901 H. Robb | |
| 1977 Sertia | 135 | 1898 Anderson | |
| 1977 Sertia I. | 182 | 1901 Armstrong | |
| 1977 Sertia II. | 1000 | 1911 Armstrong | |
| 1977 Setamaa | 100 | 1920 Cochrane | |
| 1977 Sent | 200 | 1905 Lloyd | |
| 1977 Sett I. | 144 | 1912 Alex Mck | |
| 1977 Sevel | 170 | 1900 J. R. Miller | |
| 1977 Sevelar | 100 | 1900 Cook, Wel | |
| 1977 Sevigniere | 127 | 1924 Co Lemon | |
| 1977 Sez | 211 | 1919 Fonchal's | |
| 1977 Sea Bird | 202 | 1919 Portland | |

| Official No. / Code Letters | Steamer's Name, Nationality, Rig, &c. / Late Name if any / Special Service, No. of Decks, &c. | Tonnage | Particulars of Classification / Character | Built / Where | Owners | Engines | Place of Registry | Boilers |
|---|---|---|---|---|---|---|---|---|
| 131[illegible] | Sea Gull | [illegible] | | [illegible] | [illegible] | [illegible] | New York | |
| 131[illegible] | Sea Hawk | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | 11 × [illegible] |
| 13194 | Sea King | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | 13 × [illegible] |
| 13195 | — | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 13196 | — | [illegible] | | [illegible] | [illegible] | [illegible] | Seattle, Wash. | |
| 13197 | — | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 13198 | Sea Lion | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 13199 | — | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | 12 × [illegible] |
| 13200 | — | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 13201 | Sea Monarch | [illegible] | ✠100A1 Fb | [illegible] | [illegible] | [illegible] | [illegible] | 13 × [illegible] |
| 13202 | Sea Nymph | [illegible] | ✠100A1 Fb | [illegible] | [illegible] | [illegible] | [illegible] | 9 × [illegible] |
| 13203 | Sea Ranger | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 13204 | Sea Rover | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 13205 | Sea Salver | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 13206 | Sea Scout | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 13207 | Sea Sweeper | [illegible] | ✠100A1 Fb | [illegible] | [illegible] | [illegible] | [illegible] | 13 × [illegible] |
| 13208 | Sea Swell | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 13209 | Sea Wave | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | 10 × [illegible] |
| 13210 | Seabirn | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 13211 | Seagull | [illegible] | Ring | [illegible] | [illegible] | [illegible] | [illegible] | 15 × [illegible] |
| 13212 | Seahain | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |
| 13213 | Sealand | [illegible] | ✠100A1 Mod | [illegible] | [illegible] | [illegible] | [illegible] | 7 × [illegible] |
| 13214 | Sealight | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |

| Nom du Navire | Construction | Propriétaires | Dimensions | Machines | Chaudières | Propulseur | Remarques |
|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

| Official No. | Name | Tonnage | Dimensions | Owners | Port | Engines |
|---|---|---|---|---|---|---|
| 1926 | Seier | 191 | | | | |
| 1927 | Seikai Maru | 135 | | | | |
| 1928 | Seiko Maru | 177 | | | | |
| 1929 | Seiko Maru No. 1 | 151 | | | | |
| 1930 | Seiju Maru No. 2 | 163 | | | | |
| 1931 | Seikan Maru No. 1 | 2335 | | | | |
| 1932 | Seikan Maru No. 2 | 2432 | | | | |
| 1933 | Seiko Maru | 135 | | | | |
| 1934 | Seimetrasl | 115 | | | | |
| 1935 | Seine | 309 | 100 A1 | | | |
| 1936 | — | 139 | | | | |
| 1937 | — | 179 | | | | |
| 1938 | Seiryu Maru | 124 | | | | |
| 1939 | Seitei Maru No. 3 | 132 | | | | |
| 1940 | Seitoku Maru | 122 | | | | |
| 1941 | Seiyei Maru No. 5 | 155 | | | | |
| 1942 | Sejro | 132 | | | | |
| 1943 | Sekers | 264 | | | | |
| 1944 | Sekatani | 191 | | | | |
| 1945 | Sekana | 207 | | | | |
| 1946 | Sele | 225 | | | | |
| 1947 | Selbrente | 136 | | | | |
| 1948 | Selia | 172 | | | | |
| 1949 | H. Gravlie | 107 | | | | |
| 1950 | Sekiroku | 67 | | | | |
| 1951 | Tenoka | 55 | | | | |
| 1952 | Kenji | 91 | | | | |
| 1953 | Kawasaki | 81 | | | | |
| 1954 | Yokohama | 326 | | | | |
| 1955 | Kawasaki | 560 | | | | |
| 1956 | | 104 | | | | |
| 1957 | Malstrick | 190 | | | | |
| 1958 | Rotterdam | 130 | | | | |
| 1959 | J. Koster | 111 | | | | |
| 1960 | J. Koster | 101 | | | | |
| 1961 | Meriwara | 90 | | | | |
| 1962 | Tola | 92 | | | | |
| 1963 | Sawazaki | 95 | | | | |
| 1964 | Nagahara | 85 | | | | |
| 1965 | Lehington | 89 | | | | |
| 1966 | Lloyd | 110 | | | | |
| 1967 | Peter W. | 133 | | | | |
| 1968 | W. Denny | 130 | | | | |
| 1969 | J. L. Meyer | 129 | | | | |
| 1970 | Mackink | 100 | | | | |
| 1971 | Knot | 102 | | | | |

| Numéro Officiel | Noms des Navires | Détails de la Classe | Construit | Machines |
|---|---|---|---|---|
| 1[illegible] | Selkirk | 140 | [illegible] | [illegible] |
| 1[illegible] | Selma | 130 | [illegible] | [illegible] |
| 1[illegible] | Selma Lagerlöf | 132 | [illegible] | [illegible] |
| 1[illegible] | Semis | 217 | [illegible] | [illegible] |
| 1[illegible] | Semaze | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Semper | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Senegal Pyrates | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Senateur Duhamel | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Senator Bailey | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Senator Brandt | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Senator Heidmann | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Senator Holthusen | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Senator Lattmann | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Senator Mumsen | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Senator O'Swald | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Senator Predöhl | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Senator Roferdt | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Senator Sarbe | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Senator Schramm | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Senator Schroder | [illegible] | [illegible] | [illegible] |

| Official No. | Steamer's Name, Rig, &c. | Tonnage | Particulars of Classification | Built | Owners | Registered Dimensions | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | |
| 1320 | Senator Schaper | | | 1921 | | | | | G * |
| 1321 | Senator Strandes | | | 1916 | | | | | G * |
| 1322 | Senator Stubbe | | | 1920 | | | | | G * |
| 1323 | Senator von Bernberg Gessler | | | 1916 | | | | | G * |
| 1324 | Senator von Melle | | | 1921 | | | | | G * |
| 1325 | Senator Westphal | | | 1923 | | | | | G * |
| 1326 | Seneff | | NFL | 1918 | | | | | 13 + 1 |
| 1327 | Senga Mara | | | 1909 | | | | | |
| 1328 | Senj | | A1 | 1907 | | | | | 11 + 1 |
| 1329 | Senjen | | | | | | | | |
| 1330 | Senkai Maru | | | 1912 | | | | | |
| 1331 | Senkai Maru No. 1 | | | 1927 | | | | | |
| 1332 | Sequoia | | | 1906 | | | | | |
| 1333 | Serabi | | Lloyd | 1916 | | | | | 1 + 1 |
| 1334 | Serapion | | Germ | 1900 | | | | | 22 + 1 |
| 1335 | Serdar | | | 1906 | | | | | |
| 1336 | Serdar II. Bis 1,33 | | | 1910 | | | | | 12 + 1 |
| 1337 | Sergent Gesarne | | | 1926 | | | | | V * |
| 1338 | Serkrem | | Germ | 1909 | | | | | 12 + 1 |
| 1339 | | | | | | | | | |

| Numéro officiel | Noms de Navires, Nationalité et Port d'attache | Tonnage | Cotes de la Classe Spéciale | Générale | Aménagements | Dimensions | Machines | |
|---|---|---|---|---|---|---|---|---|
| 1500 | Serena | | | | | | | |
| 1501 | Serle | | | | | | | |
| 1502 | Serra d'Agrelia | | | | | | | |
| 1503 | Sertri Pescria | | | | | | | |
| 1504 | Setlak | | | | | | | |
| 1505 | Setter | | | | | | | |
| 1506 | Setter Mare | | | | | | | |
| 1507 | Severina | | | | | | | |
| 1508 | Severn Trader | | | | | | | |
| 1509 | Sevgoryistrut | | | | | | | |
| 1510 | Sevra | | | | | | | |
| 1511 | Sezer | | | | | | | |
| 1512 | Shama | | | | | | | |
| 1513 | Shamrock | | | | | | | |
| 1514 | | | | | | | | |
| 1515 | | | | | | | | |
| 1516 | | | | | | | | |
| 1517 | Shamsaz | | | | | | | |
| 1518 | Shanalian | | | | | | | |
| 1519 | Shandwick | | | | | | | |
| 1520 | Shark | | | | | | | |

| No. in Book | Steamer's Name | Where Built | Tons Gross | Particulars of Class & Notation | Date | Where Built | Owners | Port of Registry | Engines | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|
| 1921 | Shasta | | 1782 | | 1921 | Bethlehem S.B.Corp. Ld. San Francisco Cal. | Southern Pac.Co. Southern Pacific Co. Ld. | San Francisco | | Llewellyn Wm. Low Angeles Cal. |
| 1922 | — | | 157 | | 1922 | San Diego Shipbuilding Co. San Diego Cal. | G.Lindstrom & J.Oliver | San Diego, Cal. | | |
| 1923 | Shawmut | | 226 | | 1923 | Bethlehem S.B.Corp.Ld. Quincy, Mass | Massachusetts Towing Co. | Boston, Mass | | Bethlehem S.B.Corp. Wilmington, N.C. |
| 1924 | Shaw | | 296 | ✠100A1 Motor | 1927 | N.V. Rotterdamsche Sleepvaart Maatschappij | Shell Co. of Bach & Dorp, Ltd. Anglo Saxon Petroleum Co. Ld. Hyes | Amsterdam Netherlands | | N.V. Koninkl. Maschinenfabriek |
| 1925 | Sheldon | | 299 | ✠100A1 Tug | 1912 | Cook, Welton & Gemmell Ld. Berwick | Standard Stone Paving Co. Ld. | London | | |
| 1926 | Sheldrake | | 412 | ✠ Barge | 1919 | Ferguson Bros. (Port Glasgow) Ld. Port Glasgow | Portland Towing Co. | New York | | |
| 1927 | Shell I. | | 100 | | 1919 | Kalmar Skeppsvarf, Kalmar | Bolaris A/B Sweden | Stockholm Sweden | | |
| 1928 | Shell VII. | | 132 | | 1922 | Schiemann, de Wall Rijnsburg | Bolaris A/B Sweden | Stockholm Sweden | | |
| 1929 | Shell VIII. | | 130 | | 1922 | Schiemann, de Wall Rijnsburg | Bolaris A/B Sweden | Gothenburg Sweden | | |
| 1930 | Shell IX. | | 130 | | 1922 | Schiemann, de Wall Rijnsburg | Bolaris A/B Sweden | Stockholm Sweden | | |
| 1931 | Shell 15 | | 250 | | 1924 | Haarlem-scheepsbouw Mij. Haarlem | Petroleum "Shell" | Batavia Netherlands | | |
| 1932 | Shell Mars | | 192 | ✠100A1 Tug | 1926 | Koninklijke Werke Harlem | Tankstoomvaart N.V. (Tot Rijling Stoomvaart Maatschappij Ld. Hyes) | Rotterdam | | N.V. Koninkl. Maschinen Fabriek, Amst |
| 1933 | Shell Mex 6 | | 102 | | 1925 | N.V. Mch. Schuitenvaart van P. Smit, Jr. Rotterdam | Shell-Mex & B.P. Ld. | London | | |
| 1934 | Shelmal | | 179 | | 1912 | A. Hall & Co. Ld. Aberdeen | | Aberdeen British | | A. Hall & Co. Ld. Aberdeen |
| 1935 | Shen Kwang | | 100 | ✠ A1 Hbl | 1928 | Shanghai Dock & E. Co. Ld. Shanghai | Asiatic Petroleum Co. (North China) Ld. | Shanghai British | | Water Tube Boiler |
| 1936 | Shera | | 252 | | 1929 | Smith's Dock Co. Ld. Middlesbro' | Smith Steamship Co. Ld. (The Salvage Adm. Hyes) | Cape Town British | | Smith's Dock Co. Ld. Midb. |
| 1937 | Sheraton | | 305 | ✠100A1 Steam | 1907 | Cook, Welton & Gemmell Ld. Berwick | Standard Stone Paving Co. Ld. | London British | | |
| 1938 | Sherfield | | 320 | | 1917 | W. Beardmore & Co. Ld. Glasgow | Sunnybridge Tanker & Transportation Ld. | London British | | W. Beardmore & Co. Ld. Glas. |
| 1939 | Shidzuoka Maru | | 190 | | 1918 | Tokiwa Kiso K.K. Tokio | Tokiwa Kiso K.K. | Shimoda Japanese | | Tokiwa Tekkosho, Tokio |
| 1940 | Shieldhall | | 1276 | | 1919 | W. Beardmore & Co. Ld. Glasgow | Glasgow Corporation | Glasgow British | | W. Beardmore & Co. Ld. Glas. |

| Numéro Officiel | Noms des Navires, Numéros, Indicatifs, etc. / Noms, Pays d'Imm. / Ancien Pavillon, Numéros des Ports | Jauge Nette | Détails de la Classification / Cotes | Construction / Chantier | Propriétaires / Armateurs | Machines | Machines |
|---|---|---|---|---|---|---|---|
| 1301 | [illegible] | 787 | | 1904 Fukagawa | Department of the Hydrographic | | |
| 1302 | Shiba | 77 | | 1910 Smith's | Nippon Yusen Kaisha (The Japanese Mail, Ltd.) | | |
| 1303 | Shichiri | 221 | | 1914 Smith's | Nippon Yusen Kaisha (The Japanese Mail, Ltd.) | | |
| 1304 | Shila | 232 | | 1920 Smith's | Nippon Yusen Kaisha (The Japanese Mail, Ltd.) | | |
| 1305 | Shinai Maru | 152 | | | Nippon Yusen | | |
| 1306 | Shinga Maru | 142 | | 1917 Kawasaki | Kawasaki Kisen | | |
| 1307 | Shinshi Maru | 172 | | 1911 T. Tanaka | Mitsubishi Jidosha | | |
| 1308 | Shinkai Maru | 165 | | 1904 Y. Kubo | Yamashita Kisen | | |
| 1309 | Shinko Maru | 199 | | 1907 Mitsubishi | Kawasaki Shipbuilding | | |
| 1310 | — | 123 | | 1911 Daido Seiko | Daido Tokushu | | |
| 1311 | — | 131 | | 1909 Tokai S. K. Co. | Nippon Yusen | | |
| 1312 | — | 132 | | 1914 Mito | Kobe Dockyard | | |
| 1313 | Shinkyo Maru | 455 | | 1919 Mitsubishi | Kawasaki Kisen K.K. | | |
| 1314 | Shinmei Maru | 155 | | 1923 Abe | | | |
| 1315 | Shinriki Maru No. 5 | 165 | | 1911 Tanaka | Kawasaki Kisen | | |
| 1316 | Shinryu Maru | 475 | Iron | 1899 Cockerill | Kawasaki Kisen K.K. | | |
| 1317 | Shinsei Maru | 112 | | 1917 Ishida | Kawasaki K.K. | | |
| 1318 | — | 120 | | 1918 Sasaki | Sasaki Kisen | | |
| 1319 | Shinsei Maru No. 22 | 177 | | 1918 Ishida | I. Ishida | | |
| 1320 | Shinsho Maru | 130 | | 1917 | Yamashita Kisen | | |
| 1321 | Shinsuke Maru | 152 | | 1921 Hayashi | Sasaki Kisen Kaisha | | |
| 1322 | Shintaga Maru No. 2 | 167 | | 1904 M. Tsuji | Takasaki Yamashita | | |
| 1323 | Shintaisei Maru | 167 | | 1907 C. Chiji | Wada Gumi | | |
| 1324 | Shintoku Maru | 156 | | 1911 Ono | Kawasaki Kisen | | |
| 1325 | Shinyei Maru | 152 | | 1919 Kojima | Wada Tetsugyo | | |
| 1326 | Shiraya Maru | 112 | | 1918 S. Arimoto | Hayashi Kisen | | |

| Official No. | Name | Port | Tonnage | Classification | Built | Owners | Port of Registry | Engines |
|---|---|---|---|---|---|---|---|---|
| 1318 | Nakayama | Kyushu Shotoku | 99·4·21·0·13·0 | | | | Osaka | |
| 1319 | S. Office, S. Kaichi (Hanno S.S. Company) | Fukuyama | 124·6·23·0·12·0 | | | | Takeda | |
| 1320 | Ishikawa-Jima | Amagasaki Kiyoshi Iron Works | 150·2·29·2·10·0 | | | | Osaka | |
| 1321 | Kiyoshi | Kiyoshi Iron K.K. | 97·6·22·0·11·0 | | | | Hakodate | |
| 1322 | Fuji D.K. | Elevator Licensing Co. | 121·6·27·0·9·0 | | | | Lawhaw | |
| 1323 | T. Mono-ashi | Fuji Shipping K.K. | 101·0·15·2·10·0 | | | | Kanazaki | |
| 1324 | Osaka Iron Works | Kawasaki Steel K.K. | 95·9·18·4·9·0 | | | | Hiyama | |
| 1325 | Osaka Iron Works | Kawasaki Steel K.K. | 92·6·18·4·9·0 | | | | Hiyama | |
| 1326 | Kanazaki | Kyushu Kaiso Shiro | 92·2·19·2·9·0 | | | | Kobe | |
| 1327 | Tobu | Shoso Tosen K.K. | 113·8·17·6·13·0 | | | | Osaka, Kobe | |
| 1328 | Tochiji | Kyoto Kogyo Kogyo K.K. | 47·0·13·0·9·0 | | | | Hakodate | |
| 1329 | — | Chuji Tagawa | 92·2·23·4·10·0 | | | | Hakodate | |
| 1330 | Smith's | Smith's Dock Co. Ltd. (Sir Raymond Smith, Mgrs.) | 155·6·26·2·12·0 | | | | Leith | |
| 1331 | Nagata | Kawasaki Kaiji | 45·3·20·0·10·0 | | | | Fukuhama | |
| 1332 | Kayokan | Kawasaki Dock | 90·4·21·2·9·0 | | | | Kagi | |
| 1333 | Hakodate | Kawasaki K.K. | 55·0·16·5·10·0 | | | | Hakodate | |
| 1334 | Nagata | Kawasaki Kyoshin | 93·9·23·5·9·0 | | | | Kawasaki | |
| 1335 | — | Kawasaki Tetsudoki | 93·5·15·9·9·0 | | | | Mikata | |
| 1336 | Takasago | Miyaki Kawasaki | 90·0·21·0·9·0 | | | | Kawasaki | |
| 1337 | Akers | Tsujikogi K.K. | 104·5·21·2·12·0 | | | | Hakodate | |
| 1338 | — | Sato Kaiji | 110·2·19·2·10·0 | | | | Fusai | |
| 1339 | Gosei Kai-Shi | Kawasaki Kaiji Tsujikogi K.K. | 99·2·19·9·10·0 | | | | Sakata | |
| 1340 | Akers | Tsujikogi K.K. | 105·2·21·7·13·0 | | | | Hakodate | |
| 1341 | Mayashita | Kawasaki Tajiro | 87·0·22·0·10·0 | | | | Kobe | |
| 1342 | Izumi | Kawasaki | 84·2·21·0·9·0 | | | | Hakodate | |

| Numéro d'Index | Nom du Navire, Numéro officiel, etc. | Tonnage | Détails de la Classification | Construit | Appareils | Dimensions Principales | Machines | Propriétaires |
|---|---|---|---|---|---|---|---|---|
| 1380 | Shirley | | | 1902 Fleming & Ferguson | | | | |
| 1381 | Shu Kwang | | ✠ A- | 1924 Yarrow & | | | | |
| 1382 | Shulamite | | | 1910 J. McLean | | | | |
| 1383 | Shun Wo | | | 1912 Kingston | | | | |
| 1384 | Shunkai Maru | | | | | | | |
| 1385 | Shunkai Maru No. 1 | | | 1919 | | | | |
| 1386 | Shunko Maru | | | 1903 M. Yokoya | | | | |
| 1387 | Shunsei Maru | | | 1917 Nagata | | | | |
| 1388 | Shunpo Maru No. 2 | | | 1919 Yokohama | | | | |
| 1389 | Shunsan Maru | | | 1919 Smith's | | | | |
| 1390 | Shun | | | 1919 | | | | |
| 1391 | Shuyo Maru | | | 1917 W. Denny | | | | |
| 1392 | Shwelan | | | 1918 W. Denny | | | | |
| 1393 | Shwell | | | 1922 W. Denny | | | | |
| 1394 | Shwenge | | | 1908 W. Denny | | | | |
| 1395 | Siam | | | 1913 Pearson | | | | |
| 1396 | Siebold | | | 1909 M. U. Mar- | | | | |
| 1397 | Sheik | | | 1910 N. Y. M. S. | | | | |
| 1398 | Sheria | | | 1901 Cook, Wel- | | | | |
| 1399 | Sherita | | ✠ 100 A1 Hol | 1900 Cook, Wat- | | | | |
| 1400 | Sidlia | | | 1902 W. Cook & | | | | |
| 1401 | — | | | 1900 Cook, Wal- | | | | |
| 1402 | Sigra | | ✠ Grss | | | | | |

Sub. 1926

Sub. 1927

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Character | Where Built | Date | Builders | Engines | Port of Registry | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 154[illegible] | Sidmouth | [illegible] | | | 19[illegible] | [illegible] | [illegible] | [illegible] | |
| 154[illegible] | Sidonian | [illegible] | | | 19[illegible] | [illegible] | [illegible] | [illegible] | |
| 154[illegible] | Siegfried | [illegible] | | | 19[illegible] | [illegible] | [illegible] | [illegible] | |
| 154[illegible] | Sif | [illegible] | | | 19[illegible] | [illegible] | [illegible] | [illegible] | |
| 154[illegible] | Sigfwyn | [illegible] | | | 19[illegible] | [illegible] | [illegible] | [illegible] | |
| 154[illegible] | Signa | [illegible] | | | 19[illegible] | [illegible] | [illegible] | [illegible] | |
| 154[illegible] | Signe | [illegible] | | | 19[illegible] | [illegible] | [illegible] | [illegible] | |
| 154[illegible] | Sigskild | [illegible] | | | 19[illegible] | [illegible] | [illegible] | [illegible] | |
| 154[illegible] | — | [illegible] | | | 19[illegible] | [illegible] | [illegible] | [illegible] | |
| 154[illegible] | Sigrid | [illegible] | | | 19[illegible] | [illegible] | [illegible] | [illegible] | |
| 154[illegible] | — | [illegible] | | | 19[illegible] | [illegible] | [illegible] | [illegible] | |
| 154[illegible] | — | [illegible] | | | 19[illegible] | [illegible] | [illegible] | [illegible] | |
| 154[illegible] | Sigridur | [illegible] | | | 19[illegible] | [illegible] | [illegible] | [illegible] | |
| 154[illegible] | Sigurd | [illegible] | | | 19[illegible] | [illegible] | [illegible] | [illegible] | |
| 154[illegible] | Sigyn | [illegible] | | | 19[illegible] | [illegible] | [illegible] | [illegible] | |
| 154[illegible] | Siglen | [illegible] | + [illegible] | Gran | [illegible] | [illegible] | [illegible] | [illegible] | |
| 154[illegible] | Silatch | [illegible] | | | 19[illegible] | [illegible] | [illegible] | [illegible] | |
| 154[illegible] | Silermaw | [illegible] | | | 19[illegible] | [illegible] | [illegible] | [illegible] | |
| 154[illegible] | Silesia | [illegible] | A- | 1'30 | 19[illegible] | [illegible] | [illegible] | [illegible] | |
| 154[illegible] | Silesia | [illegible] | + 100A1 | Gran | 19[illegible] | [illegible] | [illegible] | [illegible] | |
| 154[illegible] | Silja | [illegible] | | | 19[illegible] | [illegible] | [illegible] | [illegible] | |

| Numéro Officiel | Nom du Navire, Indicatif, Port d'Attache, Jaugeage, Chaudière, Machines, Propulseur, Numéro de Pavillon | Tonnage | Détails de la Classification | Construction | Propriétaires | Dimensions | Machines | Propulseur | Numéro Officiel |
|---|---|---|---|---|---|---|---|---|---|
| 1540 | Gard | 150 | | 1940 Aarre | | | | | |
| 1541 | Gard 2 | 150 | | 1944 Fredrikstad | | | | | |
| 1542 | Gloria | 257 | +100A1 Gras | 1937 Gedser H. | | 113 9.32 5.12 5 | | | 13 + 11 |
| 1543 | Gloria | 150 | | 1919 W. Simonds | | | | | 20 + 11 |
| 1544 | Gloria | 132 | | 1919 Smith's | | | | | |
| 1545 | — | 134 | +100A1 Ilgn | 1919 Hamilton | | 110 9.19 5.10 5 | | | 11 + 9 |
| 1546 | Grete | 222 | | 1912 G. Frederick | | 119 4.22 6. | | | 11 |
| 1547 | Silver Arrow | 132 | | 1919 M. H. Tower | | | | | |
| 1548 | Silver Prince | 150 | | 1919 J. Chambers | | | | | |
| 1549 | Silver Star | 117 | | 1919 Cockerill | | | | | |
| 1550 | Silver Spray | 101 | | 1919 N. Y. M. S. | | | | | |
| 1551 | Sveaspringe | 230 | + Bel 4 | 1909 J. Fullerton | | 120 5.21 9 | | | 10 + 2 |
| 1552 | Sirla | 250 | | 1904 Flensburger | | 139 5.22 9. 11 | | | |
| 1553 | Sirla Ontario | 300 | | 1909 Ramagnia | | 140 5.21 8. 11 | | | 1 |
| 1554 | Sirla | 250 | | 1910 Sunnier | | | | | |
| 1555 | Simonsen | 300 | +100A1 Abo | 1912 Gock, Wal- | | 120 9.22 5. 11 | | | 12 + 10 |
| 1556 | Sinals | 140 | | 1894 Lobnitz & | | | | | |
| 1557 | Sinals | 300 | | 1904 Gedde, B. | | 110 9.21 5. 11 | | | 12 + 9 |
| 1558 | — | 150 | | 1907 S. Gnab | | | | | |
| 1559 | Sinus Dubanel II | 400 | +100A1 Cin | 1920 Hall, Rus- | | 131 5.31 1. 13 | | | 17 + 9 |
| 1560 | Sinus vs Pieter | 110 | | 1910 Schrag | | | | | |
| 1561 | Sinus von Utrecht | 257 | | 1914 H. C. Stüb- | | 125 9.24 9. | | | |
| 1562 | Sinus-Michel | 175 | | 1919 J. Dubbe | | 102 8.23 6. 12 | | | 11 + 9 |

| No. in Book / Official No. / Code Letters | Steamer's Name, Installed, Rig, &c. / Late Name if any / Special Surveys. No. of Decks, &c. | Tonnage | Particulars of Classification. Character | Built. Where | By Whom / Where | Owners | Port of Registry / Flag | Engines | Remarks | |
|---|---|---|---|---|---|---|---|---|---|---|
| 15459 | Simeon | 128 | | 1887 | Sor. Gitt. | Dir. Adm. "Les Chemins Fers" Lignes Algériennes | Bône / French | C.(C) 12½" × 19½" × 24½" | | Y * |
| 15460 | Simplex | 194 | | 1898 | Cumming & Sons Limited | Fish. Ld. | Aberdeen / British | C.(C) 17½" × 40" × 24" | 11 × 7 | |
| 15461 | Simpson | 252 | ✠100A1 Tug | 1917 | Cook, Welton & Gemmell Ld. | Blackburn Steam Fishing Co. Ld. | Hartlepool / British | T.(C) 21½", 31½" × 40½" × 24" | 12 × 11 | |
| 15462 | Simson | 267 | | 1920 | Vulcan-Werke Hamburg | Engler Reeth Bergungs A.G. | Hamburg / German | T.(C) 18", 30" × 48½" × 27½" | | G * |
| 15463 | — | 257 | | 1919 | Oskarshamns M.V. Aktiebolag | National-Fiske Fartygsbolaget, (J. Johnson, Egr.) | Oskarshamn / Swedish | T.(C) 19", 31½" × 40" × 27" | | |
| 15464 | — | 159 | | 1922 | Balang Bay Harbour & Coal Co. Ld. Balang | Anjak Transports Ld. | Balang / Dutch | T.(C) 14½", 22½" × 42½" × 27½" | | |
| 15465 | Simson IX. | 132 | | 1914 | A/B Laf-[illegible] Stockholm | Same as Builders | Stockholm / Swedish | Oil Engines 6 Cy. | | |
| 15466 | Simson X. | 167 | | 1920 | — Stage | Same as Builders | Stockholm / Swedish | Oil Engines | | |
| 15467 | Simson XI | 230 | | 1919 | E. Danielsson & Söner Skeppsbyggeri Hamnholmen | Same as Builders | Stockholm / Swedish | Oil Engines | | V * |
| 15468 | Sin Aik Lee | 130 | | 1920 | Caledon S.B. Co. Dundee | Messrs. Robertson Ships Ld. Completed by Central Engineers Ld. Singapore | Singapore / British | C.(C) 14", 25½" × 10" | 9 × 6 | |
| 15469 | Sin Khang Seng | 300 | | 1922 | Harland & Wolff Ld. Glasgow | Chang Seng S.S. Co. Ld. | Singapore / British | C.(C) 20½", 37" × 25" × 10" | 9 × 6 | |
| 15470 | Sin Mar | 250 | | 1918 | A. A. Lanugan Sand, P.Q. | Sin-Mar Lines Ld. | Montreal / British | T.(C) 18", 31½" × 40½" × 24" | 12 × 8 | |
| 15471 | Sindri | 247 | | 1915 | Schiff. Ges. Unterweser m.b.H. Wesermünde-L. | M/V Sindri | Bremerhaven / Germany | T.(C) 18", 31" × 48½" × 28" | | G * |
| 15472 | Sint Jacob | 132 | | 1916 | D. Bunk Alphen a/d Rijn | | Zwolle / Dutch | Oil Engines | | |
| 15473 | Sipary | 436 | | 1906 | Johnston Bros. Ferryhaven, Kirk. | W. G. Doyle & Co. Inc. | New Orleans / U.S. States | T.(C) 22" × 44" × 30" | | |
| 15474 | Sir Bevois | 330 | | 1916 | Day, Summers & Co. Ld. Southampton | Sons of Wrights & of Eng. Royal Mail Steam Packet Co. Ld. | Southampton / British | C.(C) 21" × 38" × 30" | 12 × 6 | |
| 15475 | Sir Charles Elliott | 323 | | 1902 | Fleming & Ferguson Ld. Paisley | Executive of South African Railways & Harbours Administration, Walvis Bay | Cape Town / British | C.(C) 19" × 40" × 28" | 14 × 8 | |
| 15476 | Sir Charles Orr | 215 | | 1920 | J. Crichton & Co. Ld. Cardiff | Kirkham Shipping Co. Ld. | Kansas City / British | Oil Engines | 9 × 6 | |
| 15477 | Sir David Hunter | 327 | ✠ 10,11 PGI | | | Executive of South African Railways & Harbours Administration, Durban | Durban / British | T.(C) 18½", 29½" × 44½" × 29" | 17 × 6 | |
| 15478 | Sir Ernest Palmer | 725 | ✠ Hopper-Barge 2,250 Pass | | | Dir. Wessels Ely. Co. | London / British | T.(C) 19", 31" × 40" × 27" | 13 × 9 | |
| 15479 | Sir Glyn | 165 | | 1915 | Hin. Valdivia Papendrecht | Government of Nigeria | | T.(C) 17", 28" × 30" × 24" | | |

| Numéro officiel | Noms des Navires, Marques, Indicatifs, etc. | Tonnage | Détails de la Classification | Construit | Architecture | Dimensions | Port | Machines | Chaudières |
|---|---|---|---|---|---|---|---|---|---|
| 1540 | Sir Gordon | 199 | +100A1 | 1919 Tongueuse | | | | | |
| 1541 | Sir Henry Harcourt | 100 | | 1916 J. A. White | | | | | |
| 1542 | Sir Henry Mather Jackson | 750 | | 1918 N. V. Schiffs | | | | | |
| 1543 | Sir Hugh Allan | 304 | Rev | 1911 Vickers, L. | | | | | |
| 1544 | Sir Hugh Bell | 175 | | 1912 J. P. Rennie | | | | | |
| 1545 | Sir John Forrest | 182 | | 1916 G. Noble | | | | | |
| 1546 | Sir John Kelham | 221 | 100A1 | 1919 Admiralty | | | | | |
| 1547 | Sir John Kirk | 222 | | 1919 Lytham S.B. Co. Ltd. | | | | | |
| 1548 | Sir John Robinson | 411 | | 1918 Grangemouth | | | | | |
| 1549 | Sir Joseph Fenwick | 187 | | 1916 J. P. Rennie | | | | | |
| 1550 | Sir Lieps | 150 | | 1916 Alloy | | | | | |
| 1551 | Sir Mark Sykes | 277 | 100A1 | 1918 Admiralty | | | | | |
| 1552 | Sir Rainford | 710 | +100A1 | 1919 Philip | | | | | |
| 1553 | Sir Samuel Scott | 121 | | 1906 Kelham | | | | | |
| 1554 | Sir Thomas Price | 1434 | | 1905 Lobnitz | | | | | |
| 1555 | Sir William H. Bathurst | 252 | | 1920 Ferguson | | | | | |
| 1556 | Sir William High | 211 | | 1921 Scott & Co. Ltd. | | | | | |
| 1557 | Sir William Mackinnon | 226 | | 1920 J. T. Boyd | | | | | |
| 1558 | Sirdar | 143 | | 1905 R. & H. | | | | | |
| 1559 | Sirio | 250 | | 1924 Denny Bros. | | | | | |
| 1560 | Sirius | 250 | | 1904 Motala Co. | | | | | |

| Official No. / Date Letters | Steamer's Name, Nationality, Rig, &c. / Signal Letters, No. of Decks, &c. | Tonnage | Particulars of Classification / Character | Built: Where / By Whom / Where | Owners | Engines | Port of Registry | Boiler Pressure | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1906 | Helma | | | | | | | | |
| 1907 | J. Freyhis | | | | | | | | |
| 1908 | J. Dunbin | | | | | | | | |
| 1909 | Kalland | | | | | | | | |
| 1910 | Cockrunch | | | | | | | | |
| 1911 | E. Nord | | | | | | | | |
| 1912 | J. S. Figis | | | | | | | | |
| 1913 | Noc. Gdn. | | | | | | | | |
| 1914 | Smith's | | | | | | | | |
| 1915 | Cook, Wel- | | | | | | | | |
| 1916 | T. A. Sverre | | | | | | | | |
| 1917 | Stayphas | | | | | | | | |
| 1918 | Sita | | | | | | | | |
| 1919 | Sitakhood | | | | | | | | |
| 1920 | Sitiawas | | | | | | | | |
| 1921 | Sitka | | | | | | | | |
| 1922 | Sitaica | | | | | | | | |
| 1923 | Siuhan | | | | | | | | |
| 1924 | Sivert Nielsen | | | | | | | | |
| 1925 | Sirio Camara | | | | | | | | |
| 1926 | Sjelland | | | | | | | | |
| 1927 | — | | | | | | | | |
| 1928 | Sjeld | | | | | | | | |

| Numéro d'ordre | Noms des Navires | Détails de la Classe | Construction | Machines | |
|---|---|---|---|---|---|
| 1922 | Sjemga | | | | |
| 1923 | Sjøy Bjørkøy | | | | |
| 1925 | Sjøa | | | | |
| 1926 | Sjøberg | | | | |
| 1927 | Sjøtrøken | | | | |
| 1928 | Sjøglimt | | | | |
| 1929 | Skagen | | | | |
| 1930 | Skalasæe | | | | |
| 1931 | Skallagrimur | 400+100A1 Mkl | | | |
| 1932 | Skalmen | | | | |
| 1933 | Skandia | | | | |
| 1934 | — | | | | |
| 1935 | — | | | | |
| 1936 | Skansen | | | | |
| 1937 | Skarbak | | | | |
| 1938 | Skargården | | | | |
| 1939 | — | | | | |
| 1940 | Skarodde | | | | |
| 1941 | Skarpåjøten | | | | |
| 1942 | Skarv | 150+100A1 A3a | | | |
| 1943 | Skat | | | | |
| 1944 | Skelderviken | | | | |

| Numéro d'ordre | Constructeurs | Armateurs | Dimensions | Port d'immatriculation | Machines | |
|---|---|---|---|---|---|---|
| 1921 | F. Schiøtz, Sandefjord | Bergenstrinnet | | Kristiania | | |
| 1922 | Nilsen, Larvik | J. M. A. Jensen | | Kristiania | | |
| 1923 | Forsgrund, Mek. Verksted, Forsgrund | Rederiet A/S Fiskeri, Skøte & Fabrik A/S, Hjørr. | | Stavanger | | |
| 1924 | John Ring, Larvik | J. E. Jensen | | Kristiania | | |
| 1925 | Bergenske Mek. Verksted, Bergen | Trawl A/S Bliksen, Kristiansund | | Kristiania | | |
| 1926 | Hall, Russell & Co., Aberdeen | A/S Kraftner, J. Drøsdal, Hjørr. | | Stavanger | | |
| 1927 | Schiffer, J. Klein, J. A. G. Hamburg | Trawl A/S Skagen, S. Bohl, Hjørr. | | Kristiania | | |
| 1928 | H. Argyle, Fleetwood | J. E. Jensen | | Kristiania | | |
| 1929 | Cockerill, Seraing, Ld. Belley | "Kristiania" A/S, S. Thore, Hjørr. | | Kristiania | | |
| 1930 | Kristiania Mek. Verksted, Kristiania | J. E. Strømberg | | Kristiania | | |
| 1931 | O. Hansen, Stockholm | Partrederiet Skandia A/S, Christiania | | Karlstad | | |
| 1932 | J. Ring, Larvik | J. O. Berntsen | | Larvik | | |
| 1933 | Hall, Russell & Co., Aberdeen | Fiske Eiderdun A/S | | Kristiania | | |
| 1934 | | A/S E. Koppernes, Kristiania | | Kristiania | | |
| 1935 | Rosenbergs Mek. Verksted, Stavanger | Peter J. Brunsø | | Kristiania | | |
| 1936 | Motala Verkstad, Motala | Partrederiet Ægir, Arendal, O. F. Ellefsen, Hjørr. | | Kristiania | | |
| 1937 | Motala Co., Nordkjøping | Motala Rederi A/S, Bergensfjord, Hjørr. | | Motala | | |
| 1938 | Holmgren & Co., Wadstena, J. Holmgren | Schiffer Gesellschaft "Der Elbe" Bremen, Hjørr. | | Kristiania | | |
| 1939 | Nylands Varfsstad, Helsingfors | E. E. Petersen | | Drammen | | |
| 1940 | Anderson, Dundee, Ltd., Anderson | J. Tønsberg | | Kristiania | | |
| 1941 | | Bergenstrinnet | | Arkhangel | | |
| 1942 | J. Hagerup, Vikan | Partrederiet Andersen | | Kristiania | | |

| No. in Book / Official No. / Code Letters | Steamer's Name, Material, Rig, &c. / Late Name if any / Special Surveys, No. of Decks, &c. | Tons Gross / Net / Under Deck | Character (Hull; Equipment) | Built: When / By Whom / Where | Owners | Dimensions (Length, Breadth, Depth) | Port of Registry / Flag | Engines | Speed | Marks |
|---|---|---|---|---|---|---|---|---|---|---|
| 15545 [illegible] | Skeljungur [illegible] Old Eng. Elec light Mchy. Aft | 223 [illegible] 76 | ✠100A1 Bjk [illegible] | 1929 Gebr. Pot [illegible] | [illegible] | 110·1 22·8 8·0 | [illegible] | Oil Engines [illegible] | | |
| 15546 [illegible] | Skerne [illegible] | 155 [illegible] 44 | | 1891 Mackie & Thomson Glasgow | James Johnson Fish Selling Co. Ld. (J. Johnson, Mgr.) | 100·5 20·5 10·7 | Lowestoft British | T.3Cy [illegible] Hutson & Corbett, Glasgow | 11·11 | |
| 15547 [illegible] | Skjervøy [illegible] Elec light | 151 [illegible] 66 | | 1915 Rosenb'rgs Mek. Verk. Stavanger | A/S Skjervøy (Kandbrand) | 110·2 19·6 10·1 | Aalesund Norwegian | [illegible] Rosenbergs Mek. Verk. | | N ✱ |
| 15548 [illegible] | Skoghall III. [illegible] Oil Eng. Mchy. Aft | 192 [illegible] 146 | | 1913 S. Gruhs Eft. [illegible] | Uddeholms Aktieb. (Fritz Olsson, Mgr.) | 100·9 22·8 10·3 | Uddeholm Swedish | Oil Engines [illegible] [illegible] Bolinder's Co. Ld. [illegible] | | |
| 15549 [illegible] | Skoghall IV. [illegible] Oil Eng. Mchy. Aft | 193 [illegible] 148 | | 1916 S. Gruhs Eft. [illegible] | Uddeholms Aktieb. (Fritz Olsson, Mgr.) | 100·6 26·0 10·4 | Uddeholm Swedish | Oil Engines [illegible] Bolinder's Co. Ld. [illegible] | | |
| 15550 [illegible] | Skoghall V. [illegible] Oil Eng. Mchy. Aft | 193 [illegible] 136 | | 1916 S. Gruhs Eft. [illegible] | Uddeholms Aktieb. (Fritz Olsson, Mgr.) | 100·3 26·0 9·9 | Uddeholm Swedish | Oil Engines [illegible] Bolinder's Co. Ld. [illegible] | | |
| 15551 [illegible] | Skoghall VI. [illegible] Oil Eng. Mchy. Aft | 197 [illegible] 184 | | 1916 S. Gruhs Eft. [illegible] | Uddeholms Aktieb. (Fritz Olsson, Mgr.) | 100·1 22·6 10·7 | Uddeholm Swedish | Oil Engines [illegible] Bolinder's Co. Ld. [illegible] | | |
| 15552 [illegible] | Skogøy [illegible] | 255 [illegible] 118 | | 1889 Akers Mek. Verks. Oslo | [illegible] Dampskibsselskap | 121·9 18·4 13·5 | Narvik Norwegian | T.3Cy [illegible] Akers Mek. Verks. Oslo | | |
| 15553 [illegible] | Skolpenbank [illegible] (Trawler) Elec light Wireless D.F. | 387 [illegible] 146 | | 1930 Deutsche Schiff- u. Maschb. A.G. Seebeck Wesermünde-G | Norddeutsche Hochseefischerei A.G. | 148·6 25·2 13·6 | Wesermünde-G. German | T.3Cy [illegible] A.G. Seebeck Wesermünde-G | | G ✱ |
| 15554 [illegible] | Skrøyfa Wood [illegible] (Fishing) ([illegible] Vessel) | 115 [illegible] 46 | | 1915 [illegible] | [illegible] | 100·2 21·6 8·5 | [illegible] Norwegian | C.2Cy [illegible] | | |
| 15555 [illegible] | Skua [illegible] (Whaler) Elec light Fitted for oil fuel Wireless Cruiser Stern | 244 [illegible] 86 | | 1927 Nylands Verksted Oslo | Cia. Argentina de Pesca | 115·1 23·1 13·2 | Buenos Ayres Argentine | T.3Cy [illegible] Nylands Verksted, Oslo | | N ✱ |
| 15556 [illegible] | Skudd 1 [illegible] (Whaler) Fitted for oil fuel Elec light Cruiser Stern Wireless D.F. | 247 [illegible] 46 | | 1929 Kaldnæs Mek. Verks. Tönsberg | Hvalfangerselsk. "Skytteren" A.S. (Kristensdahl, Sörlle & Co., Mgrs.) | 115·5 23·1 13·2 | Tönsberg Norwegian | T.3Cy [illegible] Kaldnæs Mek. Verks. Tön. | | N ✱ |
| 15557 [illegible] | Skudd 2 [illegible] (Whaler) Fitted for oil fuel Elec light Cruiser Stern Wireless D.F. | 247 [illegible] 87 | | 1929 Kaldnæs Mek. Verks. Tönsberg | Hvalfangerselsk. "Skytteren" A.S. (Kristensdahl, Sörlle & Co., Mgrs.) | 115·5 23·1 13·2 | Tönsberg Norwegian | T.3Cy [illegible] Kaldnæs Mek. Verks. Tön. | | N ✱ |
| 15558 [illegible] | Skudd 3 [illegible] (Whaler) Fitted for oil fuel Elec light Cruiser Stern Wireless D.F. | 261 [illegible] 94 | | 1929 Nylands Verksted Oslo | Hvalfangerselsk. "Skytteren" A.S. (Kristensdahl, Sörlle & Co., Mgrs.) | 115·1 23·1 13·2 | Tönsberg Norwegian | T.3Cy [illegible] Nylands Verksted, Oslo | | N ✱ |
| 15559 [illegible] | Skudd 4 [illegible] (Whaler) Elec light Fitted for oil fuel Wireless D.F. Cruiser Stern | 261 [illegible] 94 | | 1929 Nylands Verksted Oslo | Hvalfangerselsk. "Skytteren" A.S. (Kristensdahl, Sörlle & Co., Mgrs.) | 115·1 23·1 13·2 | Tönsberg Norwegian | T.3Cy [illegible] Nylands Verksted, Oslo | | N ✱ |
| 15560 [illegible] | Skudd 5 [illegible] (Whaler) Elec light Fitted for oil fuel Wireless D.F. Cruiser Stern | 285 [illegible] 96 | | 1930 Nylands Verksted Oslo | Hvalfangerselsk. "Skytteren" A.S. (Kristensdahl, Sörlle & Co., Mgrs.) | 118·0 23·9 13·2 | Tönsberg Norwegian | T.3Cy [illegible] Nylands Verksted, Oslo | | N ✱ |
| 15561 [illegible] | Skuli Fógeti [illegible] Elec light Wireless | 365 [illegible] 146 | ✠100A1 Grim [illegible] | 1920 Cook, Welton & Gemmell Ld. Beverley | [illegible] (Jón Sigurðsson, Mgr.) | 140·0 23·1 11·9 | Reykjavik Icelandic | T.3Cy [illegible] C.D. Holmes & Co. Ld. Hull | | |
| 15562 [illegible] | Skumbrija [illegible] (Trawler) Oil Eng. Elec light Wireless | 417 [illegible] 330 | | 1931 Howaldtswerke A.G. Kiel | [illegible] | 141·9 25·3 12·0 | Murmansk Russian | Oil Engines [illegible] | | G ✱ |
| 15563 [illegible] | Slagg [illegible] (Lighter) Oil Eng. | 138 [illegible] | | 1932 A/S Moss Værft & Dokk Moss | Chr. Salvesen & Co. Thoms. Communi[illegible] (Th. A. Tangen, Mgr.) | 93·7 22·4 7·9 | Trondheim Norwegian | Oil Engines [illegible] | | |
| 15564 [illegible] | Slaney [illegible] (Dredger) Mchy. Aft | 284 [illegible] 104 | | 1896 W. Simons & Co. Ld. Renfrew | Ayrshire Dockyard Co. Ld. (R. Lithgow, Mgr.) | 120·0 23·0 10·0 | Irvine British | T.3Cy [illegible] W. Simons & Co. Ld. Renfrew | | |
| 15565 [illegible] | Slasher [illegible] (Trawler) ([illegible]) | 195 [illegible] 77 | | 1900 Cook, Welton & Gemmell Hull | Lindsey Steam Fishing Co. Ld. (R. Bacon, Mgr.) | 112·6 21·0 11·2 | Grimsby British | T.3Cy [illegible] Amos & Smith, Hull | 12·1 | |
| 15566 | | | | | | | | | | |

| Numéro officiel | Noms des Navires, Signaux, Ports d'attache, Tonnages, Machines, Chaudières, Propulseurs | Tonnage | Détails de la Classe | Constructeurs | Propriétaires | Dimensions | Port d'enregistrement | Observations | |
|---|---|---|---|---|---|---|---|---|---|
| 1917 | Starvaake | | | 1910 | Fortakelskaven af Kjøbenhavn | | Kjøbenhavn | | |
| | Blue light | 1.16 | | | | | | | |
| 1918 | Starija | 236 | A | 1911 | J. J. Mar | Jadranska Plovidba d.d. | | | |
| | Blue light | | | | | | | | |
| 1919 | Stabyck | 300 | ✠100A1 MS | 1909 | | | | | 22 × 8 |
| | | | | | | | | | |
| 1920 | Steiguet II. | 112 | | 1909 | | J. Rolers | | | G |
| | (See Building Ship Register) | | | | | | | | |
| 1921 | Steve Fay | 156 | ✠ Glb | 1910 | Dublin | Harbour Commissioners | Sligo | | 10 × 3 |
| | | | | | | | | | |
| 1922 | Stobnda | 180 | | 1909 | | Jadranska Plovidba d.d. | | | 1 |
| | Blue light | | | | | | | | |
| 1923 | Stoyse | 300 | ✠100A1 Mon | 1910 | J. J. | Alexandre Dreyfus & Co. Ltd. | | | 22 × 8 |
| | Blue light | | | | | | | | |
| 1924 | Stuga | | | 1910 | | | Leith | | C |
| | Blue light | | | | | | | | |
| 1925 | Swaland | 130 | | 1910 | Grush | | | | |
| | | | | | | | | | |
| 1926 | Swall's | 287 | ✠ Abn | 1910 | | | | | 22 × 8 |
| | Blue light | | | | | | | | |
| 1927 | Swart | 122 | | 1910 | | | | | |
| | | | | | | | | | |
| 1928 | Swift | 212 | | 1910 | | | | | |
| | Blue light | | | | | | | | |
| 1929 | Swolla | 152 | | 1910 | | | | | |
| | | | | | | | | | |
| 1930 | Sunday | 175 | | 1910 | | | | | |
| | (See Building Ship Register) | | | | | | | | |
| 1931 | Sving | 230 | | 1910 | | | | | |
| | | | | | | | | | |
| 1932 | Taari Gudi | 173 | | 1911 | Kaldnes | | | | |
| | Blue light | | | | | | | | |
| 1933 | Tacwdan | 150 | | 1910 | | | | | |
| | | | | | | | | | |
| 1934 | Tacwdray | 420 | ✠ Bln | 1910 | | | | | 11 × 6 |
| | Blue light | | | | | | | | |
| 1935 | Tear | 270 | ✠100A1 FS | 1910 | | | | | 8 × 6 |
| | | | | | | | | | |
| 1936 | Tobinski Mats No. 2 | 150 | | 1911 | | | | | |
| | | | | | | | | | |
| 1937 | Tobral | 300 | ✠ FG | 1909 | | | Paris | | 8 × 3 |
| | Blue light | | | | | | | | |

| Official No. / Code Letters | Steamer's Name, Nationality, Rig, &c. / Date Place of reg. / Special Surveys, No. of Decks, &c. | Gross Tonnage | Port Where Class Entered / Character / Date of last Special Survey | Deck | Hull: Where Built / By Whom / Where | Owners | Length | Breadth | Depth | Type of Engines | Engines: No. & Dia. of Cylinders, Stroke, Cubic Contents, R.P.M. when Trial for Owner's Service, L.P. Engines in Boiler & Engine Boilers: Maker's Name | Weighted Depth | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15588 | Sobralense | 82 | PG1 | | 1913 Morbach & Bremer Frankfurt | J. J. Andersen | 100·0 | 20·0 | 9·0 | Pass. | T. 3Cy. 17", 27" x 21" - 22" | 8 - 4 | |
| | Elec. light | 100 | | | | | | | | | | | |
| 15589 | Social | 100 | | | 1894 Lytham | Wadsworth Lightenings & Shipping Co. Ltd. | 70·5 | 19·4 | 9·1 | Lowpressure | 2Cy. 20" - 40" | | |
| | Ship. n/f | 120 | | | | | | | | | | | |
| 15590 | Sodermanland | 171 | | | 1895 Motala Co. | Ångf. & Motor. Sodermanland (Kin. Rederiet) | 103·6 | 19·2 | 9·6 | Gas engine | 2Cy. 16" x 20" - 16" | | |
| | | 120 | | | | | | | | | | | |
| 15591 | Soders | 212 | | | 1892 Motala Co. | Stockholms Ångsk. | 119·5 | 22·9 | 9·2 | Compound | 2Cy. 14" x 28" - 24" | | |
| | | 120 | | | | | | | | | | | |
| 15592 | — | 100 | | | 1907 W. Rosen-[illegible] | Ångf. & Ångb. (A/B S. Rederiet) | 109·7 | 18·5 | 9·1 | Levers | 1Cy. 14" x 24" - 24" | | |
| | | — | | | | | | | | | | | |
| 15593 | Solartorn | 202 | | | 1901 Malarvarf-[illegible] | Fastighets Ångf. (A/B Ångb. Rederi) | 108·7 | 22·6 | 9·2 | Compound | 2Cy. 19" x 32" - 22" | | |
| | | 120 | | | | | | | | | | | |
| 15594 | Sorensen | 227 | | | 1911 S.V. Dyson | Dutch East Indies Steamship Co. (Mr. Kampff) | 112·9 | 26·7 | 7·2 | Compound | T. 3Cy. 22", 36" x 45" - 27" | 9 - 6 | |
| | Elec. light | 100 | | | | | | | | | | | |
| 15595 | Soeur Thérèse de Jesus | 211 | | | 1911 Kawasaki | Kawasaki Dockyard Co. Ltd. Kobe | 112·9 | 21·0 | 10·0 | Compound | T. 3Cy. 22", 36" x 45" - 27" | | |
| | | — | | | | | | | | | | | |
| 15596 | Soeur Thérèse de l'Enfant Jesus | 156 | | | 1912 Ch. Navale de l'Ouest St. Malo | Société Pêcheries d'Islande | 101·8 | 20·2 | 11·7 | Compound | 1Cy. 22" - 32" | | V * |
| | | — | | | | | | | | | | | |
| 15597 | Sofia | 170 | | | 1895 J. G. Johnsson Helsinga | J. Andersson | 100·1 | 22·9 | 9·7 | Compound | 2Cy. 14" x 19" - 19" | | |
| | | 120 | | | | | | | | | | | |
| 15598 | Soga Maru | 247 | | | 1929 Tokyo S.K.K. Tokio | Kyushu Syugyo K.K. | 120·0 | 22·0 | 11·7 | Compound | T. 3Cy. 24", 39" x 36" - 30" | | |
| | | 120 | | | | | | | | | | | |
| 15599 | Soglioto | 301 | | | 1906 Schiffs-[illegible] Flender & Co. Lübeck | Industrie Fahrzeuge Gesellschaft m. b. H. Berlin | 120·0 | 24·6 | 10·1 | Compound | T. 3Cy. 21", 34" x 54" - 36" | | |
| | Elec. light | 120 | | | | | | | | | | | |
| 15600 | Solka | 312 | | | 1903 Smith's Dock Co. Ltd. Middlesbro' | Stockholmsgatan 34 (Ole Andersen & Co. Mgrs.) | 130·0 | 26·0 | 12·4 | Quick | T. 3Cy. 16", 26" x 42" - 30" | | |
| | | — | | | | | | | | | | | |
| 15601 | Solsalo | 215 | | | 1911 | J. Jaakkolaisen | 102·0 | 22·5 | 9·2 | Winch | | | |
| | | — | | | | | | | | | | | |
| 15602 | Sojuzyts | 418 | | | 1912 Hawaldt-werke A.G. Kiel | Sovgorytsvoe | 142·9 | 23·9 | 12·9 | Compound | 2Cy. 24½", 39½" | | G * |
| | (Trawler) Elec. light | 120 | | | | | | | | | | | |
| 15603 | Sokal | 617 | ✠100A1 Gen | | 1931 Gauldie | "Sojuzhe" | 167·5 | 29·7 | 13·0 | Triple exp. | 2Cy. 21½" x 37½" - 37½" | 13 - 1 | |
| | Elec. light | 120 | | | | | | | | | | | |
| 15604 | Sökongen | 128 | | | 1920 A/S Nak-[illegible] Bergen | | 85·0 | 23·2 | 9·4 | Compound | 1Cy. 19" - 30" | | V * |
| | | 120 | | | | | | | | | | | |
| 15605 | Sol Dos | 1385 | | | 1912 Seattle Con-[illegible] Seattle, Wash. | Puget Sound Nav. Co. (A. H. Peabody, Mgr.) | 163·0 | 31·5 | 22·0 | Seattle, Wash. | T. 2Cy. 17", 28" x 42" - 30" | | |
| | (Ferry) Elec. light | 120 | | | | | | | | | | | |
| 15606 | Sola | 32 | ✠100A1 Liv | | 1929 J. Dorbie | Surveyor Miller Ltd. | 119·0 | 22·1 | 11·4 | Liverpool | T. 2Cy. 10", 20" x 24" - 20" | 12 - 6 | |
| | Elec. light | 120 | | | | | | | | | | | |
| 15607 | Solas | 30 | ✠100A1 Hul | | 1900 Goole S.B. | Rowallan & Sterling Ltd. | 115·0 | 22·5 | 11·4 | Gas | T. 2Cy. 10", 17" x 20" - 24" | 12 - 3 | |
| | Elec. light Wireless | 120 | | | | | | | | | | | |
| 15608 | Solaris | 299 | | | 1911 W. Chal-[illegible] Ltd. Stockton | S. C. Jensen & Co. Inc. | 115·0 | 21·6 | 10·3 | Triple exp. | 1Cy. 14" - 24" | | |
| | Ship. n/f | 120 | | | | | | | | | | | |
| 15609* | Solaris | 326 | | | 1931 Gauldie | Fiskeripartrederiet "Kong" A/S (J. Chr. Johansen, Mgr.) | 117·0 | 26·1 | 12·0 | Compound | 1Cy. 22" - 36" | | V * |
| | (Ship, refitting Fresh, Ice) Elec. light | 120 | | | | | | | | | | | |
| 15610 | Soljorz | 140 | | | 1914 | Aretskiem | 89·6 | 21·6 | 10·2 | Reciprocating | 1Cy. 16½" - 24" | | |
| | Ship. n/f | 100 | | | | | | | | | | | |

| Numéro officiel | Nom du Navire | Détails de la Classification | Construit | Armateurs | Dimensions | Machines |
|---|---|---|---|---|---|---|
| 1360 | Solant | | 1901 Morley, Garnett, Ltd. | Southern Railway | | |
| 1361 | Solgjett | | 1902 Kennedy | A/S H. Larsen | 100 x 19 x 6 | Steamship |
| 1362 | Solhagen | | 1896 Akers | Jernbaneverket | 108 x 21 x 11 | |
| 1363 | Solide | | 1902 G. Seebach | Bremerhaven-Linie des Port de Santa | 90 x 19 x 10 | Sailing |
| 1364 | Solis | | 1882 | Cia. Argentina de Tur. Mihanovich, Ltda. | 90 x 17 x 6 | Buenos Aires |
| 1365 | Solland I. | | 1915 Y. de Jong | Amsterdam-Groningen | 120 x 22 x 10 | Steamship |
| 1366 | Solombala | | 1918 Workers | Port Authorities of Archangel | 120 x 29 x 14 | Archangel |
| 1367 | Solon | 100A1 Steel | 1901 Cook, Welton & Gemmell, Ltd. | Standard Steam Fishing Co. Ltd. | 142 x 24 x 12 | Grimsby |
| 1368 | Solskjel | | 1908 Klosters-Ie | Stavfylkes Sunnmøre | 110 x 20 x 1 | Steamship |
| 1369 | Solstrand | | 1899 Trondhjem | Midtfylkets Dampskibsselskab | 111 x 20 x 8 | Bergen |
| 1370 | Solva | | 1912 Akers | Stavangerske Dampskibsselskab "Fosna" A.S. Stavanger (Norway) | 99 x 19 x 11 | Stavanger |
| 1371 | Solway Firth | 100A1 Steel | 1900 Cook, Welton & Gemmell, Ltd. | Fleetwood Trawling Co. Ltd. (R. W. Hull, Mgr.) | 140 x 24 x 12 | Hull |
| 1372 | Solway Lass | | 1902 Cook, C. A. H. | J. Cornwall & Sons | 90 x 19 x 7 | Grimsby |
| 1373 | Som | | 1911 Howaldtswerke G. | Bergenstrom | 142 x 23 x 12 | Wismar |
| 1374 | Somerset | 100A1 Fit | 1918 The Cole | Bacon Douglas Fishing & Co. Ltd. (F. Fallon, Mgr.) | 125 x 23 x 12 | Grimsby |
| 1375 | Sonne | | 1900 N. V. Scheepsbouwwerf "Delfzijl" | Vereenigde Stoomvaart Maatschappij | 171 x 29 x 14 | Amsterdam |
| 1376 | Sonderland | | 1912 P. Johnsen | Bergenske Damskibsselskab | 116 x 17 x 9 | Bergen |
| 1377 | Sondmørsgaa | | 1912 L. Gerdal | A/S Sogneforen Bergen | 90 x 21 x 9 | Aalesund |
| 1378 | Sonja | | 1919 Erik Bro | A/S Sonja Fiske C. Mikander | 119 x 27 x 11 | Gothenburg |
| 1379 | "Sonja," ex "Ø." | | 1911 P. Larsen | Sonja & Sonja (E. F. Thos.) | 100 x 22 x 10 | Aalborg |
| 1380 | — | | 1910 Hartlepool | | 90 x 19 x 10 | Copenhagen |
| 1381 | Sonja Prydendahl | 100A- | 1912 Aitken | A. Prydendahl | 129 x 22 x 11 | Aberdeen |

| No. in Book / Official No. / Date Entered | Steamer's Name, Material, Rig, &c. / Late Name if any / Special Surveys, No. of Decks, &c. | Tonnage | Particulars of Classification: Character | Built: When | Built: By Whom / Where | Owners | Length | Breadth | Depth | Port of Registry | Engines | Boilers | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15621 | Sonne (or Kurt Buchingwalt) Steel Screw Trawler 1,250 | 210 | | | | | | | | | | | G * |
| 15623 | Sonche Maru Steel Screw Trawler 1,250 | 200 | | | | | | | | | | | |
| 15624 | Soochow Steel Twin Screw 1,250 | 310 | | | | | | | | | | | |
| 15625 | Sook Sawai Wooden | 188 | | | | | | | | | | | |
| 15626 | Sophie Steel Screw Lr (Fishing) 1,250 | 187 | | | | | | | | | | | G * |
| 15627 | — Steel Screw Ship (Oil Fuel) 1,250 (See Sailing Ship Register) | 150 | | | | | | | | | | | |
| 15628 | Sophie Busse Steel Screw Trawler 1,250 Blue light | 210 | | | | | | | | | | | G * |
| 15629 | Sophie Regina Steel Screw Lr (Fishing) Trawler 1,250 | 192 | | | | | | | | | | | |
| 15640 | Sophos Steel Screw 1,250 | 217 | ✝100A1 Alm | | | | | | | | | | |
| 15641 | Sorana Steel Screw Trawler 1,250 | 250 | | | | | | | | | | | |
| 15642 | Sorbyoen Steel Screw Trawler 1,250 Fitted for oil fuel. Blue light. Workers B.F. | 240 | | | | | | | | | | | N * |
| 15643 | Sorfold Iron Screw Trawler 1,250 Blue light | 120 | | | | | | | | | | | N |
| 15644 | Sorkay Steel Screw Trawler 1,250 | 121 | | | | | | | | | | | N * |
| 15645 | Sorrento Steel Twin Screw Oil Eng. 1,250 Blue light | 242 | | | | | | | | | | | I * |
| 15646 | Sorund Wooden Screw (Lighter) Oil Eng. 1,250 | 131 | | | | | | | | | | | N * |
| 15647 | Sosin Maru Wooden Screw (or Mosonobu Maru) 1,250 | 202 | | | | | | | | | | | |
| 15648 | Sotra Steel Screw Trawler 1,250 Blue light Workers | 212 | | | | | | | | | | | C * |
| 15649 | — Steel Screw (Fishing) 1,250 | 121 | | | | | | | | | | | N * |
| 15650 | Soubrette Steel Screw 1,250 (Blue Ensign) | 198 | 100A1 Pyro | | | | | | | | | | |
| 15651 | Soufleur Steel Screw 1,250 (or Lloyd's) Workers | 187 | ✝ Arc | | | | | | | | | | V |
| 15652 | Souza Steel Screw (Whaler) 1,250 Right Blue light Workers | 217 | | | | | | | | | | | C * |
| 15653 | Souter Steel Screw 1,250 (Blue Ensign) | 123 | ✝ Abl | | | | | | | | | | |
| 15654 | South America Steel Screw (Tug) 1,250 Blue light | 168 | | | | | | | | | | | |

| No. in Book | Built: When | Built: By Whom / Where | Owners | Length | Breadth | Depth | Port of Registry | Engines | Boilers | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1912 | Schiffs-Gesellschaft Cuxhaven Wesermünde G. | Rickmersbrück "Rickmers" A.G. | | 124·2 | 22·6 | 12·2 | Wesermünde Germany | T.3Cy 19¾",29¾"x40½" 33 p.s. 4S.B.W. Dreimann Model Engine | | G * |
| 1920 | Osaka Tekkosho Osaka | Kyushu Dyogyo K.K. | | 119·0 | 22·0 | 12·7 | Tokuta Japan | T.3Cy 17½",25"x36"-24" 10S.B.W. Osaka Tekkosho, Osaka | | |
| 1909 | W. Denny & Bros. Dumbarton | Irrawaddy Flotilla Co. Ltd. | | 155·4 | 29·1 | 8·1 | Glasgow British | C.4Cy 14"x22"-21" 11S.B.W. Denny & Co. Dumbarton | | |
| 1919 | — | Sovdfiskhozyaistvo Moscow | | 115·0 | 20·0 | 7·0 | Leningrad Russia | T.3Cy 16"x26"-14" 14S.B.W. | | |
| 1922 | Schulze & Bruse Rostock | Lester Hartmannsbach A.G. | | 94·5 | 23·1 | 10·2 | Lorch Germany | C.2Cy 14"x24"-12" 3S.B.W. Hamdorf G. m. b. H. Kiel | | G * |
| 1902 | B. Nontero & Sons Dublin | Cassilhas Marcosi | | 94·5 | 21·7 | 8·2 | Newhaven Genoa | Oil Engine 2S.C.SA 8Cy 14"-18" 8S.B.W. Sulzer Brothers, Ltd. Winterthur | | |
| 1922 | Deutsche Werft G. Hamburg | F. Busse | | 117·4 | 22·4 | 9·2 | Wesermünde Germany | T.3Cy 16",26"x32"-22" 10S.B.W. Deutsche Werft A.G. | | G * |
| 1902 | Gelt van der Werft Vlaardingen | Vonck Moets "Vlaardingen" | | 110·7 | 21·4 | 11·4 | Vlaardingen Dutch | T.3Cy 14",24"x26"-24" 9S.B.W. Wilson & Dick & Bridge Rot. | | |
| 1914 | J. Duthie Sons Torry S.B. Co. Aberdeen Lloyd's Reg. | J. Craig | | 115·4 | 22·6 | 12·[illegible] | Aberdeen British | T.3Cy 19",30"x36"-28" (L) 7S.B.W. W. Y. Y. Lidgerwood, Ltd. | 12 × 1 | |
| 1906 | Cochrane & Sons Selby | S. B. Clarke Ltd. | | 127·0 | 22·1 | 11·[illegible] | Rotterdam Holland | T.3Cy 19",27"x40"-24" 7S.B.W. Rotterdamsche Droogdok Maatschappij Rotterdam Co. Ltd. Rotterdam | 12 × 1 | |
| 1927 | Nylands Verkstad Oslo | Iversen & Johnson (South Africa) Ltd. | | 115·4 | 29·2 | 12·[illegible] | Cape Town British | T.3Cy 18",28"x31½"-24" 10S.B.W. Nylands Verkstad, Oslo | | N * |
| 1894 | J. P. Rotterdamsche S. Maatsch. | South Shields | | 95·0 | 20·2 | 10·[illegible] | Bergen Norwegian | C.2Cy 14"x22"-21" 4S.B.W. J. P. Rotterdamsche S. Maatsch. | 10 × 1 | N |
| 1906 | Frantzen Sønn. Verft Sandefjord | Aarhus Stålskibsværft (Hans Salvesen, Mgr.) | | 72·4 | 18·2 | 11·[illegible] | Oslo Norwegian | T.3Cy 11",18"x20"-11" 10S.B.W. Aarhus Stålskibsværft | | N * |
| 1929 | Cant. Nav. Fresno Tug Tampico | Sociedad "Portuaria" Cant. Lt. Nav. | | 127·2 | 22·6 | 9·6 | Tampico Mexico | Oil Engine 4S.C.SA 8Cy 13½"-16½" 154S.B.W. Fresno Tug & Lighters | | I * |
| 1918 | Aktiesel. Halm Arendal | H. Sun | | 83·0 | 21·0 | 11·[illegible] | Arendal Norwegian | Oil Engine 2S.C.SA 3Cy 12½"-16½" 6S.B.W. Kjøbenhavns M. V. A. Kjøbenhavn | | N * |
| 1904 | S. Aoyama Osaka | Osaka Tekkosho K.K. | | 110·2 | 17·8 | 12·[illegible] | Osaka Japanese | C.2Cy 13"x20"-20" 14S.B.W. | | |
| 1923 | Smith's Dock Co. Ltd. Middlesbro' | Smith's Dock Co. Ltd. (Sir Salvesen Bell, Mgrs.) | | 130·4 | 26·0 | 13·4 | Leith British | T.3Cy 19",30"x42"-30" 10S.B.W. Smith's Dock Co. Ltd. M.B. | | C * |
| 1908 | Mjellmak Karlsen Bergen | Arbeidsbrevetts | | 104·2 | 19·0 | 8·9 | Bergen Norwegian | C.1Cy 9"x20"-12" 14S.B.W. Kjøbenhavns Karlsen, Bergen | | N * |
| 1920 | Ritchie, Graham & Miller Glasgow Lloyd's Reg. | Consolidated Pulverised Fuel Co. Ltd. (Sir Robert D. Hamilton, Bart., Mgr.) | | 115·0 | 22·2 | 12·2 | Grimsby British | T.3Cy 17",28"x36"-28" (L) 7S.B.W. W. Beardmore & Co. Ltd. Coatbridge | 12 × 1 | |
| 1901 | J. Duthie, Sons & Co. Aberdeen | Soc. Anon. des Pêcheries Danoises Fraisses | | 115·5 | 21·7 | 11·[illegible] | Aberdeen British | T.3Cy. 17",26½"x38"-28" 12S.B.W. W. Y. Y. Lidgerwood, Ltd. | 12 × 1 | V |
| 1924 | Smith's Dock Co. Ltd. Middlesbro' | Polar Whaling Co. Ltd. | | 110·4 | 23·1 | 13·[illegible] | Stanley F.I. British | C.3Cy 14",20"x28"-24" 8S.B.W. Smith's Dock Co. Ltd. M.B. | | C * |
| 1910 | J. P. Rotterdamsche Scheepsbouwerf | Frans Fuenick, Trans Wear Co. Ltd. (J. E. Benson, Mgr.) | | 95·0 | 20·2 | 10·1 | Scandinavia British | C.3Cy 14"x24"-22" 10S.B.W. J. P. Rotterdamsche S. Maatsch. | 11 × 1 | |
| 1916 | Texas S.S. Co. Rockville | The Texas Company | | 97·2 | 22·6 | 10·2 | Wilmington (Del.) United States | C.3Cy 16"x24"-24" 4S.B.W. Marine Iron & S.B. Co. Port Richmond, N.Y. | | |

| Numéro Officiel | Nom du Navire | Tonnage | Classe de la Classification | Construction | Machines | Propriétaires |
|---|---|---|---|---|---|---|
| 1905 | **South Australian** | 305 | | 1911 A. F. Smith | | |
| 1906 | **South Cook** | 142 | | 1906 Lobnitz | | |
| 1907 | **South Park** | 349 | | 1906 Armstrong | | |
| 1908 | **South Sea** | 322 | ✠100A1 Lloyd's | 1910 Goole S. B. | | |
| 1909 | **South Shields** | 286 | | 1911 Wood | | |
| 1910 | **Southampton** | 227 | ✠100A1 Lloyd's | 1910 Pollock | | |
| 1911 | **Southern Barrier** | 252 | | 1919 Smith's | | |
| 1912 | **Southern Chief** | 255 | | 1920 Smith's | | |
| 1913 | **Southern Cloud** | 252 | | 1919 Smith's | | |
| 1914 | **Southern Field** | 252 | | 1920 Smith's | | |
| 1915 | **Southern Fine** | 252 | | 1920 Smith's | | |
| 1916 | **Southern Flower** | 252 | | 1920 Smith's | | |
| 1917 | **Southern Foam** | 252 | | 1920 Smith's | | |
| 1918 | **Southern Gem** | 252 | | 1919 Smith's | | |
| 1919 | **Southern Pride** | 252 | | 1920 Smith's | | |
| 1920 | **Southern Shore** | 252 | | 1920 Smith's | | |
| 1921 | **Southern Sky** | 252 | | 1919 Smith's | | |
| 1922 | **Southern Spray** | 252 | | 1920 Smith's | | |
| 1923 | **Southern Star** | 252 | | 1920 Smith's | | |
| 1924 | **Southern Sun** | 252 | | 1920 Smith's | | |
| 1925 | **Southern Wave** | 252 | | 1920 Smith's | | |
| 1926 | **Southgate** | 149 | ✠100A1 Lloyd's | 1905 Armstrong | | |

| Official No. | Steamer's Name, Rig, &c. | Tonnage | Particulars of Classification | Hulls | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|
| 150777 | Southland | 320 | + 100A1 Isle | | | | | |
| 150778 | Southport | 245 | | | | | | |
| 150779 | Southward Ho | 300 | + 100A1 Hal | | | | | |
| 150780 | Sovsarmum | 200 | | | | | | |
| 150781 | Sowetskaia Sibir | 796 | | | | | | G * |
| 150782 | Soya Maru | 2333 | | | | | | |
| 150783 | — | 127 | | | | | | |
| 150784 | Spaarnestroom | 192 | | | | | | |
| 150785 | Spagna | 123 | | | | | | I * |
| 150786 | Spaeubsburg | 159 | | | | | | |
| 150787 | Sparrows Point | 111 | | | | | | |
| 150788 | Spartan | 250 | | | | | | |
| 150789 | Specht | 127 | | | | | | G * |
| 150790 | Speedwell | 143 | 1gs | | | | | |
| 150791 | Spera | 125 | | | | | | |
| 150792 | Sperling | 147 | | | | | | G * |
| 150793 | Sperm | 162 | | | | | | N * |
| 150794 | Spes | 194 | | | | | | G * |
| 150795 | — | 161 | | | | | | V |
| 150796 | Spes-Mea | 181 | | | | | | V |
| 150797 | — | 132 | | | | | | V |

| Numéro officiel | Noms des Navires | Détails de la Classification | Construit | Armateurs | Dimensions | Port d'armement | Machines | | |
|---|---|---|---|---|---|---|---|---|---|
| 1698 | Spes-Salutis | | | | | | | | V |
| 1699 | Spica | | | | | | | | G |
| 1700 | Spider | | | | | | | | |
| 1701 | Spina | | | | | | | | G |
| 1702 | Spiro Xylias | | | | | | | | I |
| 1703 | Spithead | | | | | | | | |
| 1704 | Spitsberg | | | | | | | | V |
| 1705 | — | | | | | | | | G |
| 1706 | Spitsbergen | | | | | | | | G |
| 1707 | Splint | | | | | | | | N |
| 1708 | Sport | | | | | | | | N |
| 1709 | Spoon | | | | | | | | C |
| 1710 | Spotkill | | | | | | | | |
| 1711 | Spray | | | | | | | | |
| 1712 | — | | | | | | | | |
| 1713 | Sprayflower | | 100A1 | | | | | | |
| 1714 | Sprent Eagle | | | | | | | | |
| 1715 | Sprightly | | | | | | | | |
| 1716 | Springbok | | | | | | | | |
| 1717 | Springwell | | 100A1 | | | | | | |
| 1718 | Spro | | | | | | | | |
| 1719 | Squirrel | | A1 | | | | | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tons | Particulars of Classification | Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|
| 15710 | **Sri Lenggang** Steel | 199 | | Singapore | Steamship Standard Transport | Singapore British | | |
| 15721 | **Sri Pataza** Steel Screw | 155 | | 1884 Howaldt, Bremen Kiel | Lord K. Pole | Singapore British | C.(C) 25" x 42" - 15" | |
| 15722 | **Stahl** Steel Screw (or Kimmins, Kirkcudbright) L.Dd | 199 | | 1905 Hall, Russell & Co. Aberdeen | A.S.D.B. Delphine (R. Rolands, Mgr.) | Stavanger Norwegian | C.(C) 17" x 26" - 24" | 11 - 0 |
| 15723 | **Stade** Steel (Tug) L.Dd | 253 | | 1897 J. W. Klawitter Danzig | Hamburg-Amerik. Packetf. Akt.-Ges. (Ham.-Amer. Line) (Leipzig & Reimers, Mgrs.) | Hamburg German | C.(C) 20" x 30" - 24" W. J. W. Klawitter, Danzig | G * |
| 15724 | — Steel Screw Sailing Vessel, (or Kirkcudbright, Vessel, or Lion, or Wear) L.Dd (See Sailing Ship Register) | 177 | | 1910 C. Lühring Hammerwerden | Ch. Meyer | | Oil Engines 18 C.S.A. C.(C) 11" - 17" | G * |
| 15725 | **Starkodder** Iron Steel Twin Screw | 503 | | 1883 Burmeister & Wain Copenhagen | Det Danske Stat (Ministeriet for Erhvervene) | Kosoer Danish | C.4(C) 21" x 40" - 27" Burmeister & Wain, Cpn. | |
| 15726 | — Wood Sailing Vessel Elec. light Windlass L.Dd | 196 | | 1920 Kuralaus Vaerft A/S Lillesand | Bordkjøpsgrupp-Kompagniet A/S | Trondheim Norwegian | T.3(C) 13", 20" x 36" - 24" A/S Moss Verft, Moss | M * |
| 15727 | **Stag** Steel Screw (or Wellington) L.Dd | 185 | | 1897 Cumming & Ellis Inverkeithing | R.S. Cook Towage Co. Ltd. (R.S.C. Baister, Mgr.) | Sunderland British | C.(C) 21" x 40" - 27" J. Grant & Co. Leith | 12 - 0 |
| 15728 | **Stalberg** Steel Screw Elec. light Windlass B.F. L.Dd | 306 | ✠100A1 Ice Tender | 1929 Cochrane & Sons, Ltd. Selby | Grimsby and Fishmoor Fishery Ltd. (Sir Josiah Marwin, Part. Mgr.) | Grimsby British | T.3(C) 13", 24" x 36" - 27" (L) Smith | 14 - 0 |
| 15729 | **Stalin** Steel Screw (Elec. light Windlass B.F. Sub-Rig L.Dd | 511 | | 1930 Nordjeverket Bergen | Bergenytterne | Bergen Norwegian | T.3(C) 16", 25" x 40" - 32" Nordjeverket, Bergen | G * |
| 15730 | — Steel Twin Screw (Icebreaker) Windlass L.Dd | 300 | | 1897 Hornaldswerke Kiel | Petroleumwerke of Rostoff | Rostoff Russian | C.4(C) 17" x 26" - 24" Howaldtswerke, Kiel | |
| 15731 | **Stalker** Iron Screw (Trawler) (salmon) L.Dd | 187 | | 1899 Cook, Welton & Gemmell Hull | Lindsey Steam Fishing Co. Ltd. (H. Boon, Mgr.) | Grimsby British | T.3(C) 18", 30" x 42" - 24" W. Gemmell & Co. Hull | 12 - 1 |
| 15732 | **Standard** Wood Sailing Vessel, Oil Eng. (See Sailing Ship Register) | 257 | | 1919 Korsør Skibsværft A/S Korsør | Fiskeriaktieselskabet "Finker" (J. L. Holm, Mgr.) | Faeroe Islands Danish | Oil Engines 18 C.S.A. C.(C) 23" - 34" Burmeister & Wain, Cpn. | V * |
| 15733 | — Wood Sailing Vessel (Flat) | 138 | | 1845 R. G. Cross Windsor | Salt Union, Ltd. | Liverpool British | 2(C) 8" - 12" W. Mallon, Manchester | |
| 15734 | **Standard Coaster** Wood Twin Screw Oil Eng. L.Dd | 154 | | 1927 J. S. Gardner Liverpool | Standard Steamships, Ltd. (W. A. Shaw, Mgr.) | Bridgetown Barbados British | Oil Engines 18 C.S.A. 2(C) 8" - 12" Fairbanks Morse, Ltd. Salford, Wn. | |
| 15735 | **Standard Maru** Steel Twin Screw (or Ma Ching) Oil Eng. | 215 | | 1912 New E.A. S.B. Wks. Ltd. Shanghai | Standard Steamship S.K. | Takahama Japanese | Oil Engines | |
| 15736 | **Standard Rose** Steel Screw (or H.S.M.) L.Dd | 150 | | 1918 Ardrossan D.D. & E.C. Ltd. Ardrossan | W. J. Gray & Sons | Sunderland British | C.3(C) 15" x 22" - 24" Ardrossan Mach. Co. | |
| 15737 | **Stanagarth** Steel Screw (or Mrs. Ro. & Co. Ltd. or Mrs. No. 3-31) L.Dd (Ad.) | 45 | ✠100A1 Ice Tender | 1910 Lytham S.B. Yd. Ltd. Lytham | Stanhope | Liverpool British | T.3(C) 10" x 20" - 24" (L) Smith | 8 - 0 |
| 15738 | **Stanfoel** Steel Screw (Trawler) (or Lagos-Co. or Peter Stanhope) L.Dd Windlass | 200 | | 1918 Cook, Welton & Gemmell Ltd. Beverley | J. R. Boon | Milford Haven British | T.3(C) 13", 21" x 36" - 24" W. Gemmell & Co. Ltd. Hull | 13 - 6 V |
| 15739 | **Stanley** Steel Screw Mdy. Aft L.Dd | 187 | | 1904 W. J. Yarwood Northwich | Stanlawwood, Ltd. | Liverpool British | C.3(C) 18" x 27" - 18" W. J. Yarwood, Northwich | |
| 15740 | — Wood Sailing Vessel Motor L.Dd (See Sailing Ship Register) | 115 | | 1893 Sorgen | Skibs A/S Stanley (Lund, Eide) | Kopervik Norwegian | Motor 1(C) 31 A" - 42" Bergen Diesel Motor, Karmsund M. V. Kopervik | |
| 15741 | **Stanlow** Steel Screw (Tug) L.Dd | 102 | | 1924 W. J. Yarwood & Sons, Ltd. Northwich | Manchester Ship Canal Co. | Manchester British | C.2(C) 17" x 26" - 24" W. J. Yarwood & Sons, Ltd. | 10 - 0 |

| Numéro d'identification | Noms du Navire | Détails de la Classe | Constructeurs | Machines | Remarques |
|---|---|---|---|---|---|
| 1374 | Star I. | | 1913 Seattle Construction & Dry Dock Co., Seattle, Wash. | Triple-exp. S.A. 19", 31", 54" × 36" | |
| 1375 | Star II. | | 1919 Nylands Verkstad, Oslo | Triple-exp. S.A. 19", 31", 54" × 36" | X * |
| 1376 | Star IV. | | 1911 Akers Mek. Verksted, Oslo | Triple-exp. S.A. 19", 31", 54" × 36" | |
| 1378 | Star V. | | 1909 Fredriksstad Mek. Verksted, Fredrikstad | Triple-exp. S.A. 17", 30", 50" × 36" | X * |
| 1379 | Star IX. | | 1927 Jarbal Verft, Tønsberg | Triple-exp. S.A. 16", 26", 42" × 36" | X * |
| 1380 | Star X. | | 1927 Kaldnes Mek. Verksted, Tønsberg | Triple-exp. S.A. 16", 27", 45" × 36" | X * |
| 1381 | Star XI. | | 1926 Nylands Verksted, Oslo | Triple-exp. S.A. 16", 27", 45" × 36" | X * |
| 1382 | Star XII. | | 1929 Nylands Verksted, Oslo | Triple-exp. S.A. 16", 27", 45" × 36" | X * |
| 1383 | Star XIV. | | 1929 Nylands Verksted, Oslo | Triple-exp. S.A. 16", 27", 45" × 36" | X * |
| 1384 | Star XV. | | 1929 Nylands Verksted, Oslo | Triple-exp. S.A. 16", 27", 45" × 36" | X * |
| 1385 | Star XVI. | | 1930 A/S Akers Mek. Verksted, Oslo | Triple-exp. S.A. 16", 27", 45" × 36" | X * |
| 1386 | Star XVII. | | 1930 A/S Akers Mek. Verksted, Oslo | Triple-exp. S.A. 16", 27", 45" × 36" | X * |
| 1387 | Star XVIII. | | 1930 A/S Akers Mek. Verksted, Oslo | Triple-exp. S.A. 16", 27", 45" × 36" | X * |
| 1388 | Star XIX. | | 1930 Kaldnes Mek. Verksted, Tønsberg | Triple-exp. S.A. 16", 27", 45" × 36" | X * |
| 1389 | Star XX. | | 1930 Kaldnes Mek. Verksted, Tønsberg | Triple-exp. S.A. 16", 27", 45" × 36" | X * |
| 1390 | Star of Britain | | 1908 J. Duthie Torry S.B. Co., Aberdeen | Triple-exp. S.A. 17", 31½", 54" × 36" | 13 × 9 |
| 1391 | Star of Freedom | | 1913 A. Hall & Co., Aberdeen | Triple-exp. S.A. 17", 29", 48" × 36" | 13 × 9 |
| 1392 | Star of Liberty | 300 + 100 A1 Abs | 1917 Murdoch & Murdoch, Fleetwood | Triple-exp. S.A. 17", 29", 48" × 36" | 13 × 9 |
| 1393 | Star of Mercy | | 1900 Cook, Welton & Gemmell, Hull | Triple-exp. S.A. 17½", 31½", 50" × 36" | 13 × 10 |
| 1394 | Star of Peace | 300 + 100 A1 Abs | 1916 Hall, Russell & Co. Ltd., Aberdeen | Triple-exp. S.A. 17", 29", 48" × 36" | 13 × 9 |

| Official No. | Steamer's Name, Rig, &c. | Tonnage | Particulars of Class | Built | Owners | Port of Registry | Engines |
|---|---|---|---|---|---|---|---|
| 1576 | Star of Scotland | 223 | ✠100A1 | Abe | Walkerston Trawl Fishing Co. Ltd. (T. Walker, Mgr.) | Aberdeen | |
| 1579 | Star of the East | 219 | ✠ | Abe | Co-operative Fishing Society Ltd. | Aberdeen | |
| 1584 | Star of the Empire | 219 | ✠ | Abe | Walkerston Trawl Fishing Co. Ltd. (T. Walker, Mgr.) | Aberdeen | |
| 1588 | Star of the Isles | 217 | ✠ | Abe | Co-operative Fishing Society Ltd. (E. A. Haley, Mgr.) | Aberdeen | |
| 1586 | Star of the North | 182 | ✠ | Abe | Hall, Russell & Co. Ltd. | Aberdeen | |
| 1587 | Star of the Ocean | 222 | | | Hall, Russell & Co. Ltd. | Aberdeen | |
| 1588 | Star of the Realm | 225 | ✠100A1 | Abe | Grampian Fishing Co. Ltd. (R. G. Crampin, Mgr.) | Grimsby | |
| 1589 | Star of the South | 211 | ✠ | Sld | Smith's Dock Co. Ltd. | Cape Town | |
| 1570 | Star of the Wave | 236 | ✠100A1 | Abe | Walkerston Trawl Fishing Co. Ltd. (T. Walker, Mgr.) | Aberdeen | |
| 1571 | Star of Victory | 226 | ✠100A1 | Abe | Walkerston Trawl Fishing Co. Ltd. (T. Walker, Mgr.) | Aberdeen | |
| 1572 | Starfish | 116 | | | | | |
| 1573 | Starks | 243 | | | | | |
| 1574 | Start | 120 | | | | Kristiansand | |
| 1575 | Staterand Kiddervold | 251 | | | | Molde | |
| 1576 | Stavanes | 222 | ✠100A1 | Hoes | | Stavanger | |
| 1577 | Stavrand | 102 | | | | | |
| 1578 | Stav | 136 | | | | | |
| 1579 | Stavraager | 197 | ✠ | Hum | | Stavanger | |
| 1580 | Stavenes | 181 | | | | Bergen | |
| 1581 | Stavnes | 122 | | | | Kristiansund | |
| 1582 | Steckelhörn | 208 | | | | Cuxhaven | |

| Numéro Officiel | Noms du Navire, Numéro, Indicatif, etc. / Chantier, Port de Construction, Propriétaire, Numéro des Plans | Tonnage Net | Détails de la Classification | Construit | Armateurs | Dimensions d'après le Jaugeage | Port d'immatriculation | Machines | |
|---|---|---|---|---|---|---|---|---|---|
| 1370 | **Steel** Steel Paddle | 118 | | 1890 J. T. Eb-[illegible] | [illegible] | 90'0 19'1 9'0 | [illegible] | [illegible] | |
| 1371 | **Stanlepelle** Steel | 160 | ✠100A1 Stl | 1896 A. W. [illegible] | [illegible] | 94'9 20'0 10'0 | [illegible] | [illegible] | 11 + T |
| 1372 | **Stala** Steel | 250 | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | C |
| 1373 | **Stafano** Steel Pad | 182 | | 1907 [illegible] | [illegible] | 103'0 40'0 [illegible] | [illegible] | | |
| 1374 | — Iron | 192 | | 1902 Y. W. [illegible] | [illegible] | 107'0 21'0 9'0 | [illegible] | [illegible] | |
| 1375 | **Steiermark** Steel Screw Twin | 127 | | 1910 [illegible] J. A. [illegible] | [illegible] | 108'2 22'0 9'2 | [illegible] | [illegible] | G |
| 1376 | **Stein** Steel | 182 | | 1900 [illegible] | [illegible] | 90'0 22'7 10'0 | [illegible] | [illegible] | G |
| 1377 | **Steinbott** Steel | 291 | | 1912 [illegible] | [illegible] | 141'7 22'0 10'2 | [illegible] | [illegible] | G |
| 1378 | **Steiner** Wood Sailing Vessel | 102 | | 1894 [illegible] | [illegible] | 90'2 22'0 9'2 | [illegible] | [illegible] | |
| 1379 | **Steinhoff** Steel | 188 | | 1914 Lübecker [illegible] | [illegible] | 92'0 19'0 9'2 | [illegible] | [illegible] | |
| 1380 | **Steinwieder** Steel | 224 | | 1912 H. C. Stülcken [illegible] | "Borkum" [illegible] | 119'1 24'1 9'4 | [illegible] | [illegible] | G |
| 1381 | **Stella II.** Steel | 254 | | 1912 [illegible] | [illegible] | 116'5 22'4 13'5 | [illegible] | [illegible] | V |
| 1382 | **Stella Maris** Wood Sailing Vessel | 175 | | 1911 [illegible] | [illegible] | 118'0 26'4 13'7 | [illegible] | [illegible] | |
| 1383 | **Stella Marie** Steel | 181 | | 1919 [illegible] | [illegible] | 100'6 30'1 7'0 | [illegible] | [illegible] | |
| 1384 | **Stellina** Steel | 212 | | 1902 W. [illegible] | [illegible] | 119'0 21'0 11'0 | [illegible] | [illegible] | I |
| 1385 | **Steskjær** Steel | 159 | | 1878 [illegible] | [illegible] | 115'4 17'6 7'0 | [illegible] | [illegible] | |
| 1386 | **Stenø** Steel | 157 | | 1898 D. W. [illegible] | [illegible] | 110'0 21'0 7'7 | [illegible] | [illegible] | G |
| 1387 | **Stenerud** Steel | 212 | | 1906 J. D. [illegible] | [illegible] | 101'8 22'7 9'9 | [illegible] | [illegible] | V |
| 1388 | **Steuter** Steel | 172 | | 1921 A. Pannevis [illegible] | [illegible] | 95'2 21'4 10'0 | [illegible] | [illegible] | V |
| 1389 | **Stepan Makaroff** Steel Twin Screw | 2150 | ✠ Twin | 1916 [illegible] | [illegible] | 248'0 37'0 27'7 | [illegible] | [illegible] | |
| 1390 | **Stephan** Steel | 151 | | 1907 Werf de [illegible] | [illegible] | 101'2 19'8 [illegible] | [illegible] | [illegible] | |
| 1391 | **Stephen W. McKeever, Jr.** Steel | 222 | | 1911 S. Pallister [illegible] | [illegible] | 127'0 22'5 9'0 | [illegible] | [illegible] | |

| Official No. / Code Letters | Steamer's Name, Material, Rig, &c. / Date Keel Laid / Special Features, No. of Decks, &c. | Gross Tonnage | Particulars of Class Retained | Where Built | Builders | Owners | Length | Breadth | Depth | Flag | Engines | Boilers | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 150[illegible] | Sterling Wooden | 343 | | 1879 | Bath Iron Works, Ltd. Bath, Me. | Dromedik Portland Co. | 110·0 | 18·1 | 8·8 | New York (Ut. States) | | | |
| 150[illegible] | Stern Steel Oil Eng. 1,[illegible] | 756 | | 1912 | N. J. van der Wijk Maatschappij | Stoom Tuigboot | 99·9 | 21·7 | 9·7 | Hamburg (Germany) | [illegible] Engines 30 C.D.A. [illegible] | | G |
| 150[illegible] | Sterna Steel Oil Eng. 1,[illegible] | 131 | | 1891 | Earle's M. Co. Ltd. Hull | Grand Tourer | 93·4 | 20·2 | 10·[illegible] | Liverpool (British) | [illegible] Engine 28 C. | 11 × 3 | V |
| 150[illegible] | Sterno Steel Oil Eng. 1,[illegible] | 175 | | 1909 | D. W. Kremer & Sohn Elmshorn | A/B A.K.A. Fremantle Steamship Co. (J. Fisher, Mgr.) | 112·0 | 20·9 | 7·7 | Karlskrona (Swedish) | [illegible] Engines 28 C.D.A. | | V |
| 150[illegible] | Stella Steel Oil Eng. 1,[illegible] | 100 | | 1901 | J. L. Meyer Papenburg | Emd Norsuge-Indien A.G. | 77·1 | 19·1 | 9·7 | Sweden (Swedish) | [illegible] Engines 28 C.D.A. [illegible] | | |
| 150[illegible] | Stewart Boyle Steel Oil Eng. 1,[illegible] | 197 | | 1911 | A. Hall & Co. Ltd. Aberdeen | J. J. Boyle | 113·6 | 22·5 | 12·4 | Glasgow (British) | [illegible] | 12 × 6 | |
| 150[illegible] | Stieglitz Steel Oil Eng. 1,[illegible] | 147 | | 1923 | C. Lühring Brunsbüttel-Ueberseehafen | Bremen-Vegesacker Fischerei Ges. | 90·1 | 21·5 | 9·9 | Vegesack (German) | [illegible] | | G ● |
| 150[illegible] | Stier Steel Oil Eng. 1,[illegible] | 270 | | 1921 | Akt.-Ges. "Weser" Bremen | Bremerhavener Lloyd | 119·0 | 22·0 | 12·9 | Bremen (German) | [illegible] | | G ● |
| 150[illegible] | Stig Steel Oil Eng. 1,[illegible] | 242 | | 1907 | W. Walker Maryport | Fisher A/B Bros. (J. S. W. Eliason, Mgr.) | 129·0 | 23·0 | 11·[illegible] | Gothenburg (Swedish) | [illegible] | 12 × 6 | |
| 150[illegible] | — Steel Oil Eng. 1,[illegible] (See Sailing Ship Register) | 173 | | 1902 | N. A. Nielsen Thisted | A. Johnsg | 114·8 | 25·9 | 11·[illegible] | Stavanger (Swedish) | [illegible] Engines 28 C.D.A. [illegible] | | V ● |
| 150[illegible] | Stina Steel Oil Eng. 1,[illegible] | 251 | | 1926 | Smith's Dock Co. Ltd. Middlesbro' | Scottish Co. Ltd. (Jas. Dickson & Co., Mgrs.) | 116·0 | 24·2 | 12·8 | Leith (British) | [illegible] | | C ● |
| 150[illegible] | — Steel Oil Eng. 1,[illegible] (See Sailing Ship Register) | 113 | | 1906 | G. H. Thyssen Brake | Gebrüder Schoene | 81·0 | 21·0 | 7·[illegible] | Brake (German) | [illegible] Engines 28 C.D.A. [illegible] | | G ● |
| 150[illegible] | Sterling Tompkins Wooden Oil Eng. 1,[illegible] | 207 | | 1918 | M. M. Davis & Sons, Inc. Baltimore, Md. | Great Shoreline Co. | 123·0 | 29·0 | 13·0 | New York (Ut. States) | [illegible] | | |
| 150[illegible] | Stjerneskjold Steel Oil Eng. 1,[illegible] (See Sailing Ship Register) | 152 | | 1878 | Carpenter Stockholm Gothenburg | Svensk-Ostasiatiska Co. A/B | 117·6 | 21·8 | 12·1 | Frederikshavn (Norwegian) | [illegible] Engines 28 C. | | V |
| 150[illegible] | Stockton Steel Oil Eng. 1,[illegible] | 2467 | | 1927 | Hebblethwaite S. B. Corp. Ltd. Southampton | Southern Ferries Ltd. Southampton Ferries, Ltd. | 254·0 | 46·1 | 13·7 | San Francisco (Ut. States) | [illegible] Engines 45 C.D.A. [illegible] | | |
| 150[illegible] | Stolman Wooden Oil Eng. 1,[illegible] (See Sailing Ship Register) | 130 | | 1903 | [illegible] Hartlepool | [illegible] | 84·8 | 23·4 | 10·[illegible] | Bergen (Norwegian) | [illegible] Engines 28 C.D.A. [illegible] | | |
| 150[illegible] | Stoly Steel Oil Eng. 1,[illegible] | 122 | | 1888 | Motorwerke [illegible] | [illegible] | 102·6 | 18·1 | 7·[illegible] | [illegible] (German) | [illegible] | | G |
| 150[illegible] | Ston Steel Oil Eng. 1,[illegible] | 207 | A- Hull | 1900 | M. C. Mat-[illegible] Leningrad | Sakowska Fischerei Flotilla | 123·2 | 20·2 | 10·[illegible] | Sakowski (Russian) | [illegible] | 9-11 × 2 × 9 × 4 | |
| 150[illegible] | Stonehenge Steel Oil Eng. 1,[illegible] | 170 | | 1921 | J. S. White & Co. Ltd. Cowes | [illegible] | 120·4 | 21·1 | 10·[illegible] | London (British) | [illegible] Engines 28 C.D.A. | 11 × 3 | |
| 150[illegible] | Stonefarry Steel Oil Eng. 1,[illegible] | 334 | ✠100A1 Hull | 1917 | [illegible] Ltd. | [illegible] | 130·5 | 22·7 | 12·9 | [illegible] (British) | [illegible] | 13 × 6 | |
| 150[illegible] | Stonewall Steel Oil Eng. 1,[illegible] | 875 | ✠100A1 Hull | 1908 | Fleming & Ferguson Ltd. Paisley | Land Reclaiming, Towage & Transportation Ltd. | 139·0 | 32·1 | 16·[illegible] | London (British) | [illegible] | 17 × 6 × 9 × 6 × 1 | |

| Nom du Navire | Détails de la Classe | Construit | Armateurs | Machines | |
|---|---|---|---|---|---|
| 1926 Star | | 1908 A. Vaijk | W. Parker | | N |
| 1927 Star Brik | | 1899 | | | |
| 1928 Stara | | 1925 | | | C |
| 1929 Starling | | 1896 G. Forbes | | | |
| 1930 Store-Bælt | | 1900 | | | |
| 1931 Storejorn | | 1912 A. D. Kaiding | | | |
| 1932 Storesund I. | | 1910 Motala | | | N |
| 1933 Storfos | 3G3 | 1910 A. Dock & Co. Ltd. | | | |
| 1934 Storhaug | | 1906 J. Dechie | | | |
| 1935 Storia | | 1929 J. Dick | | | |
| 1936 Stork | | 1906 Hartlepool | | | |
| 1937 Storm Cock | | 1893 T. Finch | | | |
| 1938 — | | 1892 Cook, Wel. | | | |
| 1939 Storm King | | 1919 Ralph | | | |
| 1940 — | | 1885 Neafie | | | |
| 1941 — | 100 | 1888 A. L. Stub. | | | |
| 1942 Stormcentre | | 1919 J. Chant. | | | |
| 1943 Stormfagle | 300 | 1903 Smith's | | | |
| 1944 Stormvogel | | 1897 Cochrane | | | |
| 1945 Storsway | | 1910 Cook, Wel. | | | |
| 1946 Stortemelk II | | 1911 Aarhuus | | | |
| 1947 Stortind | | 1906 Cook, Wel. | | | |
| 1948 Stourgate | 100A1 | 1924 J. P. Dock | | | |

| Official No. | Steamer's Name, Nationality, Rig, &c. | Tonnage | Particulars of Class | Built | Owners | Port of Registry | Engines |
|---|---|---|---|---|---|---|---|
| 1348 | Sturman | 170 | | 1898 | | | |
| 1350 | Strala | 143 | | 1906 | | | |
| 1351 | Stralsund | 177 | | 1888 | | | |
| 1352 | Stranaer | 242 | | 1925 | | | |
| 1355 | Strande | 117 | | 1929 | | | |
| 1354 | Strath | 116 | | 1926 | | | |
| 1355 | Strathairlie | 135 | | 1905 | | | |
| 1356 | Strathalbyn | 276 | +100A1 Abn | 1929 | | | |
| 1357 | Strathaldred | 276 | +100A1 Abn | 1929 | | | |
| 1358 | Strathallsdale | 155 | | 1909 | | | |
| 1359 | Strathallan | 175 | | 1900 | | | |
| 1360 | Strathalva | 215 | +100A1 Abn | 1917 | | | |
| 1361 | Strathathell | 209 | +100A1 Abn | 1912 | | | |
| 1362 | Strathavon | 205 | + Abn | 1906 | | | |
| 1363 | Strathblair | 216 | +100A1 Abn | 1930 | | | |
| 1364 | Strathblane | 186 | + Abn | 1901 | | | |
| 1365 | Strathbogie | 305 | +100A1 Tw | 1914 | | | |
| 1366 | Strathborve | 216 | +100A1 Abn | 1930 | | | |
| 1367 | Strathclova | 216 | +100A1 Abn | 1914 | | | |
| 1368 | Strathclyde | 317 | + F70 | 1909 | | | |
| 1369 | Strathdee | 133 | | 1906 | | | |
| 1370 | Strathderry | 133 | | 1911 | | | |

| Numéro | Nom du Navire | Port d'attache | Détails de la Classe | Constructeur | Propriétaires | Dimensions principales | Machines |
|---|---|---|---|---|---|---|---|
| [illegible] | Strathdeven | [illegible] | [illegible] +100A1 Abn | [illegible] | Abn.Sun.Trawling & Fishing Co.Ld. (G.Mason, Mgr.) | [illegible] | [illegible] |
| [illegible] | Strathfleys | [illegible] | [illegible] +100A1 Abn | [illegible] | Abn.Sun.Trawling & Fishing Co.Ld. (G.Mason, Mgr.) | [illegible] | [illegible] |
| [illegible] | Strathaden | [illegible] | [illegible] | [illegible] | Francis J.Johnston Ld. | [illegible] | [illegible] |
| [illegible] | Strathella | [illegible] | [illegible] +100A1 Abn | [illegible] | Abn.Sun.Trawling & Fishing Co.Ld. (G.Mason, Mgr.) | [illegible] | [illegible] |
| [illegible] | Strathfillan | [illegible] | [illegible] +100A1 Abn | [illegible] | Abn.Sun.Trawling & Fishing Co.Ld. (G.Mason, Mgr.) | [illegible] | [illegible] |
| [illegible] | Strathberrick | [illegible] | [illegible] | [illegible] | J.W.Johnstone | [illegible] | [illegible] |
| [illegible] | Strathfiella | [illegible] | [illegible] | [illegible] | Francis J.Johnston Ld. | [illegible] | [illegible] |
| [illegible] | Strathgairn | [illegible] | [illegible] +100A1 Abn | [illegible] | Abn.Sun.Trawling & Fishing Co.Ld. (G.Mason, Mgr.) | [illegible] | [illegible] |
| [illegible] | Strathgarry | [illegible] | [illegible] +100A1 Abn | [illegible] | Abn.Sun.Trawling & Fishing Co.Ld. (G.Mason, Mgr.) | [illegible] | [illegible] |
| [illegible] | Strathgiddie | [illegible] | [illegible] | [illegible] | J.Walker | [illegible] | [illegible] |
| [illegible] | Strathglass | [illegible] | [illegible] | [illegible] | R.Bell | [illegible] | [illegible] |
| [illegible] | Strathgyle | [illegible] | [illegible] +100A1 Abn | [illegible] | Abn.Sun.Trawling & Fishing Co.Ld. (G.Mason, Mgr.) | [illegible] | [illegible] |
| [illegible] | Strathlee | [illegible] | [illegible] +100A1 Abn | [illegible] | Abn.Sun.Trawling & Fishing Co.Ld. (G.Mason, Mgr.) | [illegible] | [illegible] |
| [illegible] | Strathlethen | [illegible] | [illegible] | [illegible] | J.Craigie | [illegible] | [illegible] |
| [illegible] | Strathleven | [illegible] | [illegible] +100A1 Abn | [illegible] | Abn.Sun.Trawling & Fishing Co.Ld. (G.Mason, Mgr.) | [illegible] | [illegible] |
| [illegible] | Strathlochy | [illegible] | [illegible] +100A1 Abn | [illegible] | Abn.Sun.Trawling & Fishing Co.Ld. (G.Mason, Mgr.) | [illegible] | [illegible] |
| [illegible] | Strathlossie | [illegible] | [illegible] | [illegible] | J.Wood | [illegible] | [illegible] |
| [illegible] | Strathlyon | [illegible] | [illegible] +100A1 Abn | [illegible] | Abn.Sun.Trawling & Fishing Co.Ld. (G.Mason, Mgr.) | [illegible] | [illegible] |
| [illegible] | Strathmaree | [illegible] | [illegible] +100A1 Abn | [illegible] | Abn.Sun.Trawling & Fishing Co.Ld. (G.Mason, Mgr.) | [illegible] | [illegible] |
| [illegible] | Strathmartin | [illegible] | [illegible] +100A1 Abn | [illegible] | Abn.Sun.Trawling & Fishing Co.Ld. (G.Mason, Mgr.) | [illegible] | [illegible] |
| [illegible] | Strathmonach | [illegible] | [illegible] +100A1 Abn | [illegible] | Abn.Sun.Trawling & Fishing Co.Ld. (G.Mason, Mgr.) | [illegible] | [illegible] |

| Official No. / Date Letters | Steamer's Name, Material, Rig, &c. / Special Surveys, No. of Decks, &c. | Tonnage | Particulars of Classification: Character | Built: Where | Built: By Whom / Where | Owners | Dimensions | Port of Registry | Engines: Engine Maker's Name | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1302 | Strathrye | 212 | ✠100A1 Abs | 1916 | Hall, Russell & Co. Ltd. Aberdeen | Aberdeen Trawling & Fishing Co. Ltd. (G. Hamilt, Mgr.) | 115·7 22·0 12·2 | Aberdeen | T.3Cy. 17, 26" x 40" - 30" G. | 13 x 8 |
| 1303 | Strathspey | 300 | | 1906 | Hall, Russell & Co. Ltd. Aberdeen | T. R. Beckmann | 119·0 21·0 11·7 | Aberdeen | T.3Cy. 18, 26" x 40" - 30" | 12 x 7 |
| 1304 | Strathtummel | 213 | | 1914 | Hall, Russell & Co. Ltd. Aberdeen | J. Craighie | 115·3 22·1 12·2 | Aberdeen | T.3Cy. 17, 26" x 40" - 30" | 13 x 8 |
| 1305 | Strathugie | 213 | ✠100A1 Abs | 1914 | Hall, Russell & Co. Ltd. Aberdeen | Aberdeen Trawling & Fishing Co. Ltd. (G. Hamilt, Mgr.) | 115·5 22·1 12·2 | Aberdeen | T.3Cy. 17, 26" x 40" - 30" | 13 x 8 |
| 1306 | Strathurie | 210 | | 1913 | Hall, Russell & Co. Ltd. Aberdeen | T. R. Beckmann | 115·4 22·1 12·2 | Aberdeen | T.3Cy. 17, 26" x 40" - 30" | 13 x 8 |
| 1307 | Strato | 175 | ✠100A1 Hul | 1920 | C. Brownhill, Ltd. Hull | Hull Northern Fishing Co. Ltd. (Boyes Bros. Ltd. Mgrs.) | 125·2 23·4 12·6 | Hull | T.3Cy. 18, 26" x 40" - 30" | 13 x 8 |
| 1308 | Stratton | 383 | Nps f | 1906 | C. H. Wood, Ltd. Rochdale | London, Midland & Scottish Railway | 132·5 26·5 10·2 | Liverpool | 1.3Cy. 18" x 30" - 22" | 11 x 6 |
| 1309 | Stratum | 176 | | 1921 | Livingston & Cooper, Ltd. Leith | J. Duncan & Sons, Ltd. | 102·6 18·7 9·4 | Leith | Oil Engine 8S.C.SA. | 10 x 3 |
| 1310 | Strelok | 111 | ✠100A1 Fre | 1931 | Cant, Nott. | Delgaystone | 169·5 29·7 12·9 | Fredericia | C.4Cy. 11" x 13" x 13" | 14 x 11 |
| 1311 | Strephon | 250 | ✠100A1 Grm | 1913 | Cook, Welton & Gemmell, Ltd. Beverley | Standard Steam Fishing Co. Ltd. | 130·0 22·5 12·0 | Grimsby | T.3Cy. 17½, 25½" x 40½" - 30" | 12 x 10 |
| 1312 | Strik | 500 | | 1901 | Holsing & Co. Fredrikshavn Skibsvaerft | Dellstein Dampskibsselskab | 204·1 28·6 11·9 | Fredericia | 2.3Cy. 20" - 40" | |
| 1313 | — | 175 | | 1922 | Nylands Verksted Bandtagsgren Sylving | A. Wergeland | 82·6 23·4 7·7 | Fredericia | Oil Engine 2S.C. | |
| 1314 | Strios | 102 | | 1911 | Crabtree & Co. Ltd. Gt. Yarmouth | J. J. Beech | 82·1 19·1 8·0 | Lowestoft | T.3Cy. 8½", 16½" x 20" - 24" | |
| 1315 | Stromkarlen | 100 | | 1879 | W. Lindberg & Co. Stockholm | Karlstad & Gävle Ångfartygs A.B. (Gustaf Ericsson, Mgr.) | 107·4 21·7 9·9 | Karlstad | 1.3Cy. 13" x 22½" - 34" x 14" | |
| 1316 | Stromma Kanal | 151 | | 1884 | W. Lindberg & Co. Stockholm | Trafikbolaget Kjellgren & Co. (J. F. Lidholm, Mgr.) | 94·1 16·8 9·0 | Trafikbolaget | 1.3Cy. 11½" x 19" - 24" | |
| 1317 | Strommes | 180 | | 1868 | P. Larsson Thorsberg | S. V. Ersson | 100·4 22·8 9·0 | Strömsnäsbruk | 1.Cy. 16" x 32" - 24" | |
| 1318 | Stromsö I. | 124 | | 1868 | W. Lindberg & Co. Stockholm | Stromsö Ångfartygs A.B. | 91·9 17·8 9·1 | Stromsö | 1.3Cy. 18" x 31" - 25" | |
| 1319 | Stromsö | 142 | | 1904 | L. Skaale Fredrikstad | A/S Stromsö Dampskibsselskab (Erlend Ross, Mgr.) | 93·5 23·0 10·3 | Fredrikstad | 1.3Cy. 17" x 30" - 24" | |
| 1320 | Strumness | 300 | ✠100A1 Hul | 1907 | Cook, Welton & Gemmell, Ltd. Beverley | Strumness Fishing Co. Ltd. (A. A. Lodge, Mgr.) | 110·5 22·0 11·7 | Hull | T.3Cy. 16", 24" x 36" - 24" | 12 x 7 |
| 1321 | Strughow | 197 | ✠100A1 Brg | 1922 | Scott & Sons, Ltd. Bowling | Scott & Sons, Ltd. | 106·9 24·0 11·9 | Glasgow | C.2Cy. 21" x 42" - 42" | 12 x 6 |
| 1322 | Strughall | 150 | ✠100A1 Glw | 1921 | Gray & Co. (1917) Ltd. Goole | Ashdowne | 93·7 22·1 10·9 | Bristol | 1.2Cy. 20" x 42" - 27" | 11 x 6 |
| 1323 | Stroxay | 207 | | 1912 | Cook, Welton & Gemmell, Ltd. Beverley | Hull Steam Fishing & Ice Co. Ltd. | 112·2 22·0 12·2 | Hull | T.3Cy. 17, 27" x 40" - 30" | 13 x 8 |

| Official Number | Name of Navire | Tonnage | Details of the Classification | Construction | Additions | Dimensions | Machinery | Remarks |
|---|---|---|---|---|---|---|---|---|
| 1920 | Strathaira | | | W. | | | | |
| 1921 | Stuchbenkak | | | | | | | |
| 1918 | — | | | | | | | |
| 1917 | Stubbington | | | | | | | |
| 1916 | Starlow | | ✠100A1 Ft. | | | | | |
| 1915 | Starton | | | | | | | |
| 1922 | Stuttgart | | | | | | | |
| 1921 | Styrbjörn | | | | | | | |
| 1920 | — | | | | | | | |
| 1923 | Styrsö | | | | | | | |
| 1924 | Styrsö II. | | | | | | | |
| 1925 | Sunnan | | | | | | | |
| 1926 | Sunnan | | | | | | | |
| 1927 | — | | | | | | | |
| 1928 | Sud | | | | | | | |
| 1929 | Sud | | | | | | | |
| 1930 | Sud America VIII. | | | | | | | |
| 1931 | Sudak | | | | | | | |
| 1932 | Südern | | | | | | | |
| 1933 | Sudeny I. | | | | | | | |
| 1934 | Sudeny II. | | | | | | | |

| Official No. | Name | Where Built | Tonnage | Particulars of Classification | Date | Where Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1930 | Sudeney III. | Steel Whaler | 207 | | 1914 | Kaldnes | Bruhagen A/S | Bergen | | N |
| 1930 | Sudeney IIII. | Steel Whaler | 202 | | 1930 | Nylands | Bruhagen A/S | Bergen | | N |
| 1930 | Sudeney V. | Steel Whaler | 202 | | 1930 | Nylands | Bruhagen A/S | Bergen | | N |
| 1930 | Sudeland | Steel | 177 | | 1931 | Helsingfors | H.Y.Rauhala | Helsingfors | | Y |
| 1930 | Sagi Maru | Steel Twin Screw | 199 | | 1929 | Kumas | Kawasaki K.K. | Tokio | | |
| 1930 | Saian Maru | Wood Auxiliary Whaler | 109 | | 1916 | Sanki | Tomoeki | Osaka | | |
| 1930 | Sailing | Steel Twin Screw | 200 | | 1930 | Yarmouth | Tokio Chinese Bus. Co. Ltd. | Hong Kong | | |
| 1930 | Sales | Steel Whaler | 167 | | 1912 | Tongerend | Bruhagen A/S | Bergen | | N |
| 1930 | Sukka | Steel Whaler | 201 | | 1929 | Smith's | Smith's Dock Co. Ltd. | Leith | | C |
| 1930 | Sul America | Steel | 121 | | 1902 | Cochin, Gyhowd Nilas | Cia Brasileira Santos | Rio Janeiro | | |
| 1930 | Sulan | Wood | 172 | | 1902 | H.G. Gunnerig | Sigurkor Bjarnason | Akureyri | | |
| 1930 | Salby | Steel | 28 | Fb | 1900 | Smith's | A. Rose | Fleetwood | 13 × 6 | |
| 1930 | Sulk | Steel Twin Screw | 131 | | 1930 | Mosin | Mahlberg Bigeh | Istanbul | | |
| 1930 | Sulina | Steel Twin Screw | 1201 | | 1922 | Flamingh | Bergen Commission of the Danube | Galatz | 17 × 6 | |
| 1930 | Sulla | Steel | 201 | | 1928 | Smith's | Smith's Dock Co. Ltd. | Leith | | C |
| 1930 | Sulay | Steel | 123 | | 1929 | Rosenberg | A. Rosenberg | Aalesund | | N |
| 1931 | Sulphite | Steel | 427 | | 1919 | Delchlebers | Dominion Sulphite Company Co. | Montreal | | L |
| 1932 | Suma | Steel | 363 | | 1927 | Smith's | Smith's Dock Co. Ltd. | Cardiff | | C |
| 1930 | Sumari | Steel Whaler | 212 | | 1930 | T.A. Walker | Pretoria Co. | Rio Janeiro | 8 × 6 | |
| 1930 | Sumatra | Steel Whaler | 210 | | 1919 | Gelr. | Algemeene Vereeniging Maas N.V. Del Van N.V. | Amsterdam | | |
| 1930 | Sumia | Steel Whaler | 202 | | 1929 | Smith's | Smith's Dock Co. Ltd. | Leith | | C |
| 1930 | Sumbé | Steel Whaler | 155 | | 1911 | Kaldnes | Bruhagen A/S | Fang | | N |
| 1930 | Sumitoku Maru No. 2 | Wood | 142 | | 1932 | Isami | Sumitomo | Moji | | |

| Numéro Officiel | Nom du Navire, Numéro, Tonnage, etc. / Port d'Attache | Tonnage | Détails de la Classification | Construction | Armateurs | Propulseur | Machines |
|---|---|---|---|---|---|---|---|
| 1335 | Sumiyoi Maru | 150 | | 1935 Kawasaki, Kawasaki, Kyoto | Kawasaki Kisen | | |
| 1336 | Sumiyoi Maru No. 3 | 150 | | 1937 Kawasaki, Tamano, Takamatsu | Kawasaki Tsuru | | |
| 1337 | Sumiyoshi Maru | 150 | | 1936 Ueda, Shimizu, Kanagawa | Sekiyoshi Hamaiki | | |
| 1338 | — | 150 | | 1936 Ichikawa, Hakata | Hakata Tsuru | | |
| 1339 | — | 150 | | 1931 Nagasaki, Nagasaki | Sumiyoshi | | |
| 1340 | — | 150 | | 1930 Kagoshima | Fukuichi Sonoda | | |
| 1341 | Sumiyoshi Maru No. 5 | 140 | | 1930 Nagasaki, Nagasaki | Sumiyoshi | | |
| 1342 | Sumiyoshi Maru No. 7 | 150 | | 1932 Nagasaki, Nagasaki | Sumiyoshi | | |
| 1343 | Sun | 150 | +100A1 Lon | 1906 R. Duncan & Co., Glasgow | W. R. J. Alexander Ltd. | 87 | London |
| 1344 | Sun II. | 150 | +100A1 Lon | 1909 Earle's M'Cn. Ltd., Hull | W. R. J. Alexander Ltd. | 100 | London |
| 1345 | Sun III. | 150 | +100A1 Lon | 1909 Earle's M'Cn. Ltd., Hull | W. R. J. Alexander Ltd. | 100 | London |
| 1346 | Sun IV. | 200 | +100A1 Lon | 1913 Earle's M'Cn. Ltd., Hull | W. R. J. Alexander Ltd. | 105 | London |
| 1347 | Sun V. | 200 | +100A1 Lon | 1913 Earle's M'Cn. Ltd., Hull | W. R. J. Alexander Ltd. | 105 | London |
| 1348 | Sun VI. | 150 | +100A1 Lon | 1907 A. Joseph & Co. Ltd., Preston | W. R. J. Alexander Ltd. | 90 | London |
| 1349 | Sun VII. | 200 | +100A1 Lon | 1912 Rennie Fy. & Co. Ltd., Greenock | W. R. J. Alexander Ltd. | 105 | London |
| 1350 | Sun VIII. | 150 | +100A1 Lon | 1913 Cochrane & Sons Ltd., Selby | W. R. J. Alexander Ltd. | 100 | London |
| 1351 | Sun IX. | 150 | +100A1 Lon | 1920 Cochrane & Sons Ltd., Selby | W. R. J. Alexander Ltd. | 100 | London |
| 1352 | Sun X. | 150 | +100A1 Lon | 1920 Cochrane & Sons Ltd., Selby | W. R. J. Alexander Ltd. | 100 | London |
| 1353 | Sun XI. | 150 | +100A1 Lon | 1922 Earle's M'Cn. Ltd., Hull | W. R. J. Alexander Ltd. | 100 | London |
| 1354 | Sun XII. | 150 | +100A1 Lon | 1922 Earle's M'Cn. Ltd., Hull | W. R. J. Alexander Ltd. | 100 | London |
| 1355 | Sun XV. | 150 | +100A1 Lon | 1922 Earle's M'Cn. Ltd., Hull | W. R. J. Alexander Ltd. | 100 | London |
| 1356 | Sun On (or Wu Fong) | 200 | | 1885 Kwong Tung Shipbuilding Co., Hong Kong | Sun Shing Kee, Hong Kong | 142 | Canton |

| No. in Book | Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Class Position | Built | Owners | Dimensions | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1581 | | Sunbeam | 132 | | | | | | | 11 - 2 |
| 1582 | | Sunda | 133 | | | | | | | |
| 1583 | | Sundavall | 292 | | | | | | | |
| 1584 | | Sunlight | 126 | | | | | | | 2 - 8 |
| 1585 | | Sussex | 213 | | | | | | | |
| 1586 | | Sussmore | 123 | | | | | | | |
| 1587 | | Sussex | 1212 | | | | | | | |
| 1588 | | Sussex No. 4 | 274 | | | | | | | |
| 1589 | | Sutrine | 133 | | | | | | | 10 - 3 |
| 1590 | | Sweet Glow | 251 | | | | | | | |
| 1591 | | Sunshine | 122 | | | | | | | 10 - 3 |
| 1592 | | Swanjet | 102 | | | | | | | 10 - 3 |
| 1593 | | Swan Lokki | 179 | | | | | | | |
| 1594 | | Swani | 333 | | | | | | | |
| 1595 | | Superior | 432 | | | | | | | 19 - 4 |
| 1596 | | Superman | 305 | 100A1 | | | | | | 15 - 4 |
| 1597 | | Support | 100 | Ahn | | | | | | 3 - 8 |
| 1598 | | Surat | 130 | Syd | | | | | | |
| 1599 | | Surveyor | 190 | Nys | | | | | | 12 - 6 |
| 1600 | | Surf | 292 | | | | | | | |
| 1601 | | Surf Flower | 192 | 100A1 | | | | | | 14 - 6 |

| Nom du Navire | Détails de la Classification | Construit | Machines | |
|---|---|---|---|---|
| Surmena-Lemeri | | | | |
| Surmolet | | | | V * |
| Surprise | ✠100A1 Glass | | | |
| Sursum Corda | | | | G * |
| Susan A. Moran | | | | |
| Susanne | ✠100A1 Glass | | | |
| Sussex | ✠ NFL | | | |
| Suez Toll | | | | |
| Swan Mare | | | | |
| Swanhilde Michaline | | | | V |
| Swanne et Marie | | | | V * |
| Sweetie | 100A1 Wood | | | |
| Swan Mare | | | | |
| Swanza Mare | | | | |
| Swalland | | | | N * |
| Swales | | | | V * |
| Swak | | | | G * |
| | | | | |
| Swan | | | | C * |
| Swanes | | | | V * |

| Official No. / Code Letters | Steamer's Name / Late Name of ship / Special Surveys | No. of Decks, &c. | Tonnage | Particulars of Class Position. Character | Where Built | Built. By Whom / Where | Owners. | Length | Breadth | Depth | Place of Registry | Engines. | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1025 | Svanen | | 125 | | | 1924 Fuhrvik | A. H. Thorsen | 89·1 | 22·0 | 8·8 | | | |
| 1026 | Svanhild | | 142 | | | 1912 Skjærpe | Sagt Fortuna | 101·1 | 22·0 | 9·1 | Brønnøysund | | V |
| 1027 | Svara | | 112 | | | 1907 Kjøbenhavn | Dan. L. Svitzer's Bjerg Enterprise | 104·0 | 22·0 | 10·3 | Copenhagen | | |
| 1028 | Svea | | 128 | | | Lindesberg | Marcus Andersson | 92·5 | 19·1 | 6·0 | Marstrand | | |
| 1029 | — | | 117 | | | 1909 Lindesnes | C. O. Sivertsen | 88·7 | 22·0 | 8·0 | Kristiansand | | V |
| 1030 | — | | 117 | | | 1885 P. Larsen | D. J. Mørk | 89·0 | 19·4 | 8·0 | Grenland | | |
| 1031 | Svaga | | 203 | | | Fredrikshavn | Svendborgsund Rd. (Det Sønderjydske Øst. Kyst) | 116·0 | 24·0 | 12·0 | Sønderborg | | C |
| 1032 | Svaggvind | | 202 | | | 1877 S. Gunn | W. A. G. Dixie | 102·0 | 22·7 | 11·0 | Troedbrun | | |
| 1033 | Svein | | 125 | | | 1902 Kjøbenhavn | Nicol. S. Sørensen | 83·6 | 18·0 | 7·0 | Horten | | V |
| 1034 | Svelvik | | 177 | | | 1905 Trelleborg | Svensksund, Fabr. Aktiebolag | 104·0 | 18·5 | 8·0 | Drammen | | |
| 1035 | Svenborg | | 158 | | | 1881 J. Th. Flygenring, Thorø | K. A. Svanøe | 96·5 | 24·0 | 10·0 | Faaborg | | V |
| 1036 | Sverre | | 113 | | | 1908 K. Skaalevik, Stavanger | S. Sebastian | 91·0 | 22·0 | 9·2 | Stavanger | | |
| 1037 | Sverrir | | 147 | +100A1 Open | | 1905 Kristiania | [illegible] | 100·0 | 19·2 | 9·4 | [illegible] | | |
| 1038 | Svial | | 228 | +100A1 | | 1918 Fredrikstad | Fiskeri Co. Aktie Th. Iglebæk | 128·0 | 22·7 | 12·0 | Sandefjord | | |
| 1039 | Svinøy | | 126 | | | 1926 H. Grøndal, Tønsberg | J. P. S. Jensen | 97·0 | 22·5 | 9·5 | Gjesvær, Farsund | | N |
| 1040 | Svithiod | | 200 | | | 1915 Vikersund | Selmer Sørgjerdet | 104·7 | 20·0 | 10·0 | Vikersund | | V |
| 1041 | Swallow | | 224 | | | 1906 Hull, Russell & Co., Ltd. | A. & J. Wood, Ltd. | 118·0 | 21·0 | 12·2 | Aberdeen | | 13 - 0 |
| 1042 | — | | 160 | +100A1 Lone | | 1906 J. Fullerton & Co., Paisley | Vessels & Co. Ltd. | 105·0 | 21·1 | 7·2 | London | | 7 - 0 |
| 1043 | Swan II. | | 224 | +100A1 Fo | | 1907 Cook, Welton & Gemmell, Hull | The Swan Fishing Co. Ltd. (R. R. Swan, Mgr.) | 125·0 | 25·7 | 11·7 | London | | 12 - 0 |
| 1044 | Swanage | | 136 | | | 1912 W. Beard, Ltd., Glasgow | James Hodging, Tweed & Swanscombe, Ltd. | 100·0 | 21·0 | 7·0 | London | | |
| 1045 | Swansea | | 167 | | | 1919 Cook & Co., Brigham, Ltd. | Sh. Western Fly. Co. | 85·1 | 21·0 | 11·0 | Swansea | | |
| 1046 | Swansea Castle | | 250 | +100A1 Open | | 1919 Smith's Dock Co. Ltd., Middlesbro' | Consolidated Fisheries Ltd. (Sir John D. Marnden, Bart., Mgr.) | 125·0 | 23·0 | 12·2 | Swansea | | 13 - 0 |

| No. | Nom du Navire | Tonnage | Cote | Année | Constructeurs | Armateurs | Dimensions | Port d'enregistrement | Machines |
|---|---|---|---|---|---|---|---|---|---|
| 16047 | Swatara | 141 | | 1916 | [illegible] Va. | [illegible] | [illegible] | [illegible] Va. Unit. States | Motor [illegible] |
| 16048 | Swatara | 625 | | 1898 | Neafie & Levy Co. Philadelphia | [illegible] | [illegible] | Philadelphia Unit. States | [illegible] |
| 16049 | Sway | 141 | | 1916 | J.T. Eltringham & Co. Ld. [illegible] | [illegible] | [illegible] | London British | [illegible] |
| 16050 | Swazi | 238 | ✠100A1 | 1927 | W. J. Yarwood & Sons Ld. Northwich | [illegible] | [illegible] | Cape Town British | [illegible] W. J. Yarwood & Sons, Ld. |
| 16051 | Sweep II. | 186 | ✠100A1 | 1926 | J. Chambers Ld. Lowestoft | The Mayor, Aldermen & Burgesses of Borough of Ipswich | [illegible] | Ipswich British | [illegible] |
| 16052 | Sweeper | 266 | | 1912 | Cook, Welton & Gemmell Ld. Beverley | [illegible] | [illegible] | [illegible] British | [illegible] Ld. Hull |
| 16053 | Sweet Home | 180 | | 1898 | Scott & Sons Bowling | [illegible] | [illegible] | Wick British | [illegible] Glasgow |
| 16054 | Swell | 252 | | 1911 | Fore River S.B. Co. Quincy, Mass. | [illegible] | [illegible] | Boston Unit. States | [illegible] Quincy |
| 16055 | Swift | 202 | | 1897 | Edwards Bros. [illegible] | [illegible] | [illegible] | Hull British | [illegible] Ld. Hull |
| 16056 | — | 185 | ✠100A1 | 1904 | J. Fullerton & Co. Paisley | [illegible] & Co. Ld. | [illegible] | London British | [illegible] Glasgow |
| 16057 | — | 102 | | 1907 | Hall, Russell & Co. Ld. Aberdeen | J. Smith | [illegible] | Buckie British | Hall, Russell & Co. Ld. Abn. |
| 16058 | Swile | 111 | | 1898 | Union I. W. Co. Ld. [illegible] | [illegible] Trading Co. Ld. | [illegible] | [illegible] British | [illegible] San Francisco |
| | (See Sailing Ship Register) | | | | | | | | |
| 16059 | Swinemünde | 228 | | 1891 | [illegible] Stettin | [illegible] | [illegible] | [illegible] German | [illegible] Stettin |
| 16060 | Swona | 213 | | 1925 | Smith's Dock Co. Ld. Middlesbro' | [illegible] | [illegible] | Leith British | Smith's Dock Co. Ld. Mbro. |
| 16061 | Sybil Mary | 276 | ✠100A1 | 1921 | Scott & Sons Bowling | [illegible] | [illegible] | [illegible] British | [illegible] |
| 16062 | Sydaelsie | 264 | | 1903 | Cook, Welton & Gemmell Beverley | [illegible] | [illegible] | Fleetwood British | [illegible] Hull |
| 16063 | Sydney | 129 | ✠ | 1897 | R. Cock & Sons Appledore | [illegible] | [illegible] | [illegible] French | [illegible] |
| | (See Sailing Ship Register) | | | | | | | | |
| 16064 | Sydney Thubron | 436 | ✠100A1 | 1925 | Ferguson Bros. (Port Glasgow) Ld. Port Glasgow | [illegible] | [illegible] | [illegible] British | [illegible] Ferguson Bros. (P. G.) Ld. |
| 16065 | Sydostlandet | 226 | | 1927 | Framnæs Mek. Værks. A/S Sandefjord | [illegible] | [illegible] | Cape Town British | Framnæs Mek. Vrk. A/S |
| 16066 | Sylva | 209 | | 1923 | [illegible] Nijmegen | [illegible] | [illegible] | [illegible] Swedish | [illegible] |
| | (See Sailing Ship Register) | | | | | | | | |
| 16067 | Sylvia | 273 | | 1898 | Cochrane & Cooper, Ld. Beverley | [illegible] Fishing Co. Ld. | [illegible] | Grimsby British | [illegible] Hull |

| 1 Official No. / Date Letters. | 2 Steamer's Name, Material, Rig, &c. / Late Name if any / Special Surveys | 3 No. of Decks, &c. | 4 Tonnage | 5 Particulars of Classification / Character | 6 Where Built | 7 Date Built | 8 Builder | 9 Where Built | 10 Owners | 11 Length | 12 Breadth | 13 Depth | 14 Port of Registry | 15 Engines. / Engine Maker's Name | 16 Boilers | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1932 | Syma | Steel S.S. | 192 | | | 1919 | Smith's | | Stockingmakers' Trust Proprs. & S. Jensen & Son for Lepp, Eyre | 100 | 21 | 12 | Stockton | | | C |
| 1933 | Syria | Steel | 176 | | | 1888 | J. Verlinde | Belfast | Belfast | 99 | 21 | 10 | Liverpool | | | |
| 1937 | Syrian | Steel S.S. | 222 | | | 1919 | Gordon & Co. | Belfast | Belfast | 109 | 23 | 7 | Portsmouth | | | C |
| 1937 | Syringa | Steel S.S. | 242 | Mil | | 1960 | Smith's | | Unknown | 125 | 22 | 12 | Portsmouth | | 12-14 | |
| 1937 | Syrye Mare | Steel | 120 | | | 1919 | K.K. Hashi | | Shinwa Kaiun K.K. | 104 | 17 | 8 | Aberdeen | | | |

"*" Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the date of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| Noms du Navire | Détails de la Classe | Construction | Machines | Propriétaires | Pavillon | Dimensions | Numéro |
|---|---|---|---|---|---|---|---|
| 102777 T. B. Taylor | | | | | | | |
| 102747 T. C. C. Dredger No. 6 | 100A1 | | | | | | |
| 102787 T. C. C. Dredger No. 9 | | | | | | | |
| 102797 T. C. C. Dredger No. 10 | | | | | | | |
| 102777 T. C. C. Hopper No. 1 | | | | | | | |
| 102787 T. C. C. Hopper No. 2 | | | | | | | |
| 102797 T. C. C. Hopper No. 3 | | | | | | | |
| 102807 T. C. C. Hopper No. 4 | | | | | | | |
| 102817 T. H. Tilly | 100A1 | | | | | | |
| 102827 T. I. C. No. 14 | | | | | | | |
| 102837 T. I. C. No. 15 | | | | | | | |
| 102847 T. I. C. No. 16 | | | | | | | |
| 102857 T. I. C. No. 17 | | | | | | | |
| 102867 T. I. C. No. 18 | 100A1 | | | | | | |
| 102877 T. I. C. No. 19 | 100A1 | | | | | | |
| 102887 T. I. C. No. 20 | 100A1 | | | | | | |
| 102897 T. I. C. No. 21 | 100A1 | | | | | | |
| 102907 T. I. C. No. 22 | 100A1 | | | | | | |
| 102917 T. I. C. No. 23 | 100A1 | | | | | | |
| 102927 T. I. C. No. 24 | 100A1 | | | | | | |
| 102937 T. I. C. No. 25 | 100A1 | | | | | | |

| Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Classification | Built | Owners | Port of Registry | Engines |
|---|---|---|---|---|---|---|
| 16094 T. I. C. Screw Keel No. 4 Steel Screw Vessel Elec light 10-6-4-10 1,154 | 170 | | 1934 Palmers' Co. Ltd. Jarrow | Tyne Improvement Commissioners | Newcastle-on-Tyne | C 20½ 11" x 15" - 10" Blackhill Eng Co. Ltd. N'ctle |
| 16095 T. J. Hooper Wood Sch (Tug) 1,204 | 456 | | 1911 L. Rodale Rickmansworth | Eastern Transportation & Navigation Co. | Grimsby (Dist.) | T 16½ 10½" x 15" - 10" |
| 16096 T. K. Jensen Wood Auxiliary Sch Sailing Vessel, Motor W'Dudley (See Building Ship Register) 1,124 Eng | 171 | | 1911 W. Wardrop & Co. Leadgate | | Aalborg | 100 Engine Dowlais (1911) |
| 16097 T. S. McEwen Steel Twin Screw Motor Ship Elec light Winches 1,204 10 cargo 8,000 | 700 | + 100 A1 CTs | 1933 Bow, McLachlan & Co. Ltd. Paisley | Transkei Ltd. Bushman Bay Harbour Administration, Cape Town | Cape Town | C 16½ 10" x 16" - 10" Water Tube Boilers Bow, McLachlan & Co. Ltd. Pay |
| 16098 Ta Ning Wood Sch Sailing Ship 1,204 | 154 | | 1900 Yu Hing Lamma Hong Kong | | Pakhoi | 120 Eng 10½" x 17" - 17" Kwong Hung Long, H Kg |
| 16099 Ta Shun Wood Sch Sailing Ship 1,204 | 277 | | 1905 Kwong Tak Cheung Hong Kong | | Swatow | 100 Eng 14" x 20" - 14" Kwong Hung Long, H Kg |
| 16100 Tabatinga Steel Twin Screw Motor Ship 1,204 | 425 | + 100 A1 Fire Boat for port purposes only | 1930 Scott & Co. Greenock | Amazon Steam Navigation Co. (1931) Ltd. | Para Brazil | T 16½ 9" x 14" x 22" - 14" Scott & Co. Greenock |
| 16101 Tachi Maru Wood Twin Screw Sch 1,204 | 180 | | 1902 Otaruko S.B. Co. Ltd. Otaruko | Kitagawa Kiichi | Kushiro-mitsu Japan | T 16½ 9½" x 17" x 20" - 12" |
| 16102 Tachibana Maru Steel Sch (Tug) 1,204 Elec light | 190 | | 1913 Asano Shipbdg Co. Tsurumi | Asano Tomoko K.K. | Yokohama Japan | C 16½ 14" x 22" - 24" Tokyo Kawasaki-dockyard, Tokyo |
| 16103 Tacoma Steel Sch Trawler 1,204 | 263 | + Ant New Trawler 8,33 | 1900 Smith's Dock Co. Ltd. South Shields | C. Dobson | Grimsby | T 16½ 11" x 21" x 30" - 24" W. F. Lodge & Co. Ltd. Grimsby |
| 16104 Tactful Steel Sch 1,204 | 112 | + Pip For towing purposes 11,30 | 1905 J. Fullerton & Co. Paisley | St. Tarmonik Steam Tug Co. Ltd. Port Glasgow | Leamington Brit. Isles | C 16½ 14" x 20" - 20" |
| 16105 Tada Maru Wood Sch (Sailing) 1,204 | 190 | | 1912 Tomita Sakamoto (Indefinite) | Tomita Kaiji | Nakasaki, Formosa Japan | 150 Engine 20 C 14" - 40" Tadao Tomita & Co. Kobe |
| 16106 Tadorne Steel Sch (Trawler) 1,204 Elec light Winches D.F. | 267 | | 1900 Ard. & Co. de France Dunkirk | Soc. Anon. "Chalutiers de la Rochelle" | La Rochelle Fr. | T 16½ 10" x 20" - 27" W. Ard & Co. de France, Dnk. |
| 16107 Tafso Maru Steel Twin Screw Sch (Ex Tafsho Maru, Ex Fuso Maru, Ex Taiyo Maru) 1,204 Elec light Winches | 555 | + Nag For River purposes only 6,00 | 1900 Mitsubishi Nagasaki | Mitsubishi K.K. S.S. | Tokio Japan | T 16½ 14" x 20" - 30" Mitsubishi D.K.K. Wks. Nag |
| 16108 Tagalie Steel Sch (Trawler) 1,204 | 215 | | 1912 Smith's Dock Co. Ltd. Middlesbro' | Dromadhoon Fishing Co. Ltd. (Rodney & Knight, Ld. Mgrs.) | Grimsby | T 16½ 12" x 24" - 24" Smith's Dock Co. Ld. M'bro |
| 16109 Tagus Wood Auxiliary Sch (Motor Sailing) 1,204 (See Building Ship Register) | 205 | | 1900 Nunes & Co. San Francisco | Coast Islands Trading Co. Ld. | Auckland Brit. | 100 Engine 16 C 16 - 21" Pacific Eng Co. Oakland Cal. |
| 16110 Tagus Steel Sch (Motor Sailing Vessel) 1,204 | 240 | + Hul New Trawler 8,33 | 1900 Mackie & Thomson Glasgow | Empresa Industrial de Pesca, Lda. | Lisbon Portuguese | T 16½ 11" x 20" - 27" Mackie & Thomson, Glasgow |
| 16111 Tahiti Wood Auxiliary Twin Screw Motor Sch 1,204 (See Building Ship Register) | 205 | | 1900 T. M. Rawding Aberdeen | Dunn & Co. Liverpool Ltd. | Seattle, U.S.A. | 100 Engine 16 C 14" - 20" Fairbanks, Morse & Co. Ld. Three Rivers, Mich. |
| 16112 Tai Koo Steel Twin Screw Sch (Tug) Salvage 1,204 | 252 | | 1911 Tai Koo Dockyard & Eng Co. of H.K. Ltd. Hong Kong | Taikoo Dockyard & Eng Co. of Hong Kong Ld. | Hong Kong | T 14½ 20" x 18" - 27" Tai Koo Dockyard & Eng Co. of Hong Kong, Ld. |
| 16113 Tai Ping Shan Steel Sch (Tug) 1,204 | 185 | | 1925 Taikoo Dockyard & Eng Co. of H.K. Ltd. Hong Kong | Anglo-Persian Oil Co. (South China), Ld. | Hong Kong Brit. | 150 Engine 16 C 16½" - 20½" Kowloon Eng. Works, Kow |
| 16114 Taiko Maru Steel Sch (Tug) 1,204 Cruise Boat | 155 | | 1930 Mitsubishi Nagasaki Kobe Shipyard | Shosei Kisen K.K. | Tokio Japan | 150 Engine 16 C 16½" - 20½" Kobe Dockyard Mitsubishi Co. Wks. |

| Numéro officiel | Noms des Navires | Tonnage | Détails de la Chaudière | Chaudières | Machines | Propriétaires | Dimensions | Machines |
|---|---|---|---|---|---|---|---|---|
| 1611 | Taihei Maru | 202 | | | | | | |
| 1612 | — | 128 | | | | | | |
| 1613 | — | 124 | | | | | | |
| 1614 | Taihei Maru No. 1 | 126 | | | | | | |
| 1615 | Taihei Maru No. 2 | 125 | | | | | | |
| 1616 | Taiki Maru | 193 | | | | | | |
| 1617 | Taiki Maru No. 1 | 191 | | | | | | |
| 1618 | Taiko Maru No. 5 | 138 | | | | | | |
| 1619 | Taiko Maru No. 6 | 129 | | | | | | |
| 1620 | Taipo | 229 | Hul | | | | | |
| 1621 | Taisei Maru | 228 | | | | | | |
| 1622 | Taisei Maru No. 1 | 182 | | | | | | |
| 1623 | Taisei Maru No. 2 | 142 | | | | | | |
| 1624 | Taishin Maru | 181 | | | | | | |
| 1625 | Taisho Maru | 174 | | | | | | |
| 1626 | — | 132 | | | | | | |
| 1627 | — | 158 | | | | | | |
| 1628 | — | 172 | | | | | | |
| 1629 | Taisho Maru No. 1 | 173 | | | | | | |
| 1630 | Taisho Maru No. 2 | 182 | | | | | | |
| 1631 | Taishoku Maru No. 6 | 145 | | | | | | |
| 1632 | Taito Maru | 207 | | | | | | |
| 1633 | Taiza Maru | 140 | | | | | | |
| 1634 | Taiyei Maru | 127 | | | | | | |
| 1635 | Taiyo Maru | 153 | | | | | | |

| Numéro officiel | Chantiers | Propriétaires | Machines | Observations |
|---|---|---|---|---|
| 1611 | | | | |
| 1612 | | | | |
| 1613 | | | | |
| 1614 | | | | |
| 1615 | | | | |
| 1616 | | | | |
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| 1629 | | | | |
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| 1631 | | | | |
| 1632 | | | | |
| 1633 | | | | |
| 1634 | | | | |
| 1635 | | | | |

| No. in Book | Steamer's Name | Material, Rig, &c. | Tons | Built (When) | By Whom, Where | Owners | Dimensions | Port of Registry, Flag | Engines |
|---|---|---|---|---|---|---|---|---|---|
| 16140 | Taiyo Maru No. 2 | Wood | 198 | 1902 | Furukawa | [illegible] | 100·4 24·5 11·6 | [illegible] Japanese | Oil Engine |
| 16141 | Taka Maru | Wood | 146 | 1905 | Shiozaki, Osaka | [illegible] | 93·6 16·7 11·1 | [illegible] Japanese | Oil Engine |
| 16142 | Takasi Maru No. 11 | Wood | 125 | 1928 | Kashimoto | [illegible] | 91·0 23·0 8·2 | [illegible] Japanese | Oil Engine |
| 16143 | Takasi Maru No. 12 | Wood | 125 | 1928 | Kashimoto | [illegible] | 90·9 22·9 8·2 | [illegible] Japanese | Oil Engine |
| 16144 | Takasi Maru No. 15 | Wood Twin | 119 | 1929 | Kashimoto | [illegible] | 96·3 17·5 9·6 | [illegible] Japanese | Oil Engines |
| 16145 | Takamiya Maru No. 8 | Wood | 192 | 1932 | Miurabishi | [illegible] | 92·0 21·0 9·7 | [illegible] Japanese | Oil Engines |
| 16146 | Takao Maru | Steel | 221 | 1920 | K. K. Osaka | [illegible] K.K. | 118·0 22·8 12·7 | [illegible] Japanese | T.3Cy. [illegible] |
| 16147 | Takara Maru | Steel | 122 | 1932 | Namura, O. | [illegible] | 87·4 17·7 8·8 | Osaka Japanese | Oil Engines |
| 16148 | Takasago Maru | Steel | 275 | 1921 | Kobe | [illegible] K.K. | 123·0 22·5 12·7 | [illegible] Japanese | T.3Cy. [illegible] |
| 16149 | — | Wood Twin | 161 | 1912 | Tokyowan | [illegible] K.K. | 114·4 15·9 10·9 | Tokio Japanese | [illegible] |
| 16150 | — | Steel Twin | 136 | 1919 | Osaka Kai-[illegible] | [illegible] | 99·2 19·9 10·8 | Kobe Japanese | T.3Cy. [illegible] |
| 16151 | Takase Maru | Steel | 128 | 1929 | Kawasaki | [illegible] | 85·0 19·0 9·2 | [illegible] Japanese | Oil Engine |
| 16152 | Take Maru | Wood | 274 | 1918 | [illegible] | [illegible] | 125·3 25·0 12·6 | [illegible] Japanese | Oil Engine |
| 16153 | — | Steel Twin | 119 | 1923 | Yangtze | [illegible] K.K. | 100·0 19·6 6·5 | Tokio Japanese | [illegible] |
| 16154 | Takeura Maru | Steel | 116 | 1922 | Ishino-[illegible] | [illegible] | 84·0 19·0 9·2 | [illegible] Japanese | Oil Engine |
| 16155 | Talana | Steel | 102 | 1901 | Hawthorns & Co. Ld., Leith | [illegible] Ld. | 81·0 18·1 10·9 | [illegible] British | C.2Cy. [illegible] |
| 16156 | Talifoo | Steel | 873 | 1914 | W. Denny & Bros., Dumbarton | [illegible] Co. Ld. | 260·0 40·1 10·6 | Glasgow British | T.3Cy. [illegible] |
| 16157 | Talisman | Steel | 288 | 1896 | A. & J. Inglis, Glasgow | [illegible] | 215·0 22·0 7·2 | Glasgow British | D.1Cy. [illegible] |
| 16158 | — | Wood | 199 | 1919 | H. Mathis, Camden, N.J. | [illegible] | 94·7 24·6 12·6 | New York Unt. States | C.2Cy. [illegible] |
| 16159 | Tally Ho | Iron | 276 | 1900 | [illegible] | [illegible] | 130·0 21·7 11·2 | [illegible] British | T.3Cy. [illegible] |
| 16160 | Tamamo Maru | Steel Twin | 192 | 1903 | Mitsubishi Dockyard & Eng. Works, Nagasaki | [illegible] | 118·6 19·9 10·2 | Osaka Japanese | T.3Cy. [illegible] |
| 16161 | Tamaqua | Steel | 366 | 1896 | W. Cramp & Sons, Philadelphia | P. F. Martin, Inc. | 138·5 22·6 18·0 | Philadelphia Unt. States | T.3Cy. [illegible] |
| 16162 | Tamar | Steel | 188 | 1894 | J. M'Arthur & Co., Paisley | [illegible] | 117·2 20·1 9·1 | [illegible] Chilean | C.2Cy. [illegible] |
| 16163 | Tamarack | Steel | 149 | 1912 | Cornell, [illegible], New York | M. L. Clark | 113·9 19·9 9·6 | Elizabeth City, N.C. Unt. States | Oil Engine |

| Nom du Navire | Détails de la Classe | Construit | Armateurs | Machines | |
|---|---|---|---|---|---|
| 1916 Tamarew | | 1918 Kwong | | | |
| 1916 Tamashima Maru | | 1916 Tokai Ship | | | |
| 1916 Tamasuzu Maru No. 1 | | 1920 Tokai Ship | | | |
| 1916 Tamasuzu Maru No. 2 | | 1920 Tokai Ship | | | |
| 1916 Tamasuzu Maru No. 3 | | 1920 Tokai Ship | | | |
| 1916 Tamaiza | | 1905 H. Miles | | | |
| 1917 Tamaya Maru | | 1918 Goda | | | |
| 1917 Tamesa | ✠ 100A1 Hull | 1922 J. P. Rice | | | 11 - 7 |
| 1917 Tamise | | 1912 C. Zwijle | | | Y |
| 1917 Tamsamoro | | 1922 J. Lewis | | | C |
| 1917 Tamsasura Maru | | 1920 Nova | | | |
| 1917 Tamura | ✠ 100A1 Hull | 1920 C. Hemsell | | | |
| 1917 Tampoo | | 1918 Mulhouse | | | N |
| 1917 Tamura | | 1924 Smith's | | | G |
| 1917 Tamura Maru | | 1920 Ishikawa | | | |
| 1917 Tanager | ✠ 100 | 1916 Gowie S.B. | | | 12 - 11 |
| 1918 Tanche | | 1919 Cie Générale | | | V |
| 1918 Tandanya | | 1921 J. T. Eldridge | | | 11 - 8 |
| 1918 Tango | ✠ 100A1 Hull | 1921 Philip & | | | 12 - 8 |
| 1918 Tangaroa | | 1920 T. F. Martinez | | | |
| 1918 Tanginak | | 1907 Moran Co. | | | |
| 1918 Tangoh | | 1922 H. Fawcett | | | |
| 1918 Tanikwa | | 1918 H. Logan, | | | |

| Official No. | Steamer's Name, Tonnage, Rig, &c. | Tonnage | Particulars of Class Assigned | Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|
| 141137 | Tankar | 196 | | 1919 H. Hill | Mr. Jensen | Faeroe | | |
| 141138 | Tanny | 192 | | 1920 D. Murphy | A. Liberty Ltd. | Belfast | | C |
| 141139 | Tanoura Mars | 197 | | 1914 Sankaloff Works | Government of Japan (Department of Railways) | Tokio | | |
| 141140 | Tapab | 192 | | 1920 Richards S. Co. Ltd. | Richards Bros. Ltd. | Penzance | | |
| 141141 | Taping | 197 | | 1907 W. Dunsay | Irresistibly Fishing Co. Ltd. | Glasgow | | |
| 141142 | Taq | 199 | | 1912 Sankaloff Works | F. Gates | Lowestoft | | V |
| 141143 | Taraba | 197 | | 1906 Lobnitz Co. Ltd. | Transatlantic Ltd. | London | | |
| 141144 | Taraka | 199 | +100A1 Hull | 1902 N.V. Mch. | | Rotterdam | 12 + 7 | |
| 141145 | Tarantahi | 193 | | 1912 Seattle Construction | Stewart Island Fish & Oyster Co. Ltd. | Bluff | | |
| 141146 | Tarbet Ness | 199 | +100A1 Hull | 1914 Cockerill | Underwater Fishing Co. Ltd. | Hull | 12 + 6 | |
| 141147 | Tarma | 197 | | 1907 Armstrong | Tugs & Board of Navigation | Kolomyia | | |
| 141148 | Taraka | 199 | | 1916 T. Jiggens | G. Bowman | Malaya | | V * |
| 141149 | Tarok | 199 | | 1901 W. Dunsay | Irresistibly Fishing Co. Ltd. | Glasgow | | |
| 141150 | Tarotyra | 199 | | 1914 Burn & Co. | British Indian Nav. Co. Ltd. | Calcutta | | |
| 141151 | Tarrafal | 199 | +100A1 Lab. | 1920 H. Robb Ltd. | Farrell Co. Ltd. | Sta. Vitoria C.V.I. | 11 + 4 | |
| 141152 | — | 199 | | 1906 Quiroz | Farrell Co. Ltd. | Sta. Vitoria C.V.I. | | |
| 141153 | Tarragona | 199 | + Wbd. | 1882 Kennedy | Jul. Pyrell | Dublin | 12 + 3 | |
| 141154 | Tartan | 199 | | 1912 Cockerill | Kerr, Schiaroli Nav. Irresistibly Ltd. | Bermuda | 12 + 3 | |
| 141155 | Tartar | 199 | | 1918 Cockerill | James Brown | New York | | K * |
| 141156 | — | 199 | | 1906 Scotia Gas Boiling | Sign Barber Commissioner | Riga | 10 + 3 | |
| 141157 | Tas I | 199 | | 1910 Mons Vartfi | Vestercoskoe-pagyen A.S. A.F. Willer, Copenhagen, Mgr. | Copenhagen | | N * |
| 141158 | Tas II | 199 | | 1910 Mons Vartfi | Vestercoskoe-pagyen A.S. A.F. Willer, Copenhagen, Mgr. | Copenhagen | | N * |

| Noms des Navires | Détails de la Classification | Construit | Armateurs | Dimensions | Port d'Immatriculation | Machines | |
|---|---|---|---|---|---|---|---|
| **Tas III** | | 1920 Nylands | | | | | |
| **Tas IV** | | 1921 Lions | | | | | |
| **Tas V** | | 1922 A. Lions | | | | | |
| **Tasija** | | 1910 W. Crich | | | | | |
| **Tata** | | 1929 N.V. Ronde's | | | | | |
| **Tatoosh** | | 1900 Morris | | | | | |
| **Taupata** | | 1919 T. Nicol | | | | | |
| **Tayanne** | | 1918 Dow, Mc | | | | | |
| **Tavey** | | 1929 Irish Eng | | | | | |
| **Tayra** | | 1920 A. Hall | | | | | |
| **Tayson** | + 100A1 Lloyd's | 1904 Nicol, of | | | | | |
| **Tchaika** | | 1930 Vorwärts | | | | | |
| **Te Aroha** | | 1909 T. M. Lane | | | | | |
| **Te Awhina** | | 1909 Fleming & | | | | | |
| **Teal** | + | 1919 Fremlet's | | | | | |
| **—** | | 1869 J. Payne | | | | | |
| **Teco** | | 1918 Tacoma | | | | | |
| **Teddy** | | 1922 Schiavo & | | | | | |
| **Tegal** | | 1930 N.V. Mij. | | | | | |
| **Tehaea** | + 100A1 Lloyd's | 1929 Cie Europ | | | | | |
| **Teiga** | + 100A1 Lloyd's | 1911 Dey, Sarg | | | | | |

| Official No. | Owner's Name | Particulars of Class | Built | Owners | Port of Registry | Engines |
|---|---|---|---|---|---|---|
| 1929 | Teima Vinesia | | 1917 J. D. Hanson | | | |
| 1931 | Tejo | Fyn | 1901 Marlesch | | | |
| 1932 | — | Air | 1901 J. P. Bos- | | | |
| 1933 | Tekessa | + 100 A1 Hul | 1900 Schmon | | | |
| 1934 | Telegraaf XXI | | 1907 J. W. Klawiter | | | |
| 1935 | Telegraf | | 1910 Kinnersly | | | |
| 1936 | Tel-el-Kebir | | 1899 G. K. Stanton | | | |
| 1937 | Telemarken | | 1912 Akers | | | |
| 1938 | Telene | 100 A1 | 1905 N. V. Mch. | | | |
| 1939 | Tell | | 1909 Jorge Vail | | | |
| 1940 | Tembakul | + Mag | 1922 Lofstrak | | | |
| 1941 | Temiraire | | 1921 Atel. M.N. | | | |
| 1942 | Temp | | 1911 Dolmen | | | |
| 1943 | Tempesta | | 1907 — | | | |
| 1944 | Temuco | + 100 A1 Tyn | 1920 Harland & | | | |
| 1945 | Tenacity | + A1 Per | 1921 Dow, Mc- | | | |
| 1946 | Tenax | + Mag | 1906 Smith's | | | |
| 1947 | — | Fyn | 1920 Ind. Nav. | | | |
| 1948 | Tenby Castle | + 100 A1 Pen | 1924 Cochrane & | | | |
| 1949 | Tenedos | + 100 A1 Mil | 1919 Cook, W. G. | | | |
| 1950 | Tenjin Maru | | 1927 Osaka | | | |

| Numéro officiel | Noms du Navire | Détails de la Classification | Tonnage | Détails de la Classification | Construit | Architecture | Dimensions | Port d'enregistrement | Machines | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | |
| 1[illegible] | Tenjin Maru | Wooden | 122 | | 1901 Tsukishima | Tsukiji | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | — | Wooden | 150 | | 1911 Nakano | Tokyo | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Tenjin Maru No. 6 | Wooden | 111 | | 1924 Ogawa | Hiroshima | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Tenko Maru | Wooden | 172 | | 1918 Kashiwa | Hakodate | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Tenkyo Maru | Wooden | 100 | | 1914 Ono | Shimonoseki | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Ten-o Maru | Wooden | 163 | | 1918 Tsuki- | | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Tenaka Maru | Wooden | 172 | | 1911 Kamihara | Kamihara | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Tenyu Maru | Wooden | 131 | | 1915 Nagata | Hakodate | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | — | Wooden | 123 | | 1906 M. Kano | Tsukiji | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Tenyu Maru No. 1 | Wooden | 154 | | 1918 Inoue | Inoue | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Tenyu Maru No. 7 | Wooden | 147 | | 1911 Nagata | Hakodate | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Ter | Steel | 180 | | 1916 J. J. Tecle | Swansea | [illegible] | [illegible] | [illegible] | Y |
| 1[illegible] | Terawhiti | Steel | 280 | | 1907 Ramsayth | Dunedin | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Teresa | Steel | 327 | | 1911 Deutsche | Bremerhaven | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Teresita | Wooden | 118 | | 1917 Dyrwich | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Teresa | Wooden | 192 | | 1910 S. A. T. I. | Bilbao | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | — | Steel | 130 | | 1910 | Sao Sebastio | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | — | Steel | 130 | | 1919 J. W. Brooke | Tranmere | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Teresa Reier | Wooden | 111 | | 1921 Piaggio | Torre Pellice | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Teresa Lilly | Wooden | 117 | | 1921 Piaggio | Torre Pellice | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Teresa P. | Wooden | 117 | | 1921 S. Maestro | Livorno | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Teresita | Steel | 224 | | 1900 Wood | Blackfriars | [illegible] | [illegible] | [illegible] | |
| 1[illegible] | Tergeste | Steel | 212 | | 1911 J. J. A. Tyn | Kiel | [illegible] | [illegible] | [illegible] | |

| Official No. / Code Letters | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Classification | Where Built | When Built | Owners | Tons of Registry | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|
| 142274 | Tern | 41 | + Star | 1918 | Fanchal's Co. | Parsons Towing Co. | | | 14 + 8 |
| 142275 | — | 21 | | 1902 | J. Kemp | Kemp Bros. Ltd. | | | |
| 142276 | Terna | 112 | | 1919 | Kalundborg | S.E. Carlsen | | | |
| 142277 | — | 126 | | 1897 | Thoresen | Thoresen Mek. Verksted | | | |
| 142278 | Ternes III. | 120 | | 1900 | Orten Mek. Verk. | Stavanger Transportselskap A.S. | | | |
| 142279 | Ternlagen | 100 | | 1919 | Kystman | Jacob Knudsen | | | |
| 142280 | Terona | 270 | 100 A1 Fb | 1919 | J. F. Hall | J. Morrison Ltd. | | | 13 + 6 |
| 142281 | Terra Nova | 768 | | 1904 | A. Stephen | Stephen Bros. Ltd. | | | |
| 142282 | Terra Neuve | 859 | + 100 A1 Tdx | 1920 | Cochrane | Cochrane Ltd. | | | 16 + 9 |
| 142283 | Terrier | 179 | | 1905 | Hall, Russell & Co. Ltd. | A. J. Wood | | | 12 + 3 |
| 142284 | Terukuni Maru | 130 | | 1920 | Ishikawajima | Kagoshima Warehousing K.K. | | | |
| 142285 | Tervani | 354 | + 100 A1 Hul | 1923 | Cook, Welton & Gemmell Ltd. | Bowlees Ltd. | | | 14 + 8 |
| 142286 | Tesco | 198 | | 1917 | W. J. Yarwood & Sons Ltd. | Thomas Wm. Tate & Co. Ltd. | | | |
| 142287 | Teshio Maru | 201 | | 1920 | Hiroshima | Kyoto Gyogyo K.K. | | | |
| 142288 | Tetkya | 433 | + Fal | 1900 | W. Simons & Co. Ltd. | Sowbank Water Revenue | | | 9 + 6 |
| 142289 | Teti F. | 117 | | 1900 | | L. Fraeder | | | |
| 142290 | Tetio Maru | 120 | | 1900 | | Shimonoseki Trawl K.K. | | | |
| 142291 | Texas | 130 | | 1909 | Isle Bach | K. de Free | | | |
| 142292 | Tessija | 192 | | 1922 | N. V. Schiet | A. Walter | | | |
| 142293 | Tewera | 336 | + 100 A1 Mb | 1920 | Cochrane | Brooklyn Coast. Ltd. | | | 14 + 7 |
| 142294 | Tewhaka | 336 | + 100 A1 Lyt | 1919 | Ferguson | Lyttelton Harbour Board | | | 12 + 6 |

| Numéro Officiel | Noms des Navires | Détails de la Classification | Constructeurs | Armateurs | Dimensions | Machines |
|---|---|---|---|---|---|---|
| 1[illegible] | Texaco III. | | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Texaco VII. | ✠100A1 Hlc | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Texaco No. 104 | | Texas S.S. Co. | The Texas Company | [illegible] | [illegible] |
| 1[illegible] | Texaco No. 105 | | Texas S.S. Co. | The Texas Company | [illegible] | [illegible] |
| 1[illegible] | Texaco No. 145 | | Texas S.S. Co. | The Texas Company | [illegible] | [illegible] |
| 1[illegible] | Texaco No. 146 | | Texas S.S. Co. | The Texas Company | [illegible] | [illegible] |
| 1[illegible] | Texaco No. 147 | | Texas S.S. Co. | The Texas Company | [illegible] | [illegible] |
| 1[illegible] | Texas | | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Thames | | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Thanet | | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | Thanet | | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | The Admiral | | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | The Collector | | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | The Earl | ✠100A1 Of | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | The Mew | | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | The Miller | | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | The Romsey | ✠100A1 Fn | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | The 60-ton Crane | | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | The Star of England | | [illegible] | [illegible] | [illegible] | [illegible] |
| 1[illegible] | The Tetrarch | | [illegible] | [illegible] | [illegible] | [illegible] |

| Official No. | Steamer's Name, Material, Rig, &c. | Particulars of Classification | Tonnage | Built | Owners | Engines | Port of Registry | Remarks |
|---|---|---|---|---|---|---|---|---|
| 152315 | The Tower | | | | | | | |
| 152316 | The Warrior | | | | | | | |
| 152317 | Thea | | | | | | | |
| 152318 | — | | | | | | | |
| 152319 | — | | | | | | | |
| 152320 | — | | | | | | | |
| 152321 | Theda | | | | | | | |
| 152322 | Thegon | | | | | | | |
| 152323 | Their Merit | | | | | | | |
| 152324 | Thekla | | | | | | | |
| 152325 | Thelma | | | | | | | |
| 152326 | Themis | | | | | | | |
| 152327 | Theod. Manheimer | | | | | | | |
| 152328 | Theodoros | | | | | | | |
| 152329 | Theophile Massart | | | | | | | |
| 152330 | Theresa | | | | | | | |
| 152331 | Theresa Beyla | | | | | | | |
| 152332 | Theresa Ward | | | | | | | |
| 152333 | Therese | | | | | | | |
| 152334 | Therese | | | | | | | |
| 152335 | Thersia | | | | | | | |

| Numéro | Noms des Navires | Détails de la Classe | Construction | Actionnaires | Machines | Remarques |
|---|---|---|---|---|---|---|
| 1036 | Thrwy | ✠100A1 Abn | | J. Lewick | | |
| 1037 | Thiagral | | | | | |
| 1038 | Thiers | | | | | |
| 1039 | Thistle | ✠100A1 Lv | | | | |
| 1040 | — | | | J.T.Strong | | |
| 1041 | Thistle Cock | | | | | |
| 1042 | Thomas Altaff | ✠100A1 Hul | | Cook, Wal- | | |
| 1043 | Thomas Assell | ✠100A1 Mil | | J. Dublin | | |
| 1044 | Thomas Bartlett | ✠100A1 Mil | | Cook, W.J. | | |
| 1045 | Thomas Booth | ✠100A1 Mil | | Cook, Wal- | | |
| 1046 | Thomas C. McNeal | | | M. Hurd | | |
| 1047 | Thomas Coal | ✠100A1 Kth | | Fleming | | |
| 1048 | Thomas Connolly | ✠100A1 Mil | | Cook, Wal- | | |
| 1049 | Thomas Currell | | | R. Williams | | |
| 1050 | Thomas Dean | ✠100A1 Mil | | | | |
| 1051 | Thomas Dewain | ✠100A1 Kth | | Fleming | | |
| 1052 | Thomas E. Motes | | | Maryland | | |
| 1053 | Thomas Hankins | | | J.F. Eto- | | |
| 1054 | Thomas Harty | ✠100A1 Hul | | | | |
| 1055 | Thomas J. Howard | | | | | |
| 1056 | Thomas L. Devlin | | | A. Halls | | |
| 1057 | Thomas Lewis | ✠100A1 Mil | | J. Dublin | | |

| No. | Steamer's Name | Tons | Character | Built | By Whom — Where | Owners | Dimensions | Port of Registry — Flag | Engines | |
|---|---|---|---|---|---|---|---|---|---|---|
| 16358 | **Thomas Nicholson** Steel Paddle | 122 | | 1903 | Hepple & Co. Ld. South Shields | [illegible] | 96·5 20·1 9·7 | Newcastle British | C.2Cy [illegible] Hepple & Co. Ld. S. Shields | |
| 16359 | **Thomas Stephen** Steel [illegible] | 277 | ✠100A1 Abs. | 1918 | Hall, Russell & Co. Ld. Aberdeen | Stephen Fishing Co. Ld. | 115·3 22·1 12·7 | Aberdeen British | T.3Cy [illegible] Hall, Russell & Co. Ld. Abn. | |
| 16360 | **Thomas Thresher** Steel [illegible] | 324 | ✠100A1 | 1919 | Cochrane & Sons Ld. Selby | [illegible] Fishing Co. Ld. | 125·5 23·1 12·9 | Grimsby British | T.3Cy [illegible] C. D. Holmes & Co. Ld. Hull | |
| 16361 | **Thomas W. Irvin** Steel (Trawler) | 200 | | 1916 | Hall, Russell & Co. Ld. Aberdeen | R. Irvin & Sons Ld. | 115·4 22·1 11·[illegible] | N. Shields British | T.3Cy [illegible] Hall, Russell & Co. Ld. Abn. | |
| 16362 | **Thomie** Iron [illegible] | 127 | | [illegible] | [illegible] | [illegible] | 89·4 19·9 7·1 | [illegible] Swedish | C.2Cy [illegible] | |
| 16363 | **Thor** Steel (Icebreaker) | 502 | | 1890 | Lindholmens V.A. Gothenburg | [illegible] | 140·0 33·9 14·7 | [illegible] Swedish | C.3Cy [illegible] Lindholmens V.A. Gbg. | |
| 16364 | — Steel (Trawler) | 221 | | 1922 | Caesar Wollheim Stettin | Government of Iceland [illegible] | 128·1 24·2 [illegible] | Reykjavik Icelandic | T.3Cy [illegible] Caesar Wollheim, Breslau | G * |
| 16365 | — Wood & Steel (Fishing) (See Sailing Ship Register) | 141 | | 1914 | [illegible] | [illegible] | 99·6 24·2 9·4 | [illegible] Swedish | Oil Engine [illegible] | V * |
| 16366 | — Steel (Tug) | 103 | | 1908 | Schiffsw. [illegible] Hamburg | [illegible] | 86·5 19·6 7·5 | Hamburg German | C.2Cy [illegible] | |
| 16367 | — Steel [illegible] | 104 | | 189[illegible] | [illegible] | [illegible] | 84·4 17·5 8·7 | Moss Norwegian | C.2Cy [illegible] | |
| 16368 | **Thor II.** Steel (Icebreaker) | 227 | | 1916 | Bergsund Mek. Verkst. A.B. Stockholm | Drammens Havnevesen | 96·3 30·6 14·2 | Drammen Norwegian | T.3Cy [illegible] Bergsund Mek. Verkstads A.B. Stm. | N * |
| 16369 | **Thor Junior** Steel (Whaler) | 207 | | 1924 | Akers Mek. Verks. Oslo | A/S Ørnen (A/S Thor Dahl, Mgrs.) | 111·5 21·9 12·8 | Sandefjord Norwegian | T.3Cy [illegible] Akers Mek. Verks. Oslo | N * |
| 16370 | **Thor Major** Steel (Whaler) | 203 | | 1924 | Akers Mek. Verks. Oslo | A/S Bryde & Dahls Hvalfangerselskap (A/S Thor Dahl, Mgrs.) | 111·5 21·9 12·[illegible] | Sandefjord Norwegian | T.3Cy [illegible] Akers Mek. Verks. Oslo | N * |
| 16371 | **Thor Senior** Steel (Whaler) | 203 | | 1924 | Akers Mek. Verks. Oslo | A/S Bryde & Dahls Hvalfangerselskap (A/S Thor Dahl, Mgrs.) | 111·5 21·9 12·8 | Sandefjord Norwegian | T.3Cy [illegible] Akers Mek. Verks. Oslo | N * |
| 16372 | **Thorarina** Steel (Whaler) | 249 | | 1929 | Akers Mek. Verks. Oslo | A/S Bryde & Dahls Hvalfangerselskap (A/S Thor Dahl, Mgrs.) | 115·7 22·9 12·2 | Sandefjord Norwegian | T.3Cy [illegible] Akers Mek. Verks. Oslo | N * |
| 16373 | **Thorberg** Steel (Fishing) | 122 | | 1907 | Mjellem & Karlsen Bergen | [illegible] | 92·[illegible] 18·2 9·9 | [illegible] Norwegian | C.2Cy [illegible] Mjellem & Karlsen, Bgn. | |
| 16374 | **Thorbjorn** Composite | 194 | | 1908 | [illegible] | [illegible] | 100·4 [illegible] 9·9 | Karlstad Swedish | C.2Cy [illegible] | |
| 16375 | **Thordr** Steel (Whaler) | 249 | | 1929 | Akers Mek. Verks. Oslo | A/S Bryde & Dahls Hvalfangerselskap (A/S Thor Dahl, Mgrs.) | 115·7 22·9 12·2 | Sandefjord Norwegian | T.3Cy [illegible] Akers Mek. Verks. Oslo | N * |
| 16376 | **Thore** Steel | 203 | | 1902 | Thorskogs Mek. Verks. Lodose | [illegible] | 100·4 22·2 9·9 | [illegible] Swedish | C.2Cy [illegible] Thorskogs Mek. Verks. Lodose | |
| 16377 | **Thorfinn** Steel (Whaler) | 249 | | 1928 | Akers Mek. Verks. Oslo | A/S Bryde & Dahls Hvalfangerselskap (A/S Thor Dahl, Mgrs.) | 115·7 22·9 12·2 | Sandefjord Norwegian | T.3Cy [illegible] Akers Mek. Verks. Oslo | N * |
| 16378 | **Thorgaut** Steel (Whaler) | 249 | | 1929 | Akers Mek. Verks. Oslo | A/S Bryde & Dahls Hvalfangerselskap (A/S Thor Dahl, Mgrs.) | 115·7 22·9 12·2 | Sandefjord Norwegian | T.3Cy [illegible] Akers Mek. Verks. Oslo | N * |
| 16379 | **Thorleif** Wood & Steel (Sailing Vessel) | 130 | | 1900 | K. Skaala [illegible] | [illegible] | 98·7 22·8 9·9 | [illegible] Norwegian | Oil Engine [illegible] | |

| Numéro Officiel | Nom du Navire | Port d'Attache | Tonnage | Détails de la Classe | Machines | Chaudières | Année | Constructeurs | Propriétaires | Dimensions | Observations |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1280 | Thorander | | 131 | | | | 1910 | G. Seebeck | | | |
| 1281 | Thors | | 250 | | | | 1920 | | | | |
| 1282 | Thorsten | | 225 | ✠100A1 M.S. | | | 1900 | J. Deddis | | | |
| 1283 | Thorsif Kvistäfjäre | | 225 | | | | 1892 | A. Lorck Mek. Verksted | | | |
| 1284 | Thorsifter | | 401 | ✠100A1 Hal | | | 1920 | Cockerill | | | |
| 1285 | Thoroughfare | | 2022 | | | | 1912 | | | | |
| 1286 | Thorstein | | 177 | | | | 1918 | Eclipse | | | |
| 1287 | Thorvald | | 138 | | | | 1900 | J. Th. Jørgensen | | | |
| 1288 | Thorvard | | 242 | | | | 1920 | Akers | | | |
| 1289 | Three Friends | | 127 | | | | 1920 | Bowerink | | | |
| 1290 | Thrifty | | 130 | | | | 1910 | Gebrüder | | | |
| 1291 | Thrush | | 195 | ✠ Grab | | | 1900 | Smith S. B. | | | |
| 1292 | Thrushfield | | 220 | ✠100A1 Bal | | | 1920 | J. Fullerton | | | |
| 1293 | Thruster | | 300 | | | | 1914 | Harris & Co. | | | |
| 1294 | Thrym | | 130 | | | | 1901 | K. | | | |
| 1295 | Thunderer | | 170 | ✠100A1 | | | 1911 | Sun, Mc | | | |
| 1296 | Thunderstone | | 225 | ✠100A1 Stern | | | 1913 | Cook, Wil. | | | |
| 1297 | Thurlastone | | 487 | | | | 1920 | Cammell | | | |
| 1298 | Thyland | | 300 | | | | 1904 | Hidingsjö | | | |
| 1299 | Tiara | | 334 | | | | 1914 | Burmeister | | | |
| 1300 | Tiare Tapere | | 172 | Aide | | | 1910 | C. Bailey | | | |
| 1301 | Tibetan | | 270 | ✠ Aide | | | 1919 | J. Deddis | | | |

| Official No. | Name | Where Built | Tonnage | Classification | Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|---|
| 164[illegible] | Tidalia | [illegible] | [illegible] | | 1907 Yarrow & Co. Ltd. Poplar | [illegible] | Glasgow | [illegible] | |
| 164[illegible] | Tide | [illegible] | [illegible] | | 1915 Rauchwerke G.B.Co. Rostock | [illegible] | [illegible] | [illegible] | 12 - [illegible] |
| 164[illegible] | — | [illegible] | [illegible] | | 1908 Tennant Yelton Fogstock | [illegible] | Fogstock | [illegible] | G * |
| 164[illegible] | Tien Chey | [illegible] | [illegible] | | 1914 Sun Kee Hong Kong | H.K.R.P.A. Builder | Hong Kong | [illegible] | |
| 164[illegible] | Tien Kwang | [illegible] | 731 | ✝ A | 1925 Yarrow & Co. (1927) Ltd. Glasgow | [illegible] | [illegible] | [illegible] | 10 - [illegible] |
| 164[illegible] | Tien Sang | [illegible] | [illegible] | | 1914 Sun Kee Hong Kong | H.K.R.P.A. Builder | Hong Kong | [illegible] | |
| 164[illegible] | Tiesto | [illegible] | [illegible] | | 1937 J. Vooß Kiel | [illegible] | [illegible] | [illegible] | |
| 164[illegible] | Tigen | [illegible] | [illegible] | ✝100A1 Tess. | 1924 W. Hamm G.m.b.H. Stettin | [illegible] | [illegible] | [illegible] | 21 - [illegible] |
| 164[illegible] | Tiger | [illegible] | [illegible] | | 1925 Gebr. Ollig Bremerhaven | "Gebr." Fischerei-Gesellschaft Bremerhaven | Bremerhaven | [illegible] | 15 - [illegible] * |
| 164[illegible] | — | [illegible] | [illegible] | | 1910 Kawasaki Dockyd. Co. Ltd. Kobe | [illegible] | [illegible] | [illegible] | |
| 164[illegible] | Tikoshosaskaya | [illegible] | 824 | ✝100A1 Tiz. | 1925 Cruga Shipbldg. Co. Ltd. Cruga | [illegible] | [illegible] | [illegible] | 14 - [illegible] |
| 164[illegible] | Tilbrase | [illegible] | [illegible] | ✝100A1 | 1931 N.V. Ludwig Stoomschepenbouwwerf Gouda | C. Bontenbal Sneek | Leeuwarden | [illegible] | 8 - 8 |
| 164[illegible] | Tilly | [illegible] | [illegible] | | 1901 Löhring Bremerhaven | H. Wiarda | Bremerhaven | [illegible] | G * |
| 164[illegible] | Tim | [illegible] | [illegible] | | 1931 Gebr. [illegible] Papenburg, Westfalen | [illegible] | Papenburg a. Ems | [illegible] | |
| 164[illegible] | Timaa | [illegible] | [illegible] | | 1915 Xiamenshi Mih. Tuchin Xiamen | Staat Amoi | Amoy | [illegible] | N * |
| 164[illegible] | Times | [illegible] | [illegible] | ✝ A1 | 1915 Marinschi Marine Ltd. Pontelagoscuro | Co. Nazionale in Navigazione | [illegible] | [illegible] | 14 - [illegible] |
| 164[illegible] | Timor | [illegible] | [illegible] | | 1910 Gebr. Bunt Leidenhafen | Vereinigte Bunker-Betriebsgesellschaft K.G. Der Freie K.V. | [illegible] | [illegible] | |
| 164[illegible] | — | [illegible] | [illegible] | | 1910 Cl. Hy. Bros. Ltd. Lowestoft | J. Barker, Jun. | Lowestoft | [illegible] | |
| 164[illegible] | Tinaria | [illegible] | [illegible] | | 1917 [illegible] | [illegible] J.P. Berggren | [illegible] | [illegible] | |
| 164[illegible] | Tina Nutten | [illegible] | [illegible] | | 1911 Hall, Russell & Co. Ltd. Aberdeen | J. Walker | Aberdeen | [illegible] | 12 - [illegible] |
| 164[illegible] | Tinka | [illegible] | [illegible] | | 1930 F.J. Stuhl A.G. Bremerhaven | A. Schuldgers | Bremerhaven | [illegible] | G * |

| Numéro Officiel | Noms de Navire, Signaux, Port d'Attache, Pavillon, Propriétaire, Capitaine | Tonnage | Détails de la Chaudière | Construit | Propriétaire | Machines | Port | Dimensions |
|---|---|---|---|---|---|---|---|---|
| 1402 | Tina | | | 1911 | | | | |
| 1404 | Tiong | | | 1920 | | | | |
| 1405 | Tinsurus | | +100A1 | 1901 | | | | |
| 1406 | Tiri | | | 1910 | | | | |
| 1407 | Tirna | | | 1916 | | | | |
| 1408 | Tirna | | | 1907 | | | | |
| 1409 | Tiran | | | 1900 | | | | |
| 1410 | — | | | 1900 | | | | |
| 1411 | — | | | 1911 | | | | |
| 1412 | — | | | 1912 | | | | |
| 1413 | — | | | 1906 | | | | |
| 1414 | — | | | 1907 | | | | |
| 1415 | — | | +100A1 | 1910 | | | | |
| 1416 | — | | | 1912 | | | | |
| 1417 | — | | | 1908 | | | | |
| 1418 | Titan No. 98 | | | 1895 | | | | |
| 1419 | Titania | | | 1910 | | | | |
| 1420 | — | | | 1909 | | | | |
| 1421 | Titia | | | 1914 | | | | |
| 1422 | — | | | 1909 | | | | |
| 1423 | — | | | 1909 | | | | |
| 1424 | — | | | 1911 | | | | |
| 1425 | Tjalve | | | 1908 | | | | |

| Official No. | Name | Tonnage | Particulars of Class | Built | Owners | Port of Registry | Engines |
|---|---|---|---|---|---|---|---|
| 1643 | Tjiro | 115 | | | | | |
| 1644 | Tna | 205 | | | | | |
| 1645 | Tuey | 115 | | | | | |
| 1646 | Tuka | 335 | | | | | |
| 1647 | Tosastiss | 125 | | | | | |
| 1648 | Tori Maru | 192 | | | | | |
| 1649 | — | 122 | | | | | |
| 1650 | Tsekamat | 122 | | | | | |
| 1651 | Tsura | 245 | | | | | |
| 1652 | Tsuwijding | 111 | | | | | |
| 1653 | Tugimo | 230 | ✠100A1 Mil | | | | |
| 1654 | Tugo | 172 | ✠ Dun | | | | |
| 1655 | — | 155 | | | | | |
| 1656 | Tugo Maru No. 1 | 127 | | | | | |
| 1657 | Tugo Maru No. 2 | 142 | | | | | |
| 1658 | — | 112 | | | | | |
| 1659 | Tugo Maru No. 3 | 115 | | | | | |
| 1660 | Tokoko Maru | 115 | | | | | |
| 1661 | Tula | 423 | ✠ A1 Win | | | | |
| 1662 | Tuja | 117 | | | | | |
| 1663 | Tuka Maru No. 18 | 198 | | | | | |
| 1664 | Tukai Maru | 237 | | | | | |
| 1665 | — | 162 | | | | | |
| 1666 | — | 186 | | | | | |
| 1667 | — | 115 | | | | | |

| Official No. | Name | Built | Owners | Port of Registry | Engines |
|---|---|---|---|---|---|
| 1899 | Kirkcaldy M.V. | | | | |
| 1900 | W. Chal- | | | | |
| 1928 | Hawthorn | | | | |
| 1904 | Murchie & Harvey | | | | |
| 1905 | A. Dun | | | | |
| 1917 | | | | | |
| 1912 | Grist, A.J. | | | | |
| 1919 | Akers | | | | |
| | | | N.V. Koninklijke Rotterdamsche Lloyd | | |
| 1918 | Cook, Wel- | | | | |
| 1906 | Dundee | | | | |
| 1906 | F. Moore | | | | |
| 1906 | Akers | | | | |
| 1907 | Kojima | | | | |
| 1907 | Nylands | | | | |
| 1911 | Kojima | | | | |
| 1908 | Hakodate | | | | |
| 1919 | Flensburger | | | | |
| 1917 | Holmens | | | | |
| 1911 | Kaiko | | | | |
| 1919 | Hosdate | | | | |
| 1907 | Nishi | | | | |
| 1917 | Yoshikawa | | | | |
| 1917 | Takizawa | | | | |

| Numéro d'Indice | Noms des Navires | Détails de la Classe | Constructeur | Machines | Dimensions |
|---|---|---|---|---|---|
| 10471 | Tokai Maru | | | | |
| 10472 | Tokai | | 1900 J. Henry & Sons, Ltd. Glasgow | | |
| 10473 | Tokio | | 1901 W. Denny & Bros. Dumbarton | | |
| 10474 | Tokio II. | | 1906 Tokyo Gas Co. Ltd | | 12 × 3 |
| 10475 | Tokiwa Maru | | 1920 Osaka Tekkosho Osaka | | |
| 10476 | — | | 1916 Yamato Bussan Kaisha | | |
| 10477 | Tokoku Maru | | 1897 Harima Tekkosho | | |
| 10478 | Tokozama Maru | | 1906 Mitsubishi Dock & Kaisha Ltd. | | |
| 10479 | Tokwo Maru | | 1919 K. K. Hakodate Dock Hakodate | | |
| 10480 | Tollman | 70 ✠100A1 Hd | 1901 H. Scott, Ltd. Govan | | 8 × 3 |
| 10481 | Tolosa | | 1920 Hall, Russell & Co. Ltd. Aberdeen | | 10 × 3 |
| 10482 | Toloerse | 104 ✠100A1 Lch | 1920 H. B. Ltd. Leith | | 7 × 3 |
| 10483 | Tom Jenkerson | 200 100A1 Dub | 1919 J. J. Ltd. Glasgow | | 13 × 6 |
| 10484 | Tom Moore | 190 ✠ Dub | 1906 Smith's Dock Co. Ltd. Middlesbrough | | 13 × 3 |
| 10485 | Tomas W. Beattie | | 1905 J. N. Robins Co. Brooklyn, N.Y. | | |
| 10486 | Tomasso | 67 A- Syd | 1904 M. T. Marchetti Genova | | 7 × 3 |
| 10487 | Tomé | 158 | 1907 Sociedad Anónima Talleres | | |
| 10488 | Tomis | 115 | 1920 Ind. Nav. Romania | | 12 × 3 |
| 10489 | Tomiya Maru | | 1918 Yokohama K. K. | | |
| 10490 | Tompkinsville | 1242 | 1920 United States Shipping Board New York | | |
| 10491 | Tonghai | 200 | 1920 Smith's D. Co. Ltd. Middlesbro' | | |
| 10492 | | | | | |

| Official No. / Code Letters | Steamer's Name, Nationality, Rig, &c. / Special Features, No. of Decks, &c. | Tonnage | Particulars of Class Position | Built: Where | Built: By Whom / Where | Owners | Port of Registry | Engines | Page |
|---|---|---|---|---|---|---|---|---|---|
| 1802 | Tosi | 170 | | 1877 | | | Aian | | G |
| 1804 | Tosia | 121 | | | | | | | |
| 1805 | Tessa | 300 | | | | | | | I |
| 1806 | Tessaberry | 138 | | | | | | | |
| 1807 | Tray | 149 | | | | | | | G |
| 1808 | Tuscanya | 300 | ✠100A1 Mod | 1933 | | | | | |
| 1809 | Tupas | 162 | | | | | | | |
| 1810 | Tupola | 154 | ✠100A1 Mod | 1933 | | | | | |
| 1811 | Tuperuk | 300 | | 1933 | | | | | G |
| 1812 | Tor II. | 300 | | | | | | | |
| 1813 | Tor III. | 134 | | | | | | | |
| 1814 | Tor IV. | 150 | | | | | | | |
| 1815 | Tor VII. | 170 | | | | | | | |
| 1816 | Tora | 300 | | | | | | | |
| 1817 | — | 147 | | | | | | | |
| 1818 | Tora Mara No. 1 | 192 | | | | | | | |
| 1819 | Tora Mara No. 2 | 138 | | | | | | | |
| 1820 | Toralla | 275 | Clbr | | | | | | |
| 1821 | Torbery | 192 | | | | | | | |
| 1822 | Torch | 311 | ✠100A1 TSS | | | | | | |
| 1823 | Tord Falcon | 127 | | | | | | | V |

| Numéro d'Identité | Noms du Navire, Numéro Officiel, etc. | Tonnage | Détails de la Classe | Construction | Machines | Propriétaires | Port d'Immatriculation | Machines | Classe |
|---|---|---|---|---|---|---|---|---|---|
| 1924 | **Torsten** | 212 | | 1923 Rostock's | A/B Det Aalborg | | Norwegian | | C * |
| 1925 | **Torbrida** | 185 | | 1899 Cook, Wel- | 2 Bacon Foreign | | Liverpool | | 11 + 11 |
| 1926 | **Torgny** | 187 | | 1922 Akers | A/B Det Aalborg | | Norwegian | | N * |
| 1927 | **Torgrim** | 136 | | 1906 Tønsberg | Wolf, Stavanger | | Norwegian | | N * |
| 1928 | **Torgtind** | 208 | | 1921 Ronald's | A/B Det Aalborg | | Norwegian | | |
| 1929 | **Torild** | 186 | | 1922 Akers | A/B Det Aalborg | | Norwegian | | N * |
| 1930 | **Torina** | 134 | | 1911 J. A. A. Van | Van Vorsten & Bot | | Dutch | | |
| 1931 | **Torlaima Mara** | 206 | | 1922 Tolm Shipyard, Tolm | Kondrashoff | | Russian | | |
| 1932 | **Torlyn** | 207 | | 1922 Akers | Det Aalborg | | Norwegian | | N * |
| 1933 | **Torna** | 205 | | 1922 H. Nicol | Swan Hunter & Wigham Richardson, Ltd. | | British | | |
| 1934 | **Tornato** | 206 | | 1913 Cockerill | Cockerill | | Belgian | | 13 + 13 |
| 1935 | **Torna** | 126 | | 1914 Bachstich | Norwegian | | Norwegian | | |
| 1936 | **Torpiat** | 214 | | 1904 Dunlop | Swan Hunter, Ltd. | | British | | 10 + 10 |
| 1937 | **Torragorda** | 212 | | 1919 Nor. Hegell | Det Aalborg | | Danish | | |
| 1938 | **Torskna** | 127 | | 1900 Kristiansands | Det Aalborg | | Norwegian | | |
| 1939 | **Torsten** | 143 | | 1922 Bergenhus M.V. | Det Aalborg | | Norwegian | | |
| 1940 | **Torvald** | 131 | | 1902 Tolmsø | Det Aalborg | | Danish | | |
| 1941 | **Torwood** | 210 | | 1921 Lunn | J. Dunlop, Ltd. | | British | | 12 + 12 |
| 1942 | **Torya Mara** | 127 | | 1905 Smith's | Det Aalborg | | Russian | | 11 + 11 |
| 1943 | **Tosei Mara** | 142 | | 1922 Eskildsen | Det Aalborg | | Russian | | |
| 1944 | **Toski Mara** | 127 | | 1917 Uddevalla | Det Aalborg | | Russian | | |
| 1945 | **Toshima Mara** | 127 | | 1922 Frederiksstad | Det Aalborg | | Russian | | |
| 1946 | **Toshun Mara** | 210 | | 1922 Nakamura | Det Aalborg | | Russian | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Class | Where Built | Builders | Owners | Registered Dimensions | Port of Registry | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | Tubelaire No. 3 | [illegible] | | 1911 | Pullfleet Works Leven | [illegible] | [illegible] | Pullfleet | | |
| 1918 | Tetuna | [illegible] | 100A1 Hy | 1914 | Hope, Sunderland Ltd. | T. del Wrandelle Ltd. | [illegible] | London | [illegible] | [illegible] |
| 1919 | Tuba | [illegible] | | 1902 | Kitada [illegible] | A.B. Dalhamka Kalkerfabriken | [illegible] | Hakodate | [illegible] | [illegible] |
| 1920 | Tuscaloosa | [illegible] | 100A1 Hd | 1902 | Cook, Welton & Gemmell Ltd. Berwick | Gemmell, Fishing Co. Ltd. W. Cuxhaven, Hgn. | [illegible] | Hull | [illegible] | [illegible] |
| 1921 | Tempest | [illegible] | | 1904 | Gourdin Sous Bordeaux | Fre. Polin Bergen & Fils | [illegible] | Bordeaux | [illegible] | [illegible] |
| 1922 | Tourist | [illegible] | | 1899 | Bach Iron Works Bath, Me. | Gouverneur whaling Co. | [illegible] | New York | [illegible] | [illegible] |
| 1923 | Tourmaline | [illegible] | 100A1 Hd | 1920 | Cook, Welton & Gemmell Ltd. Berwick | Kingsmeadows Towing Co. Ltd. | [illegible] | Hull | [illegible] | [illegible] |
| 1924 | Towpet | [illegible] | | 1901 | Hawthorn Leslie & Co. Newcastle | Fre. Transportadora Afretamento Maritimo | [illegible] | Rio Janeiro | [illegible] | [illegible] |
| 1925 | Tartelin | [illegible] | 100A1 Liv | 1905 | J. Crown & Co. Sunderland | Alexander Towing Co. Ltd. | [illegible] | Liverpool | [illegible] | [illegible] |
| 1926 | Toyo Maru No. 3 | [illegible] | | 1901 | Kawasaki Kobe | Toki Toyo | [illegible] | Tokio | [illegible] | [illegible] |
| 1927 | Toyo Maru No. 6 | [illegible] | | 1903 | C. Hayashi Osaka | Sakagawa Takajiro | [illegible] | Hakodate | [illegible] | [illegible] |
| 1928 | Toyo Maru No. 7 | [illegible] | | 1900 | Y. Ishikawa Osaka | Akiyamaka | [illegible] | Moji | [illegible] | [illegible] |
| 1929 | Toyo Maru No. 10 | [illegible] | | 1922 | Osaka Iron Works Sakai | Sumitomo Kinzoku K.K. | [illegible] | Kobe | [illegible] | [illegible] |
| 1930 | Toyo Maru No. 11 | [illegible] | | 1922 | Kabushiki Kaisha Osaka Tekkosho Zosenjo Nishijima | Sumitomo Kinzoku K.K. | [illegible] | Niigata | [illegible] | [illegible] |
| 1931 | Toyo Maru No. 12 | [illegible] | | 1923 | Osaka Iron Works Osaka | Sumitomo Kinzoku K.K. | [illegible] | Kobe | [illegible] | [illegible] |
| 1932 | Toyo Maru No. 13 | [illegible] | | 1923 | Osaka Iron Works Ltd. Osaka | Sumitomo Kinzoku K.K. | [illegible] | Kobe | [illegible] | [illegible] |
| 1933 | Toyokawa Maru | [illegible] | | 1917 | Hakodate Dockyard Hakodate | Shiyomikami Kaisha | [illegible] | Hakodate | [illegible] | [illegible] |
| 1934 | Toyora Maru | [illegible] | | 1911 | Osaka Iron Works Osaka | Government of Japan Railways Department | [illegible] | Tokio | [illegible] | [illegible] |
| 1935 | Toyoshima Maru | [illegible] | | 1918 | Y. Ishiguro Dockyd. Tokushima | Kawasaki Kisen Ltd. | [illegible] | Osaka | [illegible] | [illegible] |
| 1936 | Tejerera Maru | [illegible] | | 1900 | Kiwa Hiki Shipyard Nagasaki | Kyushu Kisen K.K. | [illegible] | Osaka | [illegible] | [illegible] |
| 1937 | Trabajador | [illegible] | | 1911 | Hong Kong & Whampoa Dock Co. Ltd. Hong Kong | Transportadora Transpacifica | [illegible] | Manila, P.I. | [illegible] | [illegible] |
| 1938 | Trader | [illegible] | 100A1 Hd | 1910 | Smith's Dock Co. Ltd. Middlesbrough | T. Bonsignore Ltd. Brittania Steamship Co. Hyde | [illegible] | Newcastle | [illegible] | [illegible] |
| 1939 | Tresco | [illegible] | | 1903 | Kanjiyabashi Shipbuilding Works | Dai Nippon Kaiun Kaisha (Yamashita Kisen) | [illegible] | Osaka | [illegible] | [illegible] |

| Numéro Officiel | Nom du Navire | Détails de la Classe Spéciale | Construit | Architectes | Dimensions | Port d'enregistrement | Machines | Chaudières | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | |
| 1[illegible] | Trafalgar | 100A1 | 1906 J. Cheal & Co. | Grangemouth Dockyd. | | Liverpool | | | |
| 1[illegible] | Trafic | | 1911 Harland & Wolff | | | | | | Y |
| 1[illegible] | — | | 1878 Spencer | Liverpool Engineering Co. | | | | | |
| 1[illegible] | Trafik | | 1912 Gorgon S.S. | | | | | | |
| 1[illegible] | Trafik 1 | | 1895 Fredriksstad | | | Fredrikstad | | | |
| 1[illegible] | Trafik 2 | | 1899 Fredriksstad | | | Fredrikstad | | | |
| 1[illegible] | Trafik 3 | | 1903 Lyse | | | Fredrikstad | | | N |
| 1[illegible] | Trafik 5 | | 1907 Fredriksstad | | | Fredrikstad | | | N |
| 1[illegible] | Trafik 7 | | 1912 Glom Tvist | | | Fredrikstad | | | N |
| 1[illegible] | Train Ferry No. 1 | | 1917 Armstrong | | | London | | | |
| 1[illegible] | Train Ferry No. 2 | | 1917 Armstrong | | | London | | | |
| 1[illegible] | Train Ferry No. 3 | | 1917 Fairfield | | | London | | | |
| 1[illegible] | Trai | | 1920 Klaveness | | | | | | G |
| 1[illegible] | Trailbaas | | 1922 Ahl, Gen. | | | | | | G |
| 1[illegible] | Traileborg S. J. | | 1909 Burmeister | | | | | | |
| 1[illegible] | Trainelster | | 1920 Nordsee | | | | | | G |
| 1[illegible] | Traly | | 1911 Edmundsen | | | | | | |
| 1[illegible] | Tramontalle | | | | | | | | Y |
| 1[illegible] | Transvaaee | | 1901 Arbeiter | | | | | | |
| 1[illegible] | Trana | | 1920 Nordsjøen | | | | | | N |
| 1[illegible] | Transkjør | | 1903 Bremerhaven | | | | | | Y |
| 1[illegible] | Trang | | 1913 Fairfield | | | | | | |
| 1[illegible] | Trängsund | | 1924 | | | | | | |

| Steamer's Name. Material, Rig, &c. Date, Place of Reg. Special Survey. No. of Decks, &c. | Tonnage | Character | Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|
| 10982 Tracie | 279 | 100A1 Hul | 1911 J. P. Rennie | Bell Brothers (Tyne) Ltd. Bellwellers Ltd. | Hull | T. 20½, 12½, 21" x 30", 15" (c) | 12 - 8 |
| 10986 Tranquil | 239 | +100A1 Fb | 1912 Cook, Welton & Gemmell Ltd. | Admiralty Wreck | | T. 20½, 12½, 21½" x 41", 30" (c) | 12 - 8 |
| 10989 Transfer | 151 | | 1899 Scotland S.B.Co. | Falmouth Railway Co. | Devonport, Mark. | T. 16½, 10, 18", 28" | |
| 10990 Transfer No. 21 | 207 | | 1906 Fore River S.B.Co. | New York, New Haven & Hartford R.R.Co. | New Haven, Conn. | T. 17½, 10", x 17", 26" | |
| 10991 Transfixed II. | 1320 | NYA | 1920 Bethlehem S.B.Co. | New England S.S. Co. | New York | T. 17½, 11", x 19", 30" | 13 - 7 |
| 10994 Transport | 865 | + A1 Hul | | Cie. Transportes de Petroleos S.A. | Hull | T. 16½, 10½, x 30", 24" | 10 - 6 |
| 10995 Transport | 199 | | 1900 Detroit Dry Dock Co. | Falmouth Railway Co. | Detroit, Mich. | T. 16½, 10", 20" | |
| 10996 Transport Union | 279 | 100A1 Ord | 1919 A. Hall, S.B. Co. Ltd. | Sociedade Anonima Portuguesa | Lisbon | T. 16½, 10½, 21", x 31", 20" | 10 - 6 |
| 10998 Transvaal | 251 | +100A1 Fb | 1910 Cochrane & Sons Ltd. | Transatlantica Portuguesa Ltd. | Lisbon | T. 16½, 10½, 23½" x 34", 20" | 12 - 8 |
| 10999 Transvaalia | 100 | A- Wh | 1917 Smith's Dock Co. Ltd. | Premier Whaling Co. Ltd. | Durban | T. 16½, 10", 20" x 30", 20" | 12 - 10 |
| 11000 Trapo | 220 | | 1920 Ringdal | | | T. 16½, 10½, 20" x 42", 20" | Y * |
| 11004 Travel | 222 | | 1921 Schiffer | | | T. 16½, 10½, 20½" x 42½", 22" | N |
| 11005 Travis | 182 | | 1920 Cochrane | | | T. 16½, 10½" x 19½", 32" | G * |
| 11006 Trave | 201 | | 1919 Werft | | | T. 16½, 10½" x 30", 22" | G * |
| "Okay Lustres," see No. 11 | | | | | | | |
| 11007 Traveller | 172 | | 1919 Smith's Dock Co. Ltd. | Smith Schuyler | | T. 16½, 10", x 31", 24" | |
| 11008 Travemunde | 192 | | 1921 Werft | | | T. 16½, 10½, x 30½" | G * |
| 11009 Traverse | 317 | | 1920 J. Brown & Co. | | | 2 Engines 30 C.R.A. | 11 - 6 |
| 11010 Trawler Prince | 270 | | 1919 Ferguson | | | T. 16½, 10", x 30", 20" | C * |
| 11011 Tre Sorelle II. | 198 | | 1908 G. Schiavon | | | 2 Engines 30 C.R.A. | I * |
| 11012 Trebegar | 121 | | 1899 G. E. Shelbourne & Co. | | | T. 16½, 10", 18" | |

| Numéro Officiel | Noms des Navires, Machines, Armateurs, &c. | Tonnage | Détails de la Classification | Construit | Armateurs | Dimensions d'après le Jaugeage | Port d'immatriculation | Machines | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | |
| 1922 | **Treaty** | 247 | | 1919 Aleen | | 113 7 22 9 11 9 | | | |
| 1924 | **Treff** | 250 | | 1922 Lines | | 101 6 21 9 12 7 | | | |
| 1922 | **Treat** | 17 | | 1921 | | 100 5 20 6 7 9 | | | |
| 1920 | **Treace** | 130 | | 1899 Cindy, Wel- | | 100 6 21 9 11 9 | | | |
| 1907 | **Treaka** | 173 | | 1903 | | 125 5 23 9 12 9 | | | |
| 1920 | **Trevel** | 126 | | 1917 Hawthorne | | 99 1 21 2 10 6 | | | |
| 1922 | **Trever** | 222 | | 1900 W. J. Yar- | | 130 9 22 9 | | | |
| 1910 | **Trier** | 150 | | 1917 Lake Shore | | 100 2 20 6 | | | |
| 1911 | **Trieland** | 177 | | 1906 Howard Lo- | | 112 5 20 1 10 7 | | | |
| 1912 | **Triesta** | 150 | | 1908 | | 121 9 19 2 | | | |
| 1913 | **Triestina** | 152 | | 1910 Lake Fil- | | 118 1 24 8 10 2 | | | |
| 1914 | **Triglav** | 222 | A1 | 1905 | | 120 2 21 2 11 9 | | | |
| 1911 | **Triglia** | 172 | | 1912 | | 108 9 19 9 | | | |
| 1910 | **Trimount** | 222 | | 1906 | | 114 9 20 1 11 9 | | | |
| 1917 | **Trinacria** | 161 | | 1919 N. V. de Sys- | | 99 2 20 6 10 9 | | | |
| 1916 | **Trinity Bay** | 1224 | | 1912 F. Schichau | | 214 9 29 2 14 9 | | | |
| 1911 | **Trinity N.B.** | 302 | | 1914 Hall, Rus- | | 119 5 23 1 12 9 | | | |
| 1920 | **Trio** | 176 | | 1920 | | 112 5 21 0 11 9 | | | |
| 1921 | — | 182 | | 1900 C. L. Lon- | | 100 2 22 2 10 6 | | | |
| 1922 | — | 72 | | 1919 | | 99 2 17 7 | | | |
| 1923 | — | 157 | | 1914 | | 99 2 23 2 11 9 | | | |
| 1920 | **Troaka** | 150 | | 1914 W. J. Yar- | | 95 1 21 6 | | | |
| 1920 | **Trixie** | 250 | | 1900 Atlantic | | 114 0 26 9 14 9 | | | |

| Official No. | Steamer's Name | Particulars of Classification | Tonnage | Particulars of Class Station | Built: When | Built: By Whom | Owners | Length | Breadth | Depth | Port of Registry | Engines | Horse Power | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1926 | Triton | | 234 | | 1901 | Hamilton & Co. | Corporation of the Trinity House | 119·2 | 22·6 | 11·8 | London | T.3Cy.14",20"x26"-26" | | |
| 1927 | — | | 230 | | 1907 | Dundee S.B.Co.Ld. | T.W.Rankenah | 120·6 | 22·9 | 11·4 | Dundee | T.3Cy.13",20"x26"-26" | 12 × 6 | |
| 1928 | — | | 113 | Bel. | 1910 | Jenkins & | Stockholm Sallen Skeppsmans Bolag | 110·9 | 24·6 | 11·4 | Helsingfors | T.3Cy.13",21",26"x26"-26" | 11 × 12 | |
| 1929 | — | | 172 | | 1899 | Gray | Capt. Lindskoeg | 99·8 | 22·6 | 9·4 | Gothenburg | C.2Cy.24"x24"-24" | | |
| 1930 | — | | 172 | | 1909 | Cook & Co. | Falmouth Towage Co. Ld. (R.S.Fox, Mgr.) | 114·0 | 20·7 | 11·9 | Falmouth | T.3Cy.14",22"x26"-26" | | |
| 1932 | — | | 147 | | 1896 | Cockerill | Vlaamsche Ms. | 93·7 | 20·4 | 11·9 | Havre | T.3Cy.17",27"x26"-26" | 11 × 16 | |
| 1933 | — | | 132 | | 1912 | Lobnitz | L.G.Samuel | 99·4 | 19·0 | 9·7 | Southampton | T.3Cy.16",17"x26"-26" | | |
| 1934 | — | | 125 | | 1899 | Schrans, | Gemeinder Ld. | 92·2 | 21·0 | 10·9 | Vlaardingen | | 11 × 16 | |
| 1936 | — | | 122 | | 1906 | G. Anderson & Sl. | Kristiansandsfjordens Sildrederi | 95·6 | 19·2 | 10·7 | Bergen | T.3Cy.14",24½"x24½"- | | G * |
| 1935 | Trihania | | 200 | | 1914 | J. W. Klaassen | Jos. Agterenbroek | 124·0 | 22·0 | 10·2 | Scheveningen | T.3Cy.18",23"x26"-26" | | |
| 1938 | — | | 111 | | 1905 | J. Chambers Ld. | Hong Pottinger & Co. (J.J.Tripp, Mgr.) | 92·0 | 20·1 | 9·4 | Liverpool | T.3Cy.16",17"x26"-26" | | |
| 1937 | Trianfeder D. | | 222 | | 1907 | Hodgdal Co. | Svensk & Norsk Sildfiske Aktiebolaget | 92·4 | 21·0 | 9·1 | Bergen | | | V |
| 1939 | Trogir | | 157 | A- | 1905 | Schiessing & Co. | Jadranska Plovidba S.A. | 119·7 | 20·1 | 9·2 | Split | | 10 × 11 | |
| 1940 | Trogon | | 162 | Gre | 1907 | Gourlay, H. & Co. Ld. | Kaye, Son, & Barding Ld. | 119·2 | 22·1 | 11·2 | Hull | T.3Cy.17",26"x26"-26" | 11 × 6 | |
| 1941 | Trojan | | 125 | Kil | 1903 | Hepple & Co. Ld. | Government of Northern Nigeria | 100·4 | 19·6 | 7·2 | Port Harcourt | C.2Cy.18"x26"-26" | 8 × 6 | |
| 1942 | — | | 142 | | 1898 | Clark, Wal- | J.C.Wiese | 98·2 | 20·6 | 10·7 | Bremerhaven | T.3Cy.16",23"x26"-26" | 11 × 4 | |
| 1943 | Trolhattan | | 200 | | 1908 | Thordsen & Co. | Rederi A/B Nitonia (Ottoborg & Thordsen, Mgrs.) | 100·0 | 21·2 | 9·4 | Victoria | T.3Cy.16"x26"-26" | | |
| 1944 | Trump | | 141 | | 1912 | Gebr. Tecklenborg | G. Schulzen | 88·1 | 20·0 | 8·7 | Stettin | Oil Engine 48 C.B.H. | | V * |
| 1945 | Tromsø | | 200 | | 1908 | Trondhjem M.V. Verft | A/S Troms Fylkes Dampskibsselskab | 130·0 | 20·0 | 8·7 | Tromsø | T.3Cy.21",31½"x26½"-26" | | |
| 1946 | Tromsø | | 200 | | 1929 | Aitchison & Co. Ld. | Aitchison & Co. Ld. | 125·7 | 22·0 | 9·2 | Dundee | T.3Cy.16",27"x26"-26" | | |
| 1947 | Tronn | | 130 | | 1902 | J. F. Ross | Middlesbrough Towage Co. (J.W. Bailey, Mgr.) | 100·0 | 19·1 | 9·0 | Glasgow | S.3Cy.20"-20" | | |
| 1948 | Troville | | 234 | | 1910 | Abt & Co. | Cie. Fermière de Rel. & Pap. | 177·4 | 23·0 | 9·0 | Havre | T.3Cy.19",31½"x26½"-26½" | | V * |
| 1949 | Trouve | | 115 | | 1900 | Ant. S. Ros- | Svensgaard | 171·5 | 40·2 | 20·0 | Copenhagen | C.2Cy.40"x24"-26" | | |

| Noms du Navire. | Détails de la Classification. | Construit. | Propriétaires. | Dimensions. | Machines. |
|---|---|---|---|---|---|
| 18866 Tromer | | 1890 F. Schichau, Elbing | | | |
| 18867 Troy Sunny | | 1902 Smith, R. & S. S. Co. Chester, Pa. | Standard Steamship Transportation Co. | 252 x 37 x 13 | Triple Engine 20 C.H.P. |
| 18868 Truda | | 1894 G. Gerlach Wismar | Die Argentinische Ost Amerikanische Linie | 110 x 22 x 11 | |
| 18869 Trude | | 1893 J. J. Pustjo Westerbroek | A. Kiener | 99 x 19 x 6 | |
| 18870 Trudbrant | | 1897 Kaldness Mek. Verksted Kristiansund | | 113 x 24 x 13 | |
| 18871 Truida | | 1898 J. Stuart Greenock | J. Robinson | 108 x 20 x 7 | |
| 18872 Trule | | 1912 Smith's Dock Co. Ltd. Middlesbrough | Smith & Johnston Steamships Ltd. | 140 x 23 x 12 | Triple Engine |
| 18873 Trumpeter | | 1910 Lewis & Co. Ltd. Sunderland | Nelson Steamship Co. Ltd. | 110 x 23 x 12 | |
| 18874 Trum Trader | | 1912 F. Meiering Stettin | Deutscher Ltd. | 52 x 18 x 8 | |
| 18875 Truro | | 1913 J. Crook & Co. Lowestoft | Great Western Railway Co. | 82 x 24 x 13 | |
| 18876 Tryggvi Gemil | +100A1 Tug | 1900 Lindstrom Helsingfors | G. P. Johnson Helsingfors | 141 x 24 x 20 | |
| 18877 Tsugaru Maru | | 1891 Mitsubishi Kobe S.S. Nagasaki | Japan Railway Department | 224 x 32 x 22 | Triple Engine |
| 18878 Tsuka Maru | | | Mitsubishi S.S. Co. | 152 x 19 x 17 | |
| 18879 Tsukushi Maru | | 1899 Sasebo Dock Yard Sasebo | Sasebo Dock Yard S.S. | 119 x 22 x 12 | |
| 18880 Tsurashima Maru | | 1917 Tsingtao Dock Co. Tsingtao | Mitsubishi Dock | 97 x 20 x 10 | |
| 18881 Tsurashima Maru No. 8 | | 1919 Nakashiro Shipbuilding Co. Osaka | Daijoko Kaiun S.S. | 174 x 18 x 12 | |
| 18882 Tsurashima Maru No. 10 | | 1918 Harada Shipbuilding Co. Osaka | Daijoko Kaiun S.S. | 180 x 18 x 9 | |
| 18883 Tuan | | 1901 Jaques & Co. Ltd. Port Richmond, N.Y. | J. F. O'Boyle | 149 x 26 x 12 | |
| 18884 Tuana | | 1900 C. Bailey, Jun. | A. A. Fraser | 99 x 20 x 6 | |
| 18885 Tubal Cain | | 1911 Lewis & Co. Ltd. Sunderland | A. Leach | 139 x 23 x 9 | |
| 18886 Tulamatia | | 1910 John Hall & Co. Leith | R. T. Jarvinen Mass. "Tulamatia" | | |
| 18887 Tuckina | +Tug | 1906 MacGregor & Co. Ltd. Port Glasgow | A. T. Jarvinen | 142 x 21 x 9 | |
| 18888 Tudilai | | 1904 Gourlay Bros. & Co. Ltd. Dundee | Bon Accord Steamship Co. Ltd. (Thomas G. Foggo) | 108 x 20 x 11 | |
| 18889 Tuenno | | 1918 | Anglo Russian S.S. Co. Ltd. | | |

| Official No. | Steamer's Name, Colonial, Reg. &c. / Special Survey, No. of Decks, &c. | Particulars of Class Station. / Character | Built. / When / By Whom / Where | Owners. | Port of Registry / Flag | Engines. | |
|---|---|---|---|---|---|---|---|
| 1873 | Tug 5. | | 1920 Tailoo | Dominion Lighter Co. Ld. | Shanghai | | |
| 1874 | Tuhoe | | 1911 G. Nicol | Northern S.S. Co. Ld. | Auckland | | |
| 1875 | Tuirangi | | 1900 C. Bailey, | Kaipara S.S. Co. Ld. | Auckland | | |
| 1876 | Tullie | | 1901 Mahlmann | | | | I |
| 1877 | Tomby | | 1918 Hyethorne | | | | |
| 1878 | Tuna | | 1914 Kaldane | | | | |
| 1879 | — | | 1920 Hanson | | | | V |
| 1880 | Tuscarry | | 1905 J. Wright | | | | |
| 1881 | Tunda | | 1920 Singapore | | Singapore | | |
| 1882 | Tung Ling | | 1910 Kiangsu | | | | |
| 1883 | Tunghai | | 1904 Kwok | | Ningpo | | |
| 1884 | Tunghwang | | 1913 Tuhoe Ltd. | | | | |
| 1885 | Tunnian | | 100A1 Gen | | | | |
| 1886 | Tupy | | 1906 Marlinlch | | Para | | |
| 1887 | Turbine | | | | | | I |
| 1888 | Turiel | | 1926 J. T. Hi- | | | | V |
| 1889 | Turinian | | | | | | |
| 1890 | — | | 1906 Erikberg | | | | |
| 1891 | Turkia | | 1910 Sarin | | | | |
| 1892 | Turquoise | | 1924 Lad, Wel- | | | | |
| 1893 | Turr | | 1929 N. T. Sign. | | | | |
| 1894 | Tuscoria | | 1911 Fleming & | | Glasgow | | |
| 1895 | Tvedestrand | | 1881 Kristian- | | | | X |

| Nom du Navire. | Tonnage | Détails de la Classification | Construit. | Armateurs. | Dimensions principales en Pieds. | Machines. | Observations. |
|---|---|---|---|---|---|---|---|
| 1[illegible] Tvey Systkin | 2[illegible] | | 1[illegible] Mat. de Fougerolle Hanoy Fresney | A. Jacobsen | 1[illegible] | [illegible] | [illegible] |
| 1[illegible] Twin Gebroeders | 1[illegible] | | 1[illegible] N. V. Nieuwe Maatschappij Scheepvaart Stoomvaart Rotterdam | J. Boelen | 1[illegible] | [illegible] | [illegible] |
| 1[illegible] Twin | 1[illegible] | | 1[illegible] J. J. Sietas Jun. Hamburg | F. Kindler | 1[illegible] | [illegible] | [illegible] |
| 1[illegible] Twind | 1[illegible] | | 1[illegible] J. Vinck Gent Ferrangen | [illegible] | 1[illegible] | [illegible] | [illegible] |
| 1[illegible] Tzin-Ona | 2[illegible] | | 1917 Ross, Mc-Laughlin & Co. Ltd. Paisley | J. Jerome | 1[illegible] | [illegible] | [illegible] |
| 1[illegible] Tyne | 2[illegible] | | 1[illegible] Dry Docks & Shipbuilding Co. Ltd. Wash. | Dalling & Sons Tug & Barge Co. Inc. | 1[illegible] | [illegible] | [illegible] |
| 1[illegible] Tyke | 9[illegible] | ✠100A1 Hull | 1914 H. Scott Tyne, Ltd. Hull | London & North Eastern Railway | 7[illegible] | [illegible] | [illegible] |
| 1[illegible] Tyke | 1[illegible] | | 1[illegible] | [illegible] | 8[illegible] | [illegible] | [illegible] |
| 1[illegible] Tyndert | 1[illegible] | | 1944 Mitchell & Co. Motala | [illegible] | 2[illegible] | [illegible] | [illegible] |
| 1[illegible] Tyndrum | 1[illegible] | ✠ Lr | 1905 Cook, Welton & Gemmell Ltd. Hull | [illegible] | 1[illegible] | [illegible] | [illegible] |
| 1[illegible] Tyne Prince | 2[illegible] | | 1[illegible] Smith's Dock Co. Ltd. South Bank-on-Tees | [illegible] | 1[illegible] | [illegible] | [illegible] |
| 1[illegible] Tynemouth | 3[illegible] | ✠ Dri | 1925 Vickers Ltd. Barrow | Tyne Improvement Commissioners | 1[illegible] | [illegible] | [illegible] |
| 1[illegible] Tynemouth Abbey | 3[illegible] | ✠100A1 Hull | 1919 Smith & Houston Ltd. Port Glasgow | Stevens Bros. (Steamship Co.) Ltd. | 1[illegible] | [illegible] | [illegible] |
| 1[illegible] Tynemouth Castle | 3[illegible] | | 1919 Smith & Houston Ltd. Port Glasgow | A. S. Lowden & Co. Ltd. | 1[illegible] | [illegible] | [illegible] |
| 1[illegible] Tynewider | 1[illegible] | ✠100A1 Nav. | 1911 J. P. Rennie, Son & Co. Ltd. Greenock | T. Bros. Limited Ed. Robinson Greenock, Glas. | 1[illegible] | [illegible] | [illegible] |
| 1[illegible] Tyr | 3[illegible] | | 1888 Helsingør Jernskibsværft og Maskinfabrik Helsingør | Det Danske Øst-Asiatisk Kompagni | 2[illegible] | [illegible] | [illegible] |
| 1[illegible] — | 1[illegible] | | 1909 Helsingør Jernskibs- og Maskinbyggeri A/S Helsingør | De Forenede Dampskibsselskab Det Danske Øst-Asiatisk Kompagni Kjøbenhavn, Kjøbenhavn | 8[illegible] | [illegible] | [illegible] |
| 1[illegible] Tyra | 1[illegible] | | 1898 P. Lauritzen Thorshavn | Angl. Aktsel. Ørsta Kontor | 9[illegible] | [illegible] | [illegible] |
| 1[illegible] Tyrannosaurus | 2[illegible] | ✠ Hull | 1902 J. Fullerton & Sons Paisley | [illegible] | 1[illegible] | [illegible] | [illegible] |
| 1[illegible] Tyrwhitt | 3[illegible] | | 1917 Hall, Russell & Co. Ltd. Aberdeen | [illegible] | 1[illegible] | [illegible] | [illegible] |
| 1[illegible] Tyscalai | 3[illegible] | | 1911 Schiffswerft Lindenau Bergen | Bergenske Dampskibsselskab Bergen | 1[illegible] | [illegible] | [illegible] |

*,* Additional Ships are inserted in the Supplement at the end of the Register.

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Classed Scantlings | Built | Owners | Length | Breadth | Depth | Type of Engines | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1933 | A. Halla | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1966 | Tuba | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1916 | K. Lundin | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1902 | M. U. Mar- | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1919 | Wanderer | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1678 | Motalaå | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1922 | Lyrbom | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1910 | H. C. Stolz | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1913 | Hall, Hum- | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1909 | M. U. Mar- | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1911 | Onkalo | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1926 | H. Holm | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1929 | Cabinda S. | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1925 | Sewell, D. | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1912 | Akers | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1902 | Bustachet | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1924 | J. Crumb | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1934 | J. C. Tuck | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1913 | Lydstorp | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1909 | Dar, Sym- | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1927 | H. Bolle, | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 1908 | Akers | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

| Numéro Officiel | Noms du Navire, Signaux, Tonnage, Port | Détails de la Classe | Constructeurs | Architectes | Machines | Propriétaires | Remarques |
|---|---|---|---|---|---|---|---|
| 1[illegible] | **Ulysses** | | 1914 J. Read | | | | |
| 1[illegible] | **Umberto Lupi** | | 1[illegible] | | | | |
| 1[illegible] | **Umberto Nobile** | | 1909 | | | | |
| 1[illegible] | **Uno Mare** | | 1[illegible] | | | | |
| 1[illegible] | **Uncle Ned** | Hay | 1907 T. Roberts | | | | |
| 1[illegible] | **Undine** | | 1894 Harmsen | | | | |
| 1[illegible] | | | 1899 Mackie | | | | |
| 1[illegible] | | | 1[illegible] Lidering | | | | |
| 1[illegible] | **Unguel** | | 1914 Nielsen | | | | |
| 1[illegible] | **Unke** | | 1905 Hardstaff | | | | |
| 1[illegible] | **Unmak** | | 1902 T. Dickie | | | | |
| 1[illegible] | | | 1912 J. F. Dahlin | | | | |
| 1[illegible] | **Unna** | | 1907 H. Wencke | | | | |
| 1[illegible] | | | 1906 A. Hay | | | | |
| 1[illegible] | **Union I.** | | 1906 A. Blume | | | | |
| 1[illegible] | **Union III.** | | 1909 Pungrand | | | | |
| 1[illegible] | **Union IV.** | | 1911 Pungrand | | | | |
| 1[illegible] | **Union VI.** | | 1912 Tonnik | | | | |
| 1[illegible] | **Union VII.** | | 1909 Pungrand | | | | |
| 1[illegible] | **Unione** | | 1908 G. Bulloch | | | | |
| 1[illegible] | **Unione Operaia** | | 1908 Ass. Nav. | | | | |
| 1[illegible] | **United Service** | Hld | 1907 Dodgin | | | | |
| 1[illegible] | **Unitia** | | 1910 Cook, Wel- | | | | |
| 1[illegible] | **Uno** | | 1908 Lake Dock | | | | |

Transcribed from the page header and the first rows of the table. Many cells are illegible or left blank.

| Official No. | Name | Where Built | Tons | Particulars of Class Retained | Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|---|
| 16707 | Uato | Wuxhih | 170 | | 1923 | | Wuxhih | | |
| 16704 | Upland | Ivanchdy | 127 | | 1923 | | | | |
| 16700 | Uppstad | Wuxhih | 118 | | 1906 | | | | |
| 16706 | Upsalgutt | Wuxhih | 140 | | 1931 | | | | |
| 16707 | Uphes | | 216 | Hkn | 1930 | | Liverpool | | 11 × 9 |
| 16708 | Urgin Maru No. 5 | Wuxhih | 170 | | 1927 | | | | |
| 16709 | Urad | Wuxhih | 191 | | 1930 | | Bergen | | N |
| 16771 | — | Wuxhih | 121 | | 1909 | | | | |
| 16770 | Uraidia | Wuxhih | 198 | | 1902 | | | | |
| 16772 | Urakami Maru | Wuxhih | 220 | | 1912 | | | | |
| 16773 | Urania | Wuxhih | 200 | | 1930 | | | | T |
| 16774 | — | Wuxhih | 221 | | 1902 | | | | 12 × 6 |
| 16775 | — | Wuxhih | 218 | | 1910 | | | | I |
| 16776 | — | Wuxhih | 182 | Gnn | 1899 | | | | 13 × 6 |
| 16777 | Urano | Wuxhih | 130 | M.Ds | 1896 | | | | 8 × 6 |
| 16778 | Uranus | Wuxhih | 188 | | 1902 | | | | |
| 16779 | — | Wuxhih | 117 | | 1918 | | | | |
| 16780 | Urashima Maru | Wuxhih | 180 | | 1922 | | | | |
| 16781 | Urie | Wuxhih | 220 | ✠100A1 Abn | 1917 | | | | 13 × 6 |
| 16782 | Urka | Wuxhih | 240 | ✠100A1 Fk | 1912 | | | | 13 × 6 |
| 16783 | Urola | | 172 | | | | | | |
| 16784 | Urula | Wuxhih | 200 | | 1929 | | | | G |
| 16785 | — | Wuxhih | 120 | | 1916 | | | | |
| 16786 | — | Wuxhih | 110 | | 1919 | | | | V |

| Numéro d'ordre | Noms des Navires | Tonnage | Détails de la Classe | Construit | Propriétaires | Machines | |
|---|---|---|---|---|---|---|---|
| 1270 | Uranie | 116 | | 1899 H.C. Stülcken Sohn, Hamburg | Cie Argentine de Pêche y Saladeros | Buenos Aires | 16 Engine |
| 1270 | Urania | 472 | ✠100A1 Hor | 1917 Bow, McLachlan & Co., Paisley | Cie Générale Transatlantique | Havre | |
| 1270 | — | 112 | | 1910 Ariel, S.A. Bouchers Sociedad Anónima, Pontevedra | Bouchers Sociedad Anónima, Pontevedra | Vigo | Y * |
| 1270 | — | 112 | | 1906 Torgersen & Co., Stockholm | Torgersen & Co. | Stockholm | |
| 1270 | — | 112 | | 1905 Tamm, Stockholm | Tamm & Co. | Stockholm | Y |
| 1270 | Uranik | 116 | | | A.B. Sundsvall | Sundsvall | |
| 1270 | Urbes | 112 | | 1902 Burbach, Duisburg | Sauerbrunn | Duisburg | Y |
| 1270 | Uruguay | 627 | ✠ 100A1 | 1902 J. Brown & Co., Clydebank | J. & C. Brown & Co. | Glasgow | 18 + 8 |
| 1270 | Uruguayo | 25 | | 1904 Sellin, Montevideo | Cia Argentina de Pesca Nihonkai Ltda. | Buenos Aires | |
| 1270 | Usa Maru | 170 | | 1922 Hayashikane, Shimonoseki | Daido Suisan Kabushiki Kaisha | Osaka | |
| 1270 | Usak | 222 | | 1903 Cant, Nev. Dundee, Rochester | Jacobsen & Sohn, Bremerhaven | Lübeck | 18 + 7 |
| 1270 | Usaminskaya | 640 | ✠100A1 Tug | 1902 Cragg, Sunderland | Sovrogfot | Leningrad | 18 + 7 |
| 1270 | Usaurias | 522 | ✠100A1 Tug | 1911 Gilbert, Glasgow | Bajamilla | Valparaiso | 12 + 1 |
| 1270 | Usa Maru | 112 | | 1911 Ishii, Tamano, Tokio | Ishii Gumi | Tokio | |
| 1270 | Utrecht | 222 | | 1919 Werf Gusto, Schiedam | N.V. Zuiver Water Maatschappij | Amsterdam | Y * |
| 1270 | — | 271 | | 1906 Smith & Y, Sunderland | Vereenigde Stoomvaart Maatschappij N.V. Zeeland N.V. | Vlissingen | 13 + 1 |
| 1270 | — | 147 | | 1912 J. Brown, Clydebank | Schiemanche Rederij Maas | Rotterdam | 12 + 1 |
| 1270 | — | 112 | | 1918 J.H. Figee, Leeuwarden | N.V. Zeeroeck "Rotterdam" | Rotterdam | |
| 1270 | Utsuki | 120 | | 1920 — | John J. Richard | Stavanger | |
| 1270 | Utsuki | 120 | | 1911 E. J. Smith & Co., Leith | Jutlandfisken Aktieselskab Esbjerg, Nr. 1 | Esbjerg | |
| 1270 | Uva | 142 | | 1911 E.K. Cole, Southend | Pace & Pyke Limited | Hull | |
| 1270 | Uvaat | 172 | | 1914 Thomson, Sunderland | Zagel & Schjøtz | Kristiania | N * |
| 1270 | Uyeda Maru No. 1 | 191 | | 1907 Fujita, Osaka | Tsukahara Kaisha | Osaka | |

* Additional Signs are inserted in the Supplement at the end of the Register.

| Official No. | Name | Port | Tons | Character | Built | Owners | Engines | |
|---|---|---|---|---|---|---|---|---|
| 1892 | Vaeghelm | Westkapelle | 198 | | 1903 Hall, Russell & Co. | Rederiaanslo | | 11 × 6 |
| 1893 | Vaeland | Westkapelle | 198 | | 1902 | Fiskeridirekt | Trevaal, Norwegian | |
| 1901 | Vaeding | Westkapelle | 224 | Lloyd's A1 Tgs | 1910 Vosbeke | A/S S/S Vaeding (Tilkaster) | Bergen, Norwegian | 12 × 7 |
| 1913 | Vadder Gerrit | Westkapelle | 182 | | 1916 J. J. Vraijer | P. Vaiser | Westerbeerdestelle, Netherlands | |
| 1915 | Valdemar | Copenhagen | 198 | | 1916 S. Grenlie | Aagt. Aksen. Skaalund | Bodenskeg, Danish | |
| 1921 | Valdemar | Copenhagen | 178 | 100A1 Ops | 1916 Kjøbenhavns Flydk. & Maskinbyggeri, Copenhagen | Kjøbenhavns Skibsexpedition | Copenhagen, Danish | 9 × 7 |
| 1922 | Valdi | Westkapelle | 130 | | 1906 C. A. W. | C. A. Brand, Ltd. | Papeete, Tahiti, French | |
| 1917 | Val-de-Saire | Granville | 134 | | 1912 J. Hombert & Co. | Chalaisses | Cherbourg, French | |
| 1918 | Valberg | Trondheim | 200 | | 1874 Gothenburg M.V. | Aktieselskabet Kristiania | Sweden | |
| 1919 | — | Westkapelle | 172 | | 1910 Werft | W. Schwiers | Bremerhaven, German | |
| 1920 | — | Westkapelle | 122 | | 1906 A. Nobels | A. J. Pangren | Pargas, Finnish | |
| 1921 | — | Westkapelle | 111 | | 1916 | Erwin Johansson | Helsingfors, Finnish | |
| 1922 | Valdemar | Nieuwe Pekela | 302 | | 1906 Burmeister & Wain | De Danske Stats-Baner | Frederiksund, Danish | |
| 1923 | Valdora | Westkapelle | 251 | | 1910 Cockerill | Society Cockerill | Belgium | 13 × 6 |
| 1924 | Vale Royal | Wisbech | 121 | | 1872 R. Deakin | Self & Sons, Ltd. | Liverpool, British | |
| 1925 | Vale of Clyde | Westkapelle | 223 | | 1906 Hall, Russell & Co. Ltd. | R. Hale | Aberdeen, British | 13 × 6 |
| 1926 | Valentia | Westkapelle | 198 | 100A1 Lrs | 1899 Ferguson Bros. | Connel Coal Fuel Co. Ltd. (Sir John D. Marnoch, Bart. Mgr.) | Newcastle, British | 11 × 7 |
| 1927 | Valeria | Westkapelle | 199 | 100A1 Lrs | 1899 | Connel Coal Fuel Co. Ltd. (Sir John D. Marnoch, Bart. Mgr.) | Newcastle, British | 12 × 8 |
| 1928 | Valeska | Westkapelle | 199 | 100A1 Stmr | 1910 Cook, Welton & Gemmell, Ltd. | Earlsfort Fishing Co. Ltd. (Sir John D. Marnoch, Bart. Mgr.) | Grimsby, British | 12 × 8 |
| 1929 | Valinda | Westkapelle | 177 | | 1911 Hendry, Ltd. | Belgian Coal & Co. Ltd. (F. W. Lemp, Mgr.) | Bestgreen, British | |
| 1930 | Valkyrie | Westkapelle | 252 | | 1906 A. H. Fels | Nederlandsch Visscherij Maatschappij (J. Rijnland, Mgr.) | Amsterdam, Dutch | |

| Signaux d'Appel | Noms du Navire | Tonnage | Détails de la Classe | Construit | Propriétaires | Machines | Port | Machines | |
|---|---|---|---|---|---|---|---|---|---|
| 1[illegible] | Valkyrian | 1[illegible] | | 1[illegible] | | | | | |
| 1[illegible] | Valkyrien | 1[illegible] | | 1907 | | | | | |
| 1[illegible] | Valley Forge | 1[illegible] | | 1[illegible] | | | | | |
| 1[illegible] | Valmont | 3[illegible] | | 1[illegible] | | | | | 18 + [illegible] |
| 1[illegible] | Valmont T. | 1[illegible] | | 1[illegible] | | | | | |
| 1[illegible] | Valo-Apo | 1[illegible] | | 1[illegible] | | | | | |
| 1[illegible] | Valonia | 1[illegible] | | 1[illegible] | | | | | |
| 1[illegible] | Valparaiso | 6[illegible] | ✠ [illegible] | 1[illegible] | | | | | 9 + [illegible] |
| 1[illegible] | Van [illegible] | 3[illegible] | ✠100A1 [illegible] | 1[illegible] | | | | | 18 + [illegible] |
| 1[illegible] | Van der Duijn van Maasdam | 1[illegible] | | 1[illegible] | | | | | |
| 1[illegible] | Van der Gone | 1[illegible] | ✠100A1 [illegible] | 1[illegible] | | | | | 11 + [illegible] |
| 1[illegible] | Van der Wijck | 1[illegible] | | 1[illegible] | | | | | V * |
| 1[illegible] | Van Dyke 1 | 1[illegible] | | 1[illegible] | | | | | |
| 1[illegible] | Van Dyke 2 | 1[illegible] | | 1[illegible] | | | | | |
| 1[illegible] | Van Dyke 3 | 1[illegible] | | 1[illegible] | | | | | |
| 1[illegible] | Van Eyck | 1[illegible] | | 1[illegible] | | | | | V * |
| 1[illegible] | Van Rijn van Alkemade | 1[illegible] | | 1[illegible] | | | | | |
| 1[illegible] | Vangunee | 1[illegible] | | 1[illegible] | | | | | V * |
| 1[illegible] | Vanguard | 1[illegible] | ✠100A1 [illegible] | 1[illegible] | | | | | 18 + [illegible] |
| 1[illegible] | Vanna | 1[illegible] | | 1[illegible] | | | | | |

| Official No. | Steamer's Name | Length | Breadth | Depth | Tonnage | Characteristics of Class Notation | Hull: Where Built | By Whom Built | Owners | Engines | Port of Registry | Flag | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1881 | Vanquisher | 178 | | | | | 1889 | J. P. Rennie | Admiralty Tug Co. Ltd. (J. Page, Mgr.) | 100 | London | British | |
| 1882 | Vaquero | 231 | | | | | 1913 | W. Muller | R.R. Vail | 121 | San Francisco | Cal., U.S.A. | |
| 1883 | Varanga | 303 | | | | ✠100A1 | 1929 | Cook, Welton & Gemmell Ltd. | Aberdeen Fishing Co. Ltd. (Lennox Boyd, Mgr.) | 140 | Aberdeen | British | |
| 1884 | Varania | 290 | | | | | 1910 | Cockerill | Aberdeen Fishing Co. Ltd. (J. Boyd, Mgr.) | 125 | Aberdeen | British | |
| 1885 | Varden | 208 | | | | | 1896 | Eriksberg | R.A.B. Ekman Erikb. Rederi, Mgr.) | 118 | Gothenburg | Swedish | |
| 1886 | Varg I. | 153 | | | | | 1910 | Kaldnes | R.R. Asby | 101 | Sandefjord | Norwegian | |
| 1887 | Varmland | 192 | | | | | 1900 | Gotaverken | Rederi A/B Kronobergarskiff (Alb. Jonsson, Mgr.) | 100 | Karlshamn | Swedish | |
| 1888 | Varnes | 223 | | | | | 1902 | C. Mitchell | S/S A/S Varnes (E. Knudsen) | 123 | Faaborg | Danish | |
| 1889 | Varre | 136 | | | | ✠100A1 Hal | 1912 | Gadsden & B. | Elsmore & Wilson Lim. Ltd. | 100 | Hull | British | |
| 1890 | Varuna | 232 | | | | | 1906 | Tanjong Pagar Dk. Bd. | Singapore Harbour Board | 121 | Singapore | British | |
| 1891 | — | 127 | | | | | 1891 | — | F. Allgrey & Fenton | 82 | Harwich | British | |
| 1892 | Varvara | 107 | | | | | 1878 | — | A. Agrotynakis | 102 | Piraeus | Greek | |
| 1893 | Vasco Andaluz | 114 | | | | | 1919 | — | Astilleros Españoles Cadiz | 79 | Santa Eugenia | Spanish | |
| 1894 | Vasilliki | 183 | | | | | 1879 | Barclay, Curle & Co. | R. & A. Kinnear | 136 | Syra | Greek | |
| 1895 | Vastan | 142 | | | | | 1878 | Bergsunds M.V. A.B. | Vastkustens Rederi A/B (J. Eriksson, Mgr.) | 106 | Vaxholm | Swedish | |
| 1896 | Västervik | 158 | | | | | 1879 | Bergsunds M.V. A.B. | Vastervik Harbour Commissioners | 114 | Vastervik | Swedish | |
| 1897 | Vastmanland | 201 | | | | | 1907 | Thorsvikvarf | Rederi A/B Mälaren-Ostsjöfart (S. Thorslund, Mgr.) | 140 | Vastervik | Swedish | |
| 1898 | Vaslan | 203 | | | | | 1914 | Smith's Dock Co. Ltd. | R. Mathieson & Co. | 129 | Leith | British | |
| 1899 | Vaxholm | 198 | | | | | 1881 | Bergsunds M.V. A.B. | Vaxholmsrederi A/B (J. Eriksson, Mgr.) | 167 | Vaxholm | Swedish | |
| 1900 | Vaxholm I. | 243 | | | | | 1899 | Malarvarf | Vaxholmsrederi A/B (J. Eriksson, Mgr.) | 116 | Vaxholm | Swedish | |
| 1901 | Vaxholm II. | 251 | | | | | 1900 | Bergsunds M.V. A.B. | Vaxholmsrederi A/B (J. Eriksson, Mgr.) | 119 | Vaxholm | Swedish | |
| 1902 | Vaxholm III. | 281 | | | | | 1903 | Bergsunds M.V. A.B. | Vaxholmsrederi A/B (J. Eriksson, Mgr.) | 119 | Vaxholm | Swedish | |
| 1903 | Veddy | 157 | | | | ✠ Hal | 1891 | Mackie & Thomson | A. Veddy (Signal Boys) | 101 | Hoylake | British | |

| Official Number | Name du Navire | Détails de la Classe | Construction | Armateurs | Machines | Remarques |
|---|---|---|---|---|---|---|
| 1[illegible]4 | Vefes | | | 1911 Akers | | |
| 1[illegible]75 | Vega | | | 1918 Bergfjorden | | V |
| 1[illegible]76 | — | | | 1900 A.M. Knight | | I |
| 1[illegible]77 | — | | | 1910 [illegible] | | V |
| 1[illegible]78 | — | | | 1911 H. Ander-son | | V |
| 1[illegible]79 | Vegesack | | | 1918 Kordt | | |
| 1[illegible]80 | Vagtind | | | 1917 Vinnmelle | | |
| 1[illegible]81 | Vehicular Ferryboat No. 1 | | | 1890 W. Simons | | |
| 1[illegible]82 | Vehicular Ferryboat No. 2 | | | 1900 Finnsnipe | | |
| 1[illegible]83 | Vehicular Ferryboat No. 3 | | | 1900 Fergusson | | |
| 1[illegible]84 | Velding | | | 1919 K. Skaal-um | | |
| 1[illegible]85 | Velle | | | 1903 Dampskibs-selskab af 1866 | | |
| 1[illegible]86 | Vejlov | | | 1901 — | | |
| 1[illegible]87 | Velelik | | | 1910 O. Pielsch | | V |
| 1[illegible]88 | — | +100A1 Ps | | 1913 M. C. Mar-tin | | |
| 1[illegible]89 | Velta | +100A1 Ps | | 1914 Le Grand & Sutcliffe, Ltd. | | |
| 1[illegible]90 | Velinkeli | +100A1 Reg | | 1898 S. Mo-ran | | |
| 1[illegible]91 | Valentina | | | 1902 N.V. Stoom-vaart Maatschappij "Zeeuw" | | V |
| 1[illegible]92 | Velte | | | 1900 S. Blumen-fin, Reeder | | |
| 1[illegible]93 | — | | | 1911 J. Hinrichs | | V |
| 1[illegible]94 | Venneder | | | 1900 J. J. Pietje-ma | | |

| No. in Reg. Book / Official No. / Code Letters | Steamer's Name, Material, Rig, &c. / Length, Breadth, Depth, Tonnage, No. of Decks, &c. | Particulars of Class, Equipment, &c. | Built | Owners | Registered Dimensions | Port of Registry | Engines | Number of Boilers | |
|---|---|---|---|---|---|---|---|---|---|
| 10895 | **Venturul** Steel (Trawler) Elec light Winches Side trg. L.Dd | | 1927 Hall, Russell & Co. Ltd. Aberdeen | Prosperity Steam-fishing Co. (Robert Irvine & Sons) Fleetwood | 214·6 34·2 19·3 [illegible] | Aberdeen [illegible] | [illegible] | | V * |
| 10896 | **Venturis** Steel Elec light Winches L.Dd | 344 +100A1 Glass F 1.20 | 1929 Cook, Welton & Gemmell Ltd. Beverley | Hamilton Fishing Gold Leaf Steam Fish. Co. | 140·4 24·9 13·3 177 [illegible] | Grimsby Grimsby | [illegible] | 14 + 4 | |
| 10897 | **Venlo** Wood | 153 | 1914 E. J. Woodall Southampton | Lawrence Keyton Tonn | 99·8 23·4 [illegible] | Wivenhoe Colchester | | | |
| 10898 | **Venosta** Steel Elec light Winches L.Dd | 316 +100A1 Hfs 1.20 | 1912 Cochrane & Sons, Ltd. Selby | Venosta Ltd. | 130·3 22·5 12·2 [illegible] | Halifax N.S. British | [illegible] | 13 + 1 | |
| 10899 | **Ventnor** Steel (ex Friendship) (Tug) L.Dd | 179 | 1886 Ramsayes Dragons Leith | T. R. Sales | 124·9 21·6 12·2 [illegible] | London British | [illegible] | | |
| 10900 | **Venturs** Wood (Sea Building Ship Register) | 130 | 1925 S. Mullins Dartmouth, P.E.I. | Roy Steinsvoll | 81·6 24·5 [illegible] | Charlottetown P.E.I. Canadian | [illegible] | | |
| 10901 | **Venturs** Steel Elec light L.Dd | 153 +100A1 Glass 1.20 | 1908 Cochrane & Sons Selby | R. R. Sumner | 115·2 21·0 10·9 [illegible] | Grimsby British | [illegible] | 11 + 10 | |
| 10902 | **Venturer** Steel (Motor) L.Dd (See Building Ship Register) | 212 | 1920 N. V. Scheepswerf Belgelo, Hellevoetsluis | J. B. Gregory | 112·0 22·0 10·2 [illegible] | Dublin British | Motor [illegible] | | |
| 10903 | **Venturous** Steel L.Dd | 173 +100A1 Lots 1.20 | 1904 Dublin Shipbuilding Co. Dublin | Ellerman Bugle S.S. Co. (John Pugh, Mgr.) | 106·0 22·1 10·5 [illegible] | London British | [illegible] | 11 + 4 | |
| 10904 | **Venus** Steel Paddle Elec light L.Dd | 1003 Jump 48 1.20 | 1899 W. Denny & Bros. Dumbarton | Sociedad Nacional Transportes Fluviales | 229·0 35·0 13·3 [illegible] | Buenos Aires Argentine | [illegible] | | |
| 10905 | — Steel Elec light Windlass D.F. L.Dd | 415 +100A1 Wan. 1.20 | 1929 Cook, Welton & Gemmell Ltd. Beverley | J. F. Belgrave | 142·0 23·1 14·1 [illegible] | Halifax N.S. British | [illegible] | 15 + 6 | |
| 10906 | — Steel Windlass D.F. L.Dd | 204 +100A1 Lbs 1.20 | 1906 J. Duthie Torry S.B. Co. Aberdeen | Self-builders | 140·0 22·2 11·7 [illegible] | Fraserburgh British | [illegible] | 12 + 6 | V |
| 10907 | — Steel (Trawler) L.Dd | 202 | 1910 G. Seebeck, A.-G. Bremerhaven | Seebeck Bremerhaven "Bremerhaven" A.-G. | 132·2 23·4 10·9 [illegible] | Wesermünde German | [illegible] | | * |
| 10908 | — Steel Elec light L.Dd | 243 | 1901 N. V. Scheepswerf "Delfzijl" (Delfzijl) | N. V. Rederij "Venus" (P. Oosting) | 121·0 23·0 [illegible] [illegible] | Delfzijl Dutch | [illegible] | | * |
| 10909 | — Wood (Sea Building Vessel) L.Dd (See Building Ship Register) | 207 | 1907 J. Th. Jongmans Gorinchem Dordt | J. B. Sarlachen | 103·9 23·4 11·4 [illegible] | Lobith Dutch | [illegible] | | V * |
| 10910 | — L.Dd | 170 | 1900 M. van der Kolk Slikkerveer | N. V. Rederijbedrijf van v.h. Firma Dordt Fet. | 114·7 21·5 11·2 [illegible] | Vlaardingen Dutch | [illegible] | | |
| 10911 | — Steel (Trawler) L.Dd | 171 | 1898 Mackie & Thomson Glasgow | J. Watson | 110·0 21·0 10·0 [illegible] | Boulogne French | [illegible] | 12 + 0 | |
| 10912 | — Steel (Trawler) L.Dd | 145 | 1909 M. van der Kolk Slikkerveer | Rederij "Delfzijl" A.S. | 96·2 21·4 10·1 [illegible] | Bergen Norway | [illegible] | | |
| 10913 | — Wood (ex H.S. Pelican) L.Dd (See Building Ship Register) | 102 | 1914 Chr. Nielsen Svendborg | Svendborg | 87·4 21·7 [illegible] | Vienna Austria | Motor [illegible] | | V * |
| 10914 | — Steel (ex Hallsbrook, ex Glen) L.Dd | 195 +100A Hfs 1.20 | 1922 Cochrane & Sons, Ltd. Selby | [illegible] | 85·2 19·1 [illegible] | Vancouver British | [illegible] | 9 + 9 | |
| 10915 | **Ver** Steel (ex Sunshine) Windlass D.F. L.Dd | 314 +100A1 Hfd 1.20 | 1919 Cochrane & Sons, Ltd. Selby | R. F. Tide | 128·2 23·7 12·7 [illegible] | Halifax N.S. British | [illegible] | 13 + 6 | |

| Numéro officiel | Noms du Navire, Numéro, Indicatif, etc. / Chantier de Construction / Port de Construction | Tonnage | Détails de la Classe | Construit | Armateurs | Dimensions d'après le Certificat | Port d'Immatriculation | Machines | |
|---|---|---|---|---|---|---|---|---|---|
| 1[illegible] | **Vera** | 1[illegible] | | 1[illegible] | | | | | G |
| 1[illegible] | — | 1[illegible] | | 1[illegible] | | | | | Y |
| 1[illegible] | **Vera Cruz** | 7[illegible] | ✠100A1 | | | | | | |
| 1[illegible] | **Vera Grace** | 3[illegible] | ✠100A1 | | | | | | |
| 1[illegible] | **Verandering** | 1[illegible] | | 1[illegible] | | | | | |
| 1[illegible] | **Verdenna** | 3[illegible] | | 1[illegible] | | | | | Y |
| 1[illegible] | **Verena** | 3[illegible] | ✠100A1 | | | | | | |
| 1[illegible] | **Veritas** | 2[illegible] | | | | | | | Y |
| 1[illegible] | **Verity** | 1[illegible] | | | | | | | |
| 1[illegible] | **Verona** | 1[illegible] | | 1[illegible] | | | | | Y |
| 1[illegible] | **Vertrauen** | 1[illegible] | | | | | | | |
| 1[illegible] | **Vertrouwen** | 1[illegible] | | 1[illegible] | | | | | Y |
| 1[illegible] | — | 1[illegible] | | 1[illegible] | | | | | Y |
| 1[illegible] | — | 1[illegible] | | | | | | | |
| 1[illegible] | — | 1[illegible] | | | | | | | |
| 1[illegible] | **Vesuve** | 1[illegible] | | | | | | | |
| 1[illegible] | **Veste Trile** | 1[illegible] | | 1[illegible] | | | | | N |
| 1[illegible] | **Vestalris** | 1[illegible] | | | | | | | N |
| 1[illegible] | **Vestegut** | 1[illegible] | | 1[illegible] | | | | | N |
| 1[illegible] | **Vestekart** | 2[illegible] | | 1[illegible] | | | | | Y |
| 1[illegible] | **Vestemarit** | 1[illegible] | | 1[illegible] | | | | | Y |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Classification | Built | Owners | Dimensions | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|---|
| 1932 | **Vesleskarli** | 112 | | 1922 | Sellungsvik Herrbrekk S. (Lerwick, Mgr.) | 30·9 21·9 10·2 | Lerwick | | |
| 1933 | **Vesleper** | 225 | | 1912 | Dolsten Fiske A/S (Peter L. Aarseth, Mgr.) | 110·6 22·8 12·8 | Aalesund | | N * |
| 1933 | **Vest** | 107 | | 1911 | Port of Leningrad | 29·5 17·9 9·1 | Leningrad | | |
| 1934 | **Vesta** | 192 | | 1904 | Carbonare Adriano Selby | 122·6 22·0 11·3 | Germany | | 12 + 4 |
| 1941 | — | 131 | | 1922 | Schiffahrt Bremen Bremen | 98·5 23·1 10·7 | Bremen | | |
| 1942 | **Vestad** | 110 | | 1917 | N. K. Dede Sunderland | 82·9 22·5 9·4 | Aalesund | | N * |
| 1943 | **Vestal** | 326 | | 1896 | H. Stephen Sons & Co. Ltd. Renfrew | 102·5 28·0 13·2 | London | | 13 + 6 |
| 1944 | **Vester** | 131 | | 1920 | — Hoskisley M. | 96·4 18·4 9·0 | Wivenhoe | | |
| 1945 | **Vesteria** | 186 | | 1899 | Bergsund M.V. Stockholm | 109·2 18·7 8·9 | Vestervik | | |
| 1946 | **Vesterhavet** | 177 | | 1904 | Akt. Det. Vestkysten Copenhagen | 114·9 21·7 11·1 | Copenhagen | | |
| 1947 | — | 132 | | 1916 | H. Gravdal Sjøvegen Bergen | 99·7 21·5 10·2 | Aalesund | | |
| 1948 | **Vestfjorden** | 138 | | 1897 | Akers Mek. Verksted Oslo | 84·1 19·0 6·2 | Oslo | | |
| 1949 | **Vestkap** | 132 | | 1909 | Kaldnes Fyst. & M. T. Tønsberg | 95·6 19·2 11·0 | Oslo | | N |
| 1950 | **Vestkust** | 133 | | 1932 | Sjøvegen Vare Sjøvegen | 82·9 22·5 9·2 | Sweden | | V * |
| 1951 | **Vestkusten** | 131 | | 1926 | Motala Co. Gothenburg | 122·4 17·8 7·3 | Sweden | | |
| 1952 | **Vestkysten** | 132 | | 1905 | Helsingør Jernskibsb. & M. Helsingør | 99·0 20·7 10·2 | Copenhagen | | |
| 1952* | **Vestnorge** | 213 | | 1922 | Franzsen M.V. Sandefjord | 96·5 22·8 8·9 | Bergen | | N * |
| 1953 | **Vesuvia** | 185 | ✠100A1 Lloyd's Reg. | 1911 | A. Hall & Co. Ltd. Aberdeen | 107·6 20·1 12·6 | Skaplen | | 13 + 4 |
| 1954 | **Veteran** | 254 | | 1920 | Ch. Marin, Sociétés Chantiers Bordeaux | 112·2 23·7 11·9 | Dieppe | | V |
| 1955 | **Vetters I.** | 199 | | 1914 | Sjøvegen Vaer Sjøvegen | 100·4 22·6 10·1 | Aalesund | | |
| 1956 | **Vetters II.** | 142 | | 1904 | Stølen Grøth Sjøvegen | 89·6 22·9 10·2 | Aalesund | | |
| 1957 | **Victor Pisani** | 130 | | 1902 | Nuhlmann Tarsia Trieste | 130·0 18·9 9·0 | Trieste | | |
| 1958 | **Vibe** | 148 | | 1914 | Mork Jørgen Vaer Sjøvegen | 92·2 22·8 10·7 | Skaanevik | | N * |
| 1959 | **Vicente Neagral** | 192 | | 1901 | G. K. Stalb & Co. Bristol | 109·6 20·6 9·0 | Bilbao | | 8 + 4 |
| 1960 | **Victor** | 321 | ✠ Alm. Lloyd's Reg. | 1906 | J. Dudgeon Sons Tiery S.B. Co. Aberdeen | 115·5 21·9 11·5 | Fraserburgh | | 13 + 6 |

| No. | Nom du Navire | Tonnage | Cotes | Construit | Armateurs | Dimensions | Port d'Armement / Pavillon | Machines | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 18861 | Victor (ex[illegible] ex[illegible]) Steel[illegible] (Trawler) | 1[illegible] — 8[illegible] | | 190[illegible] [illegible] | [illegible] | 127·9 21·5 11·9 | [illegible] Dutch | T.3Cy. [illegible] | | |
| 18862 | — Iron[illegible] (Fishing) 1[illegible] | 1[illegible] 77 | | 190[illegible] Cochrane & Sons, Selby | [illegible] | 110·0 21·1 11·6 | [illegible] British | T.3Cy. [illegible] | 11+6 | |
| 18863 | — Iron[illegible] (ex[illegible]) | 1[illegible] | | 190[illegible] C. A. Lindholm, Stockholm | [illegible] | 89·8 22·4 8·9 | [illegible] Swedish | [illegible] | | |
| 18864 | — Steel[illegible] (ex[illegible] ex Victor) | 15[illegible] 12[illegible] 8[illegible] | | 1898 Port. Slip & [illegible] Falmouth | W. J. Thomas | 100·0 20·0 11·2 | Falmouth British | T.3Cy. [illegible] | 11+7 | |
| 18865 | — Iron[illegible] Wells A.S | 117 4[illegible] 7[illegible] | | 1880 O. A. Brodin, Gefle | [illegible] | 80·5 17·6 8·8 | [illegible] Swedish | [illegible] | | |
| 18866 | Victor Emile (ex Fishing Vessel) (Fishing) (ex[illegible]) Elec.light | 1[illegible] — 3[illegible] | | 1921 Ch. Navals [illegible] | [illegible] | 104·7 23·3 11·1 | [illegible] French | [illegible] | | Y |
| 18867 | Victoria Steel[illegible] (Trawler) Elec.light Wireless R.T. | 3[illegible] | | 1927 Akt. [illegible] Copenhagen | [illegible] | 132·2 23·3 14·3 | [illegible] French | [illegible] | | Y |
| 18868 | — Steel[illegible] | 3[illegible] | | 1906 Australian [illegible] | Port Phillip Sea Pilots | 120·3 24·2 12·6 | Melbourne British | T.3Cy. 17",27"&44"-30" | | C |
| 18869 | — Steel[illegible] | 2[illegible] | | 1901 Boyd & Co. Ld. Shanghai | Shanghai Tug & Lighter Co. Ld. | 130·0 23·1 11·2 | Shanghai British | T.3Cy. [illegible] | | |
| 18870 | — Steel[illegible] Elec.light | 27[illegible] | | 1921 Akt. Ges. "Vulcan" [illegible] | [illegible] | 137·4 26·0 | [illegible] | T.3Cy. [illegible] | | G |
| 18871 | — Steel[illegible] | 2[illegible] | | 1904 J. & K. Smit, Kinderdijk | [illegible] | 127·0 21·8 | [illegible] British | T.3Cy. [illegible] | | |
| 18872 | — Steel[illegible] | 22[illegible] | + [illegible] | 1912 Smith's Dock Co. Ld. Middlesbro' | [illegible] | 120·0 22·0 11·7 | [illegible] British | T.3Cy. [illegible] | 11+6 | |
| 18873 | — Iron[illegible] | 1[illegible] | | 1880 Bergsunds Mek. Verks. Stockholm | [illegible] | 100·4 20·7 | [illegible] Swedish | [illegible] | | |
| 18874 | — Steel[illegible] | 1[illegible] | + 100A1 Lir For Towing purposes [illegible] | 1902 J. Jones & Sons, Liverpool | Alexandra Towing Co. Ld. | 97·3 20·1 10·9 | Liverpool British | T.3Cy. [illegible] | 11+6 | |
| 18875 | — Steel[illegible] (Fishing) | 1[illegible] — 4[illegible] | | 1916 [illegible] | M. V. [illegible] | 102·0 20·4 10·2 | [illegible] Dutch | T.3Cy. [illegible] | | |
| 18876 | — Iron[illegible] | 1[illegible] 7[illegible] | | 1888 Akers Mek. Verks. Oslo | [illegible] | 96·2 18·6 7·1 | [illegible] Norwegian | [illegible] | | |
| 18877 | — Steel[illegible] (Fishing) | 12[illegible] | | 1914 C. Lühring [illegible] | [illegible] | 99·0 21·5 | [illegible] German | [illegible] | | |
| 18878 | — Steel[illegible] (Tug) | 11[illegible] 4[illegible] | | 1898 Jönköpings Mek. Verkst. Jönköping | [illegible] | 80·5 18·9 10·0 | [illegible] Swedish | [illegible] | | |
| 18879 | Victoria Athanassopoulos (ex[illegible]) Iron[illegible] | 22[illegible] — | | 1884 [illegible] | J. [illegible] | | [illegible] Greek | | | |
| 18880 | Victoria Regina Steel[illegible] | 14[illegible] | + [illegible] Abn | 1897 A. Hall & Co. Aberdeen | [illegible] | 101·6 20·1 10·6 | Aberdeen British | T.3Cy. [illegible] | 11+6 | |
| 18881 | Victoriano Uravain Wood[illegible] | 2[illegible] — | | 1918 M. Victori[illegible] | [illegible] | 109·5 12·6 9·2 | [illegible] Spanish | [illegible] | | |
| 18882 | Victory Iron[illegible] (Trawler) | 1[illegible] 141 | | 1898 Earle's Co. Ld. Hull | [illegible] | 102·0 20·6 11·6 | Aberdeen British | T.3Cy. [illegible] | 11+6 | |
| 18883 | Victory Chimes Wood[illegible] (ex Sailing Vessel) | 2[illegible] | | 1916 J. A. Mc[illegible] [illegible] P.E.I. | [illegible] | 119·7 30·2 11·8 | [illegible] British | [illegible] | | |

| Official No. | Steamer's Name | Particulars of Classification | Built | Owners | Tonnage | Port of Registry | Engines | Remarks |
|---|---|---|---|---|---|---|---|---|
| 16998 | Vida | | 1910 | | | | | |
| 16999 | Vidette | | 1905 | | | | | |
| 17000 | Vidonia | | 1905 | | | | | |
| 17001 | Vidsome | | 1904 | | | | | |
| 17002 | Vieille Montagne No. 2 | | 1918 | | | | | |
| 17003 | Vieille Montagne III. | | 1918 | | | | | |
| 17004 | Vieille Montagne IV. | | 1922 | | | | | |
| 17005 | Viesa | | 1930 | | | | | |
| 17006 | Vierge Marie | | 1931 | | | | | |
| 17007 | Vierge de Boulogne | | 1906 | | | | | |
| 17008 | Vierge de Lourdes | | 1917 | | | | | |
| 17009 | Vierge de Maasbiesle | | 1917 | | | | | |
| 17010 | Vierzee | | 1914 | | | | | |
| 17011 | Vifeta | | 1927 | | | | | |
| 17012 | Vigilant | | 1902 | | | | | |
| 17013 | — | | 1902 | | | | | |
| 17014 | — | | 1902 | | | | | |
| 17015 | Vigilant II. | | 1904 | | | | | |
| 17016 | Vigilant No. 99 | | 1918 | | | | | |
| 17017 | Vigra | | 1899 | | | | | |
| 17018 | Vikheim | | 1918 | | | | | |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | |
| 17905 | **Vikbolm** | | 347 | | | | | | | 1907 | P. Vennlag | J. Evensen | | | | | | | |
| | | | | | | | | | | | Bergen | | | | | | | | |
| 17906 | **Viking** | | 396 | | | | | | | 1906 | Aktb. Det-[illegible] | A/Sen. J. Levinsen | | | | | | | |
| | | | | | | | | | | | Copenhagen | Copenhagen | | | | | | | |
| 17907 | — | | 251 | | | | | | | 1910 | Nils Yngl | Trelleborg Varvsaktiebolag | | | | | | | |
| | | | | | | | | | | | | Kristianstad | | | | | | | |
| 17908 | — | | 251 | | | | | | | 1891 | Motala Co. | Dykerbroverksagt | | | | | | | |
| | | | | | | | | | | | | Aktieb. (Karl-[illegible], Sjöv.) | | | | | | | |
| 17909 | — | | 150 | | | | | | | 1899 | Sockenbolag | Stockholms Transport- & Dagsvagns-Aktieb. (J. & Lagerqvist, Sjöv.) | | | | | | | V |
| | | | | | | | | | | | Kalix | Kal | | | | | | | |
| 17910 | — | | 146 | | | | | | | 1904 | H. Cock & | Dampskibs. Fore | | | | | | | |
| | | | | | | | | | | | Bergen | Bergen | | | | | | | |
| 17911 | — | | 142 | | | | | | | 1909 | Christiania- | A/S Kristiania Fredrikshavn-Ekspedisjon, Sjöv.) | | | | | | | |
| | | | | | | | | | | | Christiania | | | | | | | | |
| 17912 | — | | 140 | | | | | | | 1909 | Philipp & | Soc. Anon. de Remorquage à Hélice | | | | | | | |
| | | | | | | | | | | | Dunkerque | | | | | | | | |
| 17913 | — | | 120 | | | | | | | 1907 | | J. A. Sundquist | | | | | | | |
| | | | | | | | | | | | | Gothenburg | | | | | | | |
| 17914 | — | | 123 | | | | | | | 1907 | L. A. Hulgren | A. Svensson | | | | | | | V |
| | | | | | | | | | | | Gothenburg | | | | | | | | |
| 17915 | **Vikingen I.** | | 252 | | | | | | | 1923 | Smith's | Viking Corporation of Panama | | | | | | | C |
| | | | | | | | | | | | Middlebro' | | | | | | | | * |
| 17916 | **Vikingen II.** | | 252 | | | | | | | 1923 | Smith's | Viking Corporation of Panama | | | | | | | C |
| | | | | | | | | | | | Middlebro' | | | | | | | | * |
| 17917 | **Vikingen III.** | | 252 | | | | | | | 1923 | Smith's | Viking Corporation of Panama | | | | | | | C |
| | | | | | | | | | | | Middlebro' | | | | | | | | * |
| 17918 | **Vikingen IV.** | | 252 | | | | | | | 1923 | Smith's | Viking Corporation of Panama | | | | | | | C |
| | | | | | | | | | | | Middlebro' | | | | | | | | * |
| 17919 | **Vikingen V.** | | 252 | | | | | | | 1923 | Smith's | Viking Corporation of Panama | | | | | | | C |
| | | | | | | | | | | | Middlebro' | | | | | | | | * |
| 17920 | **Vila** | | 127 | | | | | | | 1905 | | S. Emilio | | | | | | | V |
| | | | | | | | | | | | Turin del Greco | | | | | | | | |
| 17921 | **Vila Velebita** | | 257 | ✠100A1 | | | | | | 1906 | Ivanchich- | Baker Kostinat Bakvil | | | | | | | |
| | | | | | | | | | | | Kiel | | | | | | | | |
| 17922 | **Viljandi** | | 221 | | | | | | | 1917 | Kalko | J. Sonnesjoe | | | | | | | |
| | | | | | | | | | | | Varv Sorgo | | | | | | | | |
| 17923 | **Villa** | | 321 | | | | | | | 1909 | Fil. | Dalsnofabr. Railways | | | | | | | I |
| | | | | | | | | | | | Engleton | | | | | | | | * |
| 17924 | — | | 148 | | | | | | | 1924 | J. Hjorvika | Det Norske Blue Fyrbindelser | | | | | | | S |
| | | | | | | | | | | | Kristiania | | | | | | | | * |
| 17925 | **Village Queen** | | 185 | | | | | | | 1923 | F. A. Enker | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| 17926 | **Villahermosa** | | 192 | | | | | | | | | J. Sarpsborg Verfs | | | | | | | |
| | | | | | | | | | | | | Sarpsborg | | | | | | | |

| No. in Reg. / Official No. / Signal Letters | Steamer's Name, Material, Rig, &c. / Last Name of Owner / Special Survey—No. of Decks, &c. | Tonnage | Particulars of Class / Additions | Built / Where / By Whom / Where | Owners | Steam's Dimensions / Length / Breadth / Depth | Port of Registry / Flag | Engines / Engine Maker's Name | Boilers / Steam Pressure | |
|---|---|---|---|---|---|---|---|---|---|---|
| 17027 | Ville de Chalon (ex Bulgarian) Wd. Steel Ship. Ref. | 224 | Lloyd's | 1892 J. McArthur Dumbarton Factory | Schneider & Co. Succ. Compagnie Générale Transatlantique Port de Paris | 120'0 22'0 9'1 | Havre French | C.(2) 13½" x 26" - 24 | 10 - 0 | |
| 17028 | Ville de La Ciotat (ex Bulgarian) Wd. Steel Ship. Ref. | 122 | | 1910 Francis | M. Ramoni | 79'7 23'0 10'0 | Marseilles French | T.(1) Engine N.V. Koninklijke Nederlandsche Fabr. | | |
| 17029 | Villerville (ex Fern Hill) Wd. Steel Ship. Ref. | 114 | | 1920 Soc. Anon. Chantiers de Normandie Fab. & Vap. | Cie. Normande de Nav. & Vap. | 99'4 17'1 8'0 | Havre French | T.(1) Engine C.(2) 13½" - 16½" - 10½" N. Swinburne & Co. Paris | | V * |
| 17030 | Villmann (ex Kiel Light) Wd. Steel Ship. Ref. | 222 | | 1912 Smith's Dock Co. Ltd. Middlesbrough | Hochseeprotek Tonnage & E. (Thor Dahl & S. Hjort) | 110'5 22'1 12'0 | Sandefjord Norwegian | T.(1) Engine C.(2) 14" - 24" - 24" Schiffsbau-Ges. & L.A.S. Hill | | N |
| 17031 | Villy (ex Sailing Vessel) Wd. Steel Ship. Ref. | 222 | | 1925 M. Hinsent Wood | E. Alverson & M. Tree | 109'4 28'1 11'3 | Tarnow Polish | T.(1) Engine H.C.(1) Kaunas Eisenbahn-Werkstätten (Ministerium Lyweki) | | V |
| 17032 | Vimy (ex Sailing Vessel) Wd. Steel Ship. Ref. | 208 | | 1904 Wilson's E. & Engg. Co. Bristol | A. & H. Leslie | 132'2 21'9 12'0 | Swansea French | T.(1) Engine C.(2) 16" - 26" - 26" Wilson's & Engineering Co. Ltd. | | V |
| 17033 | Vincent Cameleyre (ex Sailing Vessel) Wd. Steel Ship. Ref. | 196 | | 1903 Smith's Dock Co. Ltd. Newcastle | Soc. Anon. des Pêcheries Cameleyre Frères | 115'8 21'4 9'4 | Arcachon French | T.(1) Engine C.(2) 16" - 26" - 26" W. V. V. Lalgarenaudin | 12 - 10 | V |
| 17034 | Vincenzo Onorato (ex Sailing Vessel) Wd. Steel Ship. Ref. | 221 | | 1899 Day, Summers & Co. Southampton | Tito Onorato | 140'5 21'5 11'3 | Naples Italian | T.(1) Engine C.(2) 16" - 24" - 26" Soc. Piroscafi Onorato & Ass. | | I |
| 17035 | Vincenzo P. (ex Sailing Vessel) Wd. Steel Ship. Ref. | 207 | | 1918 L. Gozzano Chiavari | Rob. Adch. Fischer Genova | 111'2 27'0 13'0 | Genoa Italian | T.(1) Engine F. Kind, Genova | | I * |
| 17036 | Vineta (ex Sailing Vessel) Wd. Steel Ship. Ref. | 150 | ✠100A1 Lloyd's | 1900 Philipp Bros. Ltd. Portsmouth | William Watkins Ltd. (J. B. Watkins, Mgr.) | 96'2 20'0 10'3 | London French | T.(1) Engine C.(2) 14" - 24" - 24" | 11 - 0 | |
| 17037 | Vindafjord (ex Sailing Vessel) Wd. Steel Ship. Ref. | 142 | | 1901 W. Wills & Sons Cowes | Rogaland Damskibsrederi A/S (Jakob Hetteland, Mgr.) | 113'3 17'2 9'7 | Stavanger Norwegian | T.(1) Engine H.C.(1) A. G. Rathlader & Co. Ltd. Oslo | | |
| 17038 | Vindelacia (ex Sailing Vessel) Wd. Steel Ship. Ref. | 205 | ✠100A1 Lloyd's | 1919 Cook, Welton & Gemmell Ltd. Beverley | Br. Sun. & E. Coast Fish. Fishing Co. Ltd. | 120'0 22'0 11'0 | Grimsby British | T.(1) Engine C.(2) 16" - 24" - 24" Ltd. Hull | 12 - 10 | |
| 17039 | Vindex (ex Sailing Vessel) Wd. Steel Ship. Ref. | 232 | | 1909 F.D. Orkney Engineers | Sarcoma Engineers | 111'8 30'0 7'2 | Rosneath Italian | T.(1) Engine Wm. Simon Sons & Co. | 9 - 0 | I |
| 17040 | Vineta (ex Sailing Vessel) Wd. Steel Ship. Ref. | 207 | | 1920 Olesen Odense | H. L. Sørensen | 115'6 28'0 12'1 | Lille Bælt Danish | T.(1) Engine C.(2) 17½" - 24" - 24" Fabriksanlæg, Aalborg | | V * |
| 17041 | Vinnita (ex Sailing Vessel) Wd. Steel Ship. Ref. | 127 | | 1917 Stokes Port Hope | R. E. Johnston | 93'6 23'0 9'0 | Newcastle Australian | T.(1) Engine C.(2) 11½" - 18" - 18" | | |
| 17042 | Vizar (ex Sailing Vessel) Wd. Steel Ship. Ref. | 420 | ✠100A1 Lloyd's | 1906 Cook, Welton & Gemmell Ltd. Beverley | Vizarskiy Fishing Co. Ltd. | 142'7 29'0 14'1 | Grimsby British | T.(1) Engine C.(2) 20½" - 30" - 30" Ltd. Hull | 15 - 0 | |
| 17043 | Viola (ex Sailing Vessel) Wd. Steel Ship. Ref. | 228 | | 1905 Cochrane & Sons Selby | Cuxhaven Fischgroßhandels-Ges. m.b.H. (E. Kaste, Mgr.) | 120'0 21'6 11'3 | Grimsby British | T.(1) Engine C.(2) 17" - 27" - 27" Ltd. Hull | 12 - 0 | |
| 17044 | — (ex Sailing Vessel) Wd. Steel Ship. Ref. | 148 | | 1906 A. Turcotte Saint-Jérôme | F. DeFrance & Co. | 96'1 23'2 11'0 | Bari Italian | T.(1) Engine C.(2) 12½" - 19" - 19" S. Escuela Naval Militar Ministerio de Marina | | I |
| 17045 | Violet (ex Sailing Vessel) Wd. Steel Ship. Ref. | 210 | | 1925 Hong Kong & Whampoa Dock Co. Ltd. Hong Kong | Federated Malay States Railway | 130'5 30'1 8'6 | Penang British | T.(1) Engine C.(2) 8" - 15" - 15" Hong Kong & Whampoa Dock Co. Ltd. Hong Kong | 9 - 0 | |
| 17046 | — (ex Sailing Vessel) Wd. Steel Ship. Ref. | 150 | | 1894 Cochrane & Sons Selby | A. M. Jarvejse | 95'2 20'6 11'0 | Colombo British | T.(1) Engine C.(2) 11" - 17" - 17" C. D. Rohmann & Co. Hull | | |

| Numéro d'Identité | Nom du Navire, Numéro Officiel, etc. | Tonnage Net | Détails de la Classification | Constructeur | Machines | Dimensions | Propriétaires | Observations |
|---|---|---|---|---|---|---|---|---|
| 17047 | Violette | 235 | Fls | | | | | |
| 17048 | Vios I | 135 | | | | | | |
| 17049 | Vios II | 157 | Tyne | | | | | |
| 17050 | Vios III | 135 | | | | | | |
| 17051 | Vira | 152 | | | | | | |
| 17052 | Vira II | 102 | | | | | | |
| 17053 | Vires | 102 | Glas | | | | | |
| 17054 | Virgen de la Cinta No. 1 | 106 | Lib | | | | | |
| 17055 | Virgen de la Cinta No. 2 | 128 | Lib | | | | | |
| 17056 | Virgen de la Cinta No. 3 | 136 | Lib | | | | | |
| 17057 | Virgen de Montserrat | 100 | | | | | | |
| 17058 | Virginia | 150 | | | | | | |
| 17059 | — | 142 | | | | | | |
| 17060 | Virginian | 211 | | | | | | |
| 17061 | Virgo | 104 | | | | | | |
| 17062 | Virgo-Fidelis | 122 | | | | | | |
| 17063 | Virus | 130 | | | | | | |
| 17064 | Vis | 253 | A Nyk | | | | | |
| 17065 | Viscount Churchill | 722 | Tyn | | | | | |
| 17066 | Viscoyet | 273 | | | | | | |
| 17067 | Vito | 142 | | | | | | |
| 17068 | Vitoria | 132 | | | | | | |

| Official No. | Steamer's Name, Nationality, Rig, &c. | Tonnage | Particulars of Classification | Where Built | Owners | Engines | Port of Registry | Remarks |
|---|---|---|---|---|---|---|---|---|
| 13000 | Vittoria | 122 | | | | | | |
| 13070 | — | 122 | | | | | | |
| 13071 | Vittoriana | 222 | + 100A1 Bwn | | | | | |
| 13072 | Vittorio | 170 | | | | | | |
| 13073 | Viuga | 317 | | | | | | |
| 13074 | Vizagapatam | 222 | + A1 Col | | | | | |
| 13075 | Vizcaiza No. 1 | 133 | | | | | | |
| 13076 | Vizcaya | 912 | + 100A1 Blue | | | | | |
| 13077 | Vizcaya | 297 | | | | | | |
| 13078 | Vladdervoes | 142 | | | | | | |
| 13079 | Vodice | 134 | + 100A1 Bpt | | | | | |
| 13080 | Volma | 1810 | | | | | | |
| 13081 | Volant | 411 | | | | | | |
| 13082 | — | 112 | + Lch | | | | | |
| 13083 | Volante | 255 | | | | | | |
| 13084 | Volante | 300 | | | | | | |
| 13085 | Volcano | 250 | | | | | | |
| 13086 | Volga | 251 | + 100A1 Gwn | | | | | |
| 13087 | Volharding | 130 | | | | | | |
| 13088 | Volksdorf | 294 | | | | | | |

| Numéro officiel | Nom du Navire | Tonnage | Détails de la Chaudière | Construction | Propriétaires | Machines | Pays d'immatriculation | Observations |
|---|---|---|---|---|---|---|---|---|
| 17092 | Volkowski | 400 | | 1925 Deutsche Werke, Kiel | | | | |
| 17093 | Volmer | 111 | | 1911 Gr. Lr. G.A.H. Nordwerke, Wesermünde | | | | |
| 17094 | Volna | 270 | | 1897 | | | | |
| 17095 | Volta | 117 | | 1890 Cochrane, Grangemouth | | | | |
| 17096 | Volzgeyer | 114 | Hav | 1906 J. Crook, Sligo, Lough | | | | |
| 17097 | Von Hindenburg | 200 | | 1914 G. Seebeck, Geestemünde | F. Busse | | | |
| 17098 | Von Krosw | 14 | | 1901 W. Rosenberg, Wismar | | | | |
| 17099 | Von Schill | 120 | | 1906 J.A.A. van Duijvendijk, Papendrecht | Stoker & Stoore | | | |
| 17100 | Von Stolpe | 140 | | 1900 X. Gerlach, Elsfleth | Stoker & Stoore | | | |
| 17101 | Voorsaan | 172 | | 1910 Gebr. van der Werff, Vlaardingen | Dagger-Maas, A. Koopmans, Rotterdam | | | |
| 17102 | Voorbode | 179 | | 1900 P. Smit, Jr., Rotterdam | Dagger-Maas, A. Koopmans, Rotterdam | | | |
| 17103 | Voorlichter | 200 | | 1910 Gebr. van der Werff, Vlaardingen | Dagger-Maas, A. Koopmans, Rotterdam | | | |
| 17104 | Voorloper | 212 | | 1909 Gebr. van der Werff, Vlaardingen | Dagger-Maas, A. Koopmans, Rotterdam | | | |
| 17105 | Voorzit | 179 | | 1900 P. Smit, Jr., Rotterdam | Dagger-Maas, A. Koopmans, Rotterdam | | | |
| 17106 | — | 132 | | 1907 Gebr. Bout, Sliedrecht | N. Pieterse & Zoon | | Kanwijk a/Rhine | |
| 17107 | Voorwaarts | 177 | | 1917 Gebr. van der Werff, Vlaardingen | Dagger-Maas, A. Koopmans, Rotterdam | | | |
| 17108 | — | 102 | Hav | 1902 Mackie & Thomson, Glasgow | R.Y. Finch, Sq., Rear Admiral, Wemyss, Fife | | | |
| 17109 | — | 137 | | 1921 Fed. Krupp, Kiel | Krupp | | | |
| 17110 | — | 120 | | 1917 van Rees, Zaltbommel | N. Rossum | | Zaltbommel | |
| 17111 | Vorkiew | 130 | | 1927 Cant. Nav. Venezia, Venezia | Soc. Navigazione Italia | | Venezia | |
| 17112 | Vorwärts | 720 | | 1906 Bremer Vulkan, Vegesack | Nordwestdeutscher Lloyd | | Bremen | |
| 17113 | — | 210 | | 1913 Schiffb. Ges. Unterweser, Bremerhaven | | | Bremerhaven | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Class Service | Where Built | Builders | Owners | Length | Breadth | Depth | Port of Registry | Engines | Boilers | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 171111 | **Vorwärts** | | | | O. Stalb | K. Meier | | | | | | | V |
| 171112 | **Vosbrook** | | | | H. | | | | | | | | G * |
| 171113 | **Vostok** | | ✠100A1 Fire | | Chas. Nav. | | | | | | | | |
| 171114 | **Vrangfos** | | | | Pontgrand | | | | | | | | |
| 171115 | **Vrola** | | | | N. J. | R. V. Vrolik | | | | | | | |
| 171116 | **Vrijheid** | | | | W. Haber | | | | | | | | V |
| 171117 | **Vulcain** | | | | Nav. Arsen. | | | | | | | | G * |
| 171118 | **Vulcan** | | ✠100A1 Lloyd's | | Ferguson | | | | | | | | |
| 171119 | — | | | | Barclay | | | | | | | | |
| 171120 | — | | | | S. Groth | | | | | | | | |
| 171121 | — | | | | A. B. V. | | | | | | | | |
| 171122 | **Vulcano** | | | | | | | | | | | | I |
| 171123 | **Vulkan** | | | | J. L. Meyer | | | | | | | | G * |
| 171124 | **Vuojoki II** | | | | Rauma | | | | | | | | |
| 171125 | **Vuoksi** | | | | K. Lehtinen | | | | | | | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| Numéro Officiel | Nom de Navire. Nationalité, Port d'Attache, Signal Distinctif, Système de Pêche | Tonnage Net | Classe de la Société | Construction | Machines | Dimensions |
|---|---|---|---|---|---|---|
| 17126 | W. A. Massey | 140 | | 1899 Cochrane & Cooper Beverley | Rowbotham Brown & Co. Ltd. | 11 × 7 |
| 17127 | W. D. Storey | 67 | | 1912 Bethlehem S.B. Corp. Elizabeth, N.J. | Andrews Triple Exp. Bethlehem Fdry & Mach. Co. | |
| 17128 | W. D. S. | 125 | New For Trading purposes 4.14 | 1920 Schlesinger Davis & Co. Newcastle | J. Reedy | 10 × 6 |
| 17129 | W. E. Derrington | 179 | | 1900 Campbell Gas Engine Co. Ltd. Bridgeburg | Manchester Ship Canal Co. Ltd. | 11 × 6 |
| 17130 | W. E. Hinde | 43 | A- Drs For Trading purposes 1.00 | 1910 Cox & Co. Ltd. Falmouth | Tritsch & Brisbane Tritsch Co. Ltd. | 7 × 5 |
| 17131 | W. E. Ogilvie | 100 | +100A1 Rivs For proposed design Changing Fishing gear to Pelagic for all fish 4.24 | 1921 Todd Shipyards Corp. Brooklyn, N.Y. | Manchester Ship Canal Co. | 14 × 9 |
| 17132 | W. F. Dalzell | 147 | | 1912 Ellis Toledo, O. | Dalzell Towing Co. Inc. New York, N.Y. | |
| 17133 | W. G. Robertson | 125 | | 1917 A. Wong & Co. San Mateo, Cal. | J. T. Beyers & Co. Ltd. A.E.E. Det. | |
| 17134 | W. G. Wilmot | 130 | | 1899 F. W. Wheeler & Co. Wallingford | F. G. Lovick & Co. Inc. | |
| 17135 | W. Grant | 122 | | 1910 Pacific Wing Co. Ltd. Victoria, B.C. | Consolidated Wing Co. Ltd. | |
| 17136 | W. H. McAllister | 156 | | 1909 I. Mc. Cockerill & Co. Baltimore | McAllister Lighterage Line | |
| 17137 | W. H. Todd | 225 | | 1914 Hall, Russell & Co. Ltd. Aberdeen | J. S. Boyd | 13 × 10 |
| 17138 | W. J. Karahan | 200 | | 1920 Newport News S.B. & D.D. Co. Newport News | Newport News S.B. & D.D. Co. | |
| 17139 | W. J. Mountain | 220 | | 1914 N.V. Scheepsbouwwerf "Gelderland" Hardinxveld | Wilton's Rotterdam Stoomvaart-maatschappij | 14 × 9 |
| 17140 | W. L. Mosick | 200 | | 1911 Seattle S.B. & D.D. Co. Seattle, Wash. | The Edwards Co. | |
| 17141 | W. S. Taylor | 215 | | 1907 J. Dexter Green Bay, Wis. | Burlington Bell Corp. | |
| 17142 | W. Th. Stratmann | 122 | | 1907 H. C. Stülcken Sohn Hamburg | Hannover & Hamburg H. & A. B. | |
| 17143 | W. van Braam | 207 | | 1920 Ned. Tech. Schapen Kon. Maatschappij Leiden, Java | Dutch East Indies Stoomvaart Maatschappij | |
| 17144 | Wahan | 122 | | 1899 Neafie & Levy Co. Philadelphia | Marine Construction & Drydock Co. Ltd. Dublin, Ryo | |
| 17145 | Wabash | 220 | | 1921 Toledo S.B. Co. Toledo, O. | Anderson Bedwell, Inc. | |
| 17146 | Ward | 170 | | 1920 Kiel Gov. Yard Kiel | Burgerstroom | |
| 17147 | Wagram | 177 | | 1906 Smith's Dock Co. Ltd. North Shields | Thorpe, Dalgarno & Co. | |
| 17148 | Waja | 190 | | 1910 Hawaiian Fish & Fur Co. Ltd. Honolulu | Union Iron Works J. Dixon, Ryo | |

| Official No. / Letters | Steamer's Name, Nationality, Rig, &c. / Where Built / Owners | Tonnage | Particulars of Classification | Built: When | Built: By Whom / Where | Owners | Length | Breadth | Depth | Port of Registry / Flag | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 171[illegible] | Walkana | 156 | | 1909 | J. McGregor & Co. Dumbarton | R.C. Miller | 120·0 | 20·0 | 7·2 | Dunedin British | 1 Cy. 17" x 17"-30" | |
| 171[illegible] | Walmana | 122 | | 1909 | Lamb Brown Wilmington, N.E. | W. G. Sumner Sydney | 101·2 | 23·0 | 6·7 | Melbourne British | [illegible] Engines 40 C.S.A. 8 Cy. 8"-12" | |
| 171[illegible] | Waimahi | 276 | + Pvy 4 | 1901 | Meyers Tees S.B. Co. Paisley | Northern S.S. Co. Ltd. | 125·5 | 25·1 | 9·8 | Auckland British | C. 4 Cy. 18" x 24"-30" | 9 - 2 |
| 171[illegible] | Waipa | 156 | | 1916 | J. McGregor & Co. Dumbarton | Northern S.S. Co. Ltd. | 101·0 | 23·1 | 6·8 | Auckland British | T. 4 Cy. 7½", 11" x 15"-9" | |
| 171[illegible] | Wairau | 130 | | 1900 | T. M. Lane Cross Burn | T. Bickford & Co. Ltd. | 90·7 | 23·0 | 7·1 | Lyttelton British | C. 2 Cy. 13" x 20"-24" | |
| 171[illegible] | Waiteka | 165 | | 1910 | J. McGregor & Co. Dumbarton | R.C. Miller | 114·5 | 20·5 | 7·1 | Dunedin British | T. 4 Cy. 7½", 12½" x 18"-30" | |
| 171[illegible] | Waka | 230 | | 1909 | J. Nicol Lochfoot, N.E. | Northern S.S. Co. Ltd. | 112·1 | 27·1 | 7·7 | Auckland British | Tri. Engines 38 C.S.A. 8 Cy. 12"-18" | |
| 171[illegible] | Wakakura Maru | 225 | | 1920 | Onomichi Zosen Works Japan | Kyushu Dragon K.K. | 119·0 | 27·0 | 12·7 | Tokyo Japanese | T. 3 Cy. 13", 21" x 30"-24" | |
| 171[illegible] | Wakamatsu Maru No. 1 | 250 | | 1911 | Harima S.B. & Eng. Co. Ltd. Harima | Wakamatsu Kisen K.K. | 125·0 | 23·5 | 10·2 | Wakamatsu Japanese | Tri. Engines 40 C.S.A. 8 Cy. 11½"-18½" | |
| 171[illegible] | Wakamatsu Maru No. 2 | 250 | | 1913 | Harima S.B. & Eng. Co. Ltd. Harima | Wakamatsu Kisen K.K. | 125·0 | 23·5 | 10·2 | Wakamatsu Japanese | Tri. Engines 40 C.S.A. 8 Cy. 11½"-18½" | |
| 171[illegible] | Wakatoyo Maru | 196 | | 1914 | Hiroshima Hiroshima | Tsuruta Kichi | 102·2 | 23·2 | 9·1 | Tsuruoka Japanese | Tri. Engine | |
| 171[illegible] | Wakatsu Maru No. 5 | 115 | | 1920 | Sakai Tsujino | Sakai Tsujino | 75·8 | 19·2 | 11·7 | Kagi Japanese | Tri. Engine | |
| 171[illegible] | Wakayoshi Maru No. 4 | 117 | | 1919 | Taguchi Tokushima | Taguchi Tsuru | 70·0 | 24·6 | 9·0 | Takamatsu Japanese | Tri. Engine | |
| 171[illegible] | Wakefield | 117 | | 1877 | J. Pollock & Co. Paisley | Bristol Steamship Development Co. Ltd. | 93·2 | 16·5 | 7·4 | Bristol British | C. 2 Cy. 14" x 22"-16" | |
| 171[illegible] | Wako Maru | 130 | | 1920 | Furuyama Tokushima | Wakaya Tokushima | 100·6 | 18·6 | 9·9 | Kawasaki Japanese | Tri. Engines | |
| 171[illegible] | Walbrook | 189 | + 100 A1 Lent For Towing purposes | 1910 | Ferguson Bros. Port Glasgow | Port of London Authority | 96·0 | 22·6 | 10·9 | London British | C. 4 Cy. 19" x 30"-24" | 12 × 1 |
| 171[illegible] | Waldorf | 230 | + 100 A1 Hon. Trustee | 1913 | Cochrane & Sons Ltd. Selby | Rutherford & Cochrane Leeds | 132·5 | 23·0 | 12·2 | Grimsby British | T. 3 Cy. 19", 30" x 36"-24" | 13 × 1 |
| 171[illegible] | Walkure | 115 | | 1900 | Lobnitz & Co. Renfrew | Fr. Sunderland | 92·9 | 20·0 | 10·7 | Stockholm Swedish | Tri. Engines 38 C.S.A. 8 Cy. 11"-18½" | |
| 171[illegible] | — | 135 | | 1916 | N.V. Nijdam Wormerveer | W. Sunderland | 82·5 | 21·0 | 9·2 | Stockholm Swedish | Tri. Engines 38 C.S.A. 8 Cy. 11"-17½" | G |
| 171[illegible] | Walkyrie | 145 | | 1902 | Cook, Welton & Gemmell Hull | Fischerhude Hochseefischerei G.m.b.H. | 102·0 | 20·5 | 11·0 | La Touques French | T. 3 Cy. 15", 19" x 30"-22" | 11 × 10 V |
| 171[illegible] | Wall | 250 | | 1883 | D. Holmes & Co. Hull | Belgian Government: Ministère des Colonies | — | — | — | Boma Belgian | T. 3 Cy. | |
| 171[illegible] | Wallasey | 650 | | 1917 | Caledon S.B. & E. Co. Ltd. Dundee | Mayor, Aldermen & Burgesses of the Borough of Wallasey | 151·4 | 28·1 | 14·3 | Liverpool British | T. 3 Cy. 16", 26½" x 36"-24" | 14 × 8 |

| Nom | Port d'attache | Tonnage | Classe de la Société | Construction | Armateurs | Machines | Port d'attache | Machines |
|---|---|---|---|---|---|---|---|---|
| 17171 Wallasey | | 165 | ✠100A1 | | | | | |
| 17172 Walleta | | | | | | | | |
| 17173 Walney | | | | | | | | |
| 17174 — | | | | | | | | |
| 17175 Walpole | | 307 | ✠100A1 | | | | | |
| 17176 — | | 301 | ✠100A1 | | | | | |
| 17177 Walrus | | 62 | | | | | | |
| 17178 — | | 166 | | | | | | |
| 17179 Walter Adams | | 272 | | | | | | |
| 17180 Walter J. Chambers | | 472 | ✠100A1 | | | | | |
| 17181 Walter Kennedy | | 108 | | | | | | |
| 17182 Walter S. Bailey | | 244 | ✠100A1 | | | | | |
| 17183 Walter Watts | | 752 | | | | | | |
| 17184 Waltham | | 352 | | | | | | |
| 17185 Waltraute | | 112 | | | | | | |
| 17186 Walvisch | | 166 | | | | | | |
| 17187 Walwyn Castle | | 355 | ✠100A1 | | | | | |
| 17188 Wan Chee | | 157 | | | | | | |
| 17189 Wanda | | 272 | ✠100A1 | | | | | |
| 17190 Wanderer | | 212 | | | | | | |
| 17191 Wandle | | 127 | | | | | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Classification | Built | Owners | Engines | Port of Registry | Remarks |
|---|---|---|---|---|---|---|---|---|
| 17192 | **Wandrahm** Steel Sch. (Trawler) Lfd. Elec. Light | 226 | | 1921 Bodewes'g Schiffw. Hansborg | "Rostock" Deutsche Reichsbahn-Gesellschaft Berlin-Charlottenburg, A.G. | 120 5 24 2 9 Diesel | Cuxhaven Germany | G ● |
| 17193 | **Wangerland** (Formerly "Friedrich Luckner," see No. 164[illegible]) Steel Sch. Lfd. Elec. Light | 224 | | 1909 Martinswerft Wilhelmshaven | Bremerhaven | 120 9 22 6 10 7 Diesel W.H. | Wesermünde-G. Germany | G ● |
| 17194 | **Wangerooge** Steel Twin Scr. (Ferry) Lfd. | 146 | | 1910 Schiffw. (v. J. Meyer) A.G. Hamburg | Bremerhaven-Wesermünde Eisenbahn Direktion Oldenburg | 120 1 20 0 7 1 Diesel | Bremerhaven Germany | G ● |
| 17195 | **Wapiti** Steel Sch. (Tug) Lfd. | 229 | | 1915 H. A.C. Grayson, Ltd. Gosport | Mersey Towing Co. Ltd. (Canadian Pacific Ry. Co.) | 100 0 29 1 12 0 | Liverpool British W.H. | 13 + 6 |
| 17196 | **Wa[illegible]** Wooden Sch. (Sailing) Lfd. (See Sailing Ship Register) | 112 | | 1905 J. McLiD Shelburne, N.S. | Mr. H. Swift | 90 4 24 2 9 7 | Shelburne N.S. British | |
| 17197 | **Wapping** Steel Sch. (Tug) Lfd. | 181 | | 1884 J. Hend-erson & Sons Ltd. S. Shields | Alexandra Towing Co. Ltd. | 102 0 22 0 12 0 Diesel | Liverpool British W.H. | |
| 17198 | **War Duke** Steel Sch. (Trawler) Lfd. | 280 | | 1917 Cook, Wel-ton & Gemmell Ltd. Beverley | Kingston Trlg. Co. Ltd. (J. B. Bacon, Mgr.) | 117 4 22 0 12 7 Diesel | Grimsby British | 13 + 7 |
| 17199 | **War Grey** Steel Sch. Lfd. | 280 | | 1917 Cook, Wel-ton & Gemmell Ltd. Beverley | [illegible] (J. [illegible], Mgr.) | 117 4 22 0 12 7 Diesel | Grimsby British | 13 + 7 |
| 17200 | **War Wing** Steel Sch. (Trawler) Lfd. | 280 | | 1918 Cook, Wel-ton & Gemmell Ltd. Beverley | T. W. Robinson | 117 0 22 0 12 7 Diesel | Grimsby British | 13 + 7 |
| 17201 | **Warasem** Steel Twin Scr. (Lighter) Lfd. | 127 | | 1907 Edwards Bros. Sheffield Completed by G. G. Barker, Perth, W.A. | A. Adamson | 100 0 21 0 6 0 Steam | Bunbury W.A. British W.A. | 7 + 6 |
| 17202 | **Warbler** Steel Sch. (Salvage Vessel) Fitted for oil fuel Elec. Light Arch. Rig Lfd. | 715 | | 1917 Navy Yard Philadelphia | United States Shipping Board | 181 6 30 5 16 7 Triple Exp. Cyl. Steam W.H. | Philadelphia U.S.A. | R |
| 17203 | — Steel Sch. (Trawler) Lfd. | 182 | | 1912 Goole S. B. & Repg. Co. Ltd. Goole | Colwell Bros. & Hewking Ltd. | 110 0 21 6 12 0 Steam | Hull British W.H. | 12 + 11 |
| 17204 | **Warden** Steel Twin Scr. (Trawler) Lfd. Elec. Light Winches Arch. Rig | 229 | | 1929 Armstrong Whitworth & Co. Ltd. Newcastle | Corporation of the Trinity House | 172 0 31 7 14 7 Triple Exp. | London British W.H. | |
| 17205 | **Wardleys** Iron Twin Scr. | 112 | | 1882 Murdoch & Murray Ft. Glasgow | W. J. Boyd & Son | 90 5 19 1 9 1 | Fleetwood British | |
| 17206 | **Warfleet** Steel Sch. (Motor Vessel) Lfd. Elec. Light Winches | 333 | + 100 A1 Gross | 1911 Cook, Wel-ton & Gemmell Ltd. Beverley | S. S. Grant | 140 0 23 7 12 0 Diesel | Grimsby British | 13 + 3 |
| 17207 | **Warfleth** Steel Twin Scr. (Fishing Vessel) Lfd. | 123 | | 1919 G. H. Thyer Brake | Thomas Tigue & Robert Fackenthier | 88 5 19 6 9 9 Steam | Dundee British | G ● |
| 17208 | **Warland** Steel Sch. Lfd. Elec. Light | 216 | + 100 A1 Gross | 1912 Cook, Wel-ton & Gemmell Ltd. Beverley | Earl Grosvenor Fishing Co. Ltd. (Sir Alex Black, Bart., Mgr.) | 117 0 22 0 12 7 Diesel | Grimsby British | 13 + 1 |
| 17209 | **Warlight** Steel Sch. Lfd. | 130 | + Gross | 1920 Rennie Marshall, Ltd. Greenock | Light Shipping Co. Ltd. (Brook Marshall, Ltd. Mgrs.) | 80 2 19 6 9 2 Diesel | Greenock British | 9 + 9 |
| 17210 | **Warlord** Steel Sch. Lfd. Elec. Light | 229 | + 100 A1 Gross | 1914 Cook, Wel-ton & Gemmell Ltd. Beverley | S. S. Harrison | 117 0 22 0 12 7 Diesel | Grimsby British | 13 + 7 |
| 17211 | **Warren** Steel Sch. (Trawler) Lfd. | 172 | | 1899 Cochrane & Cooper, Ltd. Beverley | A. Greenhalgh, Ltd. | 100 0 22 0 11 0 Diesel | Grimsby British | 11 + 9 |
| 17212 | **Warrior** Steel Twin Scr. (Tug) Lfd. | 145 | | 1908 J. P. Rennie & Sons Shoreham | Smith & Sons Ltd. | 116 0 19 6 10 2 Steam | Glasgow British | |

| Numéro Officiel | Noms des Navires | Détails de la Classification | Construct. | Armateurs | Dimensions | Port d'immatriculation | Machines |
|---|---|---|---|---|---|---|---|
| 172313 | Warrior | | 1901 Fulton | | | | |
| 172314 | Warstar | 100A1 | 1911 Cook, W. | | | | |
| 172315 | Warter Priory | 100A1 | 1900 Earle's Co. | | | | |
| 172316 | Washington | | 1900 Cochrane | | | | |
| 172317 | — | | 1920 Broadhead | | | | |
| 172318 | Water Lane | 100A1 | 1920 Cochrane | | | | |
| 172319 | Waterrock | 100A1 | 1920 Cochrane | | | | |
| 172320 | Waterboiseau | | 1920 Lodge van | | | | |
| 172321 | Waterloo | | 1899 J. Round | | | | |
| 172322 | Waterman | 100A1 | 1920 Cochrane | | | | |
| 172323 | Waterweg | | 1919 C. van der | | | | |
| 172324 | Wake | | 1904 J. T. Ewing | | | | |
| 172325 | Watuppa | | 1906 Burlee D. D. Co. | | | | |
| 172326 | Waushope | | 1920 D. Drake, Ltd. | | | | |
| 172327 | Wave | | 1913 Fore River S. B. Corp. | | | | |
| 172328 | Wave Queen | 100A1 | 1906 Langewald | | | | |
| 172329 | Wavetower | 100A1 | 1920 Cochrane | | | | |
| 172330 | Wea | | 1919 J. J. van | | | | |
| 172331 | Wear | | 1904 Irvin & | | | | |
| 172332 | Wear Hopper No. 1 | 100A1 | 1914 R. Thomp- | | | | |
| 172333 | Wear Hopper No. 2 | 100A1 | 1914 R. Thomp- | | | | |

| No. in Reg. | Shipowner's Name, National. Reg. No. | Particulars of Class Institution. | Tonnage | Built. | Owners. | Registered Dimensions | Port of Registry | Engines. | Boilers. |
|---|---|---|---|---|---|---|---|---|---|
| 17234 | **Wearmouth** | + 100A1 Ski | 182 | 1929 Cochrane & Sons, Ltd. Selby | Francis Fenwick, Tyne & Wear Co. Ltd. J. F. Brown, Mgr. | 95' 2.2' 8.1' 11' | | 3-Cy. 21" x 42" - 27" | |
| 17235 | **Weaver Belle** | | 150 | 1900 W. J. Yarwood Northwich | W. Robinson & Sons, Ltd. | 90' 8.2' 8.1' 9' | Liverpool | T. 3-Cy. 8" x 18" - 12" | |
| 17236 | **Weddell** | | 217 | 1923 Jacobi Varth, Tönning | A. B. Reisen (E. Haggs, Mgr.) | 111' 2.2' 7.1' 13' | Flensburg | T. 3-Cy. 18" 20" x 18" - 24" | N * |
| 17237 | **Wedel** | | 122 | 1909 J. van der Werff Hengelo | Self | 90' 5.1' 9.1' 7' | Rotterdam | 2-Cy. 11" - 18" | |
| 17238 | **Wee Clyde** | | 173 | 1909 R. McMillan & Co. Renfrew | Clyde & Wilson Shipping Co. Ltd. | 100' 9.2' 8.1' 8' | Glasgow | T. 3-Cy. 18" x 30" - 18" | |
| 17239 | **Weeno** | | 142 | 1929 W. Denny & Bros. Ltd. Dumbarton | Cromwell Tankers Co. Ltd. | 113' 6.2' 8.1' 7' | Glasgow | T. 3-Cy. 18" x 30" - 20" | |
| 17240 | **Wega** | | 337 | 1901 Schiffs-Ges. "Unterweser" A.G. Wesermünde | Seehaus "Rostock" A.G. | 149' 5.2' 9.1' 11' | Wesermünde | T. 4-Cy. 17" 22" x 17" 26" | G * |
| 17241 | — | | 200 | 1922 Gebr. G.A. & Schiffbau Hamburg | A. von Dijk & Co. Leipzig | 106' 9.2' 9.1' 7' | Hamburg | 2-Cy. 19" - 32" | G * |
| 17242 | — | | 107 | 1922 Heiner, Bergen (Norway) | H. Heiner | 84' 5.2' 8.1' 7' | Hamburg | 2-Cy. 14" - 20" | G * |
| 17243 | **Weichel** | | 142 | 1929 Abt. Gen. "Weichel" | "Weichel" Dampfschiffahrt & Reederei A.G. | 94' 7.2' 8.1' 9' | Danzig | T. 4-Cy. 12" 20" x 20" - 20" | G * |
| 17244 | **Weissenfels** | | 300 | 1929 Deutsche Werft A.G. Hamburg | "Saale" Deutsche Reichsbahn-Gesellschaft Berlin | 140' 9.2' 9.1' 11' | Wesermünde | T. 4-Cy. 18" 24" x 24" - 30" | G * |
| 17245 | **Welbeck** | + 100A1 Lloyd | 324 | 1917 Cochrane & Sons, Ltd. Selby | John E. Bentworth, Ltd. (J. Bentworth, Mgr.) | 138' 9.2' 8.1' 12' | Newcastle | T. 3-Cy. 18" 28" x 27" - 28" | 13 - 6 |
| 17246 | **Welcome** | Lgn. 12 | 115 | 1883 F. Bax Gorton, Manchester | W. Dix | 79' 5.2' 8.1' 8' | Newcastle | 2-Cy. 10" - 15" | 10 - 6 |
| 17247 | **Welcome Home** | | 104 | 1922 J. Hamilton & Co. Ltd. Leamouth | A. J. Beamish | 88' 2.2' 8.1' 10' | Leamouth | T. 3-Cy. 14" 18" x 20" - 24" | |
| 17248 | **Welf** | | 152 | 1911 Lohr, Bremen Harburg | Weg, Adelbert Harburg | 99' 7.2' 9.1' 9' | Hamburg | 2-Cy. 8½" - 17" | V |
| 17249 | **Welf-Heinrich** | | 132 | 1926 J. J. Pattje Waterhuizen | Jugendheim | 82' 8.2' 8.1' 7' | Hamburg | 2-Cy. 11" - 19" | G * |
| 17250 | **Wellamo II.** | | 207 | 1898 | Turun Höyrylaivat Oy | 100' 9.2' 8.1' 10' | Abo | | |
| 17251 | **Wellfleet** | | 432 | 1921 | Standard Oil Co. Kingsland, N.Y. | 138' 1.2' 7.1' 16' | Fall River, Mass. U.S. States | T. 3-Cy. 24" 35" x 42" - 36" | |
| 17252 | **Wellgunde** | | 137 | 1906 J. Frerichs & Co. A.G. Eckernförde | Deutsche-Togo-Gesellschaft Hamburg | 90' 9.2' 8.1' 9' | Hamburg | T. 3-Cy. 14" x 18" - 22" | G * |
| 17253 | **Wellington** | + 100A1 | 200 | 1926 J. Crook Lytham | Alexandra Towing Co. Ltd. | 100' 0.2' 7.1' 12' | Liverpool | T. 3-Cy. 17" 26" x 17" - 24" | 13 - 6 |
| 17254 | **Wellvale** | 100A1 Fk | 271 | 1917 Canadian Vickers, Ltd. Montreal | Bowring & Douglas Fleming & Co. Ltd. (S. Parkes, Mgr.) | 129' 7.2' 9.1' 12' | Fleetwood | T. 3-Cy. 19" 26" x 30" - 24" | 13 - 6 |

| Numéro d'Ordre | Noms du Navire | Détails de la Classification | Construit | Armateurs | Dimensions | Port d'Attache | Machines | |
|---|---|---|---|---|---|---|---|---|
| 1720 | **Welsbach** | 309 ✠100A1 Hul | 1898 Lock, Wil- | F. M. Ross Ltd. | 140·6 24·0 13·2 | Dock | | 14 - 0 |
| 1721 | **Wembley** | 156 | 1899 Lock, Wil- | Welsh S. Co. Ltd. | 105·2 20·0 9·7 | Malta | | V |
| 1722 | **Wesar** | 299 | 1922 Neubeck | "Forbes" | 134·7 24·0 11·9 | Bremerhaven | | G * |
| 1723 | — | 240 | 1900 Neil, Fake, | Wesar-Gesellschaft m. b. H. | 143·4 20·7 9·9 | Harburg | | |
| 1724 | — | 122 | 1900 A. T. van | Nier Abrens | 91·4 19·0 9·9 | Brake | | |
| 1725 | **Wesermunde** | 205 | 1912 G. Seebeck | "Forbes" | 129·2 23·0 9·9 | Bremerhaven | | G * |
| 1726 | **West Africa No. 6** | 37 A1 Clu | 1911 J. Crichton | Sutter-West African Line, Ltd. | 53·0 14·1 6·2 | Freetown | | 6 - 7 |
| 1727 | **West Africa No. 7** | 37 ✠ A1 Clu | 1911 J. Crichton | Sutter-West African Line, Ltd. | 53·0 14·1 6·2 | Lagos | | 6 - 7 |
| 1728 | **West Riding** | 102 | 1894 J. Scott | London Midland & Scottish Ry. | 92·2 21·0 6·9 | Goole | | |
| 1729 | **West Wirth** | 136 | 1900 John | Lady Morgan | 83·0 21·0 10·3 | Bristol | | 11 - 0 |
| 1730 | **Westbourne** | 185 ✠100A1 Lon | 1912 Dunnell | Port of London | 90·0 24·1 10·6 | London | | 12 - 0 |
| 1731 | **Westcock** | 136 ✠ Fly | 1898 Carmichael | Liverpool | 94·0 21·1 11·5 | Liverpool | | 11 - 11 |
| 1732 | **Westerland** | 209 | 1919 H. C. Stülcken | Lotte Jessenck | 124·1 24·2 9·9 | Wesermünde | | G * |
| 1733 | **Westgate** | 49 ✠ A1 Lon | 1918 Gourlay, B. | Anglo-American | 73·0 14·0 4·9 | London | | 3 - 3 |
| 1734 | **Westham** | 136 | 1909 A. H. | | 83·3 22·0 9·2 | Weymouth | | |
| 1735 | **Westholme** | 102 | 1918 N. V. Burger | | 102·4 20·4 10·0 | Lowestoft | | |
| 1736 | **Westlaan** | 199 | 1921 J. Koster | | 112·5 21·6 9·1 | Groningen | | V * |
| 1737 | **Westland** | 152 | 1884 E. Seager | | 100·3 17·8 9·2 | Wellington | | |
| 1738 | — | 142 | 1919 Krabben- | | 93·1 23·0 9·2 | Cuxhaven | | 9 - 10 |
| 1739 | **Westport** | 240 | 1911 Wm. McKie | | 123·0 21·0 9·0 | Portsmouth | | |
| 1740 | — | 115 | 1912 | | 69·0 19·0 11·0 | Seattle | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Classification | Where Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|
| 17275 | **Westport III.** Wood Schr 1.24 | 142 | | 1908 | J. A. Mathews | Canada | C.2Cy. 17"x24"-14" | |
| 17277 | **Westralina** Steel Twin Scr 1.24 | 123 | | 1905 | Hoskins & Co. Perth, W.A. | J. Rowe & Sons, Proprietary Ld. | 1Cy. 11"x27"-16" | |
| 17278 | **Westray** Steel Hy.S. (Trawler) 1.24 | 207 | | 1912 | Cook, Welton & Gemmell Ld. Berwick | Hull Steam Fishing & Ice Co. Ld. | T.3Cy. 16",27"x26"-26" | 13 + 7 |
| 17279 | **Westray Firth** Steel Hy.S. Elec. light Windlass D.F. 1.24 | 308 | +100A1 Hul | 1920 | Cook, Welton & Gemmell Ld. Berwick | Fleetwood Trawling Co. Ld. E. W. Hall, Mgr. | T.3Cy. 17",26"x27"-26" | 14 + 6 |
| 17280 | **Wetera** Wood Schr 1.24 | 110 | | 1913 | Brown Bros. Tobermory N.B. | W. B. Dixon | 1Cy. 15"x26"-16" | |
| 17281 | **Wexford** Iron Full Sch (Peg) 1.24 | 141 | | 1888 | J. T. Ehring-hoff & Shields | Fraser, Fenwick, Tyzack & Co. Ld. J. Elsworth, Mgr. | 1Cy. 20"-26" | 10 + 6 |
| 17282 | **Weymouth** Steel Hy.S. (Trawler) 1.24 | 178 | | 1903 | Smith's Dock Co. Ld. South Shields | T. W. Robinson | T.3Cy. 17",19"x26"-22" | 12 + 6 |
| 17283 | **Whakarire** Steel Twin Scr Elec. light 1.24 | 313 | + A1 Wla | | | | T.4Cy. 16",24"x26"-24" | 16 + 6 |
| 17284 | **Whanfered** Steel Hy.S. Elec. light 1.24 | 293 | +100A1 Hkn | 1914 | C. Rennold | | T.3Cy. 16",24"x26"-26" | 10 + 6 |
| 17285 | **Whistler** Wood (Peg) Elec. light 1.24 | 188 | | 1920 | J. H. Harton & Co. Camden, N.J. | United States Shipping Board | 2Cy. 16"x26"-26" | |
| 17286 | **Whitburn** Steel Full Sch (Peg) 1.24 | 119 | | 1905 | J. P. Rennoldson & Sons Sunderland | Grangemouth & Forth Towing Co. Ld. | 1Cy. 20"-26" | |
| 17287 | **Whitby** Steel Hy.S. (Trawler) 1.24 | 164 | +100A1 Mil | 1896 | Irvine S. B. & R. Co. Ld. Irvine | Forth & Tyne | T.3Cy. 16",26"x27"-26" | 11 + 7 |
| 17288 | **White** Steel Hy.S. (Whaler) 1.24 | 102 | | 1910 | Akers Wm. Tacke Ltd. | Consolidated Whaling Corp. Ld. | T.3Cy. 17",26"x26"-24" | |
| 17289 | **White Cross** Wood Schr 1.24 | 121 | | 1896 | W. Jarvis Amesbury | J. T. Brakes | 2Cy. 14"x20"-26" | |
| 17290 | **White-Ear** Steel Schr 1.24 | 131 | + Gre | 1914 | Goode S. B. Co. Ld. Goole | Nelson Steam & Towing Ld. | T.3Cy. 17",21"x26"-22" | 12 + 11 |
| 17291 | **White Flash** Steel Hy.S. (Whaleback Barge) Elec. light Hydg. A.P. 1.24 | 270 | | 1911 | Neafie & Levy Co. Philadelphia, Pa. | Atlantic Refining Co. | 1Cy. 21"-26" | |
| 17292 | **Whitehaley** Steel Hy.S. Hydg. A.P. 1.24 | 203 | +100A1 Bel | 1901 | Scott & Sons Bowling | Whitehaven Shipping Co. Ld. | T.3Cy. 16",26"x26"-24" | 10 + 6 |
| 17293 | **Whitecap** Steel Hy.S. Elec. light Windlass 1.24 | 303 | | 1916 | Manitowoc S. B. Co. Manitowoc | Bay State Fishing Co. | T.3Cy. 17",21"x26"-26" | 13 + 7 |
| 17294 | **Widder** Steel Hy.S. (Trawler) Elec. light Windlass 1.24 | 273 | | 1921 | Akt.-Ges. "Weser" Bremen | Nordsee Deutsche Hochseefischerei | T.3Cy. 17",26"x26"-26" | |
| 17295 | **Widgeon** Steel Hy.S. Windlass 1.24 | 414 | + Nel | 1919 | Forrestal's Co. Savannah, Ga. | Portland Trawling Co. | T.3Cy. 17",24"x26"-26" | 14 + 6 |
| 17296 | **Widgeon I.** Steel Hy.S. (Whaleback) Hydg. A.P. 1.24 | 742 | | 1922 | Lobnitz & Co. Ld. Renfrew | Rowlands Port Trans. | T.3Cy. 17",27"x26"-27" | 15 + 6 |
| 17297 | **Wielingen** Steel Hy.S. Elec. light Windlass 1.24 | 292 | +100A1 Rot | 1921 | N. V. Mch. Scheepswerf van P. Smit, Jr. Rotterdam | N. V. Rotterdamsche Vaart. | T.3Cy. 17",24"x26"-26" | 13 + 6 |

"Cartania," see 31st, 1922 in Supplement.

| Numéro officiel | Nom du Navire | Détails de la Classe | Construction | Armateurs | Dimensions | Machines | |
|---|---|---|---|---|---|---|---|
| 1700 | Wies | | | | | | |
| 1701 | Wiesbaden | | | | | | |
| 1702 | Wiesel | | | | | | |
| 1703 | Wietze | | | | | | |
| 1704 | Wigna | ✠100A1 Fb. | | | | | |
| 1705 | Wikan | | | | | | |
| 1706 | Wilbert A. Edwards | | | | | | |
| 1707 | Wild Gans | | | | | | |
| 1708 | Wilfried | | | | | | |
| 1709 | — | | | | | | |
| 1710 | Wilfriede Kinder | | | | | | |
| 1711 | Wilhelm | | | | | | |
| 1712 | — | | | | | | |
| 1713 | Wilhelm Huth | | | | | | |
| 1714 | Wilhelm Lahring | | | | | | |
| 1715 | Wilhelm Reinhold | | | | | | |
| 1716 | Wilhelm Thun | | | | | | |
| 1717 | Wilhelm & Marie | | | | | | |
| 1718 | Wilhelmine | | | | | | |
| 1719 | — | | | | | | |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Class | Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|
| 172[illegible] | Wilhelmina | [illegible] | | 1928 Jan. Stock, Pennsylvania | J. Wiemann | [illegible] | [illegible] | G |
| 172[illegible] | — | [illegible] | | 1897 Johnstone | J. J. Rosse | Hamburg | [illegible] | |
| 172[illegible] | — | [illegible] | | 1895 Tyrnauny | Fisher & N. Reid, P. C. H. Jakobsen, Mgr. | Thornhaven Parcelain, Ltd. Dundee | [illegible] | |
| 172[illegible] | Wilhelmina I | [illegible] | | 1918 Gebr. Best Leidenberg | H. T. Kuiwijkuis Stoomkolenrederij en h.a. de Bilk | Katwijk Dutch | [illegible] | |
| 172[illegible] | Wilhelmina II. | [illegible] | | 1912 Gebr. Best Leidenberg | H. T. Kuiwijkuis Stoomkolenrederij en h.a. de Bilk | Katwijk Dutch | [illegible] | |
| 172[illegible] | Wilhelmina VI. | [illegible] | | 1916 H. H. Bodewes Papenburg | de Bilk | Katwijk Dutch | [illegible] | |
| 172[illegible] | Wilhelmina | [illegible] | | 1902 Van der Werff Hoogezand | F. W. Wassenaar | Hamburg | [illegible] | V |
| 172[illegible] | Wilhelmsberg | [illegible] | | 1921 L. Andersen Rjiberg | Silkeborg Amts. Gas Kraftanlæg, Mgr. | Danish | [illegible] | |
| 172[illegible] | Will Crooks | [illegible] | ✠ A1 Lon | 1920 J. S. White & Co. Ltd. Cowes | London County Council | London | [illegible] | T + G |
| 172[illegible] | Will o' the Wisp | [illegible] | ✠ Hal | 1888 Norfolk Yard Hull | Tan Hodge Tai Tiew Pang, Mgr. | Singapore | [illegible] | |
| 172[illegible] | Willem | [illegible] | | 1909 M. van der Kuil Rotterdam | M. V. Algemene Bd. Scheepvaart Maatsch. R. de Kiewit, Mgr. | Vlaardingen Dutch | [illegible] | |
| 172[illegible] | Willet | [illegible] | | 1917 Navy Yard Philadelphia | Philadelphia Stopping Board | Philadelphia U.S. Navy | [illegible] | R |
| 172[illegible] | — | [illegible] | ✠ Hal | 1908 Leslie & Co. Ltd. Hull | Leslie Bros. & Keating, Ltd. | Hull | [illegible] | 12 + 6 |
| 172[illegible] | William A. Whitney | [illegible] | | 1920 Whitney Bros. Superior, Wis. | Harvey-Chapman & Whitney Corp. | Superior, Wis. | [illegible] | L |
| 172[illegible] | William Allan | [illegible] | | 1914 Hall, Russell & Co. Ltd. Aberdeen | Peter & J. Johnston, Ltd. | Aberdeen | [illegible] | 12 + 9 |
| 172[illegible] | William Andrews | [illegible] | | 1926 J. Meyer's S. B. Co. Ltd. Sutton | Richardson Bros. Ltd. Trinity House Steamers | Kingston-on-Hull | [illegible] | 15 + [illegible] |
| 172[illegible] | William Ashburner | [illegible] | ✠ Jer | 1874 W. Ashburner Barrow | A. Ashburner | Barrow | [illegible] | 13 + 8 V |
| 172[illegible] | William Bell | [illegible] | ✠ 100A1 Hal | 1918 Cook, Welton & Gemmell Ltd. Beverley | W. Bell & Co. Ltd. Brunskill Carson, Ltd. Mgrs. | London | [illegible] | 13 + 8 |
| 172[illegible] | William Blendon | [illegible] | | 1903 M. M. Davis Jefferson Baltimore, Md. | Jackson & Blendon Steam Co. Inc. | Brooklyn, U.S.A. | | |
| 172[illegible] | William Brady | [illegible] | ✠ 100A1 Hal | 1918 Cook, Welton & Gemmell Ltd. Beverley | Brunskill Carson, Ltd. Mgrs. | London | [illegible] | 13 + 8 |
| 172[illegible] | William Bunce | [illegible] | 100A1 Mil | 1917 Smith's Dock Co. Ltd. Middlesbro' | Jackson & Jones T. Jackson, Mgr. | London | [illegible] | 13 + 8 |

| Numéro Officiel | Nom du Navire | Port d'Attache | Tonnage | Détails de la Classe | Machines | Chantier | Année | Armateurs | Dimensions | Port d'Immatriculation | Machines | Chaudières |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17359 | William C. Moore | | 179 | | | Bangor | 1919 | | 94'9"x24'6"x14'7" | New York | | |
| 17360 | William Caldwell | | 299 | +100A1 | MS | Cash, Wi- | 1919 | | 125'5"x29'5"x12'7" | London | | 12 + 6 |
| 17361 | William Cale | | 279 | 100A1 | FS | Ross, Mac- | 1917 | | 125'6"x29'4"x12'6" | London | | 12 + 6 |
| 17362 | William Cowper | | 299 | | | N Y Ship- | 1918 | | 170'6"x32'2"x10'6" | | | 14 + 6 |
| 17363 | Wm. D. Sanner | | 299 | | | Lawley & | 1900 | | 140'1"x31'0"x11'6" | | | |
| 17364 | William Dowson | | 279 | 100A1 | MS | C. Barnard | 1917 | | 125'5"x29'4"x12'6" | London | | 12 + 6 |
| 17365 | Wm. F. Egan | | | | | United Dry | 1922 | | 183'0"x43'0"x16'0" | New York | | |
| 17366 | William F. McFauley | | 149 | | | J. H. Dis- | 1894 | | 90'0"x22'0"x11'2" | | | |
| 17367 | William Fallows | | 122 | | | Hepple & | 1900 | | 101'0"x19'0"x9'6" | | | |
| 17368 | Wm. G. Howard | | 479 | | | Northland | 1919 | | 129'6"x30'0"x13'7" | New York | | |
| 17369 | William Gray | | 179 | | | J. P. Ren- | 1911 | | 95'1"x24'1"x11'6" | | | 12 + 6 |
| 17370 | William H. Hastie | | 229 | | | A. Hall & | 1916 | | 117'0"x22'6"x12'7" | | | 12 + 6 |
| 17371 | William H. Moody | | 299 | | | A. D. Shery | 1896 | | 115'0"x27'0"x9'3" | | | |
| 17372 | William Hallett | | 299 | +100A1 | MS | Bennie | 1919 | | 115'6"x22'1"x12'1" | London | | |
| 17373 | William Hanbury | | 299 | | | Hawthorne | 1919 | | 115'6"x22'1"x12'1" | | | 12 + 6 |
| 17374 | William Hanson | | 279 | +100A1 | MS | J. Duthie | 1919 | | 125'6"x29'6"x12'7" | London | | 12 + 6 |
| 17375 | William Humphries | | 279 | +100A1 | MS | J. Duthie | 1918 | | 125'6"x29'6"x12'7" | London | | 12 + 6 |
| 17376 | William Ivey | | 299 | +100A1 | MS | Neptune | 1918 | | 115'6"x22'1"x12'1" | London | | |
| 17377 | William J. Dickey | | 299 | | | United | 1920 | | 112'0"x29'0"x12'0" | | | |
| 17378 | William J. Donaldson | | 179 | | | Hawthorn | 1918 | | 110'0"x21'6"x12'0" | Glasgow | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Reg. Book. Official No. Code Letters. | Company's Name, Material, Rig, &c. Late Name of ship. Special Surveys. No. of Decks, &c. | | Tonnage. Gross. Under Deck. Net. | Particulars of Class. Character. | | | Year particulars last varied. | Hulls. When. By Whom. Where. | Builders. | Owner's Information. Date Transferred. Registered. Registered. | Port of Registry. Flag. | Engines. | Boilers. |
| 17358 | William J. O'Brien (Trawler) Oil Eng. Elec. Light Windlass 1.Dk | Steel Sch | 215 — 86 | | | | | 1928 Bethlehem S. B. Corp. Ld. Quincy, Mass. | B. O'Brien & Co. Inc. | 1.14.9.22.6.11.0 Fish. Motor | Gloucester U.S. Motor | 300 Engines 9.0.0.0. 8Cy. 14½" - 21" 140 B.H.P. Bethlehem S. Corp. Ld. Elizabeth, N.J. | |
| 17360 | William King (Trawler) 1.Dk | Steel Sch | 204 — 79 | | | | | 1918 R. Williams, Wednesday Workington | R. Horton & Sons, Ld. | 1.15.2.22.1.12.2 ex.Tg | R. Shields British W.S. | T.3Cy. 17", 26" x 26" - 38" 1.C.B.P. Fairbairn Rhd. Engl. Co. Ld. Glas. | 12 - 0 |
| 17361 | William Kipping Oil Eng. Elec. Light Windlass 1.Dk | Steel Sch | 146 — 113 — 19 | 100A1 Hlr 1.Dk Carrying Petroleum in bulk | | | 1930 | 1930 J. Harker, Ld. Knottingley Lloyd's Reg. | J. Harker, Ld. | 10.2.20.1.7.0 W.W. Freeship ex.Tg | Hull British 0.0.Eng. Co. Ld. | 300 Engines 9.0.C.B.A. 8Cy. 13½" - 18½" 70 B.H.P. J. Wilkinson & Co. Ld. Knottingley | 8 - 0 - 8 7 - 4 |
| 17362 | William L. Putnam (Fishing) Oil Eng. Elec. Light 1.Dk | Steel Sch | 127 — 29 | | | | | 1927 J. F. Jones Alias Green, Mass. | Gorman & Ford Tacoma, Wash. | 9.2.9.22.0.10.0 | Gloucester Mass. U.S. Motor | 60 Engines 4.0.C.B.A. 4Cy. 9½" - 14" 60 B.H.P. Bethlehem Eng. Co. Greenville, Pa. | |
| 17363 | William Lindberg 1.Dk | Steel Sch | 173 Co. 187 | | | | | 1927 W. Lind. Varg & Lind, Stockholm | Fiskeriverkstad Lindah, Stockholm (O.F. Lind, Mgr.) | 10.7.19.2.7.0 Fish. Motor | Fiskeriet Sweden | C.2Cy. 18" x 24" - 34" 67 B.H.P. W. Lindberg & Lind, Sthm. | |
| 17364 | William Mansell | Steel Sch | 276 — 107 | 100A1 Mg Sea Fisher 1.Dk | | | ch. 11.10 | 1917 Smith's Dock Co. Ld. Middlesbro' Lloyd's Reg. | J. H. Bishop J. Walters, Mgr. | 1.25.5.22.4.12.9 ex.Tg | London British C.S.S. Co. | T.3Cy. 13½", 21" x 36" - 36" (c) 1.C.B.P. Smith's Dock Co. Ld. Midds. | 13 - 0 |
| 17365 | William Messina | Steel Sch | 133 — 82 | 100A1 FG For towing service 1.Dk | | | ch. 10.10 | 1925 H. Robb, Ld. Leith Lloyd's Reg. | Messrs. Ross, Cromarty & Co. Ld. | 10.2.20.1.9.0 F.F.T.D.A.F.T.D. | Kirkcaldy British S.S. Co. pt. Arg. | C.2Cy. 15" x 18" - 27" (c) 1.C.B.P. Ross & Cromarty, Glasgow | 11 - 0 - 1 - 0 10 - 2 |
| 17366 | William Poulsom 1.Dk Elec. Light | Steel Sch | 218 — 78 | 100A1 Stm For Passenger service 1.Dk | | | ch. 10.10 | 1917 J. Crotch & Co. Leith Lloyd's Reg. | Alexander Swing & Co. Ld. | 10.0.1.22.7.12.0 Stm ex.Tg | Southampton British S.S. Co. A.F. Tod | C.2Cy. 21" x 33" - 37" (c) 1.C.B.P. Crotch & Co. Leith | 13 - 0 - 1 - 0 13 - 11 |
| 17367 | William Price (Pocket Hopper Dredger) 1.Dk | Steel Twin Sch | 178 — 100 | | | | | 1898 W. Simons & Co. Ld. Renfrew | Karachee Port Trust | 23.0.12.6.13.0 Stm ex. | Karachee British | T.2Cy. 18", 28" x 27" - 27" 1.C.B.P. W. Simons & Co. Ld. Renf. | 14 - 0 |
| 17368 | — (Tug) Elec. Light 1.Dk | Steel Sch | 225 — 87 | | | | | 1925 David S. B. Kemp & Co. Ld. Newcastle | Proctor & Co. Ld. | 10.0.0.24.1.11.0 Stm ex. | Newcastle British W.S. | T.2Cy. 19" x 30" - 34" 1.C.B.P. Dow, McLachlan & Co. Ld. Fife | 12 - 0 |
| 17369 | William Purdy (Trawler) 1.Dk | Steel Sch | 196 — 69 | | | | | 1914 Jos. T. Eldershaw & Co. Ld. South Shields | R. R. Purdy Steelers, Ld. R. R. Purdy, Mgr. | 11.5.6.22.0.11.0 Stm ex.Tg | R. Shields British W.S. | T.3Cy. 17", 26" x 36" - 24" 1.C.B.P. Shields Eng. Co. Ld. S. Shds. | 12 - 0 |
| 17370 | William Ryan (Tug) 1.Dk Elec. Light | Steel Sch | 122 — 2 | | | | | 1926 A. Hall & Co. Ld. Aberdeen | W. R. Coats, Ld. | 7.8.1.20.6.9.0 Stm ex.Tg | London British W.S. | T.3Cy. 19", 30" x 36" - 24" 1.C.B.P. A. Hall & Co. Ld. Aberdeen | 10 - 0 |
| 17371 | William S. Keeler (Tug) 1.Dk | Steel Sch | 152 — 106 | | | | | 1901 Neafie & Levy Philadelphia | Simon & Keeler | 10.6.4.22.0.9.0 Stm ex. | New York U.S. Steam | C.2Cy. 20" x 36" - 28" 1.C.B.P. Neafie & Levy, Philadelphia | |
| 17372 | William Scoresby Elec. Light Windlass | Steel Twin Sch | 326 — 118 | 100A1 Lon 1.Dk Fitted for oil fuel 6,200 U.S.G. | | | ch. 11.10 | 1920 Cook, Welton & Gemmell Ld. Beverley | Govt. of the Falkland Islands | 12.9.4.20.1.12.0 Stm ex. | Stanley, F.I. British S.S. Co. | T.3Cy. 16", 27" x 36" - 30" (c) 1.C.B.P. Smith & Houston, Ld. Hull | 14 - 0 - 1 - 0 11 - 0 |
| 17373 | William Stephen Elec. Light Windlass 1.Dk | Steel Twin Sch | 230 — 97 | Alm Sea Fisher | | | ch. 8.10 | 1917 J. Duthie Torry & Co. Ld. Aberdeen Lloyd's Reg. | Stephen Fishing Co. Ld. | 11.9.6.22.6.12.0 ex.Tg | Aberdeen British S.S. Co. | T.3Cy. 11", 20" x 36" - 28" (c) 1.C.B.P. W. Beardmore & Co. Ld. Glas. | 12 - 0 |
| 17374 | William Strong 1.Dk | Steel Twin Sch | 217 — 87 | Pay Hopper Dredger | | | | 1907 Fleming & Ferguson, Ld. Paisley | Melbourne Harbour Trust Commissioners | 11.9.2.9.1.12.0 ex. | Melbourne British S.S. Co. | T.3Cy. 16", 24" x 36" - 24" 1.C.B.P. Fleming & Ferguson, Ld. Pay. | 12 - 0 |
| 17375 | William Strond 1.Dk | Steel Sch | 214 — 80 | Alm Sea Fisher | | | ch. 8.10 | 1916 A. Hall & Co. Ld. Aberdeen Lloyd's Reg. | Strond & Sons Fishing Co. Ld. | 11.7.22.6.12.2 ex.Tg | Aberdeen British W.S. | T.3Cy. 14", 20" x 36" - 24" (c) 1.C.B.P. A. Hall & Co. Ld. Aberdeen | 12 - 0 |
| 17376 | William T. Covington, Jr. (Fishing) Oil Eng. 1.Dk | Steel Twin Sch | 250 — 108 | | | | | 1922 M. M. Davis & Son Solomons, Md. | M. Davis, Solomons, Inc. | 2.2.9.22.6.10.0 | Baltimore, Md. U.S. Motor | 60 Engines 7.0.C.B.A. 4Cy. Fairbanks Morse Co. Chicago | |
| 17377 | William Wesney Elec. Light Windlass S.F. 1.Dk | Steel Sch | 314 — 172 | 100A1 Lon Sea Fisher 1.Dk | | | ch. 11.10 | 1930 Cook, Welton & Gemmell Ld. Beverley Lloyd's Reg. | Grampian Fishing Co. Ld. (R. S. Grampin, Mgr.) | 1.12.9.24.2.12.1 ex.Tg | Aberdeen British S.S. Co. | T.3Cy. 18", 29" x 37" - 30" (c) 1.C.B.P. Smith & Houston, Ld. Hull | 14 - 0 - 1 - 0 13 - 6 |
| 17378 | William Wilson (Whaler) Elec. Light Windlass S.F. 1.Dk | Steel Sch | 221 — 77 | | | | | 1929 Jarlsö Varf, Tranberg | Svenska Ångfartygs Rederi A.B. (Svensk-A. Lapp, Mgr.) | 11.2.22.1.12.2 ex. | Tranberg Norwegian W.S. | T.3Cy. 18", 28" x 42" - 36" 1.C.B.P. Fredrikstad M. V. Fabrik. | 14 - 0 |
| 17379 | — (Fishing) 1.Dk | Steel Sch | 118 — 41 | | | | | 1929 A. Hall & Co. Ld. Aberdeen | W. C. Wilson & J. S. Gibson, (Mgr.) | 10.2.13.7.9.7 ex. | Kirkcaldy British W.S. | T.3Cy. 14", 22" x 27" - 24" 1.C.B.P. A. Hall & Co. Ld. Aberdeen | |

| Numéro Officiel | Nom du Navire | Détails de la Construction | Constructeurs | Armateurs | Dimensions | Machines | Marques |
|---|---|---|---|---|---|---|---|
| 17380 | Willing Boys | | 1929 J. Chambers, Ltd. | | | | |
| 17381 | Willy | | 1911 Gebr. Bunk | | | | |
| 17382 | — | | 1920 N. J. v. d. Wende | | | | |
| 17383 | Willy-Percy | | 1920 Saint-Nazaire | | | | V * |
| 17384 | Willy Marie | | 1920 J. Dresen | | | | G * |
| 17385 | Wilma | | 1920 N. V. Scheepswerf | | | | G |
| 17386 | — | | 1920 Gebr. van Diepen | | | | |
| 17387 | Wilmington | | 1920 Colby Steel | | | | |
| 17388 | Wilson | + 100A1 Bow | 1920 Scott & Sons | | | | S + 4 |
| 17389 | — | | 1920 Detroit | | | | |
| 17390 | Wilson Boshaz | + | 1914 Hall, Russell & Co. Ltd. | | | | 12 + 3 |
| 17391 | Wilson Line | | 1920 A. Hall & Co. Ltd. | | | | |
| 17392 | Win | | 1924 W. Mulder | | | | G * |
| 17393 | Winpole | + 100A1 Grav | 1919 Cochrane & Co. | | | | 12 + 7 |
| 17394 | Winda | | 1922 Deutsche | | | | G * |
| 17395 | Windermere | | 1920 Ferguson Bros. | | | | |
| 17396 | Windermere Ferry | + A | 1919 Alloa | | | | |
| 17397 | Windhund | | 1920 Nord- | | | | |
| 17398 | Windebrasil | | 1920 J. Fisher | | | | |
| 17399 | Windsor | | 1920 Toledo S. B. Co. | | | | |

| Official No. | Steamer's Name, Nationality, Rig, &c. | Gross Tonnage | Particulars of Classification | Built | Where Built | Owners | Registered Dimensions | Port of Registry | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|
| 17400 | Windsor | 322 | +100A1 Gren | 19[illegible] | [illegible] | [illegible] | 112·1 × 21·8 × 11·[illegible] | [illegible] | [illegible] | [illegible] |
| 17401 | — | 190 | +100A1 Bry | 1882 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 17402 | Windward Ho | 383 | +100A1 Gren | 1929 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 17403 | Winona II. | 159 | | 1929 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 17404 | Winthrop | 164 | | 1929 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 17405 | Wisbech | 119 | | 1916 | W. H. [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 17406 | Wistaria | 143 | | 1891 | A. W. [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 17407 | Witham | 225 | 100A1 Gren | 1919 | J. J. [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 17408 | Witherness | 257 | 100A1 Bri | 1919 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 17409 | Witte Zee | 425 | +100A1 Bri A | 1914 | J. A. K. [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 17410 | Wiesche | 192 | | 1912 | J. [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 17411 | Wizard | 189 | | 1920 | J. H. [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 17412 | Wo Ping | 302 | | 1914 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 17413 | Wolga | 239 | | 1920 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 17414 | Wogo | 129 | | 1909 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 17415 | Wohl-Fahrt | 115 | | 1912 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 17416 | Wolf | 122 | | 1909 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 17417 | Wolseley | 138 | | 1900 | J. [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 17418 | Woodbury | 292 | +100A1 Tri | [illegible] | W. [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 17419 | Woodman | 300 | | 1919 | M. M. [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 17420 | Woodside | 683 | + Liv | 1908 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

| Numéro d'Identification | Nom du Navire, Indicatif, Port d'Attache, &c. | Tonnage | Détails de la Classe | Construit | Machines | Propriétaires | Port d'Attache | Observations |
|---|---|---|---|---|---|---|---|---|
| 17421 | Woolbyrne | 187 | | 1907 Todd, Walmsley & Co., Glasgow | | | | |
| 17422 | Wonda | 309 | | 1913 J. P. Rennie & Son, Ltd., Greenock | | | | |
| 17423 | Wop | 101 | | 1917 Dorlett, S. & Son Co., Ltd., Quebec | | | | |
| 17424 | Worsley | 220 | + 100A1 Gras | 1911 Cockerill, Ougrée, Belgium | | | | |
| 17425 | Worthington | 211 | | 1875 Barclay, Curle & Co., Glasgow | | | | |
| 17426 | Worthington | 31 | | 1912 Vicquard, S. & Co., Milford, Del. | | | | |
| 17427 | Wotan | 139 | | 1912 J. Frerichs & Co., A.-G., Nordenham | | | | |
| 17428 | Wotan | 252 | | 1900 Atlantic Works, Boston | | | | |
| 17429 | Wouter | 112 | | 1916 Holst, C. J., Sons, Vlaardingen | | | | |
| 17430 | Wrangler | 273 | | 1884 Cie de Trans. Lille, Lille | | | | |
| 17431 | Wrenthorpe | 225 | + 100A1 Aln | 1906 J. Dunlop, Sons & Co., Ltd., Glasgow | | | | |
| 17432 | Wrestler | 192 | + 100A1 Girk | 1913 Smith, Boys & Bowling, Ltd., Leith | | | | |
| 17433 | — | 149 | | 1908 Allen & Co., Chicago, U.S.A. | | | | |
| 17434 | Wuppertal | 301 | | 1919 Schiffw. v. H. Koch A.-G., Lübeck | | | | |
| 17435 | Wurstes | 218 | | 1917 Schiffw. v. H. Koch A.-G., Lübeck | | | | |
| 17436 | Wurtemberg | 412 | | 1919 Freirichs, Rostock | | | | |
| 17437 | Würzburg | 218 | | 1918 Schiffb. Ges. Unterweser, Wesermünde | | | | |
| 17438 | Wuta | 102 | | 1924 G. van Lanschot, The Hague | | | | |
| 17439 | Wyadda | 131 | | 1908 Morton, Leslie & Co., Hull | | | | |
| 17440 | Wyala | 129 | + Gla | 1887 Scott & Co., Greenock | | | | |
| 17441 | Wydale | 102 | | 1917 J. Chaloner, Ltd., Lowestoft | | | | |
| 17442 | Wyndham | 305 | + 100A1 Gras | 1919 Cockerill, Ougrée, Belgium | | | | |

| No. in Book. / Official No. / Distin. Letters. | Steamer's Name, Nationality, Rig, &c. / Date (Year of Rig) / Special Surveys, No. of Decks, &c. | Tonnage | Particulars of Class Retained. Character / Year Assigned / Special Survey | Built. When / By Whom / Where | Owners. | Registered Dimensions Feet / Tenths / Inches | Port of Registry. Port | Engines. No. & Kind of Cylinders, Stroke, Diameter, Pressure, Revolutions, Horse-power, by Society's Rules, Efficiency in Ship's Engines, Particulars of Boilers & Furnaces, Engine Maker's Name | Boilers. Length / Diam. ft. in. |
|---|---|---|---|---|---|---|---|---|---|
| 174412 | Wyala | 359 | 100A1 Nbl | 1912 J. T. Eltring Tees | Swan River Shipping Co. Ltd. | 125·0 / 24·7 / 13·1 | Fremantle British | T.3Cy.19",30"×48"-42" 170 R.H. | 14 × 9 |
| 174413 | Wyoming | 256 | | 1906 Harlan & Co. Ft. Richmond N.Y. | Interstate Transportation Corp. | 120·0 / 26·8 / 13·9 | Perth Amboy N.J. U.S.A. | T.3Cy.17",27"×42"-36" 161 R.H. Morse Iron Works & Co. Ft. Richmond, N.Y. | |
| 174414 | Wyre | 225 | 100A1 Fn | 1911 Smith's Dock Co. Ltd. Middlesbro' Lloyd's Yard | Wyre Iceland Trawling Co. Ltd. (J. R. Fielden, Mgrs.) | 130·0 / 23·0 / 13·2 | Fleetwood British | T.3Cy.16½",26"×27"-27 1400 R.H. Shanks & Co. Ltd. Arbroath | 14 × 9 |
| 174415 | Wyvern | 223 | | 1905 Ferguson Bros. Port Glasgow | London, Midland & Scottish Ry. | 130·0 / 22·6 / 11·7 | Lancaster British | T.4Cy.16½"×26"-21" R.H. Ferguson Bros. Ft. Glasgow | 12 × 9 |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| Numéro d'Index | Noms du Navire, Machines, Tonneaux, etc. | Détails de la Classification | Construction | Armateurs | Dimensions | Port d'Immatriculation | Machines | Chaudières |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |
| 17946 | Xania | +100A1 | | | | | | |
| 17947 | Xanthus | | | | | | | |
| 17948 | Xenophon G. | | | | | | | |
| 17949 | Xylopia | | | | | | | |
| 17950 | Yachiyo Maru No. 2 | | | | | | | |
| 17951 | Yaeka | | | | | | | |
| 17952 | Yaguaron | | | | | | | |
| 17953 | Yakeith | | | | | | | |
| 17954 | Yamamoto Maru No. 2 | | | | | | | |
| 17955 | Yamaoka | | | | | | | |
| 17956 | Yamato Maru | | | | | | | |
| 17957 | — | | | | | | | |
| 17958 | Yamba | | | | | | | |
| 17959 | Yang Peh | | | | | | | |
| 17960 | Yarmouth | +100A1 | | | | | | |
| 17961 | Yashima | | | | | | | |
| 17962 | Yashima Maru | | | | | | | |
| 17963 | Yashiro Maru No. 1 | | | | | | | |
| 17964 | Yasu Maru | | | | | | | |
| 17965 | Yatsushiro Maru | | | | | | | |
| 17966 | Yawata Maru | | | | | | | |
| 17967 | Yawata Maru No. 7 | | | | | | | |
| 17968 | Yeiseu Maru | | | | | | | |
| 17969 | | | | | | | | |

| Official No. | Steamer's Name | Port | Tonnage | Particulars of Classification | Built: Where | Built: By Whom / Where | Owners | Length | Breadth | Depth | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 136[illegible] | Tobiso Maru | Wakayama | 150 | | 1919 | [illegible] | Tomoshiro Ichimura | 86'0 | 24'6 | 11'0 | Osaka | Oil Engines | |
| 136[illegible] | Tobiso Maru No. 2 | Wakayama | 100 | | | Mukoyama Zosen K.K. Wakayama | Tobiso Kyogyo | 82'0 | 19'0 | 9'0 | Wakayama | Oil Engine | |
| 136[illegible] | Tobiso Maru No. 3 | Wakayama | 100 | | 1920 | Mukoyama Zosen K.K. Wakayama | Tobiso Mosenka | 80'0 | 18'0 | 9'0 | Wakayama | Oil Engine | |
| 136[illegible] | Toifu Maru | Moji | 270 | | 1922 | Osaka Iron Works Maizuru | Nippon Tea K.K. | 119'0 | 22'6 | 12'0 | Tokyo | T.S.D. 12½", 21", 40½" × 30" | |
| 136[illegible] | Toifuku Maru | Moji | 136 | | 1924 | Yokohama Dock Co. Ltd. Yokohama | Dosho Kisen | 84'0 | 20'0 | 10'0 | Onomichi | Oil Engine | |
| 136[illegible] | Toiko Maru | Moji | 136 | | 1919 | Takasu Tokuo Nagoya | Sato Kinojiro | 85'0 | 22'6 | 10'0 | Tokyo | Oil Engine | |
| 136[illegible] | Toiko Maru No. 2 | Moji | 125 | | 1925 | Kishimoto Tokuzo Kawaguchi | Kawaguchi Kaiunkaisha | 82'0 | 21'0 | 9'0 | Kawaguchi | Oil Engine | |
| 136[illegible] | Toishi Maru No. 3 | Wakayama | 120 | | 1918 | Oki Tokichiro Shimoda | Morimoto Tokuzo | 81'0 | 20'2 | 10'0 | Shimoda | Oil Engine 20 H.P. 14" × 20" × 14" | Tokyo Tokichiro, Osaka |
| 136[illegible] | Toikyu Maru No. 2 | Moji | 125 | | 1919 | O. Izuzu Shiki | Tomoshiro Sakajiro | 83'2 | 24'0 | 9'0 | Moji | Oil Engine | |
| 136[illegible] | Toiroku Maru | Moji | 136 | | 1919 | Murakami Tokujiro Tokuzo | Murakami Jisaku | 78'0 | 22'0 | 10'2 | Tokuzo | Oil Engine | |
| 136[illegible] | — | Wakayama | 132 | | | Odatake Tokuo Higashi-Sakata | Matsuura Sukekichi | 79'2 | 20'0 | 8'7 | Higashi-Sakata | Oil Engine | |
| 136[illegible] | Toiroku Maru No. 10 | Moji | 135 | | 1921 | Nagakura Sanjiro Shimoda | Kitano Kajiro | 82'1 | 22'1 | 9'0 | Shimoda | Oil Engine | |
| 136[illegible] | Tollewhammer | Moji | 213 | ✠100A1 Tug | 1920 | Cochrane & Cooper Ltd. Tarbert | Great Yarmouth Shipping Co. Ltd. | 119'2 | 23'1 | 9'0 | Yarmouth | T.S.D. 14", 20", 32" × 24" | |
| 136[illegible] | Tondia | Moji | 132 | | 1911 | J. Scott & Son Bowling | London Portlands Lighterage Co. Ltd. | 99'0 | 19'0 | 7'0 | Hull | T.S.D. 13", 21", 40" × 24" | |
| 136[illegible] | Tonoma Maru | Moji | 132 | | | — | Tokiwa Kaiun Gosho Kaisha | 90'0 | 17'0 | 9'0 | Fukuoka | T.C.D. 7½", 12" × 10" × 6" | |
| 136[illegible] | Torba Buena | Moji | 270 | | 1927 | Moore Dry Dock Co. Oakland, Cal. | Railway Equipment & Realty Co. Ltd. | 150'0 | 60'0 | 18'0 | San Francisco | Steam Turbine | |
| 136[illegible] | Tosan | Moji | 250 | | 1918 | T. J. Adyard & Bros. Ltd. Greenwich | Bowen Thomas Fishing Co. Ltd. | 115'0 | 22'1 | 12'0 | Grimsby | T.S.D. 17", 29", 48" × 30" | |
| 136[illegible] | Towgarth | Moji | 111 | ✠100A1 Tug | 1912 | Cochrane & Cooper Ltd. Selby | Rea Towing Co. Ltd. | 95'2 | 21'1 | 9'0 | Liverpool | T.S.D. 17", 26", 40" × 30" | |
| 136[illegible] | Tosa | Moji | 300 | | 1924 | Smith's Dock Co. Ltd. Middlesbrough | Jacobsen & Jones T. Jacobsen, Mgr. | 130'2 | 24'0 | 12'0 | Sunderland | T.S.D. 24", 36", 48" × 30" | |
| 136[illegible] | Tu Ping | Moji | 160 | | 1914 | Kiangnan D. & E. Wks. Shanghai | Chinese Eng. & Mining Co. Ltd. | 105'0 | 22'1 | 10'0 | Shanghai | T.S.D. 14", 20", 40" × 30" | |
| 136[illegible] | Tsuzi | Moji | 300 | | 1922 | Kochiura S. V. Lauch Kochi | Sawadabori, Kengi, Hamaho-nishinagawa | 140'0 | | | Hiroshima | T.S.D. 16", 26", 40" × 30" | |
| 136[illegible] | Tukuseka Maru No. 3 | Moji | 135 | | 1902 | O. Good-hamjun Amoyjun | Kimura Kwanichi | 110'1 | 19'6 | 9'0 | Sagamiko | T.S.D. 15½", 26", 42" × 30" | |

| Numéro Officiel | Noms des Navires | Signaux | Tonnage | Détails de la Construction | Classe | Constructeurs | Propriétaires | Dimensions | Port d'Immatriculation | Machines | Chaudières |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1740 | Tolanda | | 300 | 100A1 | | | | | | | |
| 1741 | Tone Maru No. 1 | | 111 | | | Tachiki | Tajimaseikosho K.K. | | | Engine | |
| 1742 | Tone Maru No. 2 | | 111 | | | Tachiki | Tajimaseikosho K.K. | | | Engine | |
| 1743 | Tone Maru No. 3 | | 147 | | | Tachiki | Tajimaseikosho K.K. | | | Engine | |
| 1744 | Tone Maru No. 5 | | 100 | | | Harima | Tajimaseikosho K.K. | | | Engine | |
| 1745 | Tone-Mirei | | 120 | | | | Tajimaseikosho K.K. | | | Engine | |
| 1746 | Torisk | | 213 | 100A1 | | Cook, Welton & Gemmell Ltd. | | | | | |
| 1747 | Torkgarth | | 179 | | | | | | | | |
| 1748 | Torkshireman | | 250 | 100A1 | | Earle's M. Co. Ltd. | | | | | |
| 1749 | Toro Maru | | 120 | | | Higuchi | | | | Engine | |
| 1750 | Towemite | | 170 | | | | | | | | |
| 1751 | Tonkino Maru | | 200 | | | Osaka | | | | | |
| 1752 | Young Mary | | 102 | | | Union S.B. Co. Ltd. | | | | Engine | |
| 1753 | Young Hood | | 127 | | | Union S.B. Co. Ltd. | | | | Engine | |
| 1754 | Young John | | 102 | | | Fellowes & Co. Ltd. | | | | | |
| 1755 | Young Bill | | 102 | | | J. Dunlop | | | | | |
| 1756 | Youngstown | | 100 | | | | | | | | |
| 1757 | Ypres | | 136 | | | H. McIntyre & Co. | | | | | |
| 1758 | Ysa | | 128 | | | G. H. | | | | | |
| 1759 | Yselmond | | 200 | | | | | | | | |
| 1760 | Yser | | 120 | | | J. T. L. | | | | | |
| 1761 | | | | | | | | | | | |

| Official No. | Name | Port | Tonnage | Particulars of Classification | Built | Owners | Length | Breadth | Depth | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 170147 | Yaser | Hoorn | 198 | | 1920 Rotterdam | N.V. Stoomvaart Maatschappij "Texel" | 119·0 | 24·2 | 9·6 | Vlaardingen | T.(C.) 10", 24", x 33" - 27" | V |
| 170148 | Tiberoy | West Angelsey | 222 | | 1916 A/B Erik | Hansen-Bergh K.K. Bilbao | 100·7 | 22·6 | 9·4 | Trondhjem Norwegian | Oil Engine | V * |
| 170149 | Tugao Maru | Osaka | 222 | | 1907 Mitsubishi | Mitsubishi Kogyo K.K. | 110·7 | 21·9 | 12·9 | Nagasaki Japanese | C.(C.) 19", x 34" - 27" | |
| 170150 | Tuki Maru | Hiroshima | 225 | | 1922 Hiroshima | Kyushu Kyogyo K.K. | 155·4 | 24·0 | 13·2 | Hiroshima Japanese | Oil Engines | |
| 170151 | Tulas | Arnhem | 146 | Gen | 1921 A.W. Robertson & Co. | A.W. Robertson | 96·5 | 20·2 | 10·3 | Kenmare Dutch | T.(C.) 11", 21", x 30" - 22" | 11 - 10 |
| 170152 | Tung Fa | Shanghai | 159 | | 1919 New E.S. | Tuke & Sayle Lighters Co. Ltd. | 100·0 | 23·0 | 10·2 | Shanghai British | T.(C.) 15", 21", x 34" - 24" | |
| 170153 | Tung Shan | Shanghai | 277 | | 1907 The Vulcan | Tuke & Sayle Lighters Co. Ltd. | 122·0 | 25·2 | 9·1 | Shanghai British | C.(C.) 18", x 36" - 20" | |
| 170154 | Tungting | Shanghai | 211 | | 1920 J.C. Parts | Tuke & Sayle Lighters Co. Ltd. | 113·0 | 21·1 | 10·2 | Shanghai British | C.(C.) 16", x 36" - 22" | |
| 170155 | Turhani Murat Bey | Istanbul | 152 | Lon | 1911 W. Dobson | Turkish Government Istanbul | 110·2 | 20·1 | 9·2 | Istanbul Turkish | T.(C.) 17", 31", x 36" - 24" | 16 - 0 |
| 170156 | Tvea Dapre Jr. | Montreal | 142 | | 1918 Vancouver | Bay Shipping Co. Ltd. | 74·0 | 22·6 | 10·2 | Montreal British | C.(C.) 16", x 36" - 24" | |
| 170157 | Zaanstroom I. | Amsterdam | 199 | | 1904 Smith's | N.V. Stoomvaart Maatschappij "Zaanstroom" | 110·0 | 21·0 | 8·3 | Amsterdam Dutch | T.(C.) 16", 24", x 36" - 28" | 12 - 6 |
| 170158 | Zaanstroom IV. | Amsterdam | 273 | | 1906 Gebr. H. & Rietz Co. Ltd. | N.V. Stoomvaart Maatschappij "Zaanstroom IV" | 127·0 | 22·1 | 11·3 | Amsterdam Dutch | T.(C.) 17", 27", x 40" - 26" | 12 - 6 |
| 170159 | Zabal-Mendi | Bilbao | 70 | | 1906 Jenkins & | Cia. Sallenave-Aguirre Zabal, Sociedad en la Bilbao, Mgr. | 84·6 | 16·1 | 7·1 | Bilbao Spanish | T.(C.) 8½", 14", x 21½" - 15½" | 9 - 0 |
| 170160 | Zalvide | Vigo | 163 | | 1920 Hijos de J. | J. Zalvide Gonzalez Vigo | 84·5 | 22·1 | 11·0 | Vigo Spanish | Oil Engines | |
| 170161 | Zambaleão | Macao | 130 | | 1921 W. N. Bailey & Co. Ltd. Hongkong | T. K. Tangco | 133·7 | 27·0 | 7·7 | Macao P.L. Portuguese | T.(C.) 21", 31", x 42" - 31" | 8 - 3 |
| 170162 | Zambesi | Amsterdam | 225 | | 1914 J. L. Meyer Papenburg | N.V. Vereenigde Rederij Schuiten Maatschappij (Directeur-Agentuur Maatschappij "Holland-Afrika-Lijn" N.V. Mgrs.) | 132·9 | 25·7 | 12·0 | Amsterdam Dutch | T.(C.) 19", 29", x 40" - 34" | * |
| 170163 | Zambeanga | Manila | 215 | | 1907 Ishikawa | Iwasaki Kaisha Tokio | 112·0 | 18·0 | 11·0 | Manila P.I. Filipino | T.(C.) 17", x 27" - 18" | |
| 170164 | Zander | Campbeltown | 222 | | 1917 A/B Karlshamns | A/B Fritzhof Karlshamn | 99·5 | 22·1 | 11·0 | Bergen Norwegian | Oil Engines 2S.C.S.A. | V * |
| 170165 | Zape | West Angelsey | 157 | | 1922 Ch. Navals | Soc. Industrielle de Sellerie Pêche | 101·6 | 20·1 | 11·4 | Marseilles French | Oil Engines 2S.C.S.A. | V * |
| 170166 | Zapatoca | Sharpsburg | 463 | | 1920 Marietta | Dupont Mfg. Co. W. E. Dowdell, Mgr. | 163·0 | 44·0 | 5·3 | Marietta Pennsylvania | C.(C.) 22½", x 30" - 42" | 5 - 6 |
| 170167 | Zapiran | Montevideo | 152 | | 1911 Scott & | Compañía Nacional del Puerto de Montevideo | 89·9 | 22·6 | 9·0 | Montevideo Uruguayan | C.(C.) 17", x 36" - 24" | |

| Nom du Navire | Construit | Armateurs | Port d'Enregistrement | Machines | |
|---|---|---|---|---|---|
| 1758 Zapora | 1905 Cruse & Co. Ltd. Dock Tarcoma, Wash. | Lake Shore S.S. Co. Machine Works | Seattle (Unit. States) | 4 Cyl. Engine 40 C.S.A. | |
| 1759 Zara | 1892 | Cia. Argentina de Pesc. Milanesio, Ltda. | Buenos Aires (Argentina) | 2 Cyl. Engine 40 C.S.A. | |
| 1760 Zaanslakstrik | 1910 Noordzee-werfte Gouda | Gerger-Vrouwe | Maassluis (Netherlands) | 2 Cyl. Engine 40 C.S.A. | G * |
| 1761 Zeerijke | 1873 Wilmington | S.T. J. Rogers | Norfolk (British) | Paraffin Motor 40 C.S.A. | |
| 1762 Zeeburg | 1910 A. Pannevis & Zoon | Amsterdam Zoon | Scheveningen (Dutch) | Oil Engine | |
| 1763 Zeehond | 1906 J. Hall & Sons Footdee | Footdee Fishing Co. Ltd. (A. Tait, Mgr.) | Stonehaven (Dutch) | Oil Engine 40 C.S.A. | G * |
| 1764 — | 1905 Gebroeders Boon, Wijnkoop | N.V. Scheepsmij. Mij. "De Maas-landen" Ltd. Feldmann & Co. Rotterdam, Mgrs. | Terneuzen (Dutch) | | 17 × 11 |
| 1765 Zeeland | 1910 Maats. "De Rijn" Lanbroekerzijl | W. Meinesz | Groningen (Dutch) | Oil Engine 30 C.S.A. | Y |
| 1766 — | 1906 J. G. Pope & Co. Ltd. Southampton | | | 1 Cyl. 17" × 27" | 20 × 4 |
| 1767 — | 1905 Chester, Pa. | Pennsylvania Sand & Marl Co. | Paramus-vlak (Dutch) | | |
| 1768 Zeelandia | 1910 Smith's Dock Co. Ltd. Middlesbrough | N.V. Scheepsmij. Mij. "De Maas-landen" Ltd. Feldmann & Co. Rotterdam, Mgrs. | Terneuzen (Dutch) | | 17 × 11 |
| 1769 — | 1910 Jos. Rossi & Sons Tacoma | Belgian Government | Seattle (Belgian) | Oil Engine 40 C.S.A. | |
| 1770 Zeemanscw | 1907 N.V. Noord Red. Scheepv. Groningen | J. Kuipers | Groningen (Dutch) | Oil Engine 40 C.S.A. | Y * |
| 1771 — | 1906 J.T. Eising Sandt's S. Shields | N.V. Scheepsmij. Mij. "De Maas-landen" Ltd. Feldmann & Co. Rotterdam, Mgrs. | Terneuzen (Dutch) | | 11 × 6 |
| 1772 — | 1904 N.V. Noord Red. Scheepv. Groningen | F. Bolkes | Groningen (Dutch) | Oil Engine 40 C.S.A. | |
| 1773 — | 1910 Schreyer & Sohn Schiffw. Werft Scheveningen | Zuidelijke Boom | Scheveningen (Dutch) | Oil Engine | |
| 1774 Zeester | 1911 N.V. Noord Nederlandsch Scheepsvaart Groningen | Kruisbergen | Groningen (Dutch) | Oil Engine 40 C.S.A. | Y * |
| 1775 Zeforensis | 1911 J. Jones & Sons Kirkintilloch | J.T. Salvo | Para (Brazilian) | | 8 × 4 |
| 1776 Zefyr | 1905 S. Goode & Sons Sidney | S.S. Autocrat | Sidney (British) | Motor Ship | Y * |
| 1777 Zelda | 1911 Hall, Russell & Co. Ltd. Aberdeen | Rockfishing Trawling Co. | Wrangelsen (Dut.) | | 18 × 9 |

| No. in Reg. Book. / Official No. / Signal Letters. | Steamer's Name. Material, Rig, &c. / Late Name (if any). / Special Service. No. of Decks, &c. | Gross Tonnage. / Deduct. / Net. | Particulars of Classification. Character. | | | Year of Last Survey. | Built. Where. | By Whom. / Where. | Owners. | Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Kind. / Engine Maker's Name. | Boilers. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17555 | Zelpha (ex-Zeta, ex-Zenia) Motor Sailing Vessel (Fig) 124 (See Sailing Ship Register) | 237 / 141 / 100 | | | | | 1921 | Schiffw. (V. F. Böhr, L.A.G. Hamburg) | W. A. Boyes | 112·2·23·0 / 100 | | 9·9 | London / British | Oil Engines / 8Cy 11½" - 14A" / Klimsch & Fahlstrom Fabrik, Hamburg | | |
| 17556 | Zenitha Wood Sailing Vessel (Oil Eng) 124 (See Sailing Ship Register) | 232 / 141 / 100 | | | | | 1904 | J. H. Arder | Stark & Kindberg | 108·9·23·0 / 114·0 | | | Karlskrona / Swedish | Oil Engines 8S.C.SA / 8Cy 15A" - 14½" / Kockums Mek. Verkstads Aktiebolag, Malmö | | V * |
| 17557 | — Wood Sailing Vessel, (Oil Eng) 124 (See Sailing Ship Register) | 218 / 131 / 100 | | | | | 1914 | E. Nielsen | A. E. Revell | 106·6·26·0 / 11·5 | | | Malö / Swedish | Oil Engines 2S.C.SA / 8Cy 12A" - 14½" / Kockums Mek. Verkstads Aktiebolag | | V * |
| 17558 | Zenos C. Wood (Oil Eng) 124 | 119 / 71 / 64 | | | | | 1922 | J. Carlisle (ex-Lalomi, ex-Zalomi, F.Q.) | J. Cameron | 88·0·23·0 / 9·0 | | | Lowestoft / British | Oil Engines 2S.C.SA / 8Cy 8½" - 10½" / Fairbanks, Morse & Co., Beloit, Wis. | | |
| 17559 | Zenpo Maru Wood (ex-Kiyo Maru) | 134 / 79 / 70 | | | | | 1919 | | Kawaiki Kaiji | 110·2·17·1 / 9·7 | | | Hakodate / Japanese | | | |
| 17560 | Zenyei Maru Wood (Oil Eng) 124 | 144 / 85 / 75 | | | | | 1907 | Matsumoto (Sakai Zosen) | Kenyo Kaiji | 89·4·22·3 / 9·3 | | | Osaka / Japanese | Oil Engines | | |
| 17561 | Zephyr Wood Twin Screw 124 | 178 / 105 / 71 | | | | | 1906 | R. Davis (Brisbane Water, N.S.W.) | McDowall, McEachern, Ld. | 126·2·23·3 / 7·7 | | | Fremantle / British | T.3Cy 10", 16", 26" - 18" / Campbell & Calderwood, Pty. | | |
| 17562 | — Steel Screw (Fig) 124 | 121 / 72 / 65 | | | | | 1901 | Alcock, Ashdown & Co. Ld. Bombay | Bombay Port Trust | 96·6·20·7 / 9·3 | | | Bombay / British | T.3Cy 12", 20", 33" - 21" / Campbell & Calderwood, Pty. | | |
| 17563 | Zero Steel Twin Screw 124 | 112 / 70 / 66 | | | | | 1899 | Denny Bros. Dumbarton | Burmah Oil Co. Ld. | 96·5·20·6 / 6·7 | | | Rangoon / British | C.3Cy 14" x 20½" - 24" / Denny Bros. Dumbarton | | |
| 17564 | Zeta (ex-Lynx) Steel Twin Screw (ex-Lynx, No. 3-5.20) 124 | 96 | A1 (Tow Service between Kingston & Zeebrugge) | Tri | x | 1929 | 1912 | Cant. Nav. Triestino Monfalcone | [illegible] | 81·0·22·5 / 6·7 | | | Kotor / Yugoslav | C.3Cy 8½" x 10½" - 17" / McKie & Baxter, Ld. Glo. | 7 × 4 / 8 × 4½ / 1 × 7 | |
| 17565 | Zetland Steel Twin Screw (Fig) 124 | 185 / 111 / 84 | | | | | 1896 | Mackie & Thomson Glasgow | Consolidated Fisheries, Ld. (Sir John D. Marnoch, Bart., Mgr.) | 104·2·21·0 / 10·7 / 9·7 | | | Lowestoft / British | T.3Cy 8", 14", 27" - 20" / McKie & Baxter, Ld. Glo. | 11 × 7 | |
| 17566 | Zeus Wood Sailing Vessel 124 (See Sailing Ship Register) | 124 / 111 / 88 | | | | | 1901 | S. Groth Sjöstad | O. Thorsten | 84·1·22·8 / 9·0 | | | Marstrand / Swedish | Motor / Swedish Diesel Motor Verkstäder | | |
| 17567 | — Steel Screw 124 | 122 / 81 / 67 | | | | | 1896 | Lindholmens V. A. Gothenburg | Wallenius Steamer | 99·6·17·6 / 8·2 | | | Gothenburg / Swedish | C.3Cy 16", 26", 38" - 26" / Lindholmens V. A. Göt. | | |
| 17568 | — Steel Sailing Vessel (Oil Eng) 124 (See Sailing Ship Register) | 105 / 63 / 57 | | | | | 1909 | Heinr. Brand Vilsbüttel | H. C. Fehr | 84·5·22·4 / 7·0 | | | Hamburg / German | Oil Engines 2S.C.SA / 8Cy 7½" - 11½" / Maschinenfab. "Deutz" A.G. Köln-Deutz | | G * |
| 17569 | Zinnia Steel Screw (Oil Eng) 124 (Ketch) Motor Sailing Vessel (See Sailing Ship Register) | 159 / 97 / 67 | ✠100A1 | Aux | x | 1929 | 1928 | J. Koster Hendrik Ido Ambacht | Noord Nederlandsche Petroleum Co. Ld. | 89·1·22·2 / 7·0 | | | Paesens (Schiedam) / Dutch | Oil Engines 2S.C.SA / 8Cy 10½" - 15½" / Koninklijke Mij. Fab. Amst. | 8 × 6 / 7 × 6½ / 1 × 7½ | |
| 17570 | Zircon Steel Screw (Motor Sailing Vessel) 124 (Ketch) | 277 / 167 / 83 | 100A1 | Hal | | 1919 | 1919 | Cox & Co. (Engineers) Ld. Falmouth | Kingsnorth Trawling Co. Ld. | 125·4·23·5 / 12·9 | | | Hull / British | T.3Cy 19", 31" x 40" - 26" (2) / Cox & Co. (Engineers) Ld. | | |
| 17571 | Zita Wood Sailing Vessel (Motor) 124 (See Sailing Ship Register) | 214 / 129 / 100 | | | | | 1922 | | E. A. Eriksson | 112·9·23·6 / 11·3 | | | Marstrand / Swedish | Oil Engine / 8Cy / A. Hilges Motorfabrik Gym. | | V * |
| 17572 | — Wood Screw 124 (See Sailing Ship Register) | 104 / 61 / 70 | | | | | 1917 | N. Hansen Helsingör Marstal | J. A. Eriksen | 83·7·21·7 / 8·0 | | | Malmö / Swedish | Paraffin Motor / 3Cy 10" - 18½" / E. Frandsen & Forenede Fabr., Horsens | | V * |
| 17573 | Zodiac Steel Twin Screw (Fig) 124 | 149 / 78 | | | | | 1896 | Mackie & Thomson Glasgow | Consolidated Fisheries, Ld. (Sir John D. Marnoch, Bart., Mgr.) | 100·5·20·5 / 10·7 / 9·7 | | | Lowestoft / British | T.3Cy 11", 18½" x 27" - 20" / McKie & Baxter, Glasgow | 11 × 11 | |
| 17574 | Zonguldak Wood (ex-Rula) (Fig) 124 | 120 / 66 | | | | | 1895 | F. Barovier (Società Veneziana di Navigazione) | Trapitikos (Società di Navigazione) | 83·8·19·7 / 11·3 | | | Zonguldak / Turkish | C.3Cy 17½" x 25½" - 18" / Grand Machines, Rempart | | |

| Official Number | Name of Vessel, Distinguishing Letters, or Signal | Tonnage | Classification | Construction | Owners | Dimensions | Port | Machinery |
|---|---|---|---|---|---|---|---|---|
| 1755 | Zonia | 156 | | 1899 Hawthorn | R.W. Anderson | 100·6 × 20·5 × 10·2 | Aberdeen | 1 Eng. 11", 17", 30" - 30" |
| 1756 | Zoutelka | 172 | | 1906 | | 104·9 × 21·9 × 13· | | |
| 1757 | Zrmanja | 100 | ✠100A1 Tug | 1913 M.U. Mer- | | 92·1 × 19·2 | | |
| 1758 | Zuara I. | 112 | | 1898 | | 100·0 × 19·0 | | |
| 1759 | Zufriedenheit | 136 | | 1901 | | 95·0 × 19·0 | | |
| 1760 | Zuid | 140 | | 1914 | | 91·2 × 21·5 × 11·2 | | |
| 1761 | Zuid Holland | 132 | | 1897 | | 89·5 × 24·7 × 12·2 | | |
| 1762 | Zuiderzee | 117 | | 1897 | | 89·6 × 17·0 | | |
| 1763 | Zukunft | 122 | | 1905 | | 80·0 × 21·0 | | |
| 1764 | Zwaantiena | 104 | | 1919 | | 77·0 × 17·0 | | |
| 1765 | Zwalow | 132 | | 1916 | | 100·6 × 21·0 | | |
| 1766 | — | 150 | Yacht | 1898 | | 105·5 × 20·6 × 10·0 | | |
| 1767 | Zwarte Zee | 086 | ✠100A1 Tug | 1906 | | 100·0 × 20·0 × 10·0 | | |
| 1768 | — | 171 | | 1912 | | 100·6 × 20·0 × 10·0 | | |
| 1769 | Zwessa | 112 | | 1908 | | 85·2 × 20·0 | | |
| 1770 | Zwerver | 200 | | 1920 | | 112·5 × 20·6 | | |
| 1771 | Zwikker | 204 | | 1910 | | 100·0 × 20·0 × 10·0 | | |

*,* Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be surveyed by Surveyors periodically (annually, if practicable), in order to be kept seen that their efficiency is duly maintained. It is also a condition that all repairs of Ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the character assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery required at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships being their classification from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

NEW SHIPS NOT NAMED.

| 1. No. in Book. Official No. Code Letters. | 2. Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4. Owner's Address. Name. Letter Code. No. | 5. Particulars of Class Assigned. Character. | 6. Particulars of Class Assigned. | 7. Particulars of Class Assigned. | 8. Date Keel Laid. | 9. Built. Where. | 9. Built. By Whom. Where. | 10. Owners. | 11. Engine's Dimensions, Deck Breadths, &c. Length. | 11. Engine's Dimensions, Deck Breadths, &c. Breadth. | 11. Engine's Dimensions, Deck Breadths, &c. Depth. | 12. Port of Registry. Port. | 13. Engines. No. & Type of Cylinders, Stroke, Diameter, Pressure, Revolutions, Bell-signals for Ship's Engines, Particulars of Boilers & Pressure. Engine Maker's Name. | 14. Nominal Horse-Power. Nominal. Gross Horse-Power. H. P. | 15. Tonnage. Gross. Deductions. Net. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

# SUPPLEMENT TO THE LIST OF STEAMERS AND MOTORSHIPS UNDER 300 TONS, TRAWLERS, &c.

1933-34.

# SUPPLÉMENT A LA LISTE DES NAVIRES A VAPEUR ET A MOTEURS DE MOINS DE 300 Tx., CHALUTIERS, &c.

The numeration assigned for the Vessels in the Supplement of Steamers and Motorships under 300 tons, Trawlers, &c., is as follows:—

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| A | ... ... | No. 17701 | to No. 17800 | M | ... ... | No. 18901 | to No. 19000 |
| B | ... ... | „ 17801 | „ 17900 | N | ... ... | „ 19001 | „ 19100 |
| C | ... ... | „ 17901 | „ 18000 | O | ... ... | „ 19101 | „ 19200 |
| D | ... ... | „ 18001 | „ 18100 | P | ... ... | „ 19201 | „ 19300 |
| E | ... ... | „ 18101 | „ 18200 | Q | ... ... | „ 19301 | „ 19400 |
| F | ... ... | „ 18201 | „ 18300 | R | ... ... | „ 19401 | „ 19500 |
| G | ... ... | „ 18301 | „ 18400 | S | ... ... | „ 19501 | „ 19600 |
| H | ... ... | „ 18401 | „ 18500 | T | ... ... | „ 19601 | „ 19700 |
| I | ... ... | „ 18501 | „ 18600 | U | ... ... | „ 19701 | „ 19800 |
| J | ... ... | „ 18601 | „ 18700 | V | ... ... | „ 19801 | „ 19900 |
| K | ... ... | „ 18701 | „ 18800 | W | ... ... | „ 19901 | „ 20000 |
| L | ... ... | „ 18801 | „ 18900 | X Y Z | ... | „ 20001 | „ 20100 |

| No. in Book | Shipowner's Name, Material, Rig, &c. | Tonnage | Particulars of Class | Built | Owners | Port of Registry | Engines |
|---|---|---|---|---|---|---|---|
| 1700 | Adolf Hitler | 438 | | 1932 Frerichs | Bremerhaven Seefischerei A.G. | Bremerhaven Germany | |
| 1701 | Albatross | 387 | | 1906 J. & J. Pusch | Bordeaux Bergeaux Tanco | Bordeaux France | T.3-cy. 23" 37" x 24" 48" |
| 1702 | Alaska | 143 | | 1902 Pacific | L.A. Wastell | Lowestoft British | |
| 1703 | Alert | 103 | | 1902 Bremer | Bremer Tiefseefischerei Q.G. | Bremerhaven Germany | |
| 1704 | Alessa | 80 | 100 A1 Hal | 1922 Cochrane | Cochrane | London British | |
| 1705 | A. Engelhoff | 133 | | 1903 J. L. Meyer Papenburg | Lorenz Bertuga Seefischerei Ges. | Lorenz Germany | |
| 1706 | Anna | 133 | | 1903 J. L. Meyer, Papenburg | Lorenz Bertuga Seefischerei Ges. | Lorenz Germany | |
| 1707 | Arkim Cross | 190 | 100 A1 | 1924 Hall, Russ | [illegible] | Middlesbrough British | |
| 1708 | Arrow | 321 | | 1925 Cockerill & Co. | Cia. Portuguesa de Pesca | Lisbon Portuguese | T.3-cy. 18.5" 28" x 20" 40" |
| 1709 | Arrow | 312 | | 1924 Cook, Wilson | Cia. Portuguesa de Pesca | Lisbon Portuguese | T.3-cy. 18" 28" x 20" 40" |
| 1710 | Abdel Latif Louis | 229 | 100 A1 Ram | 1907 Harrison & Sons, Ltd. | Ahmed Mohamed Salem Fahmi | Alexandria Egyptian | |
| 1711 | Arsenal | 300 | 100 A1 M.D. | 1930 Smith's Dock Co. Ltd. | | Grimsby British | T.3-cy. 18" 27" x 20" 40" |
| 1712 | Aston Villa | 300 | 100 A1 M.D. | 1930 Smith's Dock Co. Ltd. | | Grimsby British | T.3-cy. 18" 27" x 20" 40" |
| 1713 | Arran | 200 | 100 A1 A.M. | 1929 [illegible] | Clyde Steamers | Glasgow British | C.3-cy. 16" x 28" 40" |
| 1714 | Abrocklir | 150 | | 1907 [illegible] | Ahmed Ali Bey | Alexandria Egypt | |
| 1715 | Arpione | 300 | | 1924 Deutsche Werft A.G. Hamburg | "Sutrina" Ges. Bergen Dampfkutterei | Bergen Norway | T.3-cy. 18.5" 29" x 20" 40" |
| 1716 | Anstal XIV | 113 | | 1922 N.V. Indus. | J. E. v. Swinderen N.V. | Amsterdam Dutch | Oil Engine |
| 1717 | Alita Maru | 135 | | 1922 Mitsubishi | Akita-Ken Fishery Association | Kanazawa Japanese | Oil Engine |
| 1718 | Avanti | 136 | | 1919 Jahr, Van | R. Schwartz | Bremerhaven German | Oil Engine |

| Number | Name | Details of Construction | Dimensions | Machinery |
|---|---|---|---|---|
| 1722 | Arab | 100A1 | | |
| 1723 | AaQe | | 80-9\|32-0\| 9-7 | Kerwick & Dunlop |
| 1724 | Adriana II. | | 91-9\|23-0\| 9-2 | Vlaardingen Dutch |
| 1725 | Albatros | | 62-7\|21-7\| 9-4 | Kerwick & Dunlop |
| 1726 | Annaly | 100A- Fy | | |
| 1727 | Alexandra | | 109-1\|17-0\| 7-4 | Copenhagen Danish |
| 1728 | Rosa en Cornelia | | 90-6\|21-9\| 9-3 | Kerwick & Dunlop |
| 1729 | Apollo | | 92-9\|20-9\|10-1 | Vlaardingen Dutch |
| 1730 | Armstrong | | 84-6\|18-6\| 9-0 | Richards British |
| 1731 | Anna | | 101-5\|25-0\|11-4 | Kerwick & Dunlop Swedish |
| 1732 | Arlita | 100A1 Fb | | |
| 1733 | Aquila | 110 Fb | | |
| 1734 | Andromeda | 100A1 Drt | | |
| 1735 | Alexandrite | 100A1 | | |
| 1736 | Avoline | | | |
| 1737 | Arbo | | | |
| 1738 | Admiral Sir John Lawford | 100A1 Fb | | |
| 1739 | Aria van der Zwan | | | |
| 1740 | Alida | | 92-4\|21-0\| 9-0 | Kerwick & Dunlop |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. of Book | Steamer's Name | Material, Rig, &c. | Tonnage | Particulars of Class | Built | | Owners. | Register Dimensions | Port of Registry | Engines | Machinery | | |
| Official No. | Last Name of Owner | | | | When | By Whom / Where | | | | | | | |
| Date Launched | Special Survey | No. of Decks, &c. | | Character | | | | | | | | | |
| 1733 | Ambrette | Steel Sch. | 113 | 100A1 | 1901 | | | | | | | | |
| 1740 | Albatros | Steel Sch. | 112 | | | | | | | | | | |
| 1741 | Agassiz | Steel Sch. | | 100A1 | | | | | | | | | |
| 1742 | Ann | Steel Sch. | 132 | | | | | | | | | | |
| 1743 | Ariel | Steel Sch. | 127 | | | | | | | | | | |
| 1744 | Lemnos | Steel Sch. | 133 | | | | | | | | | | |
| 1745 | Anton | Steel Sch. | 121 | | | | | | | | | | |
| 1746 | Abi Mara | Steel Sch. | 110 | | | | | | | | | | |
| 1747 | Aanchalo | Steel Sch. | 110 | | | | | | | | | | |
| 1916 | Cook, W.H. | Engine Room Boiling Co. Ltd. | 95 | 24 | 8 | 15 | | | | | | | |
| 1915 | N.V. Stoomvaart Maatschappij "Rijnstroom" | Gebr. van Lanschot | 80 | 21 | 7 | 9 | Schiemanagh | Dutch | | | | | |
| 1914 | W.J. Tarrant, Ltd. | Thames Ironworks | 117 | 22 | 2 | 10 | | London | British | | | | |
| 1913 | Svendborg | A/S Svendborg | 119 | 21 | 6 | 9 | | Svendborg | Danish | | | | |
| 1912 | Gudrun Nyst | W. R. Tallented | 83 | 22 | 2 | 9 | | Fleet | Norwegian | | | | |
| 1911 | G.S. Cook | H/F Dunpier | 100 | 21 | 5 | 11 | | Whitehaven | British | | | | |
| 1910 | Dig. Sem. | G. Inglis & Co. | 114 | 17 | 0 | 9 | | Flowers | Greek | | | | |
| 1909 | Harima | Harima S.B. & Eng. Co. Ltd. | 99 | 23 | 0 | 10 | | Harima | Japanese | | | | |
| 1908 | "Tyrrhenian" | Bremer Vulkan Schiffbau u. Maschinenfabr. | 90 | 23 | 0 | 10 | | Vegesack | German | | | | |

| Official No. | Steamer's Name, Rig, &c. | Particulars of Classification | Built | Owners | Port of Registry | Engines |
|---|---|---|---|---|---|---|
| [illegible] | Bertha | [illegible] | 1917 Cyclotrack | [illegible] | [illegible] | [illegible] |
| [illegible] | Detaine | [illegible] | 1918 W. Underwood | [illegible] | [illegible] | [illegible] |
| [illegible] | Bayflower | [illegible] | 1922 Cockerill | [illegible] | [illegible] | [illegible] |
| [illegible] | Bertha H. Way | [illegible] | 1911 Bertha | H. Way | [illegible] | [illegible] |
| [illegible] | Barbara IV | [illegible] | 1921 King's | [illegible] | [illegible] | [illegible] |
| [illegible] | Basque | [illegible] | 1922 Cook, Wel- | [illegible] | [illegible] | [illegible] |
| [illegible] | Baden | [illegible] | 1920 [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Bertha | [illegible] | 1916 A. de Jong | [illegible] | [illegible] | [illegible] |
| [illegible] | Beverwijk 24 | [illegible] | 1922 Werf | [illegible] | [illegible] | [illegible] |
| [illegible] | Barry Castle | [illegible] | 1922 Smith's | [illegible] | [illegible] | [illegible] |
| [illegible] | Bergell | [illegible] | 1920 Cook, Wel- | [illegible] | [illegible] | [illegible] |
| [illegible] | Batenmeester Waldringh van der Zorg | [illegible] | 1920 Gebr. Dook | [illegible] | [illegible] | [illegible] |
| [illegible] | Bilbie | [illegible] | 1922 Dunbar | [illegible] | [illegible] | [illegible] |
| [illegible] | Bunker | [illegible] | 1922 Jos. Boel | [illegible] | [illegible] | [illegible] |
| [illegible] | Bepeer | [illegible] | 1920 Fierbin- | [illegible] | [illegible] | [illegible] |
| [illegible] | Belemnera | [illegible] | 1921 N. V. Schips- | [illegible] | [illegible] | [illegible] |
| [illegible] | Brisnes | [illegible] | 1924 Smith's | [illegible] | [illegible] | [illegible] |
| [illegible] | Bergenhs III | [illegible] | 1924 Fenner | [illegible] | [illegible] | [illegible] |
| [illegible] | Beverwijk 23 | [illegible] | 1922 N. V. Werf | [illegible] | [illegible] | [illegible] |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17900 | Brontes | Steel | 42 | 100A1 | | | | 1904 | Cook, W. G. | Blackwood & Co. | 154 | 6.33 | 3.12 | Main | Scotch | 7 30 | |
| | Steel | 124 | 148 | | | | | | | | | | | | | | |
| 17901 | Steel | Steel | 42 | 100A1 | Abs. | | | 1904 | | | 154 | | | Abeokuta | Scotch | 7 30 | 13 - 5 |
| | Steel | 124 | 148 | | | | | | Abeokuta | | | | | | | | |

| Official No. / Code Letters | Steamer's Name, Material, Rig, &c. | Particulars of Classification | Tonnage | Where Built | When Built | Owners | Dimensions | Port of Registry | Engines | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|
| 17921 | Chosa Maru No. 8 | | 102 | | 1923 | Mitsubishi Zosen Kaisha Ltd. Nagasaki | Nagasaki Shipping Co. Ltd. | 111·0\|19·5\|10·0 | Nagasaki Japanese | Oil Engines 4S.C.S.A. |
| 17922 | Chosa Maru No. 10 | | 102 | | 1923 | Mitsubishi Zosen Kaisha Ltd. Nagasaki | Nagasaki Shipping Co. Ltd. | 111·0\|19·5\|10·0 | Nagasaki Japanese | Oil Engines 4S.C.S.A. |
| 17923 | Carlota I | Steel Twin Screw | 301 ✠ 100A1 | | 1923 | J. Cochrane & Co. Ltd. Belfast, Ulster | Rio de Janeiro City Improvements Co. Ltd. | 141·5\|29·6\| | R. de Janeiro Brazilian | T.3Cy. 17", 27", 47" |
| 17924 | Carl Thiele | Motor Schooner | 199 | | 1923 | Schiffs. Gust. Wilhelm Wagner, A.G. Wismar | Bunge-Schoner "Gulart" A.G. | 99·4\|23·0\| | Rostock German | Oil Engines 4S.C.S.A. |
| 17925 | Craig Island | Steel Screw | 343 | | 1912 | Cook, Welton & Gemmell Ltd. Newcastle | T.H. Boulton | 120·2\|22·0\|12·0 | Leith British | T.3Cy. 17", 31", 48" |
| 17926 | Charles Bakis | Steel Twin Screw | 402 | | 1922 | Ateliers & Chantiers de la Loire Nantes | Service Général des Phares & Balises | 170·0\|30·5\|12·5 | La Rochelle French | Oil Engines 4S.C.S.A. |
| 17927 | Charles Ribière | Steel Twin Screw | 402 | | 1922 | Ateliers & Chantiers de la Loire Nantes | Service Général des Phares & Balises | 170·0\|30·5\|12·5 | Royan French | Oil Engines 4S.C.S.A. |
| 17928 | Claneja | Steel Screw | | | 1922 | N.V. Scheepsw. Maatschappij Feijenoord | Maatschappij Stoom. Passage | 119·1\|23·0\|12·7 | Dutch | Oil Engines 2S.C.S.A. |
| 17929 | Cape Barbarak | Steel Screw | 421 ✠ 100A1 | Hull | 1923 | Cochrane & Sons Ltd. Selby | Rederiaktiebolaget Vikingen (Wilhelm Torm, Agent) | [illegible] | British | T.3Cy. 17", 27", 47" |
| 17930 | Canada | Steel Screw | 173 | | 1923 | H. E. Caine Vancouver, B.C. | Canada Freight-ing & Coasting Co. Ltd. | 85·0\|23·0\| 7·0 | Vancouver B.C. British | Oil Engines |
| 17931 | Commandant Louis Richard | Steel Twin Screw | 338 | | 1923 | A. Allas Chantiers & Ateliers de la Loire Nantes | H. B. Strand, Paris | 114·0\|32·8\|10·7 | St. Servan French | Oil Engines 2S.C.S.A. |
| 17932 | C. H. Metger | Steel Screw | 199 | | 1923 | Schiffswerft Neuss Neuss | Sander Bergungs-Gesellschaft A.G. | 99·4\|23·0\| | Rostock German | Oil Engines 4S.C.S.A. |
| 17933 | Cape Warwick | Steel Screw | 421 ✠ 100A1 | Hull | 1923 | Cochrane & Sons Ltd. Selby | Rederiaktiebolaget Vikingen (Wilhelm Torm, Agent) | [illegible] | Hull British | T.3Cy. 17", 27", 47" |
| 17934 | Cedano | Steel Screw | 95 | | 1923 | Cochrane & Sons Ltd. Selby | [illegible] | 78·0\|17·0\| | British | T.3Cy. 16", 27", 42" |
| 17935 | Concordia | Steel Screw | 124 | | 1923 | [illegible] | Sociedade | 100·0\|19·0\| 9·0 | Portuguese | T.3Cy. 17", 27", 42" |
| 17936 | Cornelia Electra | Motor Schooner | 135 | | 1923 | Gebr. Buss Aschendorf | Gebr. Fortmann Buss | 92·0\|22·0\|10·0 | Emden German | Oil Engines |
| 17937 | Cornelia Mariana | Motor Schooner | 115 | | 1923 | Gebr. Buss Aschendorf | H. F. & J. C. Ahrens | 92·0\|22·0\| 9·7 | Emden German | Oil Engines |
| 17938 | Cooperateur | Motor Ship | 190 | | 1923 | Ateliers & Chantiers de la Loire Nantes | Coopérative Maritime & Aérienne | 87·0\|19·5\| 9·5 | Arcachon French | Oil Engines |
| 17939 | Carl Rover | Motor Ship | 232 | | 1923 | Deutsche Werft Hamburg | "Rudolf" Deutsche Reederei A.G. Hamburg | 147·0\|23·0\|13·2 | Hamburg German | T.3Cy. 14", 21", 35" |
| 17940 | Chris Holding | Motor Ship | 139 | | 1923 | Hawaldswerke Kiel | E. Holding | 114·0\|22·0\|10·0 | Hamburg German | T.3Cy. 14", 24", 37" |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17321 | Carl Fisser | | 152 | | | | | 1912 | | | | | | | | |
| 17322 | Cipro | | 108 | | | | | 1916 | | | | | | | | |
| 17323 | Carnarthen Castle | | 339 | ✠100A1 | | | | 1912 | | | | | | | | 14 × 3 |
| 17324 | Corbiniana | | | | | | | 1917 | | | | | | | | 13 × 0 |
| 17325 | Corona | | 312 | ✠100A1 | | | | 1914 | | | | | | | | 13 × 0 |
| 17326 | Cala Matsui | | 118 | | | | | 1918 | | | | | | | | |
| 17327 | Cervantes Saavedra | | 299 | | | | | 1922 | | | | | | | | |
| 17328 | Chishima Maru | | 118 | | | | | 1920 | | | | | | | | |
| 17329 | Chiapas | | 327 | ✠100A | | | | 1917 | | | | | | | | 10 × 0 |
| 17330 | Cala Antia | | 118 | | | | | 1918 | | | | | | | | |
| 17331 | Commodia Constans | | 172 | | | | | 1920 | | | | | | | | |
| 17332 | Cape Wyndhill | | 412 | ✠100A1 | | | | 1918 | | | | | | | | 11 × 0 |
| 17333 | Coburg | | 221 | ✠100A1 | | | | 1914 | | | | | | | | 12 × 0 |
| 17334 | Cold | | 271 | | | | | 1906 | | | | | | | | |
| 17335 | Charbourgeois No. 2 | | 191 | ✠100A1 | | | | 1919 | | | | | | | | 12 × 0 |
| 17336 | Charbourgeois No. 3 | | 193 | ✠100A1 | | | | 1919 | | | | | | | | 16 × 0 |
| 17337 | Charbourgeois No. 3 | | 200 | ✠100A1 | | | | 1919 | | | | | | | | 15 × 0 |
| 17338 | Charbourgeois No. 4 | | 201 | ✠100A1 | | | | 1919 | | | | | | | | 12 × 0 |
| 17339 | Charbourgeois No. 5 | | 193 | ✠100A1 | | | | 1919 | | | | | | | | 12 × 0 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. of Reg. / Official No. / Date Cancelled | Steamer's Name, Tonnage, Reg. &c. / Late Name of ship / Special Service, No. of Decks, &c. | | Annual Survey | Particulars of Class Station / Class / Character | | | Year of Last Survey | Built / When | Built / By Whom / Where | Owners | Length / Breadth / Depth | Port of Registry / Flag | Engines / No. & kind of Engines, Makers' Names, Dates, No. Number & Diameter of Cylinders, Stroke, Nominal Horse Power, Indicated Horse Power, Number of Boilers & Pressure, Engine Maker's Name | Number of Boilers / Pressure | |
| 1795 | Cortland | Steel Screw (Twin) 129 | 722 | | | | | 1911 | Engine Frame Dundee | Sir Dunbar Ogilvie & Sons Aberdeen | 80-0 / 21-0 / 10-1 | Dundee Dundee | T. 30½ 16½ 10½ 10 Engine Frame, Dundee | | |
| 1797 | Clarence | Steel Screw Twin Screw Wireless | 400 + 100 A1 Rd. 4,24 | | | | m. 4,24 | 1921 Fair | Dundee Dundee | Aberdeen | 110-0 / 22-0 / 10-6 | Aberdeen Aberdeen | T. 30½ 16½ 10½ 10 14 × 1 / 10 × 1 Dundee, Dundee | | |
| 1798 | Cruising Queen | Steel Screw 126 | 173 | | | | | 1905 | Dundee Dundee | R. A. S. S. Shipping Co. Ltd. | 100-1 / 20-3 / 7-9 | Hull Hull | T. 30½ 16½ 10½ 10 | | |
| 1799 | Conqueror | Steel Screw Twin Screw Wireless 126 | 173 + 100 A1 Rd. 4,24 | | | | m. 4,24 | 1912 Engl | Dundee Dundee | T. L. Devlin & Sons (T. L. Devlin, Mgr.) | 120-0 / 22-0 / 12-6 | Newcastle Newcastle | T. 30½ 16½ 10½ 10 | 12 × 6 | |

| No. in Book | Official No. | Code Letters | Steamer's Name, Material, Rig, &c. | Owners | Particulars of Classification | Tonnage | Where Built | Builder | Owners | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1897 | | | Dr. Eichelbaum | | | 191 | | | | | |
| 1898 | | | Idaho | | | 49 | | | | | |
| 1899 | | | Dilignat | | | 125 | | | | | |
| 1900 | | | Daniel Baum | | | 158 | | | | | |
| 1901 | | | Derby County | | 100A1 | 399 | | | | | |
| 1902 | | | Dinard | | | 225 | | | | | |
| 1903 | | | Dirk | | | 132 | | | | | |
| 1904 | | | Dr. Eichelbaum | | | 193 | | | | | |
| 1905 | | | Dorchester | | | 159 | | | | | |
| 1906 | | | Dorotea | | | 133 | | | | | |
| 1907 | | | Dagny | | | 179 | | | | | |
| 1908 | | | Dolce | | | 117 | | | | | |
| 1909 | | | Dyrham Castle | | 100A1 | 394 | | | | | |
| 1910 | | | De Vrouw Elsje | | | 103 | | | | | |
| 1911 | | | Dunlaps | | | 139 | | | | | |
| 1912 | | | Douglas H. Parks | | | 178 | | | | | |
| 1913 | | | Del-Mar-Va | | | [illegible] | | | | | |
| 1914 | | | Derrick | | 100A1 | 47 | | | | | |
| 1915 | | | Devonshire | | 100A1 | 180 | | | | | |
| 1916 | | | Dr. Norbert | | | 133 | | | | | |

| No. in Book | Official No. | Code Letters | Steamer's Name, Material, Rig, &c. | Owners | Particulars of Classification | Tonnage | Where Built | Builder | Owners | Engines | Boilers |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1917 | | | Dr. Eichelbaum | | | 193 | | | | | |
| 1918 | | | Idaho | | | 49 | | | | | |
| 1919 | | | Dilignat | | | 125 | | | | | |
| 1920 | | | Daniel Baum | | | 158 | | | | | |
| 1921 | | | Derby County | | 100A1 | 399 | | | | | |
| 1922 | | | Dinard | | | 225 | | | | | |
| 1923 | | | Dirk | | | 132 | | | | | |
| 1924 | | | Dr. Eichelbaum | | | 193 | | | | | |
| 1925 | | | Dorchester | | | 159 | | | | | |
| 1926 | | | Dorotea | | | 133 | | | | | |
| 1927 | | | Dagny | | | 179 | | | | | |
| 1928 | | | Dolce | | | 117 | | | | | |
| 1929 | | | Dyrham Castle | | 100A1 | 394 | | | | | |
| 1930 | | | De Vrouw Elsje | | | 103 | | | | | |
| 1931 | | | Dunlaps | | | 139 | | | | | |
| 1932 | | | Douglas H. Parks | | | 178 | | | | | |
| 1933 | | | Del-Mar-Va | | | [illegible] | | | | | |
| 1934 | | | Derrick | | 100A1 | 47 | | | | | |
| 1935 | | | Devonshire | | 100A1 | 180 | | | | | |
| 1936 | | | Dr. Norbert | | | 133 | | | | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numéro d'Ordre | Noms des Navires, Numéros, Signaux, &c. | Tonnage | Détails de la Classification | | | | Construit | | Armateurs | Dimensions d'après le Jaugeage | Port d'enregistrement | Machines | | |
| | | | | | | | | | | | | | | |
| 18222 | Dorothy Shell II | 700 | 100A1 | | | | 1954 | | | 545-1/32-X 9-9 | London | 100 Engines | | |
| 18227 | Delia | 1 | | Alg | | | 1905 | | | 135-7/10-X 3-9 | | | 10 - 6 | I |
| 18232 | Don Gloria | 1 | | | | | 1903 | | | 117-1/10-X 7-6 | | | | V |
| 18233 | Delia | 1 | | | | | 1907 | | | 137-3/10-X 9-7 | | | | G |

| Official No. | Name | Where Built | Tons | Particulars of Class | Built | Owners | Flag & Port | Engines | |
|---|---|---|---|---|---|---|---|---|---|
| 1912 | Brest Schwechelfleck | Wood | 155 | | | | | | |
| 1913 | Ena | | 125 | | | | | | |
| 1913 | Emily II | Steel | 251 | ✠ A1 Ilm | | | | | |
| 1914 | Elsa | Steel | 232 | | | | | | G |
| 1916 | Excelsior II. | Steel | 199 | | | | | | V |
| 1916 | Experience 20 | Steel | 232 | | | | | | V |
| 1917 | Elsie Wray | Steel | 229 | | | | | | |
| 1918 | Eurine | Steel | 138 | | | | | | I |
| 1919 | Elizabeth | Steel | 107 | | | | | | |
| 1919 | Enrietta | Wood | 199 | | | | | | |
| 1911 | Electric Star | Steel | 194 | | | | | | |
| 1911 | El Kadri | Steel | 305 | | | | | | |
| 1911 | Ella | Steel | 198 | | | | | | |
| 1911 | Eighland | Steel | 177 | | | | | | |
| 1912 | Ena Wilhelmina | Steel | 212 | | | | | | |
| 1912 | Erna Lorenzen | Steel | 218 | | | | | | |
| 1917 | Emily | Steel | 71 | ✠ 100A1 Fly | | | | | |
| 1918 | Edith-Gerwalze | Steel | 137 | | | | | | |
| 1918 | Experiment | Steel | | 100A1 | | | | | |
| 1922 | Schelt-A | | 99 | | | | | | |
| 1900 | W. H. Ford | | 106 | | | | | | |
| 1900 | Gannell | | 121 | | | | | | |
| 1900 | Gela | | 111 | | | | | | G |
| 1900 | N. Vielgen | | 84 | | | | | | V |
| 1903 | A. D. Vieh-ter Tulsa | | 100 | | | | | | V |
| 1906 | J. Double | | 130 | | | | | | |
| 1913 | Sangalset | | 106 | | | | | | I |
| 1914 | A. v. d. | | 82 | | | | | | |
| 1917 | | | 204 | | | | | | |
| 1900 | S. China | | 111 | | | | | | |
| 1918 | J. Crichton | | 150 | | | | | | |
| 1919 | J. T. Elsing | | 105 | | | | | | |
| 1921 | | | 140 | | | | | | G |
| 1919 | | | 127 | | | | | | G |
| 1922 | | | 79 | | | | | | |
| 1922 | Jos. Ruffa | | 91 | | | | | | V |
| 1924 | | | 156 | | | | | | |

| Numéro Officiel | Nom du Navire, Numéro du Pavillon, Port d'Attache, Numéro des Pavillons | Tonnage | Détails de la Classe | Construction | Machines | Propriétaires, Armateurs, Capitaines, &c. | Port d'Immatriculation | Machines | Dimensions |
|---|---|---|---|---|---|---|---|---|---|
| 1920 | Franz Thiele | 158 | | | 1920 | | | | |
| 1921 | Friedr. Bruns | 150 | | | 1922 | | | | |
| 1922 | Fuellier | 154 | | | 1921 | | | | |
| 1923 | Fanny | 152 | | | 1923 | | | | |
| 1924 | Flamingo | 152 | | | 1924 | | | | |
| 1925 | Freiblick | 300 | 100 A1 Oil | | 1925 | | | | |
| 1927 | Fremont 63 | 300 | 100 A1 Air | | 1926 | | | | |
| 1928 | Francine | 232 | | | 1928 | | | | |
| 1929 | Friedrich Luckner | 158 | | | 1929 | | | | |
| 1930 | Fuji Maru | 159 | | | 1930 | | | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book. Official No. Code Letters. | Steamer's Name, Material, Rig, &c. Gross Tonnage. Registered Dimensions. No. of Decks, &c. | | Tonnage. | Particulars of Classification. Character. | | | | Built. When. | Where. | Owners. | Principal Dimensions. Tons Deadweight, &c. | Port of Registry. Flag. | Engines. | Marked thus ‡ Equipped with Wireless Telegraphy. |
| 1932 | Gyda | Steel Sch Rig Screw | 122 | | | | | 1933 | Moss | A/S Sverdrup-Gundersen & E. Sørensen, Kjøbenhavn | 94·4 19·6 8·3 | Copenhagen Danish | Oil Engines 18 C.R.A. | |
| 1933 | Sulva | Steel Sch Rig Screw | 122 | | | | | 1933 | Moss | A/S Sverdrup-Gundersen & E. Sørensen, Kjøbenhavn | 94·4 19·6 8·3 | Copenhagen Danish | Oil Engines 18 C.R.A. | |
| 1934 | W. E. No. 2 | Steel Screw 120 | 107 | + 100A1 Bow | 5 | 1.0 | | 1933 | C. H. A. Gouda Kaiserwerft | 170·0 29·1 14·3 | Gouda Dutch | T.3Cy 16" 24" 40" 27" 6 | 11 - 3 | |
| 1934 | H. W. E. No. 1 | Steel Screw 120 | 107 | + 100A1 Bow | 4 | 1.0 | | 1933 | C. H. A. Gouda Kaiserwerft | 170·0 29·1 14·3 | Gouda Dutch | T.3Cy 16" 24" 40" 27" 6 | 11 - 3 | |
| 1935 | Zeist | Steel Screw (Bulkhead Deck) 124 | 124 | | | | | 1933 | Jacquet Yalova Yalova | Kremer Werft u. Eisenbau G.m.b.H. | 90·6 23·0 9·6 | Yalova German | Oil Engines 40 C.R.A. | |
| 1936 | Gerda | Steel Screw 124 | 123 | | | | | 1934 | J. Frerichs & Co. Rüstringen | Sec. Metapan Leguin | 147·2 34·4 12·1 | Aarose Italian | T.3Cy 18" 24" 40" 27" 6 | |
| 1937 | Sardesh | Steel Screw 124 | 305 | + 100A1 Bow | 15 | 4.33 | | 1934 | Smith's Dock Co. Ltd. Middlesbrough | W. Gow | 129·6 32·0 12·1 | Aberdeen British | T.3Cy 18" 27" 48" 30" 6 | 13 - 0 |
| 1938 | Gonzo | Steel Paddle (Tug) 124 | 192 | | | | | 1936 | J. F. Ison Southampton | Lotschberg Transports Ltd. | 115·0 21·1 11·0 | Leith British | 2Cy 20" 36" | |
| 1939 | Globe | Steel Screw (Oil Eng) 124 | 202 | | | | | 1933 | N. V. Helgoe Helgoe | Job. Jacob | 107·9 21·0 7·9 | Copenhagen Danish | Oil Engines 40 C.R.A. | G |
| 1940 | Goya | Steel Screw (Sailing Vessel) 124 | 177 | | | | | 1937 | V. v. Dorssen Vlissingen | Gouwzee Dry Dock | 100·4 20·1 8·5 | Amsterdam Dutch | T.3Cy 11" 21" 32" | |
| 1941 | Gravesaller II. | Steel Screw (Sailing Vessel) 124 | 139 | | | | | 1906 | H. Marcell Bulcaen | Gravesaller | 92·2 23·1 11·0 | Gravesaller Belgian | Oil Engines 30 C.R.A. | I |
| 1942 | Gorgon | Steel Screw (Sailing Vessel) 124 | 195 | | | | — | 1913 | J. T. Ehring Rostock | Rostock Dock Co. Ltd. (A.G. Vulcan, Stettin) | 113·2 22·2 11·0 | Rostock German | T.3Cy 17" 26" 43" 30" 6 | 12 - 9 |
| 1943 | Schroeder | Steel Screw (Oil Eng) (Sailing Vessel) 124 | 103 | | | | | 1914 | Gebr. Boot Leeuwarden | Gebr. van Balen | 81·0 22·0 9·2 | Zaandijk Dutch | Oil Engines | |
| 1944 | Gloria | Steel Screw (Oil Eng) (Sailing Vessel) 124 | 102 | | | | | 1915 | Gebr. Boot Leeuwarden | Jacobus Ketting | 82·0 22·0 9·2 | Zaandijk Dutch | Oil Engines | |
| 1945 | Gretje | Steel Screw (Oil Eng) (Sailing Vessel) 124 | 107 | | | | | 1912 | A. de Jong Vlaardingen | S. T. Timmerdiep Hoogezandsche Werf | 80·6 21·7 9·6 | Zaandijk Dutch | Oil Engines | |
| 1946 | Grampian | Steel Screw 124 | 177 | + 100A1 Bow | 6 | 1.33 | | 1930 | Cook, Welton & Gemmell Beverley | W. B. Wilcox Sons Ltd. | 142·7 32·1 14·1 | Hull British | T.3Cy 18" 29" 48" 30" 6 | 15 - 0 |
| 1947 | Guadalete | Steel Screw 124 | 22 | + A1 Bow | | | | 1933 | Cia Española de Pesca Bilbao | Astilleros de Pesca Bilbao Bilbao Cadiz | 43·0 10·0 4·6 | Bilbao Spanish | Oil Engines 28 C.R.A. | 5 - 10 |
| 1948 | Gwenda | Steel Screw 124 | 276 | 100A1 Bow | 10 | 1.33 | | 1917 | Row, Morgan & Co. Ltd. Penarth | H. W. Revell | 123·0 22·5 12·7 | Bristol British | T.3Cy 18" 27" 48" 30" 6 | 12 - 9 |
| 1949 | Gladiator | Steel Screw (Sailing Vessel) 124 | 240 | | | | | 1913 | Smith's Dock Co. Ltd. Middlesbrough | S. Sugano & Co. Ltd. Kawasaki & Sakurajima | 122·2 25·0 12·3 | Trieste Italian | T.3Cy 18" 27" 48" 30" 6 | I |
| 1950 | George B. Cluett | Steel Screw 124 | 139 | | | | | 1920 | [illegible] Ltd. Sydney, N.S.W. | [illegible] | 127·4 27·0 11·0 | [illegible] British | Oil Engines 30 C.R.A. | |

(See Rating Ship Register)

| Official No. | Name | Port | Tonnage | Dimensions | Built | Owners | Port of Registry | Engines | |
|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Gertrud | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Golden Grain | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

| Numéro d'Ordre | Noms des Navires | Détails de la Classification | Construction | Dimensions | Machines | |
|---|---|---|---|---|---|---|
| 1903 | Napoleon Mare | 125 | | | | |
| 1904 | Orion | 130 | | | | |
| 1905 | Friedrich Wilhelm | 115 | | | | |
| 1906 | E. Brandt | 132 | | | | |
| 1907 | Heinrich Bruns | 132 | | | | |
| 1908 | Halcyon | 105 | | | | |
| 1909 | Haldersfield Town | 201 | ✠100 A1 | | | |
| 1910 | Hannelore | 100 | | | | |
| 1911 | Hannah | 100 | | | | |
| 1912 | Hesperus | 101 | | | | |
| 1913 | Hermann Schön | 107 | ✠100 A1 | Kel | | |
| 1914 | Hendrina | 119 | | | | |
| 1915 | Hilda | 110 | | | | |
| 1916 | Hilma | 120 | | | | |
| 1917 | Harry Hawk | 177 | ✠100 A1 | Fh | | |
| 1918 | Ernst Wagner | 112 | | | | |
| 1919 | Mitschlöl | 97·0 | 12·7 | 9·2 | Pothuis | |
| 1920 | | | | | | |
| 1921 | Wiesbaden | 77·2 | 21·4 | 9·7 | Duisburg | |
| 1922 | Jahr G. A. | 100·4 | 24·3 | 8·3 | Hamburg | G |
| 1923 | | | | | | |
| 1924 | | 98·4 | 22·0 | | Rostock | |
| 1925 | | 98·4 | 22·0 | | Rostock | |
| 1926 | H. C. Nölle | 90·0 | 22·0 | 9·7 | Tönsmann | |
| 1927 | | 155·0 | 26·6 | 12·2 | Grimmer | |
| 1928 | | 93·5 | 17·1 | 7·4 | Kuchlenz | G |
| 1929 | | 124·0 | 21·7 | 6·3 | Brunsen | |
| 1930 | | 110·0 | 24·0 | 9·1 | Chalmers | G |
| 1931 | Newport News | 97·0 | 28·0 | 14·5 | Newport News | 14 × 8 |
| 1932 | J. Tiedt | 102·8 | 21·5 | 10·1 | Kuhnke | |
| 1933 | F. Lorenz | 100·0 | 22·0 | 10·8 | Lübbing | V |
| 1934 | Vier Gebrüder | 94·9 | 20·9 | 11·7 | Tönsmann | V |
| 1935 | Dresden II | 174·0 | 29·7 | 13·3 | Wiener | 13 × 8 |
| 1936 | v. d. Kuyk | 82·0 | 21·9 | 9·4 | Kuhnke | |
| 1937 | J. Smith | 88·0 | 19·4 | 6·3 | Deutsch | V |
| 1938 | C. Lüdring | 82·0 | 21·6 | 9·7 | Rinke | |
| 1939 | Cook, Wed. | 125·0 | 29·7 | 13·7 | Fleischmann | 13 × 7 |
| 1940 | G. Seeler | 122·0 | 22·9 | 11·9 | Rinke | G |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book / Official No. / Code Letters | Steamer's Name, Material, Rig, &c. / Late Name (if any) / Special Equip. No. of Decks, &c. | | Tonnage | Particulars of Class: Symbols / Character | | | | Built: Where / By Where / Where | Owners. | Regist'd Dimensions: Length / Breadth / Depth | Port of Registry / Flag | Engines: No. & dia. of cylinders, stroke, horse power, by Napier's Rule, Manufacturer, Maker's name | Boilers: Steam Pressure, Heating Surface, Grate Surface | Remarks |
| 1847 | Rockland | Steel | 194 | 100A1 (Classification of hull) Fire Extinguishing Vessel | | | | 1914 J. Clelland & Co. Ltd. Renfrew. Clydebank | Alexandrofsing Co. Ltd. | 90-0 22-1 11-5 | Liverpool British | T. 3 Cy. 10", 16", 27" × 42" Plenty of Fire Lt. Northway | 12 - 0 81 - 0 11-0 | |
| 1847 | Eagle | Steel Screw Twin Screw Fire Tug | 223 / 114 / 68 | | | | | 1907 H. C. Stiller Anderton Bunnings | Engineer | 110-6 22-0 12-9 217 Dis. P.R. | Sydney-Rail Australia | T. 3Cy. 16½", 26½", 40½" × 30½" H.P. Stiller Anderton, Sydney | | |
| 1847 | Sunrise | Steel Screw | 124 / 114 / 69 | | | | | 1900 Zwolsche Stoomvaart M. V. Zwolle Zwolle | Stoomvaart M.V. | 86-7 12-5 11-8 Zwolle | Amsterdam Dutch | C. 3Cy. 17", 27½", 43" Zwolsche M.V. Zwolle | | |
| 1848 | Hydra | Steel Screw Twin Screw Oil Fuel | 223 / 171 / 68 | | | | | 1914 J. Kocker Van Heusen & Co. Groningen | Van Heusen | 130-1 24-7 6-9 | Groningen Dutch P.R. | OC. Engines, 48 C.H.P. 17 × 17 × 17 H.P. Van Heusen Groningen | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Reg. | Steamer's Name, Material, Rig, &c. | | Tonnage | Particulars of Class | | | | Built | | | Length | Breadth | Depth | Port of Registry | Engines | |
| Official No. / Code Letters | Name of Owner / Owners' Address | No. of Decks, &c. | Gross / Under Deck / Net | Character | | | | When / By Whom / Where | | | | | | Place | | |
| 1917 | Dock | Steel Flat | 279 / 279 / 147 | | | | | 1917 | Allen S. H. Co. Ltd. Essex | Engineers & Shipbrs. Sunderland Jn. Ld. | 150·0 | 32·1 | 9·8 | London Detroit | T. 3C. 27y. 17"x30" 42" 10½K | |
| 1921 | Ida | Wood & steel Motor (Sailing Vessel) | 170 / 170 / 110 | | | | | 1921 | H. Jeppesen Elsinore | F. S. Petersen | 87·0 | 24·9 | 10·4 | Elsinore Swedish | Oil Engine 8C. 8.8 | |
| 1926 | Irene | Wood & steel Motor (Sailing Vessel) | 173 / 173 / 117 | | | | | 1926 | J. H. Andersen | A. S. Dyrssen | 112·9 | 25·9 | 11·4 | Dyrssenga Danish | Oil Engine 8C. 8.8 | |
| 1929 | Italia | Steel Twin Screw Motor | 163 / — / 67 | | | | | 1929 | Cook, Welton & Gemmell Leith | Leith Docks | 125·6 / 120' | 19·7 | 9·2 | Gothenburg Sweden | Oil Engine 4C. 8.8 | 1 / 6 |
| 1930 | Unbeabal | Steel Motor (Sailing Vessel) | 212 / 212 / 150 | | — | | | 1930 | Rio Tinto S.L. Bilbao | Junta Gobierno del Puerto de Bilbao | 125·0 / 104·0 | 29·2 / 20·0 | 11·5 / 11·7 / 8·6 | Bilbao Spanish | C. 3Cy. 20"x22" 30" 110 N.H.P. Rio Tinto S.L. | 14 / — |
| 1931 | Jackpower | Steel Motor | 212 / 144 / 37 | | — | | | 1931 | Scott's S.B. & E. Co. Ltd. Wivenhoe | J. Scott | 115·4 | 22·1 | 13·1 / 10·7 | Aberdeen British | T. 3Cy. 17"20"x24" 10" 120 N.H.P. A. G. Mumford, Ltd. | |

| Numéro d'ordre | Nom du Navire | Détails de la Classification | Constructeur | Propriétaires | Machines | |
|---|---|---|---|---|---|---|
| 1997 | Jan Wilcock | | A. Hall & Co. | Eggersmann Sampelsen | | |
| 1998 | John Bohm | | A. Nelson | W. H. Carpenter | | |
| 1999 | Johann Wessels | | "Seven Seas" | | | |
| 1000 | Jacobus | ✠ A1 | H. Scott | | | 3 - 0 |
| 1001 | Junior | | H. F. J. | H. J. Stinge | | |
| 1002 | Fetland | ✠ A1 | Fels & Co. | | | 10 - 0 |
| 1003 | Jacoba | | A. de Jong | J. Bouma | | |
| 1004 | Jay Bell III. | | Van Duyvendijk | | | 10 - 3 |
| 1005 | Jan Hiberik | | Bollard | | | |
| 1006 | Jesse Zeeler | | J. Diedrich | H. Petersen | | |
| 1007 | Johann Karla | | Wolter | A. J. Zwank | | |
| 1008 | John Reede | ✠ | Flensburger | Lorbert Bark | | 12 - 3 |
| 1009 | Jacob Jonas | | A. de Jong | Bark & Sol. Frank | | |
| 1010 | Jak. Jos. Dell Jacob | | A. de Jong | | | |
| 1011 | Jul | ✠ A1 | Gebrüder | Bekenkamp | | 13 - 3 |

Annotations.

| Official No. | Steamer's Name, Material, Rig, &c. | Particulars of Classification | Built | Owners | Registered Dimensions | Port of Registry | Engines | Remarks |
|---|---|---|---|---|---|---|---|---|
| 1930 | Eliora | | | | | | | |
| 1931 | Kanan Maru | | | | | | | |
| 1932 | Leader | | | | | | | |
| 1934 | Lachuk | | | | | | | |
| 1935 | Kingston Alalite | 4/5 + 100 A1 Hal | | | | | | 11-2 |
| 1936 | Kalia | | | | | | | G * |
| 1937 | Kapitan Plotnikof | | | | | | | G * |
| 1938 | Khibiki | | | | | | | |
| 1939 | Kopanne | | | | | | | 13-10 |
| 1940 | King Sing | | | | | | | |
| 1941 | Kotoku Maru No. 2 | | | | | | | |
| 1942 | Kosoku Maru No. 3 | | | | | | | |
| 1943 | Kinshud | 3/4 + A- Hal | | | | | | 7-6 |
| 1944 | King of England | | | | | | | |
| 1945 | Kiana | (See Sailing Ship Register) | | | | | | |
| 1946 | Kingston Andalusite | 4/5 + 100 A1 Hal | | | | | | 11-2 |
| 1947 | Kentley | | | | | | | G * |
| 1948 | Kenella | | | | | | | |
| 1949 | Kingston Galena | 4/5 + 100 A1 Hal | | | | | | 11-2 |
| 1950 | Katakari | | | | | | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book. Official No. Code Letters. | Steamer's Name, Material, Rig, &c. Date Form of Reg. Special Equipment. No. of Decks, &c. | | Particulars of Class Notation. Name of Class Society. Class Notation. | | | | Built. When. | Built. By Whom. When. | Owners. | Owner's Nationality, Port Registered, &c. | Port of Registry. When. | Engines. No. & Type of Cylinders, Stroke, Diameter, Pressure, Revolutions, Horse Power, Makers's Name. | Weight of Engines. | Date of Registry. |

| Numéro officiel | Nom du Navire, Numéro Signal, &c. | Port d'Attache | Détails de la Classification | Construit | Armateurs | Dimensions | Port d'Immatriculation | Machines | |
|---|---|---|---|---|---|---|---|---|---|
| 1900 | Lorenz | Wesermünde | | 1900 Wolf, Bremerhaven | Bremen Dampfer-Gesellschaft | 90·4/22·0 | Bremen | Oil Engines 40 C.R.A. | |
| 1902 | Loyalité | Wesermünde | | 1902 Shallerus, Stettin | Gry & Co. Jules | 110·0/21·0/12·6 | Stettin | Oil Engines 50 C.R.A. | |
| 1902 | Lady Lillian | Wesermünde | 100 A1 Hal | 1902 Cook, Welton & Gemmell, Hull | Scottish Steam Trawling Co. Ltd. (J. & A. Gardner, Agts.) | 111·0/25·0/12·6 | Hull | T. 3 Cy. 16½" 26" x 27" 18" | 14 × 8 |
| 1902 | Les Parisiens | Wesermünde | | 1902 Schichau, Danzig | Lloyd Fischerei-Gesellschaft | 90·4/22·0 | Danzig | Oil Engines 40 C.R.A. | |
| 1902 | Lord Lloyd | Wesermünde | 100 A1 Hal | 1902 Cochrane, Selby | Fishmongers' Company Steam Trawling Co. Ltd. | 150·0/25·0/14·6 | Hull | T. 3 Cy. 18" 28" x 27" 18" | 11 × 6 |
| 1902 | Le Chasse-Marée | Wesermünde | 100 A- Bon | 1902 N.T. Edgar, Leith | Soc. "Le Chasse-Marée" (F. Bourguet) | 132·0/23·0/11·6 | Boulogne | T. 3 Cy. 16½" 26" x 27" 18" | |
| 1903 | Lorenz | Wesermünde | | 1903 Cook, Welton & Gemmell, Hull | Scottish Steam Trawling Co. Ltd. (J. Gardner, Agt.) | 115·0/22·0/12·0 | Grimsby | T. 3 Cy. 16½" 26" x 27" 18" | 13 × 9 V |
| 1903 | Lang-Wik | Wesermünde | | 1903 Cook, Welton & Gemmell, Hull | Scottish Steam Trawling Co. Ltd. (J. Gardner, Agt.) | 120·0/22·0/12·0 | Grimsby | T. 3 Cy. 16½" 26" x 27" 18" | 12 × 9 |
| 1903 | Lord Fender | Wesermünde | 100 A1 Hal | 1903 Cochrane, Selby | Fishmongers' Company Steam Trawling Co. Ltd. | 150·0/25·0/14·6 | Hull | T. 3 Cy. 18" 28" x 27" 18" | 14 × 6 |
| 1903 | Lieutenant Dyrax | Wesermünde | | 1903 Gourdin, Dieppe | Soc. d'Pêche à Vapeur Dieppoise | 112·0/24·0/12·0 | Dieppe | Oil Engines 50 C.R.A. | V a |
| 1903 | Louise-Anaïs | Wesermünde | | 1903 Le Gouil, Saint-Malo | Sort & Bastique | 97·0/22·0 | Saint-Malo | Oil Engines 50 C.R.A. | |
| 1903 | Lorna | Wesermünde | 100 A- Lib | 1903 H. Robb, Leith | Trawlfishing Co. Ltd. | 90·4/22·11 | London | Oil Engines 40 C.R.A. | 11 × 6 |
| 1903 | Lorenzo | Wesermünde | 100 A1 Hal | 1903 Cook, Welton & Gemmell, Hull | Hull Steam Trawling Co. Ltd. | 115·0/25·0/12·0 | Hull | T. 3 Cy. 16½" 26" x 27" 18" | 14 × 8 |
| 1904 | Lorenzo | Wesermünde | 100 A- Lib | 1904 H. Robb, Leith | | 93·0/21·0 | | Oil Engines 40 C.R.A. | 7 × 9 |
| 1904 | La Vierge aux Roses | Wesermünde | 100 A1 Fli | 1904 Cochrane, Selby | Soc. Anon. des Chalutiers Français | 110·0/24·0/10·0 | Boulogne | T. 3 Cy. 16½" 26" x 27" 18" | 13 × 8 |
| 1904 | Lord Rodorth | Wesermünde | 100 A1 Hal | 1904 Cook, Welton & Gemmell, Hull | Scottish Steam Trawling Co. Ltd. | 115·0/25·0/12·0 | Hull | T. 3 Cy. 16½" 26" x 27" 18" | 14 × 8 |
| 1904 | Lusitania | Wesermünde | | 1904 Eberhardt, Wismar | | 110·0/24·0/10·0 | Kiel | Oil Engines 40 C.R.A. | |
| 1904 | Lord Wakefield | Wesermünde | 100 A1 Hal | 1904 Cochrane, Selby | Fishmongers' Company Steam Trawling Co. Ltd. | 150·0/25·0/14·6 | Hull | T. 3 Cy. 18" 28" x 27" 18" | 14 × 6 |
| 1904 | Lady Adelaide | Wesermünde | 100 A1 Hal | 1904 Cook, Welton & Gemmell, Hull | Scottish Steam Trawling Co. Ltd. | 115·0/25·0/12·0 | Hull | T. 3 Cy. 16½" 26" x 27" 18" | 14 × 8 |

| No. | Owner's Name, Official, Sig. &c. | Tonnage | Particulars of Classification | Built | Owners | Length | Breadth | Depth | Port of Registry | Engines |
|---|---|---|---|---|---|---|---|---|---|---|
| 1302 | Lady Walsley (Steel) Wm Hy Wm Hy Wm Hy Leith | 257 | | 1900 Hawthorne Leslie & Co. Ld. Leith | J. Gedey | 117·0 | 22·1 | 11·9 | London | T. 30 c. 16" x 26" - 54" Wm Hy Wm Hy Hawthorne Leslie & Co. Ld. Leith |
| 1303 | Le Cid (Steel) Fine Light | 223 | | 1904 S.A. Lire Anonima Dalmaso Bilbao | Pedro Fraquero Bilbao | 113·6 | 22·0 | 11·6 | Bermeo Spain | Oil Engines 35 C.H.P. |
| 1304 | Lekettara (Steel) | 132 | | 1911 Astilleros y Talleres Lequeitio | E. Arambel | 90·2 | 22·0 | 9·0 | Bilbao Spain | |
| 1305 | La Dichosiere (Steel) Fine Light | 198 | | 1905 Gourlay Bros & Co. (Dundee) Ld. Dundee | Dundee Steamship Co. Ld. Dundee | 100·2 | 21·6 | 11·7 | Cowbridge Wales | T. 17 c. 16" x 26" - 54" Gourlay Bros & Co. (Dundee) Ld. Dundee |
| 1306 | Lovika (Steel) Wallace | 113 | | 1904 Wm Hy Wm Hy Wm Hy Sunderland | Bremner Tugs and Fishery Co. | 90·0 | 22·0 | 9·2 | Fraserburgh Scotland | Oil Engines 40 C.H.P. A. G. Kelvin Glasgow |

| No. | Owners. | Tonnage | Particulars of Classification | Built | Owners | Length | Breadth | Depth | Port of Registry | Engines |
|---|---|---|---|---|---|---|---|---|---|---|
| 1307 | Lady Walsley | 257 | | 1900 Hawthorne Leslie & Co. Ld. Leith | J. Gedey | 117·0 | 22·1 | 11·9 | London | T. 30 c. 16" x 26" - 54" Wm Hy Wm Hy Hawthorne Leslie & Co. Ld. Leith |
| 1308 | Le Cid | 223 | | 1904 S.A. Lire Anonima Dalmaso Bilbao | Pedro Fraquero Bilbao | 113·6 | 22·0 | 11·6 | Bermeo Spain | Oil Engines 35 C.H.P. |
| 1309 | Lekettara | 132 | | 1911 Astilleros y Talleres Lequeitio | E. Arambel | 90·2 | 22·0 | 9·0 | Bilbao Spain | |
| 1310 | La Dichosiere | 198 | | 1905 Gourlay Bros & Co. (Dundee) Ld. Dundee | Dundee Steamship Co. Ld. Dundee | 100·2 | 21·6 | 11·7 | Cowbridge Wales | T. 17 c. 16" x 26" - 54" Gourlay Bros & Co. (Dundee) Ld. Dundee |
| 1311 | Lovika | 113 | | 1904 Wm Hy Wm Hy Wm Hy Sunderland | Bremner Tugs and Fishery Co. | 90·0 | 22·0 | 9·2 | Fraserburgh Scotland | Oil Engines 40 C.H.P. A. G. Kelvin Glasgow |

| Official No. | Name | Port of Registry | Tonnage | Particulars of Class | Built | Owners | Port of Registry | Engines |
|---|---|---|---|---|---|---|---|---|
| 1902 | Mun Kong | Hongkong | 270 | | 1903 Hong Kong | Hongkong Tow Boat Co. Ltd. | Hongkong | |
| 1903 | Martha | Wismar | 173 | | 1903 J. L. Meyer, Papenburg | Lower Saxony Sch. Ass. | Lower Saxony | |
| 1903 | Man Kim | Hongkong | 270 | | 1903 Hong Kong | Hongkong & Kowloon Tow. Co. Ltd. | Hongkong | |
| 1904 | Ministerialdirektor Streil | Wesermünde | 133 | | 1903 Schichau, Danzig | Danziger Schiffahrts A.G. | Danzig | |
| 1905 | Marie | Wismar | 225 | | 1903 Nakskov | Nakskov | Denmark | |
| 1905 | Mare Boatrum | Wesermünde | 138 | | 1919 Livorno | Giuseppe Abbamonte | Italian | IV |
| 1907 | Minden | Wesermünde | 474 | | 1903 London | Stockport Steamers, Ltd. | Liverpool | |
| 1908 | Mun Yeung | Hongkong | 270 | | 1903 Hong Kong | Hongkong & Kowloon Tow. Co. Ltd. | Hongkong | |
| 1908 | Marguerite Rose | Wismar | 401 | 100A1 | | | | |
| 1911 | Metle | Wismar | 139 | | 1923 J. S. Gagne | J. S. Gagne | Montreal | |
| 1911 | Margretha | Wismar | 113 | | 1912 Gebr. v. d. Wiek, Vlissingen | A. Verhoeve | Vlissingen | |
| 1912 | Maria | Wismar | 138 | | 1910 Gebr. v. d. Wiek, Vlissingen | Kwadwijing | Vlissingen | |
| 1912 | Margretha en Maria | Wismar | 111 | | 1912 Gebr. Frost, Leerdam | F. F. Fischerij Maas "Elke" | Rotterdam | |
| 1913 | Madeleine-Louise | Wismar | 487 | 100A1 | 1912 Smith's Dock Co. Ltd. | Boulogne | French | |
| 1913 | Margretha Maria | Wismar | 112 | | 1914 Gebr. v. d. Wiek, Vlissingen | F. F. Fischerij Maas "Lemmer" | Rotterdam | |
| 1913 | Maria S. S. della Catena | Wismar | 133 | | 1907 | | Genoa | |
| 1917 | Mollen | Wismar | 138 | | 1916 W. Hardie & Co. Ltd., Shoreham | S. W. Rosenthal, Trawl Fishery Co. Ltd. (W. Rosenthal, Mgr.) | Shoreham | |
| 1914 | Maria Rose | Wismar | 131 | 100A1 | 1902 Smith's Dock Co. Ltd. | | British | |
| 1915 | Marsen | Wismar | 218 | 100A1 | 1916 Gebr. v. d. Wiek, Vlissingen | | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numéro d'ordre | Noms des Navires, Machines, Chaudières, &c. | | Tonnage | Détails de la Chaudière | | | Commerce | | Annotations | Dimensions d'après le Tonnage | Etat | Machines | Mises hors service | |
| Numéro officiel | | | | Cubes | | | | Port de Construction | | | | | | |
| Signaux | | | | | | | | | | | | | | |

| 1 Official No. | 2 Steamer's Name | 3 Where Built | 4 Tonnage | 5 Particulars of Class | 6 Built | 7 Owners | 8 Port of Registry | 9 Engines | 10 |
|---|---|---|---|---|---|---|---|---|---|
| [illegible] | New Comet | [illegible] | 205 | [illegible] | 1915 A. Hall & Co. Ltd. Aberdeen | J. Lawson | [illegible] | [illegible] | 13 + 0 |
| [illegible] | Burlale | [illegible] | 151 | [illegible] | 1900 Cook, Welton & Gemmell Beverley | W. Fortesdale | Beverley British | [illegible] | 13 + 1 |
| [illegible] | Seven | [illegible] | [illegible] | [illegible] | 1907 Eshewith & Co. Leith | A. S. Lister | Hull British | [illegible] | [illegible] |
| [illegible] | Sophia | Wesel | [illegible] | [illegible] | 1919 Tessen Tongera Gemeinde | Wolf & Tellmann & Co. | Antofagasta Chilian | Motor | |
| [illegible] | North Rose | [illegible] | 273 | 100A1 Hal | 1912 Smith's Dock Co. Ltd. Middlesbrough | [illegible] | Hull British | [illegible] | 13 + 0 |
| [illegible] | Nassau | [illegible] | 213 | [illegible] | 1913 [illegible] | "Rudolf" Seetrieb Rudolf Oetker Bielefeld | Cuxhaven German | [illegible] | [illegible] |
| [illegible] | Noordzee | [illegible] | 139 | | 1916 D. Rees Aigues-vives Belgium | S. Sassoon | Kerwick & Zee Dutch | [illegible] | |
| [illegible] | Nutria | [illegible] | [illegible] | 100A1 Abs | 1933 A. Hall & Co. Ltd. Aberdeen | [illegible] | Aberdeen | [illegible] | 13 + 0 |
| [illegible] | Napoli | [illegible] | 170 | | 1911 [illegible] | Dep. Egeskolen | [illegible] | [illegible] | 16 + 2 |
| [illegible] | Nederland V. | [illegible] | 115 | | 1916 [illegible] | [illegible] Noord-Zuiderland | Kerwick & Zee Dutch | [illegible] | |
| [illegible] | Nederland IV | [illegible] | 115 | | 1915 [illegible] Scheepsvaart Maatschappij | [illegible] Noord-Zuiderland | Kerwick & Zee Dutch | [illegible] | |
| [illegible] | New Dagenham | [illegible] | 155 | A1 Ice | 1931 N. V. Indus [illegible] | Stoomvaart Maatschappij "De Zeevaart" | London British | [illegible] | 9 + 7 |
| [illegible] | Nevera | [illegible] | | 100A1 | 1933 W. J. Yar[illegible] | Eller Steamship Co. Ltd. (Wm. Allison Lightwright Transportes Ltd.) | Liverpool British | [illegible] | |

| Numéro officiel | Noms des Navires | Tonnage | Détails de la Classification | Construction | Propriétaires | Machines | Chaudières |
|---|---|---|---|---|---|---|---|
| [illegible] | Gerard 2 | [illegible] | | [illegible] | [illegible] | [illegible] | |
| [illegible] | Orilla | [illegible] | [illegible] + 100 A1 10 el | [illegible] | [illegible] | [illegible] | 13 + 9 |
| [illegible] | Oskar Lorenzen | [illegible] | | [illegible] | [illegible] | [illegible] | 6 |
| [illegible] | Otago | [illegible] | | [illegible] | [illegible] | [illegible] | |
| [illegible] | Otis | [illegible] | | [illegible] | [illegible] | [illegible] | |
| [illegible] | Otto Tiarks | [illegible] | [illegible] + 100 A1 Fb | [illegible] | [illegible] | [illegible] | 13 + 9 |

| Official No. | Steamer's Name, Material, Rig, &c. | Tonnage | Particulars of Classification | Where Built | Owners | Dimensions | Port of Registry | Engines | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| [illegible] | President Theodore Tinter | 1040 | | [illegible] | [illegible] | 187·0 29·9 13·7 | Lorient French | [illegible] | |
| [illegible] | Pinder | [illegible] | ✠100A1 | [illegible] | [illegible] | 214·0 29·6 10·9 | [illegible] French | [illegible] | |
| [illegible] | Prins der Nederlanden | 358 | | 1917 | [illegible] | 120·0 21·0 11·4 | [illegible] French | [illegible] | |
| [illegible] | Prussen | 425 | | 1920 | [illegible] | 119·0 23·0 12·0 | [illegible] | [illegible] | |
| [illegible] | Praia da Vitoria | 359 | | 1909 | [illegible] | 139·0 29·0 12·1 | [illegible] Portuguese | [illegible] | |
| [illegible] | Pembroke Castle | 399 | ✠100A1 | 1905 | [illegible] | 155·0 28·4 12·2 | [illegible] British | [illegible] | |
| [illegible] | Petite Terre | 178 | | 1932 | [illegible] | 87·0 13·7 10·2 | Lorient French | [illegible] | |
| [illegible] | Prussen | 215 | | 1916 | [illegible] | 117·7 23·6 9·2 | [illegible] | [illegible] | |
| [illegible] | Palmera | 272 | | 1906 | [illegible] | 109·1 20·5 11·0 | [illegible] Swedish | [illegible] | |
| [illegible] | Phyllis Rosalie | 435 | ✠100A1 | 1924 | [illegible] | 157·5 26·4 12·2 | [illegible] British | [illegible] | |
| [illegible] | Pamlat Rockaa | 202 | | 1919 | [illegible] | 120·0 23·0 12·2 | [illegible] Russian | [illegible] | |
| [illegible] | Prinses Juliana | 132 | | 1916 | [illegible] | 82·0 22·1 9·1 | [illegible] Dutch | [illegible] | |
| [illegible] | Petronella | 197 | | 1916 | [illegible] | 82·1 22·0 9·1 | [illegible] Dutch | [illegible] | |
| [illegible] | Punch | 192 | ✠ A– | 1924 | [illegible] | 90·0 18·5 9·1 | [illegible] | [illegible] | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numéro d'ordre | Noms du Navire, | | Tonnage officiel | Détails de la Construction. | | | | Calculés. | | Accidents. | Dimensions d'après le Tonnage, Magasins, &c. | | | Port d'immatriculation. | Machines. | | | |
| Numéro officiel | Ex-noms, s'il y a lieu. | Chantier Ferroviaire. Numéro des Plans | Tonnage | Coût. | | | | Brutto | Net | | | | | Partition | | | | |
| Signaux | | | Brutto | Net | | | | | | | | | | | | | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book / Official No. / Code Letters | Steamer's Name, Material, Rig, &c. / Late Name of ship / Owners' Business, No. of Decks, &c. | | Annual Survey | Particulars of Classification: Mast. / Character / Date of Last Survey | | | Tons | Built: When / By Whom / Where | Owners | Owner's Residence, Date Established, &c. | Port of Registration / Flag | Engines: No. & Kind of Cylinders, Diameter, Stroke, Pressure, &c. / Maker's Name | Number Plate / Signals | |
| [illegible] | Queen Cross<br>Motor Lighter<br>Electric Light Windlass | Steel Screw<br>(Tug)<br>120 | [illegible]<br>[illegible]<br>48 | | | | | 1931 N. V. Schips-Toerbetaigh-Int. Scheepsbouw-Maatschappij Leeuwarden | Scheepsbouw-Maatschappij Leeuwarden (Netherlands) | 110-0/20-0 [illegible] | British<br>W.D. | Motor<br>[illegible] | [illegible] | |
| [illegible] | Queen Margaret<br>Motor<br>Electric Light | Steel Twin<br>(Tug)<br>120 | [illegible]<br>[illegible]<br>60 | | | | | 1934 W. Denny & Bros. Ltd. Dumbarton | | 143-0/24-0 [illegible] | British | [illegible] | [illegible] | |

| Numéro officiel | Noms du Navire | Détails de la Classification | Construit | Armateurs | Dimensions | Machines | Tonnage | Chaudières |
|---|---|---|---|---|---|---|---|---|
| 1921 | Rose | | | | | | | |
| 1922 | Rockfower | ✠100A1 | | | | | | |
| 1923 | Tassel | | | | | | | |
| 1924 | River Lyne | | | | | | | |
| 1925 | Rockstoffth | | | | | | | |
| 1926 | R. Walther Darré | | | | | | | |
| 1927 | Rijnmond I | | | | | | | |
| 1928 | Rijnmond II | | | | | | | |
| 1929 | Rijnmond III | | | | | | | |
| 1930 | Redstead | ✠ A- Mil | | | | | | |
| 1931 | Ragshill | | | | | | | |
| 1932 | Restless | | | | | | | |
| 1933 | Rhiarjarden | | | | | | | |
| 1934 | Rock | ✠100A1 | | | | | | |
| 1935 | Rostra | | | | | | | |
| 1936 | Ramsden | ✠100A1 | | | | | | |
| 1937 | Rochen | | | | | | | |
| 1938 | Robert the Bruce | | | | | | | |
| 1939 | Rogue | | | | | | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. of Mark | Owner's Name, Material, Rig, &c. | | Port of Registry | Particulars of Class Station | | | | Built | | Owners | Length | Port of Registry | Engines | Horse Power |
| Official No. | Last Name of Vess. | | | Class | Character | | | | | | | | | |
| Date Launch | Special Surveys. No. of Decks, &c. | | | Class No. | | | | When | Where | | | Flag | Engine Maker's Name | |
| 1907 | R.A.F.A. Aquarius | Steel Screw | [illegible] | [illegible] | 100A1 For Towing Service (Classification suspended) | | | 1904 | W. J. Yarrow & Co., Limited, Poplar, London | Thames Steamship | 115·4 22·0 10·5 Gross 59 Net | London | C.2Cy. 14" 24" 39" W. J. Yarrow & Co., Ltd. | 10 × 8 |
| 1907 | Rudderman | Steel Screw | [illegible] | [illegible] | 100A1 Not of Class Carrying Petroleum in bulk | | | 1904 | N. V. Ludwig Stoltenkamp, Hamburg, Germany | C. Stoltenkamp | 127·2 22·0 9·0 Gross Net | London | [illegible] | 9 × 6 |

ESTIMATION

Light Screw

SAIL

| Official No. | Name | Port | Tonnage | Dimensions | Built | Owners | Port of Registry | Engines |
|---|---|---|---|---|---|---|---|---|
| 1932 | Arcadia | | 405 | 100 A1 | | | | |
| 1933 | Alcazar | | 103 | | | | | |
| 1934 | Spartan | | 103 | | | | | |
| 1935 | Superman | | 303 | 100 A1 | | | | |
| 1936 | Sir Guthrie Russell | | 444 | 100 A1 | | | | |
| 1937 | Schwa | | 105 | | | | | |
| 1938 | Sunlight | | 333 | 100 A1 | | | | |
| 1939 | Sperbet | | 104 | | | | | |
| 1940 | Serra Branca | | 123 | | | | | |
| 1941 | Spurs | | 299 | 100 A1 | | | | |
| 1942 | Six Sisters | | 103 | | | | | |
| 1943 | Steady | | 314 | 100 A1 | | | | |
| 1944 | Starbeck | | 379 | | | | | |
| 1945 | St. Amadus | | 430 | 100 A1 | | | | |
| 1946 | Sheffield Wednesday | | 316 | 100 A1 | | | | |
| 1947 | Serra Tereija | | 103 | | | | | |
| 1948 | Stettin | | 300 | | | | | |
| 1949 | Sancha II. | | 300 | | | | | |
| 1950 | Sakina | | 112 | | | | | |

| Numéro d'ordre | Noms du Navire | Détails de la Classe | Construction | Propriétaires | Machines | Dimensions |
|---|---|---|---|---|---|---|
| [illegible] | Severn Castles | 100 + 100 A – Bas | 1919 C. Hill & Sons, Bristol | Severn & Forest Carrying Co. Ltd. (A. J. Salter, Mgr.) | 89-0-13-6 Triple Scotch | 100 Engines 19-0 DA 7 - 9 |
| [illegible] | Seamew C. | 95 + 100 A1 Hal | 1919 J. S. Watson, Gateshead-on-Tyne | J. W. Cockshott, Ltd. | 82-5-13-5 Triple Scotch | 100 Engines 18-0 DA 7 + 9 |
| [illegible] | Saturnus | 125 | 1911 Gebr. Tecklenborg, Geestemünde | N. V. Stoomvaart Maatschappij Noordzee, Delft | 96-4-12-6 Triple Scotch | 100 Engines 20-0 DA |
| [illegible] | Sir John Lister | 100 + 100 A1 Hal | 1919 J. Dudlie Thomas & Co. Limited, Sunderland | Richardson Duck & Co. Ltd. (Richardson Westgarth & Co. Ltd.) | 125-0-23-0-12-7 Triple Scotch | 13 + 6 |
| [illegible] | S. Costanza Express | 120 | 1916 [illegible] | Rederiaktiebolaget [illegible] | 142-0-20-0 Triple Scotch | |
| [illegible] | Syrat Express | 110 | 1901 Motala Verkstadsaktiebolag, Motala | AB Ostasiatiska Kompaniet | 84-0-17-0 Triple Scotch | |
| [illegible] | SunChang II | 110 | 1911 Motala Verkstad, Gothenburg | Stockholms Rederiaktiebolag Svea (Johnson, Mgr.) | 100-1-21-0 Triple Scotch | |
| [illegible] | Seven's Transport | 110 + 100 A – Bas | 1919 C. Hill & Sons, Bristol | Severn & Forest Carrying Co. Ltd. (A. J. Salter, Mgr.) | 89-0-19-5 Triple Scotch | 100 Engines 18-0 DA |
| [illegible] | Skarvaan | 140 | 1907 F. Verolme, Rotterdam | N. J. Morsman & Co. | 81-0-24-7-11-6 Triple Scotch | Boiler 30-0 |
| [illegible] | St. Antonius | 100 + 100 A1 Hal | 1920 Cook, Welton & Gemmell, Ltd. | T. Dunlop & Co. Ltd. | 151-0-[illegible] Triple Scotch | 11 + 6 |
| [illegible] | Salvatore | 130 | 1920 Fri. Krupp, Essen | S. Costa | 105-4-22-0 Triple Scotch | 100 Engines 18-0 |
| [illegible] | Skjerd'a | 175 | 1920 O. Pielstick, Lechtingen | S. Eisack Rhein, Leipzig-Gohlis | 90-0-24-0 Triple Scotch | 100 Engines |
| [illegible] | Skjerd'a | 125 | 1907 O. Pielstick, Lechtingen | Bremer Rhederei | 130-0-17-9-10-0 Triple Scotch | |
| [illegible] | Skiddaw | 212 | 1911 A. McD. & Co. Ltd., Aberdeen | D. Wood & Co. | 137-0-22-0-12-0 Triple Scotch | 12 + 9 |
| [illegible] | Saint Denis | 210 + 100 A1 Fis | 1919 Cook, Welton & Gemmell, Ltd. | San Juan Fish Products Co. (Pesquera Pesca Fresca, Mgr.) | 125-0-23-0-12-7 Triple Scotch | 13 + 7 |
| [illegible] | Saint Simon | 210 + 100 A1 Fis | 1919 J. P. Rennie, Greenock | San Juan Fish Products Co. (Pesquera Pesca Fresca, Mgr.) | 125-4-23-4-12-6 Triple Scotch | 13 + 7 |
| [illegible] | Sicilaurus | 100 + 100 A1 Hal | 1919 Cook, Welton & Gemmell, Ltd. | Tyne Steamers Ltd. (J. Lodge, Mgr.) | 122-9-22-7-12-2 Triple Scotch | 13 + 1 |
| [illegible] | St. Felix | 127 + 100 A1 Liv | 1919 Hendrie & Co. Ltd., Paisley | Aberdeen Steam Trawling Co. Ltd. (W. J. R. Dickson, Mgr.) | 92-0-20-2-10-7 Triple Scotch | 12 + 9 |
| [illegible] | Spaniard | 110 + 100 A1 Oil | 1919 Cook, Welton & Gemmell, Ltd. | Hull Steam Trawling Co. Ltd. | 125-0-23-0-12-7 Triple Scotch | 13 + 6 |

| Official No. | Vessel's Name, Material, Rig, &c. | Tons | Particulars of Classification | Where Built | Owners | Port of Registry | Engines |
|---|---|---|---|---|---|---|---|
| [illegible] | Shell | [illegible] | [illegible] | 1917 | [illegible] | London | [illegible] |
| [illegible] | Doyle | [illegible] | [illegible] | 1904 | A. J. Orlick | London | [illegible] |
| [illegible] | St. Fidele Trader | [illegible] | [illegible] | 1905 | A. Dufour | Quebec | [illegible] |
| [illegible] | Shinsei Maru | [illegible] | [illegible] | 1914 | Aomori | Japan | [illegible] |
| [illegible] | Shizuoka Maru No. 2 | [illegible] | [illegible] | | Makuzu | Japan | [illegible] |
| [illegible] | Selbrean | [illegible] | [illegible] | 1902 | Gale | Christiania | [illegible] |
| [illegible] | Sylaman | [illegible] | [illegible] | 1905 | N. Tonier | Ottawa | [illegible] |
| [illegible] | Sellis | [illegible] | [illegible] | 1919 | [illegible] | Alicante | [illegible] |
| [illegible] | Sachem | [illegible] | [illegible] | 1909 | [illegible] | [illegible] | [illegible] |
| [illegible] | Shodai Maru | [illegible] | [illegible] | 1905 | [illegible] | Kobe | [illegible] |
| [illegible] | Salaleg | [illegible] | 100A1 Gear | 1912 | [illegible] | [illegible] | [illegible] |
| [illegible] | Sacram Curda | [illegible] | [illegible] | 1905 | [illegible] | [illegible] | [illegible] |
| [illegible] | Sigurda | [illegible] | [illegible] | 1917 | [illegible] | [illegible] | [illegible] |
| [illegible] | Sack | [illegible] | [illegible] | 1903 | [illegible] | [illegible] | [illegible] |
| [illegible] | Sasho Maru | [illegible] | [illegible] | 1902 | [illegible] | Japan | [illegible] |
| [illegible] | Sratyoki Maru | [illegible] | [illegible] | 1914 | [illegible] | Japan | [illegible] |
| [illegible] | Schiehas | [illegible] | [illegible] | 1903 | F. Schichau | Danzig | [illegible] |
| [illegible] | St. Aitalas | [illegible] | 100A1 | 1904 | [illegible] | [illegible] | [illegible] |
| [illegible] | Sagrass | [illegible] | 100A1 Hull | 1917 | [illegible] | [illegible] | [illegible] |

SAIL

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. of Rule | Number's Name, Material, Rig, &c. | Tonnage | Particulars of Classification | | | | Hull | | Owners. | Length | Breadth | Depth | Port of Registry | Engines | Boilers |
| | | | | | | | Where | By Whom | | | | | | | |
| | Tiara Mara | 117 | | | | | | | | | | | | | |
| | Tritalia | 110 | 100A1 | Hpl | | | | | | | | | | | |
| | Tuscaroa | 335 | 100A1 | Hpl | | | | | | | | | | | |
| | Thelma F. | 123 | | | | | | | | | | | | | |
| | Tuale | 123 | | | | | | | | | | | | | |
| | Tartaria | 352 | 100A1 | Hpl | | | | | | | | | | | |
| | Trusted | 107 | 100A1 | Hpl | | | | | | | | | | | |
| | Takashima Maru No. 2 | 123 | | | | | | | | | | | | | |
| | Takashima Maru No. 3 | 123 | | | | | | | | | | | | | |
| | Thor | 145 | | | | | | | | | | | | | |
| | Thriastha | 175 | | | | | | | | | | | | | |
| | T. B. Torres | 179 | 100A1 | Hpl | | | | | | | | | | | |
| | Tovelek | 140 | | | | | | | | | | | | | |
| | Tuna | 139 | | | | | | | | | | | | | |
| | Tilly | 112 | | | | | | | | | | | | | |
| | Tuscadering | 111 | | | | | | | | | | | | | |
| | Tuslan | 235 | 100A1 | Hpl | | | | | | | | | | | |
| | Tyra | 235 | | | | | | | | | | | | | |
| | Tell | 139 | | | | | | | | | | | | | |

| Numéro | Nom du Navire | Détails de la Classe | Construit | Armateurs | Machines | Chaudières |
|---|---|---|---|---|---|---|
| 1900 | Tuscania | 200 A1 Hal | 1904 Cook, W. & | Subjections Ltd. | 135-570-5 10-7 | 13 × 8 |
| 1901 | Thalia | 138 | 1911 Eric Rio- | A. Gibson Pether G. Melander | 110-3,27-6 11-4 | |
| 1902 | Thracian | 311 | 1905 Cook, W. & | Bell Brothers & Co. Ltd. | 115-4,21-6 11-0 | 12 × 8 |
| 1903 | Trevo Tarcisio | 200 | 1912 Gustave | Sociedade de Pesca Zenaide, Ltda. | 135-7,22-6 12-2 | 12 × 8 |
| 1904 | Tarymoor | 200 Glas | 1906 J. Jenkins & Co. | J. L. Devereux | 100-4,20-9 11-0 | 12 × 8 |
| 1905 | Tica | 118 | 1911 G. Pattje Winschoten | N. Jansen | 100-9,20-9 7-0 | |
| 1906 | Tempo | 139 | 1906 Thordsen Thoning | Jb. & N. Jacobsen & A. Hemingsen, Alpe j | 124-8,22-6 10-7 | 11 × 8 |
| 1907 | Toyo Maru No. 18 | 173 | 1922 Mukojima | Kawasaki Kisen K.K. | 110-7,21-6 9-9 | |
| 1908 | Tuna Grimsdale | 118 | 1910 A. Tuinstra | F. Van Hoorn, J. C. Overland, Jr. | 90-9,21-6 8-6 | |
| 1909 | Tinsha | 137 | 1913 A. Jeong | S. T. Van Hoorn, J. C. Overland, Jr. | 80-9,21-6 8-6 | |
| 1910 | Tankfahrt | 138 | 1909 F. Lenze Bremerhaven | Bergenfahrt | 100-9,21-6 8-9 | |
| 1911 | Tia | 119 | 1904 Cockerill Ougrée | Stinnes Ges. Bergwerkbetriebe A.G. | 100-9,20-6 11-0 | |
| 1912 | Talbot | 118 A1 Ice | 1921 Jenkins & | Bertram Ltd. | 151-4,29-6 11-9 | 14 × 9 |
| 1913 | Tally | 420 A1 Ice | 1907 Thomas | T. A. Walton, Aberdeen | 140-9,22-6 11-2 | 11 × 8 |

SAIL

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book. | Steamer's Name, Material, Rig, &c. | | Owners' Initials | Particulars of Class Section. | | | | Where Built. | Built. | | Owners. | Regist'd Dimensions. | | | Port of Registry. | Engines. | Number of Boilers. | |
| Official No. | Late Name if any. | | Name. | Character. | | | | | | | | | | | | | | |
| Date Launch. | Special Surveys. No. of Decks, &c. | | Number Mark. | | | | | | | | | Length. | Breadth. | Depth. | Tns. | | | |

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|---|---|---|---|---|---|---|---|---|
| [illegible] | Yallada [illegible] | 113 / 74 / 38 | | 1953? | [illegible] | [illegible] | 43·2 \| 21·0 \| 9·6 | [illegible] British |

| No. in Reg. Book | Steamer's Name, Owners, Reg. &c. | Particulars of Class | Built | Owners | Principal Dimensions | Port of Registry | Engines | Special Marks |
|---|---|---|---|---|---|---|---|---|
| Official No. / Code Letters | Former Names if any / Former Managers, Ex of Decks, &c. | Class / Character | Where / By Whom | | Length / Breadth / Depth | Flag | | |
| 1920 | Wigmore<br>Wimbrow | 145-4-100A1 | 1918 Cook, W. L. | | 140' 4.0 x 23.2 | | T. 90; 10" 20" x 20" 60" (-) 14 x 9 | |
| 1922 | Wisella<br>Wimbrow | 132-4-100A1 | 1915 Cook, W. L. | | 137' 4.0 x 23.2 | | T. 90; 10" 20" x 20" 60" (-) 13 x 9 | |
| 1923 | Wacklid<br>Wimbrow | 128 | 1914 Wolff | | 96' 0.0 x 21.1 | | | |

| Numéro Officiel | Noms du Navire, Numéro, Tonnage, etc. | Signal | Détails de la Classe | Construction | Propriétaires | Port d'enregistrement | Machines | Chaudières |
|---|---|---|---|---|---|---|---|---|
| | Zeeuw, s'Gravenhage. Voiliers Belges. Voiliers des Pays-Bas. | Signal de Nuit et Code. | Cote. Date. | Chantier. Lieu. Date. | | Pavillon. | | |
| [illegible] | Zeeuw Zee | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| 2002 | Zeeland Wielen | [illegible] | | 1904 Christiansen & Vinas Gryshaven | Belgischoonen. [illegible] | 141.9/23.3/14.7 [illegible] | Ostend Belgium | [illegible] |

# SAILING VESSELS.

1933-34.

# NAVIRES A VOILES.

SAIL

| Official No. / Code Letters | Ship's Name, Material, Rig, &c. | Registered Tonnage | Particulars of Class Rules | Built | Owners | Registered Dimensions | Port of Registry | Number of Masts / Yards | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | |
| [illegible] | A. Bibeau Wood | 185 | | 1911 A. Bibeau Pierreville, P.Q. | [illegible] | 107·2/29·2/7·4 | Montreal | | |
| [illegible] | A. C. W. 10 Ferro-Concrete | 325 | | 1919 J. & W. Stewart Bowling | John Kerr & Co. Ltd. | [illegible] | Liverpool | 13 - 2 | |
| [illegible] | A. C. W. 11 Ferro-Concrete | 325 | ✠ Lloyd | 1919 J. & W. Stewart Bowling | Pacific Steam Nav. Co. Ltd. (J. Gordon, Mgr.) | 101·0/24·6/12·0 | Liverpool | 13 - 2 | |
| [illegible] | A. E. Olwise Wood Barge | 577 | | 1911 Thomas Grant, & Son, Co. Wivenhoe, Ess. | Thomas Tranquis Co. | 154·4/29·8/13·0 | Wivenhoe (Colchester) | | |
| [illegible] | A. M. P. 2 Steel | 230 | ✠ A1 Lloyd | 1919 Lobnitz & Co. Ltd. Renfrew | Anglo-Mexican Petroleum Co. Ltd. | 110·0/20·0/8·0 | Rio de Janeiro | 10 - 1 | |
| [illegible] | A. M. P. 41 Wood | 160 | | 1922 Aquilas Cruz | Anglo-Mexican Oil & Hydro Co. Ltd. | 82·5/22·0/8·0 | Aeropalacio (Tuxpan) | 3 - 1 | |
| [illegible] | A. P. O. C. No. 10 Steel | 320 | | 1922 Rennie & Co. | Anglo-Persian Oil Co. (Ceylon) Ltd. | 100·0/28·1/9·2 | Colombo (Ceylon) | 3 - 1 | |
| [illegible] | A. P. O. C. No. 11 Steel | 320 | ✠ A1 Lloyd | 1922 Rennie & Co. | Anglo-Persian Oil Co. (Ceylon) Ltd. | 100·0/24·0/10·0 | Colombo (Ceylon) | 3 - 1 | |
| [illegible] | A. P. O. C. No. 12 Steel | 320 | ✠ A1 Lloyd | 1922 Rennie & Co. | Anglo-Persian Oil Co. (Ceylon) Ltd. | 100·0/24·0/10·0 | Colombo (Ceylon) | 3 - 1 | |
| [illegible] | A. P. O. C. No. 13 Steel | 320 | ✠ A- Lloyd | 1924 Lobnitz & Co. Ltd. Renfrew | Anglo-Persian Oil Co. Ltd. | 94·6/27·0/11·0 | London | 11 - 1 | |
| [illegible] | A. W. Chisholm Wood Barge | 179 | | 1920 F. Ecker | Chisholm Shipping Co. Ltd. | 116·6/26·3/11·4 | Lunenburg (N.S.) | | |
| [illegible] | A. Turgeon Wood Barge | 147 | | 1909 A. Turgeon | Pierreville, P.Q. | 104·0/22·3/7·6 | Montreal | | |
| [illegible] | Aar Wood Auxiliary Motor Barge (See Summer Register) | 204 | | 1922 L. Lüthring | Erste Elbe-Schiffahrt | 109·7/23·0/8·0 | Hamburg | | G ✠ |
| [illegible] | Aarvak Wood Auxiliary Motor Barge (See Summer Register) | 111 | | 1911 K. Dekke | Bergen | 90·0/21·0/10·0 | Aalesund | | N ✠ |
| [illegible] | Abbie C. Stubbs Wood Motor Barge | 248 | | 1892 G. E. Rogers | Rockaway, Conn. | 130·0/22·2/12·0 | New York | | |
| [illegible] | Abdul Caler Hamido Bey Wood Barge | 194 | | 1890 | Sociedade Pacem | P. K. N. Papaspe Chotty | 105·0/22·9/10·7 | Jaffna | |
| [illegible] | Abertoil Wood Barge | 2476 | | 1919 Dunsford & S. Co. | Kiwi Pt. Mine | J. W. Sullivan Co. | 267·0/45·0/22·0 | New York | |
| [illegible] | Abertay Wood Barge | 117 | ✠ Lloyd | 1877 J. Rowe | Trustees of the Harbour of Dundee | 88·0/19·0/10·0 | Dundee | | |
| [illegible] | Abraham Wood Auxiliary Motor Barge (See Summer Register) | 187 | | 1877 H. Andersen | L. O. Larsen | 101·0/23·0/11·0 | Grenaa | | |
| [illegible] | Abraham Rydberg Steel Motor Ship | 2242 | ✠ 100 A1 Lloyd | 1927 Gothenburg | Rederi A. B. Rosaren (P. G. Thulin, Mgr.) | 260·0/42·0/23·0 | Gothenburg | 25 - 3 | |
| [illegible] | Acapulco Steel Barge | 2438 | | 1873 Barton & Sons, Engineers, Ltd. | W. Coulinge, Ltd. | J. E. Bank | 290·0/40·0/27·0 | Dallas | |
| [illegible] | Achim-Grimm Wood Auxiliary Motor Barge (See Summer Register) | 169 | | 1921 L. Lüthring | Gustav Grimm | Carl Grimm | 106·0/23·0/8·0 | Hamburg | G ✠ |
| [illegible] | Ada Wood | 138 | | 1904 F. Fiset | Kingsmere | F. Malvesh & Tarte | 92·1/26·3/10·0 | Kerlin | |
| [illegible] | Ada J. Campbell Wood | 140 | | 1890 | Waverly, N.S. | C. C. Faulkin | 91·3/26·5/8·1 | Baltimore (United States) | |
| [illegible] | Ada M. Westhaver Wood | 138 | | 1911 J. Ernst & Son | Mahone Bay, N.S. | L. J. Blackwood | 114·3/26·0/10·2 | Richmond Hill (Ontario) | |
| [illegible] | Adalbert Wood Barge (See Summer Register) | 143 | | 1920 A. & H. Kiaes | Faaborg | Paul Kiaes | 92·1/22·9/8·7 | Hamburg | G ✠ |
| [illegible] | Adalia Wood Barge (See Summer Register) | 102 | | 1922 A. Hermansen | Faaborg | Th. Rosenoer | 93·1/28·1/9·0 | Rosenoer | I |
| [illegible] | Adamastor Wood Barge | 273 | | 1916 J. B. Ferreira | Vila-do-Conde | Empresa de Faros de Ilha Formosa (J. F. Soares, Mgr.) | 147·0/21·0/13·0 | Oporto | |

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| | | Nom du Navire, | | | | | | | | | | | | | | | | |
| | | Signaux | | | | | | | | | | | | | | | | |
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| | | Addison B. Dillard | | | | | | | | | | | | | | | | |
| | | Adelaide | | | | | | | | | | | | | | | | |
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| | | Adele | | | | | | | | | | | | | | | | |
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| | | Adelheid | | | | | | | | | | | | | | | | |
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| | | Advance | | | | | | | | | | | | | | | | |
| | | Adventure | | | | | | | | | | | | | | | | |
| | | Anna Jacobs | | | | | | | | | | | | | | | | |
| | | Afrena | | | | | | | | | | | | | | | | |
| | | Agathe | | | | | | | | | | | | | | | | |
| | | Agil | | | | | | | | | | | | | | | | |
| | | Aglaia | | | | | | | | | | | | | | | | |
| | | Agnes | | | | | | | | | | | | | | | | |
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| | | Agnes Craig | | | | | | | | | | | | | | | | |
| | | Agnes D. McGlashan | | | | | | | | | | | | | | | | |
| | | Agnes E. Quillin | | | | | | | | | | | | | | | | |
| | | Agnes | | | | | | | | | | | | | | | | |
| | | Agnes | | | | | | | | | | | | | | | | |
| | | Aida | | | | | | | | | | | | | | | | |
| | | Aidin | | | | | | | | | | | | | | | | |
| | | Ail | | | | | | | | | | | | | | | | |
| | | Aimée Marie | | | | | | | | | | | | | | | | |

| Official No. | Ship's Name. | Tonnage | Particulars of Classed Scutling | Built | Owners | Registered Dimensions | Port of Registry | Remarks | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | |
| | Aina | 135 | | 1903 Frandsen | | | | | N |
| | Ainslie | 144 | | 1911 Beaver S.B. | Liverpool, E.N. | | | | |
| | Ajarinaka | 704 | | 19[illegible] A.D. "Weser" | | | | | |
| | Alarm | 207 | | 1917 Rawhouse & Co. Ltd. | Leith | | | | |
| | Alastor | 392 | +100A1 | Hig | | | | | |
| | Alayde | 235 | | 1913 Gale Rosalie | | | | | |
| | Alba | 108 | | 1871 | Wolfsbro, N.S. | | | | |
| | Albatros | 238 | | 1900 Trenchmore | | | | | V |
| | | 122 | | 1899 John McCor & Sons | Cargo S.S. Co. Ltd | | | | |
| | | 128 | | 1917 W. Robertson | Grangemouth | | | | V |
| | Alberta A. | 127 | | 1907 A. J. Hoskin | Fleetwood | | | | |
| | Albert | 211 | | 1919 Wilson Shipyard | Fleetwood | | | | V |
| | | 153 | | 1922 J. Pearson | Arles | | | | V |
| | | 341 | | 1893 H. Fullwood & Son | Gt. Yarm | | | | |
| | Albert D. Cummins | 1103 | | 1921 Tacoma S.B.A.D.Co. | Tacoma, Wash. | | | | |
| | Albert F. Paul | 135 | | 1917 W. A. Abbott | Gloucester | | | | |
| | Albert H. Willis | 267 | | 1914 G. A. Bowler | Philadelphia | | | | |
| | Alberto Alvarez | 162 | | 1903 B. Bonilla | Havana | | | | |
| | Alcya | 125 | | 1910 H. Hawkins | Plymouth | | | | |
| | Alcuin | 179 | + | Irw | 1901 Gladstone S.B. Co. | Wilton | | | 12 - 1 |
| | Aleksandra | 149 | | 1901 Schiffswerft Werf | Stettin | | | | |
| | Aleksandra | 268 | | 1919 Derby Haven & Dunn | Bergh | | | | |
| | Alemtic | 254 | +100A1 | NYL | 1919 C. Jelsenk Co. | Bremerhaven | | | 12 - 1 |
| | Alert | 188 | | 1865 Lord Rose | | | | | |
| | | 193 | + | Fal | 1876 Brunton & Co. | Sunderland | | | 11 - 7 V |
| | Alessandro | 402 | | 1918 Van Blom Dordrecht | Rotterdam | | | | I |
| | Alexander Bailey | 3002 | | 1919 Kawasaki Dockyd. Co. | Wyo. Japan | | | | L |
| | Alexandra | 179 | | 1900 D. Pomeroy | Lowestoft | | | | |
| | | 104 | | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Noms des Navires | | | | | | | | | | | | | | | | |
| | | Capitaine | | | | | | | | | | | | | | | | |
| | | Propriétaires | | | | | | | | | | | | | | | | |
| 00001 | | Alf | | | | | | | | | | | | | | | | |
| 00002 | | | | | | | | | | | | | | | | | | |
| 00003 | | | | | | | | | | | | | | | | | | |
| 00004 | | Alf Everard | | | | | | | | | | | | | | | | |
| 00005 | | Alfa | | | | | | | | | | | | | | | | |
| 00006 | | | | | | | | | | | | | | | | | | |
| 00007 | | Alfarrag | | | | | | | | | | | | | | | | |
| 00008 | | Alfred Krupp | | | | | | | | | | | | | | | | |
| 00009 | | Algarve 2 | | | | | | | | | | | | | | | | |
| 00010 | | Algarve 3 | | | | | | | | | | | | | | | | |
| 00011 | | Algarve 4 | | | | | | | | | | | | | | | | |
| 00012 | | Algarve 5 | | | | | | | | | | | | | | | | |
| 00013 | | Alice | | | | | | | | | | | | | | | | |
| 00014 | | Alice L. Pendleton | | | | | | | | | | | | | | | | |
| 00015 | | Alinda | | | | | | | | | | | | | | | | |
| 00016 | | Alita III. | | | | | | | | | | | | | | | | |
| 00017 | | Allegany | | | | | | | | | | | | | | | | |
| 00018 | | Allegro | | | | | | | | | | | | | | | | |
| 00019 | | Alli | | | | | | | | | | | | | | | | |
| 00020 | | Allonale | | | | | | | | | | | | | | | | |
| 00021 | | Alma | | | | | | | | | | | | | | | | |
| 00022 | | | | | | | | | | | | | | | | | | |
| 00023 | | Alma Dorpel | | | | | | | | | | | | | | | | |
| 00024 | | Alne No. 1 | | | | | | | | | | | | | | | | |
| 00025 | | Alne No. 2 | | | | | | | | | | | | | | | | |
| 00026 | | Alpha | | | | | | | | | | | | | | | | |
| 00027 | | Altair | | | | | | | | | | | | | | | | |
| 00028 | | Altamaha | | | | | | | | | | | | | | | | |
| 00029 | | Altenfjord | | | | | | | | | | | | | | | | |
| 00030 | | Altaiona | | | | | | | | | | | | | | | | |
| 00031 | | Alumna | | | | | | | | | | | | | | | | |

| Ship's Name. Master. Special Services. | Tonnage. | Particulars of Class Station. | Built. | Owners. | Port of Registry. | |
|---|---|---|---|---|---|---|
| **Alvena** | 772 | | 1901 | | | |
| **Alwine** | 132 | | 1915 | | | |
| **Amalie** | 138 | | 1902 | | | V * |
| | 181 | | 1911 | | | |
| **Amalie** | 339 | | 1910 | | | G * |
| **Amarine** | 144 | | 1908 | | | |
| **Amazone** | 113 | | 1901 | | | G * |
| **Ambulant** | 132 | | 1908 | | | |
| **Amelie** | 130 | | 1902 | | | |
| **America** | 250 | | 1913 | | | |
| **Amicale** | 170 | | 1921 | | | |
| **Ammiraglio Togo** | 115 | | 1901 | | | IV |
| **Amparo Rosa** | 140 | | 1859 | | | |
| **Amy M. Sacker** | 120 | | 1886 | | | |
| **Anacanda** | 2217 | | 1921 | | | |
| **Anastasia** | 1213 | | 1911 | | | |
| **Anchor** | | | 1921 | | | |
| **Anders Clydenius** | 360 | | 1919 | | | |
| **Andertsha** | 258 | | 1919 | | | |
| **Andrea** | 140 | | 1907 | | | I |
| **Andrea Lucibello** | 160 | | 1921 | | | I * |
| **Andrina** | 125 | | 1922 | | | I * |
| **Andrés Rosa** | 239 | | 1869 | | | |
| **Andrew McDonald** | 2218 | | 1919 | | | H * |
| **Andros I.** | 691 | | 1913 | | | |
| **Aniara** | 1658 | | 1919 | | | |
| **Anitis** | 213 | | 1913 | | | V * |
| **Anitsis I.** | 158 | | 1914 | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Angela | | 160 | | | | | | | | | | | | | | |
| | | Angela Merte | | 271 | | | | | | | | | | | | | | |
| | | Angelus Barbara | | 123 | | | | | | | | | | | | | | |
| | | Angeletha | | 220 | | | | | | | | | | | | | | |
| | | Angelina | | 121 | | | | | | | | | | | | | | |
| | | Angela | | 290 | | | | | | | | | | | | | | |
| | | Angelus | | 356 | | | | | | | | | | | | | | |
| | | Angelina II. | | 172 | | | | | | | | | | | | | | |
| | | Angleen | | | | | | | | | | | | | | | | |
| | | Annaan | | 122 | | | | | | | | | | | | | | |
| | | Anna | | 230 | | | | | | | | | | | | | | |
| | | — | | 180 | | | | | | | | | | | | | | |
| | | — | | 170 | | | | | | | | | | | | | | |
| | | — | | 172 | | | | | | | | | | | | | | |
| | | — | | 130 | | | | | | | | | | | | | | |
| | | — | | 110 | | | | | | | | | | | | | | |
| | | — | | 110 | | | | | | | | | | | | | | |
| | | — | | 127 | | | | | | | | | | | | | | |
| | | Anna Cordes | | 120 | | | | | | | | | | | | | | |
| | | Anna Friedrich | | 303 | | | | | | | | | | | | | | |
| | | — | | 140 | | | | | | | | | | | | | | |
| | | Anna Kirstine | | 124 | | | | | | | | | | | | | | |
| | | Anna M. Hudson | | 220 | | | | | | | | | | | | | | |
| | | Anna Marta | | 130 | | | | | | | | | | | | | | |
| | | Anna R. Hoffiller | | 220 | | | | | | | | | | | | | | |
| | | Anna Sophia | | 400 | | | | | | | | | | | | | | |
| | | Anna Thekla | | 120 | | | | | | | | | | | | | | |

| Ship's Name. Material, Rig, &c. | Tonnage | Particulars of Class Section. | Built. | Owners. | Port of Registry | |
|---|---|---|---|---|---|---|
| Annapolis | 1,071 | | 1919 Aanensen & Friendly Co. | Thos F. Daughertz | Portland | |
| Anschen (See Steamer Register) | 133 | | 1911 W. Scharren | Rudolf Fischer | Rendsburg | V |
| Anne de Bretagne (See Steamer Register) | 361 | | 1917 J. Lecoer | W. Machado | Cherbourg | V |
| Annemarie (See Steamer Register) | 211 | | 1918 W. Scharren | Gebr. Schmidt | Stavenhagen | V |
| (See Steamer Register) | 170 | | 1900 Werft Schiffahrtsgesellschaft | W. Felsch Fraser | Zanthow | G |
| Anti-Lins (See Steamer Register) | 126 | | 1900 Feb. Deug | A. F. J. Bartmann | Bentheim | |
| Annie (See Steamer Register) | 124 | | 1890 | J. Andrée | Marstrand | |
| Annie S. Mitchell | 492 | | 1899 M. M. McDonald | Mallows, Geo. | Geo. C. Birch | New London |
| Annie C. Ross | 391 | | 1917 Fore-River Shipbuilding Co. | Boston, Mass. | J. Dupont | New York |
| Annie M. Reid | 2,161 | Mel | 1892 R. Dunsmuir & Sons, Ltd. | Victoria | Ralph Rae & Coal Co. Inc. | San Francisco |
| Annie M. Ralph | 1,391 | | 1917 Ralph S. Co. | Ralph, Del. | Ralph Rae & Coal Co. Inc. | San Francisco |
| Annie P. Chase | 257 | | 1872 | Marysville, Ill. | Sunset Shipping Co. Inc. | Boston, Mass. |
| Annie & Archer | 129 | | 1891 S. S. Blair | Bath, Me. | Robert Sanborn | Belfast, Me. |
| Antares (See Steamer Register) | 128 | | 1914 S. W. Everett Sons | Blankenese | F. J. H. Barke | Bremen |
| Antares II. (See Steamer Register) | 715 | | 1921 Frans Kooster | Wolfsburg, Frs. | Wilh. Ehlers | Morelmond |
| Antelope (See Steamer Register) | 133 | Wes | 1866 Jack Fardie | Wexford | H. Fogarty | Wexford |
| Antilope (See Steamer Register) | 176 | | 1921 G. Lüdering | Kiel-Gaarden | G. Kuster | Brandenburg |
| Antje (See Steamer Register) | 196 | | 1921 Fed. Krogy Akt. Ges. | Kiel | Gerhard Schröder | Bremen |
| (See Steamer Register) | 194 | | 1912 S. W. Everett Sons | Blankenese | Otto Strauss | Bremen |
| (See Steamer Register) | 137 | | 1912 J. W. Barnes | Barbados | J. Barnes (R. Hinch, Ltd.) | Bridgetown |
| Antonia Alsina | 140 | | 1916 Astilleros de Pollensa | Pollensa | Barcelona Pass Rack | Alcudia |
| Antonie | 125 | | 1924 Gebr. Schreuer | Papenburg | J. Tuin | Emmerich |
| Antoniko (See Steamer Register) | 139 | | 1918 | Vigo | A. Andrade | Lisbon |
| Antonius Amedee | 139 | | 1902 E. Stewart | Belfast | L. Amelin | Trepassi |
| Antonie (See Steamer Register) | 137 | | 1906 Fil. Tarquinio | Pagli | E. Bonfantaldo | Ancona |
| Antonio Landi | 127 | | 1910 F. Ros | Viareggio | Andrea Bacciar | Tolmezzo |
| Antonio Mastella | 160 | | 1922 Dub. Rosse | Pisa | Gaet. Mastella | Torre del Greco |

| Number | Signal Letters | Name | Tons | Construction | Where Built | Year Built | Owners | Port | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | **Aneta** (See Steamer Register) | 400 | | | 1911 | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Ape** | 416 | | | 1919 | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Apellinaris** (See Steamer Register) | 142 | | | 1912 | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Apellinaris II** (See Steamer Register) | 142 | | | 1917 | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Apelle** (See Steamer Register) | 263 | | | 1917 | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Apuania** | 191 | | | 1900 | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Aquila** | 308 | | | 1908 | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Aratapa** (See Steamer Register) | 187 | | | 1907 | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Arbutus** | 172 | | | 1911 | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Archibald Russell** | 2204 | | | 1900 | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Arctic** | 607 | | | 1899 | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Arcturus** | 510 | | | 1899 | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Ardito** (See Steamer Register) | 150 | | | 1907 | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Argentaria** (See Steamer Register) | 132 | | | 1911 | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Argentina** | 121 | | | 1911 | [illegible] | [illegible] | |
| [illegible] | | [illegible] (See Steamer Register) | 141 | | | 1921 | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Argo** (See Steamer Register) | 158 | | | 1919 | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Argosy Lomal** (See Steamer Register) | 258 | | | 1917 | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Argus** | 271 | ✠ | Dun. | 1907 | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Ariel** | 170 | | | 1904 | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Aria** (See Steamer Register) | 207 | | | 1921 | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Arina** | 212 | | | 1901 | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Arkona** | 270 | | | 1919 | [illegible] | [illegible] | |
| [illegible] | [illegible] | [illegible] (See Steamer Register) | 120 | | | 1920 | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Armadite** | 718 | | | 1899 | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Armida** | 720 | | | 1904 | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Armin** (See Steamer Register) | 171 | | | 1920 | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Armistead** | 2100 | | | 1913 | [illegible] | [illegible] | |

| Ship's Name, Material, Rig, &c. | Tonnage | Particulars of Class Assigned | Built | Owners | Port of Registry |
|---|---|---|---|---|---|
| Armitage Steel | 330 | | 1885 Fleming & Ferguson Ld. | Government of the Gambia | Bathurst |
| Arna Wood&Metal | 228 | | 1901 A. Aasmoe | A. Rolf | Tarbes |
| Arno Wood&Metal (See Steamer Register) | 343 | | 1919 Sale Bodewes | Royal Mail Steam Packet Co. | Kingston, Jm. |
| — Wood | 309 | | 1920 F.S.Produkten | Vereggio | F.G. Andreasen |
| Arnold Wood&Iron | 192 | | 1908 — | Pyrenbeg | T. Rapple |
| Aras Wood&Metal | 1617 | | 1919 Puget Sound Bridge and Dredging Co. | Seattle, Wash. | W. L. Shader |
| Arrigo Giustini Wood&Iron&Steel (See Steamer Register) | 341 | | 1920 Van der Werff | Zaandam | Zaandamsche Sch. L. |
| Artaxa Wood | 132 | | 1919 — | J. Rosmalenholm | Forsø Sjøfart |
| Artaxr Wood&Barge | 324 | | 1907 J.S.B.Leslie | Port of G. | A. Leonardo |
| Arthur Morgan Wood | 918 | | 1871 Dean | Detroit, Mich. | Sin-Buckman, Ld. |
| Arya Wood&Iron&Steel (See Steamer Register) | 212 | | 1919 Magnald, Transjordanie Co. | Sunderland | H.P. Makin |
| Aryararia Wood&Iron&Steel (See Steamer Register) | 211 | | 1919 Magnald, Transjordanie Co. | Sunderland | H.P. Makin |
| Ashland Wood&Barge | 2222 | | 1919 Ship Canal & Towing Co. | Pittsburgh Conn. | Barnard Terminal Co. (Inc.) |
| — Wood | 187 | | 1886 Craig | Tonawanda, Mich. | Sin-Buckman, Ld. |
| Asia Wood | 194 | | 1889 J. Brouillard | Pierreville, P.Q. | Sinclair |
| Asiang Wood&Iron (See Steamer Register) | 198 | | 1919 Enterprise Ship Yard S.B. | Thomaston | A/B S/B Asiang (C.J. Kruger & C.) |
| Associated Wood&Iron&Steel (See Steamer Register) | 142 | | 1926 J. Easton Mfg. | Chicago | Associated Port. and Terminal Associates, Ld. |
| Astarte Steel&Iron&Steel (See Steamer Register) | 182 | | 1917 Scheepswerf Belgie Mij. | Antwerp | H. Lange |
| Astoria Steel | | + A1 Lloyd's Service Class Barge Carrying Petroleum, Gas or Inflammable Liquids. See Rules and Rules for Class. | 1922 General Shipbuilding & Repairing Co. Ld. | Bath | General Shipbuilding & Repairing Co. Ld. |
| Asuncion de las Peñas Wood | 122 | | 1919 Jose Vazquez | Santander | Miguel Rodriguez |
| Athalai Comp&Iron&Steel (See Steamer Register) | 253 | | 1877 Barrowd S.B. Co. | Stanton | Sociedad Las Angelitas |
| Atlantic Steel (Barge to be towed) | 338 | | 1911 W.J. Tarrant & Sons | Southwick | Liverpool Steam Tugging & Transport Co. Ld. |
| Atlantide Wood&Iron&Steel (See Steamer Register) | 294 | | 1912 Townsend & Downey | Shoreham Sussex | T.H. Jurd & Sons, Ltd. |
| Atlas Wood&Iron&Steel — Wood&Iron&Steel (See Steamer Register) | 717 / 209 | | 1908 New England Co. / 1911 Russell Tug Barges | Bath, Me. / S. Portsmouth | K. Jones / F. Rando |
| Attorità Wood | 161 | | 1922 Cantieri Riuniti dell'Adriatico | Monfalcone | G. Sorce |
| Audace I. Wood&Steel | 372 | | 1911 Cant. Riu. Liguria | Livornoa | Giuseppe Polmah Giovanni Salvati |
| Augusta O. Hilton Wood&Metal | 1661 | | 1918 Atlantic Coast Co. | Tacoma, Wn. | E.F. Tassin |
| Augusta W. Snow Wood&Metal | 830 | | 1905 E.&L.E. Stetson | Boston, Ma. | Boston Machine Co. (Trustee) |
| Augustine B. Wood | 111 | | 1875 — | Great Lakes | F. Sampson |

| Numéro Officiel | Signaux | Noms des Navires | Tonnage | Détails de la Classification | Construction | | | | Propriétaires | Dimensions | Port d'Attache | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Nationalité, Renseignements, Port d'Attache | Total | Code | Date | Chantier | Où | | | | | |
| [illegible] | [illegible] | Aung Min Gin Gyi (Burmese) | 134 | | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | Aung Sin Gyi (Burmese) | 179 | | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | Aung Thein Kywe (See Steamer Register) | 143 | | 1937 | Moulmein Gyaw | Tavoy | | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | Aung Zaw Byan (See Steamer Register) | 115 | | | | Moulmein | | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | Aura | 250 | | 1922 | Kinki Shipyard | Kinkai | | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | — | 137 | Apl 14 | 1921 | W. Cooley | Sandy Cove | | [illegible] | [illegible] | [illegible] | 12 - 6 |
| [illegible] | [illegible] | Aurita (Chilean) | 102 | | 1919 | | | | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | Aurora (Chilean) | 121 | | 1901 | [illegible] | Oh. Bremen, Wash. | | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | — (Chilean) | 130 | | 1900 | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | 1 |
| [illegible] | [illegible] | Aurora (See Steamer Register) | 420 | | 1921 | | North Sea Co. | | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | Aussia (See Steamer Register) | 204 | | 1922 | J. Dewendt | Gdansk | | [illegible] | [illegible] | [illegible] | 11 * |
| [illegible] | [illegible] | Austerlitz (See Steamer Register) | 211 | | 1920 | A. Fossum, Sn | Stavanger | | S. H. Johnsen | [illegible] | [illegible] | 1 |
| [illegible] | [illegible] | Australia (See Steamer Register) | 127 | | 1877 | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | Austrumu (See Steamer Register) | 122 | | 1902 | Peting | [illegible] | | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | Avance (See Steamer Register) | 101 | | 1872 | R. J. Dager | [illegible] | | [illegible] | [illegible] | [illegible] | |
| [illegible] | | Ave Maria (See Steamer Register) | 119 | | 1920 | [illegible] Ltd. | Madrid Sta. [illegible] | | | [illegible] | | |
| [illegible] | [illegible] | — (See Steamer Register) | 136 | | 1882 | | [illegible] | | [illegible] | [illegible] | [illegible] | 1 |
| [illegible] | [illegible] | Ave Maria G. (See Steamer Register) | 105 | | 1917 | A. Chiola | [illegible] | | [illegible] | [illegible] | [illegible] | 1 * |
| [illegible] | [illegible] | Avelino | 102 | | 1920 | A. Alonso | [illegible] | | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | Avon Queen | [illegible] | | 1919 | Pennywick Joiner | [illegible] | | [illegible] | [illegible] | [illegible] | 1 * |
| [illegible] | [illegible] | Ave | 121 | | 1902 | [illegible] | [illegible] | | Johannsen [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | Avenity | 224 | | 1900 | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | 1 * |
| [illegible] | [illegible] | Avelin | 302 | | 1890 | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | Avelia (See Steamer Register) | 144 | | 1922 | [illegible] Gdynia | [illegible] | | [illegible] | [illegible] | [illegible] | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All commencement a character to the Register Book are required, under the Rules of the Society, to be examined by Surveyors (preferably personally, if practicable), in order to ascertain that their efficiency is duly maintained. To make a condition that all repairs of Ships or machinery required at ports where there is a Surveyor to the Society, in order to their retaining the character indicated in Class in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to the Society should be surveyed by one of the Society's Surveyors at the earliest opportunity.

The date of Survey of a Ship only certifies to its efficiency at that date.

In reference to the rule of the Society, and in order to prevent the disappointment arising from ships being not classified from want of Survey, it is hereby intimated that the duty of giving Notice of Periodical Survey required by the Rules, or when repairs are necessary to correspond of Damage, or from other causes, rests with the Owners, Masters, or Agents.

| Ship's Name | Particulars of Classed Scantlings | Owners | Port of Registry | Remarks |
|---|---|---|---|---|
| S. H. C. No. 9 | | | | |
| S. H. C. No. 10 | | | | |
| S. H. C. No. 11 | | | | |
| S. H. C. No. 12 | | | | |
| S. H. C. No. 13 | | | | |
| S. H. C. No. 14 | | | | |
| S. I. | Ygh 16 | | | |
| S. P. Gravenor | | | | |
| Baltic | | | | V |
| | | | | V |
| | | | | |
| | | | | V |
| | | | | V |
| Baltimore | | | | |
| Bandeirante | | | | |
| Bandi | | | | V |
| Bangu | | | | |
| Bangor | | | | |
| Barbara Jean | 100A Lpo | | | |
| Barbro | | | | V |
| Barge 137 | | | | L |
| Barlow | | | | |
| Barnstable | | | | |
| Baroda | Nyd 6 | | | |
| Barquero | | | | |
| Barrow Deep | 100A1 Low | | | |
| Barry | | | | |
| Bartolomeo | | | | I |
| Bastia | | | | I |
| Bastian | | | | V |
| Bayonne | | | | |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Beaucourt Barge 2 | Steel | 506 | | | | | 1907 | Todd & Gary | Newburgh, N.Y. | | | | | | | | |
| | | Beauaise | Wood | 200 | | | | | 1920 | | St. Malo | | | | | | | | |
| | | Beatrice | Wood | 120 | | | | | 1904 | Fossombrone Ship | Fossombrone | | | | | | | | |
| | | | Wood | 180 | | | | | 1903 | | Taranaki | | | | | | | | |
| | | Bertil Amanda F. | Wood | | | | | | 1894 | | Gamleby | | | | | | | | |
| | | Beatrix | Wood/Metal/Barge | 1117 | | | | | 1904 | Kelso Spar Co. | Port Ar | | | | | | | | |
| | | Beaufort | Wood/Metal/Barge | 941 | | | | | 1914 | Jackson Sharpe | Wilmington Del. | | | | | | | | |
| | | Beauvisage | Wood/Barge | 630 | | | | | 1911 | Dunbar & Co. Ltd. | Dundee | | | | | | | | |
| | | Bede | Composite | 123 | | | | | 1899 | | Oxnam Sprey | | | | | | | | |
| | | Bellville | Wood/Metal/Barge | 350 | | | | | 1911 | Bede S.S.B. Bokrew | Warmenhuizen | | | | | | | | |
| | | Belmont | Wood/Barge | 1401 | | | | | 1901 | Russell & Co. | Ft. Glasgow | | | | | | | | |
| | | | Wood/Barge | 960 | | | | | 1911 | Dunewier S.B. Co. | Sedgemoor | | | | | | | | |
| | | Belmonte | Wood/Barge | 131 | | | | | 1914 | Brockdorf Kelbe | Kiel | | | | | | | | |
| | | Belrna | Wood/Barge | 170 | | | | | 1874 | | Tonsberg | | | | | | | | |
| | | Benedetto Cairoli | Wood/Barge | 225 | | | | | 1899 | Orlando Bros. | Leghorn | | | | | | | | |
| | | Bengali | Wood/Barge | 202 | | | | | 1902 | Bouchard | Marseille | | | | | | | | |
| | | Berlinck | Steel | 624 | | | | | 1903 | W. Joseph & Bros. | Stockton | | | | | | | | |
| | | Bernian | Wood/Barge | 130 | | | | | 1900 | Gill | Wanganui | | | | | | | | |
| | | Berks | Steel | 57 | ✠ A1 | Lon | | | 1927 | Smith & & Berry Co. Ltd. | Bristol | | | | | | | | |
| | | Bernard | Wood/Barge | 170 | | | | | 1920 | Sabin Corps. | Wrangelmond | | | | | | | | |
| | | Bernice Sinck | Wood/Barge | 130 | | | | | 1917 | Sinck Richard | Luxembourg | | | | | | | | |
| | | Bernen L. | Wood/Barge | 900 | | | | | 1919 | Vinschkiers Shipyards Ltd. | Tiers | | | | | | | | |
| | | Berta Kühlmann | Wood/Barge | 113 | | | | | 1906 | Sabin Bros. | Sublim | | | | | | | | |
| | | Bertha | Wood/Barge | 152 | | | | | 19 | Sabin Fernando | Harlingen | | | | | | | | |
| | | | Wood/Barge | 407 | | | | | 1903 | | Tiers | | | | | | | | |
| | | Bertie | Iron/Barge | 127 | | | | | 1869 | J. Thompson & Bros | Sunderland | | | | | | | | |
| | | Beryl | Steel | | ✠ A | Lon | | | 1919 | Grangemouth Dry Dock Co. Ltd. | Grangemouth | | | | | | | | |

| Official No. | Ship's Name | Rig | Tonnage | Particulars of Class | Built | Owners | Port of Registry | Flag |
|---|---|---|---|---|---|---|---|---|
| [illegible] | Beryl | [illegible] | [illegible] | + 12A1 Lloyd's Register | [illegible] | General Warehousing & Supply Co. Ltd. | London | [illegible] |
| [illegible] | Bessie M. Dustin | [illegible] | 1353 | | [illegible] | R.T. Hooper | New York | [illegible] |
| [illegible] | Beatie Marie | [illegible] | 101 | | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Bestone | [illegible] | 91 | + A1 | [illegible] | General Warehousing & Supply Co. Ltd. | London | [illegible] |
| [illegible] | Belsey Rose | [illegible] | 1038 | + | [illegible] | [illegible] | Seattle | [illegible] |
| [illegible] | Betty | [illegible] | 127 | | [illegible] | [illegible] | Stoke | [illegible] |
| [illegible] | Beulah | [illegible] | 357 | | [illegible] | [illegible] | San Francisco | [illegible] |
| [illegible] | Bhagalaxmi | [illegible] | 277 | | [illegible] | [illegible] | Jaffna | [illegible] |
| [illegible] | Bhas | [illegible] | 480 | | [illegible] | [illegible] | Glasgow | [illegible] |
| [illegible] | Biagio | [illegible] | 243 | | [illegible] | [illegible] | Torre del Greco | [illegible] |
| [illegible] | Bianca Rosa | [illegible] | 426 | | [illegible] | [illegible] | Genoa | [illegible] |
| [illegible] | Bice | [illegible] | 1033 | + | [illegible] | [illegible] | Devon | [illegible] |
| [illegible] | — | [illegible] | 294 | | [illegible] | [illegible] | Fiumicino | [illegible] |
| [illegible] | Billing | [illegible] | 157 | | [illegible] | [illegible] | Rangoon | [illegible] |
| [illegible] | Birgitta | [illegible] | 123 | | [illegible] | [illegible] | Copenhagen | [illegible] |
| [illegible] | Bisbertst | [illegible] | 173 | | [illegible] | [illegible] | Rendsburg | [illegible] |
| [illegible] | Bithal Mahal | [illegible] | 121 | | [illegible] | [illegible] | Singapore | [illegible] |
| [illegible] | Biwahik | [illegible] | 1401 | | [illegible] | [illegible] | Boston | [illegible] |
| [illegible] | Bjorka | [illegible] | 287 | | [illegible] | [illegible] | Wismar | [illegible] |
| [illegible] | Black Deep | [illegible] | 314 | + 100A1 | [illegible] | [illegible] | London | [illegible] |
| [illegible] | Blakely | [illegible] | 701 | | [illegible] | [illegible] | Tampa, Fla. | [illegible] |
| [illegible] | Blesing | [illegible] | 253 | | [illegible] | [illegible] | Berykvara | [illegible] |
| [illegible] | Blonds I. | [illegible] | 180 | | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | Bluebird | [illegible] | 1018 | | [illegible] | [illegible] | Savannah | [illegible] |
| [illegible] | Bo Min | [illegible] | 139 | | [illegible] | [illegible] | Rangoon | [illegible] |
| [illegible] | Bolkan | [illegible] | 150 | | [illegible] | [illegible] | Pirita | [illegible] |
| [illegible] | Bolsania | [illegible] | [illegible] | | [illegible] | [illegible] | Buenos Aires | [illegible] |
| [illegible] | Borea | [illegible] | 188 | | [illegible] | [illegible] | Degerfors | [illegible] |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Brugalatilla | | 1927 | | | | | | | | | | | | | | 11 - 4 | |
| | | Bruitte | | 1925 | | | | | | | | | | | | | | | |
| | | Bradford E. Jones | | 1942 | | | | | | | | | | | | | | | |
| | | Bravo | | 750 | + | | | | | | | | | | | | | 13 - 0 | |
| | | Brasil | | 487 | | | | | | | | | | | | | | | |
| | | Brabo | | 2472 | | | | | | | | | | | | | | | G |
| | | Brosseine | | 887 | | | | | | | | | | | | | | | Y * |
| | | Bretaña | | 705 | | | | | | | | | | | | | | | |
| | | Brea | | 172 | | | | | | | | | | | | | | | |
| | | Brigit Hope | | 120 | | | | | | | | | | | | | | | |
| | | Brigitta | | 636 | | | | | | | | | | | | | | | |
| | | Brigitte Raabe | | 300 | | | | | | | | | | | | | | | X * |
| | | Brina P. Pendleton | | 1922 | | | | | | | | | | | | | | | X * |
| | | Britannia | | 137 | | | | | | | | | | | | | | | X * |
| | | Britannia | | 168 | | | | | | | | | | | | | | | |
| | | British Beagle | | | + | A- | | Low | | | | | | | | | | 6 - 0 | |
| | | British Boy | | 30 | + | A- | | Low | | | | | | | | | | 4 - 3 | |
| | | British Girl | | 30 | + | A- | | Low | | | | | | | | | | 4 - 3 | |
| | | Britons No. 1 | | 472 | + | A1 | | Bel | | | | | | | | | | 13 - 0 | |
| | | Britons No. 2 | | 474 | + | A1 | | Bel | | | | | | | | | | 11 - 0 | |
| | | Britons No. 3 | | 474 | + | A1 | | Bel | | | | | | | | | | 11 - 0 | |
| | | Britons No. 4 | | 474 | + | A1 | | Bel | | | | | | | | | | 11 - 0 | |
| | | Britons No. 5 | | 474 | + | A1 | | Bel | | | | | | | | | | 11 - 0 | |

| No. in Book | Official No. / Code Letters | Ship's Name. Material, Rig, &c. / Master. Late Name, if any. / Special Surveys. No. of Decks, &c. | Registered Tonnage / Gross. / Net. | Particulars of Class Section. / Character. | Rule. / When. | By Whom. | Where. | Owners. | Registered Dimensions. Deck Structure, &c. | Port of Registry. / Flag. | Remarks. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | **Britmex No. 6** Steel [illegible] | 470 [illegible] | ✠ A1 Lir [illegible] | 1930 | Rutherford [illegible] W.R.L.L. | Glasgow | British Mexican Petroleum Co. Ltd. (F. J. Wills, Mgr.) | 154·9 × 30·1 × 19·5 [illegible] | London [illegible] | 11 - 0 | |
| [illegible] | [illegible] | **Britmex No. 7** Steel [illegible] | 470 [illegible] | ✠ A1 Lir [illegible] | 1930 | Rutherford [illegible] W.R.L.L. | Glasgow | British Mexican Petroleum Co. Ltd. (F. J. Wills, Mgr.) | 154·8 × 30·1 × 19·5 [illegible] | London [illegible] | 11 - 0 | |
| [illegible] | [illegible] | **Britmex No. 10** Steel [illegible] | 470 [illegible] | ✠ A1 Bag [illegible] | 1931 | Rutherford [illegible] W.R.L.L. | Glasgow | British Mexican Petroleum Co. Ltd. (F. J. Wills, Mgr.) | 155·9 × 30·1 × 19·5 [illegible] | London [illegible] | 11 - 0 | |
| [illegible] | [illegible] | **Britmex No. 11** Steel [illegible] | 470 [illegible] | ✠ A1 Bag [illegible] | 1931 | Rutherford [illegible] W.R.L.L. | Glasgow | British Mexican Petroleum Co. Ltd. (F. J. Wills, Mgr.) | 155·9 × 30·1 × 19·5 [illegible] | London [illegible] | 11 - 0 | |
| [illegible] | [illegible] | **Britta** Wood [illegible] (See Steamer Register) | 213 [illegible] | | 1919 | Furth Rolet & Brugg | Rendsburg | F. H. Sandberg | 107·2 × 24·9 × 12·9 [illegible] | Kalmar [illegible] | | Y * |
| [illegible] | [illegible] | **Broedertrouw** Steel [illegible] (See Steamer Register) | 160 [illegible] | | 1917 | G. Bertmeyer & Sons | Leiden | S. Harmsen | 102·0 × 20·1 × 7·9 [illegible] | Zaandijk [illegible] | | G * |
| [illegible] | [illegible] | **Brooklands** Wood [illegible] | 138 [illegible] | ✠ 1879 Fry 12 [illegible] | 1833 | W. Kelly | Dartmouth | J. Greenaway | 99·1 × 21·4 × 11·7 [illegible] | Cork [illegible] | | |
| [illegible] | [illegible] | **Brooklyn** Iron [illegible] | 1380 [illegible] | ✠ 1882 N.Y.C. [illegible] | 1882 | Russell & Co. | Greenock | A. & B. Transportation Co. | 256·0 × 40·2 × 27·2 [illegible] | Newark, N.J. [illegible] | 28 - 0 | |
| [illegible] | [illegible] | **Brot** Wood [illegible] (See Steamer Register) | 130 [illegible] | | 1902 | Andersen | Kjøbenhavn | J. O. Johansen | 90·6 × 23·6 × 8·7 [illegible] | Kjøbenhavn [illegible] | | Y * |
| [illegible] | [illegible] | **Brewsey** Iron [illegible] | 198 [illegible] | | 1874 | R. Stephen & Co. | Middlesbro' | Williamson (R. Kinder, Jr.) | 96·5 × 27·6 × 7·6 [illegible] | Middlesbro' [illegible] | | |
| [illegible] | [illegible] | **Brewsaster** Wood [illegible] | 170 [illegible] | | 1867 | [illegible] | Stamford, Conn. | W. B. Tuse | 105·6 × 27·5 × 8·0 [illegible] | Baltimore [illegible] | | |
| [illegible] | [illegible] | **Brikanow** Steel [illegible] (See Steamer Register) | 214 [illegible] | | 1910 | [illegible] | Holland | Barteghi | 112·2 × 23·0 × 9·2 [illegible] | Taganrog [illegible] | | |
| [illegible] | [illegible] | **Brunswick** Iron [illegible] | 193 [illegible] | | 1885 | A. Jack & Co. | Sunderland | Liverpool Navig. & Transit Co. Ltd. | 74·8 × 22·2 × 10·6 [illegible] | Liverpool [illegible] | | |
| [illegible] | [illegible] | **Bryn Mawr** Steel [illegible] | 3856 [illegible] | | 1906 | Chicago S.B. Co. | Chicago | Pittsburgh S.S. Co. | 400·0 × 50·2 × 23·9 [illegible] | Duluth, Minn. [illegible] | | |
| [illegible] | [illegible] | **Buck Ridge** Wood [illegible] | 113 [illegible] | | 1919 | S. Palmer & Son | Noank, Conn. | T. J. Stewart | 130·0 × 34·6 × 17·0 [illegible] | New York [illegible] | | |
| [illegible] | [illegible] | **Bull** Steel [illegible] | 113 [illegible] | | 1909 | Earle's Co. Ltd. | Hull | Earles Construction Board | 81·0 × 22·1 × 10·0 [illegible] | Hull [illegible] | 13 - 0 | |
| [illegible] | [illegible] | **Burkland** Wood [illegible] | 103 [illegible] | | 1919 | Bagdell S.B. Co. | Milton, Fla. | Oscar T. Roberson | 176·4 × 35·0 × 16·0 [illegible] | N. Bend, Neb. [illegible] | | R * |
| [illegible] | [illegible] | **Butzfleth** Steel [illegible] (See Steamer Register) | 198 [illegible] | | 1917 | Werft Reiherstieg | Hamburg | Ole Meyer | 89·2 × 19·5 × 7·0 [illegible] | Hamburg [illegible] | | G * |

*,* Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the *day of giving Notice of Periodical Survey* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2041 | | C. A. Thayer | Wood/Schr | 633 | | | | | 1895 | N. D. Scudder | Portland, Or. | Pacific Coast Lbr. Co. | 154 0 30 0 13 0 | Seattle, United States | | |
| 2041 | | G. R. Peterson | Wood/Schr | 1147 | ✠100A1 | Gas | | | 1921 | Commercial Lumber Co. Ltd. | Portland | Pacific Coast Lbr. Co. | 180 0 40 0 13 0 | Portland, United States | 20 - 6 | |
| 2041 | | C. F. H. | Wood/Schr | 76 | ✠ | Bol | | | 1892 | J. Kane | Gloucester | [illegible] | 74 0 30 4 9 0 | Gloucester, United States | 9 - 7 | |
| 2041 | | C. F. Ivers | Wood/Sch | 332 | | | | | 1903 | C. A. Bowditch | Boston | F. A. Elving | 124 0 29 4 12 0 | Boston, United States | | |
| 2041 | | C. E. Holmes | Wood/Schr | 623 | | | | | 1902 | Hall Bros. | Ft. Blakeley, Wash. | C. E. Holmes, Chippewa | 142 0 37 0 11 0 | Seattle, United States | | |
| 2041 | | C. & F. Nurse | Wood/Sch | 119 | ✠100A1 | Pol | | | 1900 | W. R. Lane | Falmouth | W. T. Kelley | 82 7 23 6 9 0 | Falmouth, United States | 19 - 7 | |
| 2041 | | Cassasing | Wood/Barge | 720 | | | | | 1906 | E. Polanski Boat Co. | Detroit, Mich. | F. F. Burns, Inc. | 177 0 30 0 12 0 | Philadelphia, United States | | |
| 2041 | | Cahuta | Wood/Barge | 736 | | | | | 1907 | Bellingham Co. | Bell. Wa. | Robert E. Warren | 180 0 33 1 11 0 | Bellingham, United States | | |
| 2041 | | Calvaron | Wood/Barge | 259 | | | | | 1920 | Harrell S.B. Co. | Tampa, Fla. | Southern Fuel Exports Ltd. | 120 2 24 0 9 0 | Tampa, Fla., United States | | |
| 2041 | | Cala Costesta | Wood/Schr | 327 | | | | | 1927 | Astilleros Lloyport | Palma, Majorca | Manuel Balle Rosello & Rosello Bel. Ltd. | 105 5 27 7 12 7 | Palma, Mal., Spanish | | |
| 2041 | | Cala Salista | Wood/Schr | 720 | | | | | 1916 | | Andratx, Majorca | J. Rosello Bel | 77 0 22 0 9 0 | Palma, Mal., Spanish | | |
| 2041 | | Cala Llamp | Wood/Schr | 126 | | | | | 1917 | S. Llompart | Palma, Majorca | Factors Balle-[illegible] & Rosello Bel. Ltd. | 90 0 24 0 9 0 | Spanish | | |
| 2041 | | Cala Morlanda | Wood/Schr | 233 | | | | | 1922 | J. Bagur | Blanes | Manuel Balle Rosello & Rosello Bel. Ltd. | 110 0 28 0 14 0 | Palma, Mal., Spanish | | |
| 2041 | | Cala Murta | Wood/Schr | 102 | | | | | 1922 | S. Llompart | Palma, Majorca | Factors Balle-[illegible] & Rosello Bel. Ltd. | 100 0 25 4 9 0 | Palma, Mal., Spanish | | |
| 2041 | | Cala Pi | Wood/Schr | 107 | | | | | 1919 | | | Factors Balle-[illegible] & Rosello Bel. Ltd. | 120 4 27 6 11 0 | Palma, Mal., Spanish | | |
| 2041 | | Cala Portala | Wood/Schr | 129 | | | | | 1919 | | | Factors Balle-[illegible] & Rosello Bel. Ltd. | 90 0 25 0 10 0 | Palma, Mal., Spanish | | |
| 2041 | | Cala Sa Vinya | Wood/Schr | 178 | | | | | 1917 | A. Bagur | Tamariu | Factors Balle-[illegible] & Rosello Bel. Ltd. | 101 7 28 1 9 0 | Palma, Mal., Spanish | | |
| 2041 | | Cala Tuent | Wood/Schr | 136 | | | | | 1924 | Tarrats Ramonet | Agulas | Factors Balle-[illegible] & Rosello Bel. Ltd. | 90 0 32 0 10 0 | Palma, Mal., Spanish | | |
| 2041 | | Calbeno | Iron/Barge | 1616 | ✠ | Vpr | F | | 1885 | A. Bagnoli Sons | Glasgow | Jamieson & Co. Ltd. | 243 0 37 0 22 0 | Puerto Rico, United States | 23 - 11 | |
| 2041 | | Camborne | Wood/Schr | 779 | ✠ | Eng | | | 1884 | W. C. Pepper & Co. | Salcombe | E. Shaw | 92 2 22 0 10 0 | Devonport, United Kingdom | | |
| 2041 | | Camden | Wood/Barge | 696 | | | | | 1914 | | Cleveland | Dickson Bar Corp. | 190 2 33 0 14 0 | New York, United States | | |
| 2041 | | Canal No. 3 | Steel | 370 | | | | | 1914 | C. Rennilson & Co. | Glasgow | Kemp Dock Harbour Board | 112 2 30 1 11 0 | Liverpool, England | 13 - 0 | |
| 2041 | | Canal No. 4 | Steel | 370 | | | | | 1914 | C. Rennilson & Co. | Glasgow | Kemp Dock Harbour Board | 112 2 30 1 11 0 | Liverpool, England | 13 - 0 | |
| 2041 | | Canoe | Wood/Sch | 204 | | | | | 1876 | Dock Yard | Bell. Wa. | J. T. Terry | 111 5 27 1 10 0 | Bangor, United States | | |
| 2041 | | Canola | Wood/Sch | 122 | | | | | | A. McDowell | Tarbert | Rev. C. B. Ballantyne | 79 1 22 0 | Tarbert, Scotland | | |
| 2041 | | Cannell | Steel | 1081 | ✠ A | Die | | | 1910 | Cannell Lowden Ltd. | Scarborough | Cannell Lowden Co. Ltd. | 180 1 36 0 12 0 | Liverpool, England | 14 - 0 | |

| No. in Book | Official No. / Code Letters | Ship's Name. Material, Rig, &c. Where. Late Name, if any. Special Surveys. No. of Decks, &c. | Registered Tonnage. Gross. / Net. | Particulars of Class Position. Classification. | Built. When. | By Whom. | Where. | Owners. | Registered Dimensions. Length. Breadth. Depth. | Port of Registry. Flag. | Remarks. | Class. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10426 | [illegible] | Canadian National No. 107 Steel [illegible] | 1057 [illegible] | | 1922 | Prince Rupert Dry Dock & Shipbuilding Co. | Prince Rupert, B.C. | Canadian Northern Steamships Ltd. | 270·1 / 43·0 / 12·1 | New Westminster, B.C. British | 12 - 0 | |
| 10427 | [illegible] | Canadian National No. 108 Steel [illegible] | 427 [illegible] | | 1930 | Prince Rupert Dry Dock & Shipbuilding Co. | Prince Rupert, B.C. | Canadian National Railway Co. | 154·6 / 33·1 / 6·4 | New Westminster, B.C. British | 8 - 0 | |
| 10428 | [illegible] | Canadian National No. 109 Steel [illegible] | 1140 [illegible] | | 1932 | Prince Rupert Dry Docks & Shipyards | Prince Rupert, B.C. | Canadian Northern Steamships Ltd. | 279·1 / 43·0 / 11·0 | New Westminster, B.C. British | 12 - 0 | |
| 10429 | [illegible] | Cancalais Wood Schooner | 389 [illegible] | | 1919 | Dupouch Lepelley | Lanhelin-dois | L. Simard | 121·2 / 30·2 / 12·0 | St. Malo French | | Y * |
| 10430 | [illegible] | Cancaves Wood Schooner | 303 [illegible] | | 1924 | Dossch Tardivel | St. Malo | Vve. Poland Fils | 120·6 / 28·9 / 13·1 | La Rochelle French | | * |
| 10431 | [illegible] | Candia Wood Schooner (See Steamer Register) | 100 [illegible] | | 1923 | E. Smith | Dreyjus | Esplanlarry | 108·7 / 21·9 / 10·7 | Bordeaux French | | |
| 10432 | [illegible] | Canigou Wood Schooner (See Steamer Register) | 276 [illegible] | | 1919 | Mouck May | Fécamp | Cie. Maritime de Navigation | 117·7 / 27·0 / 12·0 | Marseilles French | | |
| 10433 | [illegible] | Cap Bear Wood Schooner (See Steamer Register) | 202 [illegible] | | 1922 | A. Tessier | Vermoutiers | Albert Lemant | 96·6 / 28·9 / 10·9 | Marseilles French | | |
| 10434 | [illegible] | Cap Nord Wood Schooner (See Steamer Register) | 1488 [illegible] | ✠ Cpn 120 | 1918 | W. Dunn & Co. S.B. Co. Ltd. | S. Vic. B.C. [illegible] | A. Robertson, Ltd. (R. Thomson, Mgr.) | 252·9 / 44·4 / 18·7 | Copenhagen Danish | 21 - 2 | |
| 10435 | [illegible] | Cap Pilar Wood Schooner | 295 [illegible] | | 1911 | G. Sautier | St. Malo | E. LeMaître | 117·6 / 27·9 / 12·7 | St. Malo French | | Y * |
| 10436 | [illegible] | Cape Elizondo Wood Schooner | 453 [illegible] | | 1919 | E. MacLeary | Canning, N.S. | E. MacLeary | 144·9 / 34·1 / 13·0 | Parrsboro, N.S. British | | |
| 10437 | [illegible] | Capella Steel Schooner (See Steamer Register) | 123 [illegible] | | 1922 | F. H. Stichter Sohn | Emdenung | W. Brunsch | 85·7 / 20·7 / 8·3 | Emdenung German | | G |
| 10438 | [illegible] | Capitaine Guyomar Wood Schooner | 200 [illegible] | | 1919 | Crapeau-Lepelley | La Richardais | L. Fresnel | 112·5 / 19·6 / 13·0 | St. Malo French | | Y * |
| 10439 | [illegible] | Capitaine Guyomard Wood Schooner | 303 [illegible] | | 1919 | Chs. Tissereau | Redon | F. Delamare-Willot | 142·3 / 31·0 / 12·1 | St. Servan French | | Y * |
| 10440 | [illegible] | Capitan Pino Wood Schooner (See Steamer Register) | 192 [illegible] | | 1920 | ——— | | Joaquin Pino | 97·9 / 29·0 / 11·0 | La Palma Spanish | | |
| 10441 | [illegible] | Capitche Wood Schooner (See Steamer Register) | 116 [illegible] | | 1920 | Astilleros de Gijon | Gijon | A. Escudero Tablón | 91·5 / 17·4 / 8·2 | Gijon Spanish | | |
| 10442 | | Captain Coppens Wood Schooner (See Steamer Register) | 326 [illegible] | | 1919 | Pacific Commercial Co. | Seattle | Pacific Ice Co. | 117·6 / 22·6 / 10·4 | Seattle, U.S. United States | | |
| 10443 | | Caranda Steel Barque | 715 [illegible] | | 1929 | R. Roth, Ltd. | Leith | Cia. Argentina de Rio Mamoreich, Ltda. | 192·4 / 36·2 / 10·9 | Buenos Aires Argentine | | |
| 10444 | | Carbas Steel [illegible] | | ✠ A1 Barge 3.50 | 1923 | Russia, Kirkcaldy Dockyard, Ltd. | Wivenhoe | Carbon Depôt Limited | 79·5 / 16·0 / 5·4 | London British | 5 - 0 | |
| 10445 | [illegible] | Cardenas Wood Barque | 327 [illegible] | | 1920 | Hamil & Co. | Tampa, Fla. | Southern Pine Export Co. | 130·0 / 30·0 / 9·2 | Tampa, Fla. United States | | |
| 10446 | [illegible] | — Wood Schooner (See Steamer Register) | 100 [illegible] | | 1901 | ——— | Germany | T. A. R. Van Slooten | 80·2 / 19·9 / 9·3 | Bridgetown, Barbados British | | |
| 10447 | [illegible] | Caribe Wood Schooner | 289 [illegible] | | 1921 | J. Eckmann | Uersyen | Pempe & Salick Co. | 120·0 / 27·0 / 11·0 | Oswego German | | |
| 10448 | [illegible] | Caridad Wood Schooner | 145 [illegible] | | 1919 | ——— | Alicante | F. Rodesmada | 90·5 / 23·4 / 9·4 | Alicante Spanish | | |
| 10449 | [illegible] | Carina Wood Schooner (See Steamer Register) | 289 [illegible] | | 1919 | Rakkow Eidsvoll | Tukskov | A. N. Carina (J. Rostahl Bassen) | 137·7 / 30·2 / 12·0 | Kristiania Norwegian | | Y * |
| 10450 | [illegible] | Carinna Wood Schooner | 303 [illegible] | | 1911 | G. Sautier | St. Malo | Marcel Lemoi | 121·2 / 28·2 / 12·4 | St. Malo French | | |
| 10451 | [illegible] | Carl Wood Schooner (See Steamer Register) | 302 [illegible] | | 1922 | E. Smith | Sidney | Johnsted Johnsson | 79·8 / 21·4 / 9·7 | Frederikshavn Danish | | |
| 10452 | | | | | | | | | | | | |

| Numéro Officiel | Signaux | Nom du Navire, Port d'attache, Propriétaire | Tonnage Officiel | Détails de la Classification | Construit | | | Armateurs | Dimensions | Port d'Immatriculation | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | |
| 10400 | | Carl Fridolf | 120 | | 1912 | | | | | | |
| 10401 | | Carl Gustaf | 120 | | 1892 | | | | | | |
| 10402 | | Carl E. | 120 | | 1914 | | | | | | |
| 10403 | | Carl Vinnes | 1927 | | 1922 | | | | | | |
| 10407 | | Carlito | 220 | | 1921 | | | | | | |
| 10408 | | Carla | 250 | | 1901 | | | | | | |
| 10409 | | Carla L. | 227 | | 1920 | | | | | | |
| 10470 | | Carlaforte | 143 | | 1922 | | | | | | |
| 10471 | | Carlota | 112 | | | | | | | | |
| 10472 | | Carlabitte | 171 | | 1920 | | | | | | |
| 10473 | | Carmen | 356 | | 1921 | | | | | | |
| 10474 | | | 210 | | 1919 | | | | | | |
| 10475 | | | 147 | | 1919 | | | | | | |
| 10476 | | | 103 | | 1919 | | | | | | |
| 10477 | | Carolina M. | 198 | | 1901 | | | | | | |
| 10478 | | Carolina | 2321 | | 1919 | | | | | | |
| 10479 | | | 206 | | 1922 | | | | | | |
| Abandoned | | Catamander | 1500 | | 1900 | | | | | | |
| 10481 | | Catalina R. P. | | | 1899 | | | | | | |
| 10482 | | Catalogna | 140 | | 1871 | | | | | | |
| 10483 | | Catalpa | 775 | | 1920 | | | | | | |
| 10484 | | Caterina | 627 | | 1920 | | | | | | |
| 10485 | | Caterina R. | 121 | | 1922 | | | | | | |
| 10486 | | Caterina Barbaro | 822 | Nap 12 | 1871 | | | | | | 24 |
| 10487 | | Catalina | 199 | | 1912 | | | | | | |
| 10488 | | Catanzaro | 1226 | | 1919 | | | | | | |
| 10489 | | Cattani G. | 134 | | 1904 | | | | | | |
| 10490 | | Cassa | 220 | | 1921 | | | | | | |

| Ship's Name. | Tonnage | Particulars of Class Section. | Built. | Owners | Port of Registry. |
|---|---|---|---|---|---|
| Caval Marina | | | | | |
| Cav. Aniello Bonifacio | | | | | |
| Cavan | | | | | |
| Cecilia H. De Orive | | | | | |
| Cedrina | | | | | |
| Celadonia | | | | | |
| Celestina Duarte | | | | | |
| Celia | | | | | |
| Centaurus | | | | | |
| Ceres | | | | | |
| Cesare Augusto | | | | | |
| Cesare Battisti | | | | | |
| Cesare Longhi | | | | | |
| Ceylonic | | + A1 Lloyd's Register of Shipping. For service on the River Thames & Estuary carrying Petroleum in bulk. | Lon | | |
| Chagres | | | | | |
| Challenger | | | | | |
| Chalural | | | | | |
| Charities | | | | | |
| Charles | | | | | |
| Charles C. Lister | | | | | |
| Charles Edmund | | | | | |
| Charles F. Crocker | | | | | |
| Charles F. Pritchard | | | | | |
| Charles G. Joyce | | | | | |
| Charles H. Klinck | | | | | |
| Charles H. MacDowell | | + | NYk | | |
| Charles H. Shaw | | | | | |
| Charles Harrison | | | | | |
| Charles J. Hooper | | | | | |
| Charles Nelson | | | | | |
| Charles R. Wilson | | | | | |
| Charles T. Ryan | | | | | |
| Charles W. Baird | | | | | |

| Nom du Navire | Tonnage Total | Construit (Date) | Par qui | Où | Armateurs | Port d'Armement |
| --- | --- | --- | --- | --- | --- | --- |
| Charles & Vernon | 287 | 1919 | W. A. Naugler | Bridgewater, N.S. | [illegible] | [illegible] |
| Charlotte (See Steamer Register) | 192 | 1905 | [illegible] | [illegible] | [illegible] | Hamburg, German |
| — (See Steamer Register) | 151 | 1893 | [illegible] | Vegesack | [illegible] | Hamburg, German |
| Charlotte Grappendorf (See Steamer Register) | 147 | 1921 | Fried. Krupp Akt. Ges. | Kiel | F. W. Grappendorf | Hamburg, German |
| Charlais | 638 | 1919 | [illegible] | [illegible] | [illegible] | Havre, French |
| Chateaubriand | 283 | 1900 | [illegible] | St. Malo | [illegible] | St. Malo, French |
| Chattiswari | 226 | 1919 | [illegible] | Rangoon | [illegible] | Rangoon, British |
| Chedulba | 246 | 1888 | W. Denny & Bros. | Dumbarton | Irrawaddy Flotilla Co. Ltd. | Glasgow, British |
| Chekaw | 364 | 1919 | American Car & Foundry Co. | Wilmington, Del. | A. E. [illegible] | New York, United States |
| Chelsea | 1327 | 1919 | [illegible] | [illegible] | [illegible] | Philadelphia, United States |
| Chenango | 2150 | 1919 | [illegible] | [illegible] | [illegible] | New York, United States |
| — | 671 | 1920 | [illegible] | [illegible] | [illegible] | New York, United States |
| Chesley R. | 123 | 1900 | J. S. Andersen | [illegible] | [illegible] | St. John's, NF |
| Chicoutimi County (See Steamer Register) | 256 | 1919 | [illegible] | [illegible] | W. Bailey | Quebec |
| Chin Dwin | 403 | 1872 | Robt. Duncan & Co. | Port Glasgow | Irrawaddy Flotilla Co. Ld. | Glasgow, British |
| Chiquimula | 703 | 1917 | Columbia [illegible] | Portland | [illegible] | [illegible], United States |
| Chockotka (See Steamer Register) | 328 | 1919 | [illegible] | Alameda, Cal. | [illegible] | [illegible] |
| Chrissie C. Thomey | 138 | 1906 | J. Duridge | [illegible] | Govt. of Canada | Ottawa, British |
| Christel Vinnen (See Steamer Register) | 1859 | 1922 | Fried. Krupp Akt. Ges. | Kiel | F. A. Vinnen | Bremen, German |
| Christian (See Steamer Register) | 229 | 1900 | [illegible] | [illegible] | [illegible] | Svendborg, Danish |
| — (See Steamer Register) | 139 | 1921 | Fried. Krupp Akt. Ges. | Kiel | [illegible] | Sonderborg, Danish |
| Christie & Eliner | 142 | 1921 | Shelburne Shipbuilders Ld. | Shelburne, N.S. | W. Forsey | St. John's, NF |
| Chuan Swee Leong | 100 | 1906 | [illegible] | Singapore | Tan Leong Bee | Singapore, British |
| Chuan Swee Watt | 102 | 1906 | [illegible] | Singapore | Tan Leong Bee | Singapore, British |
| Churchill No. 1 | 271 | 1928 | Canadian Vickers Ld. | Montreal | Canadian Government [illegible] | Montreal, British |
| Churchill No. 2 | 271 | 1929 | Canadian Vickers Ld. | Montreal | Canadian Government [illegible] | Montreal, British |
| Chye Cheong Hin | 132 | 1930 | [illegible] | Singapore | [illegible] | Singapore, British |
| Chye Hong Hin | 142 | 1922 | [illegible] | Singapore | Tan Chiaw | Singapore, British |
| Chye Hup | 132 | 1919 | [illegible] | Singapore | Tan Chiaw | Singapore, British |
| Chye Khong Hin | 142 | 1927 | [illegible] | Singapore | Tan Chiaw | Singapore, British |
| Chye Lee Hin | 152 | 1920 | [illegible] | Singapore | Tan Chiaw | Singapore, British |

| Official No. / Code Letters | Sig's Name, Material, Rig, &c. / Master, Late Name, if any / Special Equipment, No. of Decks, &c. | Registered Tonnage / Gross / Deduct Mn. Shp | Particulars of Class / Character / Where Built | Built / When / By Whom | Where | Owners | Registered Dimensions / Length / Breadth / Depth | Port of Registry / Flag | Remarks | |
|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | Chye Sah Lee<br>Wood | 152<br>[illegible] | | 1918 G. Wah | Singapore | Y. Ee | 91·9/21·5/11·9 | Singapore<br>British | | |
| [illegible] | Chye Soon Hin<br>Wood | 121<br>[illegible] | | 1920 Ang Kit Chok | Singapore | Tan Chiew | 90·5/30·7/ 9·9 | Singapore<br>British | | |
| [illegible] | Chye Teck Hin<br>Wood | 135<br>[illegible] | | 1920 Ang Kit Chew | Singapore | Tan Chiew | 90·9/29·6/10·0 | Singapore<br>British | | |
| [illegible] | Chye Teck Huat<br>Wood | 150<br>[illegible] | | 1927 Ang Kit Chew | Singapore | Tan Chiew | 83·0/27·4/10·0 | Singapore<br>British | | |
| [illegible] | Dile<br>Steel | 136<br>[illegible] | | 1910 J. van de Werff | Hoogezand | F. Belmonte | 92·3/19·8/ 7·3 | Amsterdam<br>Netherlands | | Y |
| [illegible] | —<br>Wood | 124<br>[illegible] | | 1904 | Copenhagen | Capt. Watten | 90·2/23·7/10·2 | Christiania<br>Norway | | |
| [illegible] | City of Fajardo<br>Wood | 200<br>[illegible] | | 1902 H. Bendiksen | Fairhaven, Del. | Alaska Packers Ass. | 145·6/32·1/12·0 | S. Francisco<br>United States | | |
| [illegible] | Ciudad de Necochea<br>Steel | 300<br>[illegible] | | 1917 Gebr. S. & R. Bolkema | Hoogezand | Bonsen & Riggenbach & Co. | 132·2/35·8/12·4<br>[illegible] | Buenos Aires<br>Argentine | | Y<br>* |
| [illegible] | Clara<br>Wood | 136<br>[illegible] | | 1917 A. D. de Bastin | Pol | Empresa de Pesca de Rio Portugal e Ameriqueiro Ltda. | 100·4/29·0/11·5 | Oporto<br>Portuguese | | |
| [illegible] | —<br>Wood | 156<br>[illegible] | | 18[illegible] | Aalborg | J. A. Larsen | 95·6/33·1/ 9·7<br>[illegible] | Oslo<br>Norwegian | | |
| [illegible] | —<br>Wood | 148<br>[illegible] | | 1894 Dubel | Sneekgen | H. Dankers | 86·0/24·1/12·1 | Lübeck<br>German | | |
| [illegible] | —<br>Steel | 135<br>[illegible] | ✠ [illegible] | 1900 J. van der Werff | Hoogezand | H. Dankers | 101·9/21·2/ 9·2<br>[illegible] | Hamburg<br>German | [illegible] | Y |
| [illegible] | Clarence A. Holland<br>Wood | 207<br>[illegible] | | 1892 J. F. C. Moore | Bethel, Del. | S. B. White | 126·5/29·8/ 8·2 | Crisfield, Md.<br>United States | | |
| [illegible] | Clarence B.<br>Wood | 117<br>[illegible] | | 1902 D. E. Sampson | Mahone Bay, N.S. | [illegible] | 82·4/25·2/10·0 | Halifax, N.S.<br>British | | |
| [illegible] | Claudia<br>Iron | 1057<br>[illegible] | | 1894 Richard Vom | Hamburg | H. S. Bager | 206·0/34·1/19·0<br>[illegible] | Hamburg<br>German | | Y |
| [illegible] | Claudina<br>Iron | 818<br>[illegible] | ✠ [illegible] | 1874 J. Reid & Co. | Pt. Glasgow | F. Arata | 139·2/31·6/17·8<br>[illegible] | Genoa<br>Italian | [illegible] | |
| [illegible] | Claus<br>Wood | 130<br>[illegible] | | 1900 C. Liberig | Hamburg | Braun & Salberg | 90·7/22·0/ 8·7<br>[illegible] | Hamburg<br>German | | Q<br>* |
| [illegible] | —<br>Steel | 116<br>[illegible] | | 1911 | Vlaardingen | C. F. Speck | 78·9/21·6/ 9·5 | Hamburg<br>German | | |
| [illegible] | Claus Erich<br>Wood | 100<br>[illegible] | | 1900 Gebr. van Diepen | Waterhuizen | Claus Jagemann | 82·5/18·4/ 6·5 | Hamburg<br>German | | |
| [illegible] | Clavilaño I.<br>Wood | 141<br>[illegible] | | 1918 Astoni, Bonaechea y Cía | Bilbao | Industria Naval y Transportes S.A. | 91·7/22·6/ 9·2 | Bilbao<br>Spanish | | |
| [illegible] | Clavo<br>Iron | 573<br>[illegible] | ✠ [illegible] | 1876 R. Duncan & Co. | Pt. Glasgow | R. E. Weldon | 187·6/32·6/15·0<br>[illegible] | Montevideo<br>Uruguayan | [illegible] | |
| [illegible] | Clayscad<br>Steel | 475<br>[illegible] | ✠ [illegible] | 1913 R. T. Schuppenauer | Oudemirdum | Jason Dredging, Transport & Trading Co. Ltd. | 143·6/32·2/11·2 | London<br>British | | |
| [illegible] | Clearwell<br>Steel | 139<br>[illegible] | | 1927 Henry Robb, Ltd. | Leith | Trevor Harbour Board | 99·1/23·1/ 7·2<br>[illegible] | London<br>British | | |
| [illegible] | Cleona<br>Wood | 396<br>[illegible] | | 1908 R. Palmer & Sons | Gosch, Denm. | P. F. Martin, Inc. | 132·2/35·0/17·0 | Philadelphia<br>United States | | |
| [illegible] | Clepsed No. 1<br>Steel | 135<br>[illegible] | ✠ A1 [illegible] | 1930 Chas. Hill & Sons Ltd. | Bristol | Bristol Channel Sponge Co. Ltd. | 90·0/21·0/ 7·4<br>[illegible] | Bristol<br>British | | 7 · 6<br>1 · 8<br>4 · 12 |
| [illegible] | Clepsed No. 2<br>Steel | 137<br>[illegible] | ✠ A1 [illegible] | 1930 Chas. Hill & Sons Ltd. | Bristol | Bristol Channel Sponge Co. Ltd. | 90·0/21·0/ 7·4<br>[illegible] | Bristol<br>British | | 7 · 6<br>1 · 8<br>4 · 12 |

| Nom du Navire | Gréement | Tonnage | Cote | Année | Par qui construit | Où | Armateurs | Dimensions | Port |
|---|---|---|---|---|---|---|---|---|---|
| Club Nautico | Wood&Motor | 410 | | 1917 | Annapolis Shipping Bldg. | Annapolis | [illegible] | 129·2 / 33·0 / 12·9 | Vigo, Spanish |
| Clymping | Wood&[illegible] | 127 | ✠ | 1909 | J.&W.B. Harvey | Littlehampton | Hector Bros. | 85·0 / 23·6 / 9·9 | Littlehampton, British |
| Clytia | Wood&Motor | 155 | | 1890 | [illegible] | Thurö | J. Jacobsen | 90·8 / 23·0 / 10·7 | Marstal, Danish |
| Coaldale | Wood&Barge | 621 | | 1910 | R. Palmer & Sons | Noank, Conn. | [illegible] | 162·8 / 33·0 / 14·7 | New York, United States |
| Coastwise | Wood&Barge | 1432 | ✠ | 1920 | [illegible] | [illegible] | [illegible] | 220·1 / 40·3 / 21·5 | New Orleans, United States |
| Cobourg | Iron&[illegible] | 434 | | 1867 | [illegible] | Kingston, Ont. | Geo. MacKinnon | 179·6 / 34·7 / 11·4 | Montreal, British |
| Cocalico | Wood&Barge | 908 | | 1907 | R. Palmer & Son Co. | Noank, Conn. | F.F. Martin, Inc. | 193·2 / 35·0 / 17·6 | Philadelphia, United States |
| Coconada | Wood&[illegible] | 341 | | 1918 | | Coconada | [illegible] | 116·5 / 25·2 / 13·9 | Jaffna, British |
| Cohansey | Wood&Barge | 887 | | 1918 | Coastwise S.B. Co. | Baltimore | F.F. Martin, Inc. | 179·2 / 34·0 / 13·5 | Philadelphia, United States |
| Cohasset | Wood&Barge | 2328 | | 1921 | Groton Iron Works | Noank, Conn. | Eugene W. Fry | 263·7 / 46·0 / 23·6 | Philadelphia, United States |
| Coherino | Wood&Barge | 477 | | 1900 | R. Palmer | Noank, Conn. | [illegible] Dredging Co. Inc. | 154·2 / 33·9 / 15·6 | Providence, R.I., United States |
| Comercio Libre | Wood&[illegible] | 156 | | | | Italy | [illegible] | 97·9 / 23·1 / 8·4 | Monte Video, Uruguayan |
| Comercio Montevideo | Iron&[illegible] | 170 | | 1884 | | Germany | [illegible] | 121·0 / 20·7 / 8·3 | Monte Video, Uruguayan |
| (See Steamer Register) | | | | | | | | | |
| Comet | Iron&[illegible] | 122 | | 1867 | W.H. Potter & Co. | Liverpool | Mersey Docks & Harbour Board | 87·4 / 18·2 | Liverpool, British |
| Commerce | Wood&Motor | 656 | | 1900 | Hay & Wright | Alameda, Cal. | [illegible] | 184·0 / 38·6 / 13·6 | S. Francisco, United States |
| Commodore | Wood&Motor | 1526 | | 1919 | J.H. Price S.B. Co. | Seattle, Wash. | [illegible] | 227·9 / 43·0 / 19·9 | [illegible], United States |
| Compostelano 2° | Wood&[illegible] | 139 | | 1920 | J. Maluenda | [illegible] | F. Carballo | 92·9 / 23·0 / 9·2 | Villagarcia, Spanish |
| Compton | Comp.&Motor | 724 | | 1893 | Montreal Transportation Co. | Kingston, Ont. | Geo. MacKinnon, Ld. | 179·3 / 34·0 / 14·5 | Montreal, British |
| Comte de Smet de Naeyer | Steel&[illegible] | 1422 | ✠ Am. | 1877 | [illegible] | [illegible] | [illegible] | 244·7 / 37·4 / 22·7 | Antwerp, Belgian |
| Concetta Falco | Wood&[illegible] | 133 | | 1921 | [illegible] | [illegible] | [illegible] Falco | 100·7 / 24·0 / 10·0 | [illegible], Italian |
| Concordia | Wood&[illegible] | 134 | | 1890 | [illegible] | [illegible] | [illegible] | 82·5 / 21·6 / 9·6 | [illegible] |
| (See Steamer Register) | | | | | | | | | |
| Condestavel | Wood&Motor | 277 | | 1921 | | Vianna do Castello | [illegible] | 137·7 / 32·0 / 13·6 | [illegible], Portuguese |
| Condor | [illegible] | 112 | | 1914 | [illegible] | [illegible] | [illegible] | 73·2 / 21·3 / 9·9 | Hamburg, German |
| (See Steamer Register) | | | | | | | | | |
| Condoren | Wood&[illegible] | 278 | | 1917 | [illegible] | [illegible] | V.H. Andersson | 94·2 / 22·2 / 11·7 | [illegible], Swedish |
| Conemaugh | Iron&Motor&Barge | 1774 | ✠ Cal. | 1879 | R. Steele & Sons | Liverpool | [illegible] | 224·0 / 40·3 / 24·2 | Port Arthur, Texas, United States |
| Conewago | Wood&Motor&Barge | 888 | | 1907 | R. Palmer & Son Co. | Noank, Conn. | F.F. Martin, Inc. | 193·2 / 35·0 / 17·6 | Philadelphia, United States |
| Conisborough | Steel | 127 | ✠ A Hul | 1922 | R. Dunston | [illegible] | [illegible] | 87·0 / 19·0 / 8·1 | Hull, British |
| Conneaut | Iron&Motor&Barge | 1086 | | 1871 | Harlan & Hollingsworth | Wilmington, Del. | [illegible] | 199·0 / 29·1 / 20·2 | [illegible], United States |
| Conosa No. 1 | Steel | 1091 | A1 Hul | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | Wilmington, United States |
| Conqueror | Wood&[illegible] | 1328 | | 1916 | [illegible] | [illegible] | J.A. Brown | 221·4 / 42·2 / 18·9 | [illegible], United States |
| Consladen | Wood&[illegible]&Motor | 234 | | 1911 | R. Andersson | [illegible] | [illegible] | 109·2 / 26·7 / 10·9 | [illegible], Swedish |
| (See Steamer Register) | | | | | | | | | |

| Official No. | Ship's Name, Material, Rig, &c. | Tonnage | Particulars of Class Assigned | Built | Owners | Registered Dimensions | Port of Registry | Remarks |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |
| 10012 | Constantino Cendrira | 319 | | 1919 Arsenals Schetter | Compañía Ibe | Amadeo Pedbrell | 145·7 30·7 13·7 | Vigo Spanish |
| 10013 | Constitution | 3032 | | 1907 Aberdeen Bldg. Bldg. Co. | West Bergen | Fraught Bergs Line Co. | 451·8 44·2 22·1 | Wilmington, DE U.S.A. |
| 10014 | Contramaestre Duclas | 2000 | Hull | 1919 R. Williamson Alloa | Vertiaguera | Ferrocarriles, (Ferrol Bilbao) | 300·7 42·2 24·6 | Gijon |
| 10015 | Connemarra | 145 | | 1900 T. B. Scott & Co. | Glasgow | J. J. Lockhart | 110·2 30·1 7·6 | Kilbrannan Scotch |
| 10016 | Coquet | 125 | | 1900 Geo. Robert Grahamstown | Lorient | Sotin Fortuk Eta Bonet | 80·6 29·8 7·6 | Dublin Irish |
| 10017 | Coquitlam City | 103 | | 1911 Coquitlam S.B. Co. Ltd. | Coquitlam | Coquitlam S.B. Co. Ltd. | 126·0 41·0 13·0 | Vancouver, BC British |
| 10018 | Cora V. | 271 | | 1911 Longmaid & Tonnesen | Longmaid | Gian Reggero | 137·8 28·7 15·1 | Genova Italian |
| 10019 | Coral Spray | 120 | | 1919 Estate of E. J. LeBlanc | Weymouth N.S. | J. B. Feltenham Ltd. | 100·0 19·2 10·2 | Salem, MA U.S. |
| 10020 | Corbet Woodall | 135 | | 1912 R. Bennett & Co. | London | United British Collieries Ltd. | 95·0 19·1 7·9 | Trowbridge British |
| 10021 | Cordova | 2191 | | 1897 Chicago S.B. Co. | Chicago | Seven Hickory Transport Co. | 252·0 44·2 21·0 | Duluth, Min. U.S. |
| 10022 | Corfagle | 125 | | 1919 Woolley & Co. | Berry Bay, N. Devon | Associated Plaster Co. Ltd. | 103·7 24·0 | Adelaide British |
| 10023 | Corinthia | 134 | | 1913 W. E. Roberts | Harlowe-Co. Bulgaria | T. Russell | 100·6 29·8 9·7 | Bass British |
| 10024 | Corislanes | 1110 | Hull | 1876 A. M. Shaw & Co. | Dunbarton | Alfred Harrison & Marcelo | 212·4 33·2 20·2 | St. Vincent C.V.I. Portuguese |
| 10025 | Cormoran | 200 | | 1910 Janowski Schwalowsky | Hamburg | Josef Pritzel & Co. | 107·5 23·0 11·0 | Cuxhaven German |
| 10026 | Cornaia | 290 | | 1917 Gebr. Pikkert | Kortenhoek | Gebr. H. & J. Kramer | 117·2 24·6 11·3 | Groningen Dutch |
| 10027 | Cornelia | 126 | | 1902 Schuyten & Apel | Wuelem | A. Ravel | 100·5 17·0 5·9 | Bruxelles Belgian |
| 10028 | Cornwall | 212 | | 1906 J. P. Jeppesen | Thisted | Schiffahrts "Kraka" A/S J. E. Sivertsen | 112·2 28·2 11·7 | Thisted Danish |
| 10029 | Corona | 106 | | 1900 R. S. Fell | Whitehaven | Sch. Fairies (Lon.) | 89·9 20·9 10·6 | Liverpool British |
| 10030 | Coronation | 106 | | 1902 G. Frost | Gravesend | A. E. Franklin & Ld. | 89·7 22·7 7·3 | Rochester, KE British |
| 10031 | Costante | 198 | | 1911 F. Maestro | Chioggia | Soc. Anon. "Gaetta" | 114·1 24·1 9·2 | Venice Italian |
| 10032 | Costanza | 198 | | 1921 C. Della Giudice | Leghorn | Eng. Luigi Fantoni | 110·1 29·7 12·2 | Leghorn Italian |
| 10033 | Côte d'Emeraude | 300 | | 1920 Desjoyeux | St. Malo | L. Giraud | 123·5 30·2 12·1 | La Rochelle French |
| 10034 | Courtney C. Hoeck | 1027 | | 1919 G. G. Sterling Co. | Bath, Me. | Coverdale Thurlow Inc. | 218·9 42·7 24·0 | Boston, Mass. United States |
| 10035 | Cremyll | 161 | Fire | 1909 C. Lobring | Stockholm | Sven Fredrikson | 92·0 22·1 6·7 | Fredrikstad Dutch |
| 10036 | Crevola | 152 | | 1911 | Stockholm | Fernandes & da Fonseca Sociedade Ltda. | 100·5 23·0 11·8 | Lisbon Portuguese |
| 10037 | Cristóbal | 622 | | 1919 Richards & Co. Ltd. | Porto | A. Rocholle | 190·0 32·7 15·7 | London British |
| 10038 | Cristaro | 604 | | 1919 Richards & Co. Ltd. | Porto | E. O. Gorges | 190·2 32·9 12·1 | London British |
| 10039 | Crossground | 710 | Hull | 1919 Porto Shipbuilding Co. Ltd. | Barrow | A. Robertson & Co. | 180·0 31·5 16·4 | Lerwick British |

| Number | Signals | Name of Vessel, Rig, Tonnage, Dimensions, Owners | Tonnage (Net) | Where Built | Cranes | Constructed | Anchors | Chain Cables | Port of Registry |
|---|---|---|---|---|---|---|---|---|---|
| 10040 | | Cruiseguard | 712 | Wales | | 1919 Ferro-Concrete Shipbuilding Co., Ltd. | Stockless | A.T. Yuge | Penzance |
| 10041 | | Crotskill | 718 | Wales | | 1919 Scottish Co. | Stockless | Sherwood Baker Ltd. | Cardiff |
| 10042 | | Crotersnagart | 718 | Wales | | 1919 Gloucester Ferro-Concrete Co. Ltd. | Stockless | W. Scottskill Ltd. | Cardiff |
| 10043 | | Crotsnal | 712 | Wales | | 1919 Gloucester Ferro-Concrete Co. Ltd. | Stockless | A.T. Yuge | Wales |
| 10044 | | Crotstrom | 711 | Wales | | 1919 Aberdeen Concrete S.B. Co. Ltd. | Stockless | W.A. Brown | Aberdeen |
| 10045 | | Crotal | 627 | | | 1919 H.S. Richards & Co. Ltd. | Porte | Stanley Bell, Ltd. | Southampton |
| 10046 | | Crotalcrem | 623 | | | 1919 H.S. Richards & Co. Ltd. | Stockless Danforth | | Southampton |
| 10047 | | Cruzan | 128 | | | 1920 F. Cold | Flangeless | T. Dunsford | Plymouth |
| 10048 | | Cruz Verrolha | | | | 1920 C.M. de Almeida | Villa do Conde | J.A. de Costa | Aveiro |
| 10049 | | Cruz de Malta | 200 | | | 1921 Sociedade | Aveiro | Transitos Portos Ltd. | Aveiro |
| 10050 | | Quatre Germanos | 600 | | | 1921 | Flangeless Std. | Empresa Fornos D. Pacifico Pereira | Vigo |
| 10051 | | Cumberland | | | A1 | 1921 F. Stephenson & Co. Ltd. | Stockless | Anglo-American Oil Co. Ltd. (J.J. Wills, Agt.) | London |
| 10052 | | Cumra | 1700 | | | 1920 R. Palmer & Sons | Stock, Open | J.F. Morris, Jun. | Philadelphia |
| 10053 | | Cuero El Gato | 124 | | | 1920 H. Dominguez | Turn-up Stock | F. Figueras | Barcelona |
| 10054 | | Cutler | 1322 | | | 1919 Marinette Construction Co. | Stockless Worth | Northern Transportation | Philadelphia |
| 10055 | | Cutty Sark (Lloyd's Register) | 972 | | | 1922 Scott & Linton | Stockless | W.E. Jenkins | Falmouth |
| 10056 | | Cygne | 460 | | | 1921 Chantiers Loire | Stockless Worth | Parmentier | Nantes |
| 10057 | | Cymric (The Shipping Register) | 478 | | | 1922 W. Thomas & Sons | Stockless | R.F. Bell | Belfast |
| 10058 | | Cynthia G. Parker | 138 | | | 1922 J.B. Sutton | Stockless Danforth | Sutton Fishery Co. | Halifax, N.S. |

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be satisfied by Surveys by the Society's Surveyors periodically (usually, if practicable), in order to the being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be satisfied and under the Inspection and to the satisfaction of the Society's Surveyors. Ships or machinery required at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their classes from want of Survey, it is hereby intimated that the *date of giving Notice of Periodical Surveys* required by the Rules, or which repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| Ship's Name. Material, Rig, &c. Master. Late Name, if any. Special Services. Dis. of Decks, &c. | Registered Tonnage. Gross. Tons. | Particulars of Class Rules. Classification. | Built. When. By Whom. Where. | Owners. | Registered Dimensions. Length. Breadth. Depth. | Port of Registry. Flag. | Remarks. |
|---|---|---|---|---|---|---|---|
| D. D. McKenzie Wood Barque | 198 | | 1920 Chester Basin Shipbldg. Ltd. Chester, N.S. | R. A. & W. A. Grant | 113·9·23·0 | Liverpool, N.S. British | |
| D. York Ryan Steel | 351 | A- | Halifax Harbour Trans. Co. Halifax, N.S. | Halifax Harbour Trans. Commissioners | 143·9·23·0 | Halifax British | |
| Dagny Iron | 299 | | 1903 Pile, Rey & Co. Pennsylvania | | 128·9·23·9 | Middlesbrough British | 16 + 3 |
| Dagny Wood Barque | 226 | | 1907 A. Jensen Wendsburg | Peter Gutzeit | 109·6·29·0 | Stockholm Swedish | Y * |
| — Wood Barque (See Summer Register) | 277 | | 1906 Amanda Stoppenaal Lunenburg | Lars Eliasen | 80·4·23·6 | Kristiansand Swedish | Y * |
| Daisy Marguerite Wood | 192 | | 1920 Fred Rice Halifax Shipbldg. Co. | Daisy Marguerite Trawl Co. Ltd. | 123·6·26·6 | Lunenburg, N.S. British | |
| Dallas Wood Barque | 1148 | | 1892 Anderson Hunt Dalhousie Co. Superior, Wis. | Warren & Fenwick Steamship Line Co. | 204·0·36·0 | New Orleans United States | |
| Dalmacija Wood Barque (See Summer Register) | 119 | | 1900 F. Celli Fiumaggio | A. Deparis | 89·5·23·4 | Lussinpiccolo Austrian | |
| Dana Wood Barque (See Summer Register) | 127 | | 1919 J. Eing Andersen Svendborg | Rederiet A/S Svendborg (E. F. Rasmussen, Mgr.) | 94·3·22·0 | Svendborg Danish | Y * |
| — Wood (See Summer Register) | 123 | | 1875 C. Strauss Lemvig | Lars Bjerg | 79·7·22·0 | Lyngby Danish | |
| Daniel Gotanz Wood | 361 | | 1917 W. A. Ziegler Bridgewater, N.S. | D. Gotanz | 139·6·32·0 | Lunenburg, N.S. British | M * |
| Daniel M. Munro Steel Barque | 1216 | | 1892 A. McMillan & Son, Ltd. Dumbarton | Cypress Packets Co. Ltd. | 220·7·39·0 | Windsor, N.S. British | M |
| Daskward Steel Barque (See Summer Register) | 177 | | 1911 J. Pontin, Ltd. Gravesend | O. Lehrig | 107·5·21·4 | Stoke Germany | G * |
| Danmark Steel Barque (See Summer Register) | 300 | | 1902 Sander Skibsv. A/S | Sandefjord | Danske Rigsforening for Sejlskibsfart | | |
| Danzebrog Wood Barque (See Summer Register) | 223 | | 1910 J. Pk. Jörgensen Thorø | A. S. Simonsen | 113·2·26·7 | Thorø Danish | Y * |
| Dante Wood | 1227 | | 1907 R. K. Hall Pitlochry | Empress Barques Ltd. P. Palmer | 225·4·42·4 | Halifax Provincial | |
| Daphne Wood | 191 | | 1896 S. F. Reader Kingston | R. S. Trevaskis | 103·3·27·1 | Sussex French | |
| Dar Pomeranz Steel | 1600 | 100A1 Dur | 1909 Schichau Vow Danzig | Pommerische Segelschiffahrt Actien-Ges. | 239·2·41·1 | Stettin German | 14 + 4 |
| (See Summer Register) | | | | | | | |
| Darien Steel Barque | 1916 | | 1920 Kalmar S. B. & S. Co. Kalmar, Ala | River Transportation Co. | 252·0·32·0 | Philadelphia United States | |
| — Wood Barque | 944 | | 1914 American Car & Foundry Co. Wilmington, Del. | Unknown | 181·4·40·0 | New York United States | N * |
| Dartmouth Steel | | Lloyd | 1922 Philadelphia, Ltd. Dartmouth | Dartmouth Lighterage Co. Ltd. | 85·3·21·0 | London British | 7 + 3 |
| Dauphine Steel Barque | 638 | | 1911 Dunlop S. B. Co. Ltd. Dundee | Rev. Jean Ave Messageries Maritimes | 201·0·36·1 | St. Lunaire French | 10 + 6 |
| Daylight Steel | 1028 | NFe | 1900 Russell & Co. Port Glasgow | Daylight Steam Co. Ltd. | 201·0·49·1 | Victoria, B.C. British | 20 + 3 |
| Daylite Steel Barque (See Summer Register) | 1870 | NYe | 1917 Toledo S. B. Co. Toledo, Ohio | A. F. Wilson | 252·0·43·7 | Bermuda British | 23 + 6 |
| de Ruyp Steel Barque (See Summer Register) | 142 | 100A1 Ams | 1912 N. V. Wer. Zeeland Vlissingen | Rederij Vereenigde Zeevaartbedrijven | 100·7·21·0 | Amsterdam Dutch | 12 + 1 |

| Numéro Officiel | Signaux | Noms de Navire | Tonnage Net | Détails de la Classe | Construit | Armateurs | Dimensions Exactes | Port d'Immatriculation | Remarques |
|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | De Walden (Not Steamer Register) | 233 | | 1917 Dobrose Dupre, Wateringen | [illegible] | [illegible] | Dordrecht | |
| [illegible] | [illegible] | Deiale (Not Steamer Register) | 355 | | 1899 F. Jolie, Vlissingen | [illegible] | [illegible] | Flushing | I * |
| [illegible] | | Den | [illegible] | | 1921 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | Deerwester | 333 | ✠ A1 | 1920 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | Deighton (Not Steamer Register) | 76 | ✠ 100A1 | 1911 W. Rickwood | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | Delaware (Not Steamer Register) | 125 | | 1916 [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | Delos (Not Steamer Register) | 210 | | 1901 J. King, Aalsmeer | [illegible] | [illegible] | [illegible] | Y * |
| [illegible] | [illegible] | Delphin (Not Steamer Register) | 109 | | 1871 | [illegible] | [illegible] | [illegible] | |
| [illegible] | | Deltacrus | 294 | ✠ A1 | 1929 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | Dene | 111 | | 1916 [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | Demerary | 130 | | 1919 [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | Desi (Not Steamer Register) | 195 | | 1911 [illegible] | [illegible] | [illegible] | [illegible] | * |
| [illegible] | [illegible] | Des Jeunes | 894 | ✠ | 1894 [illegible] | [illegible] | [illegible] | [illegible] | I |
| [illegible] | [illegible] | Desert | 2517 | | 1904 [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | Desgalek | 239 | | 1900 W. C. Miller | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | [illegible] | 202 | | 1870 [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | | Deskaa | [illegible] | ✠ A1 | 1911 [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | Diamantina (Not Steamer Register) | 111 | | 1922 J. McLeod & Sons Ltd. | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | Diamond Head | 1972 | ✠ | 1920 J. Langley | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | Diana (Not Steamer Register) | 355 | | 1911 [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | [illegible] (Not Steamer Register) | 21 | | 1902 J. Rodriel | [illegible] | [illegible] | [illegible] | Y * |
| [illegible] | [illegible] | [illegible] (Not Steamer Register) | 142 | | 1918 | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | [illegible] (Not Steamer Register) | 121 | | 1921 | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | Dick (Not Steamer Register) | 148 | | 1912 [illegible] | [illegible] | [illegible] | [illegible] | Y * |
| [illegible] | [illegible] | Dido (Not Steamer Register) | 112 | | 1914 [illegible] | [illegible] | [illegible] | [illegible] | Y |

| Ship's Name. Material, Rig, &c. | Tonnage | Particulars of Classification | Built | Owners | Port of Registry |
|---|---|---|---|---|---|
| **Diego** | 402 | | 1868 | | Purchena, |
| **Dietrich Hasselbach** | 175 | | 1911 | | Bremen |
| **Diez** | 120 | | 1924 | | |
| **Dolliels** | 150 | | 1869 | | Wexford |
| **Diesa** | 502 | | 1883 | | |
| — | 252 | | 1923 | | Dublin |
| **Discovery** | 755 | | 1901 | | Missing, F.I. |
| **Dispatch** | 120 | Lib. | 1866 | | |
| **Divale** | 317 | | 1882 | | |
| **Divina Providencia B.** | 152 | Nor. | 1874 | | |
| **Dmitri** | 136 | | 1914 | | |
| **Dolores** | 344 | | 1920 | | |
| — | 103 | | 1917 | | |
| **Dolores Cecilia** | 139 | | 1906 | | |
| **Domenica Maria** | 250 | | 1906 | | |
| **Domingo F. Sarmiento** | 1476 | | 1901 | | |
| **Dominion Skipper** | 339 | | 1925 | | |
| **Don Andres** | 129 | | 1914 | | |
| **Don Jose** | 117 | | | | |
| **Don Julian** | 133 | | 1926 | | |
| **Don Luis** | 136 | | | | |
| **Don Rafael** | 108 | | 1907 | | |
| **Donald II** | 715 | | 1919 | | |
| **Donald & Doris** | 143 | Lloyd | 1882 | | |
| **Dora** | 941 | Mod. | 1877 | | |
| **Dora** | 141 | | 1912 | | |
| **Doris** | 410 | | 1919 | | |

| Number | Signals | Name of Vessel, Rig, Tonnage, Dimensions | Tonnage | Details of the Classification | Construction | Owners | Port of Registry | Remarks |
|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | **Doris Hamlin** Wooden | 1203 | | 1911 Flys Dynes | [illegible] | [illegible] | Y * |
| [illegible] | [illegible] | **Dorothy** Wood Wooden | 275 | | 1909 J. Wile | [illegible] | [illegible] | |
| [illegible] | | **Dorothea** Wooden (See Steamer Register) | 130 | | 1900 [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Dorothy O.** Wooden | 122 | | 1922 [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Douar-Dosia** Wooden (See Steamer Register) | 121 | | 1918 E. F. Dupuy | [illegible] | [illegible] | Y |
| [illegible] | [illegible] | **Dupe Franco** Wooden (See Steamer Register) | 220 | | 1913 [illegible] | [illegible] | [illegible] | Y |
| [illegible] | [illegible] | **Douglas & Parks** Wooden | 179 | | 1919 [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Dover** Wooden | [illegible] | | 1919 [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Dovers** Wood | 214 | | 1921 [illegible] | [illegible] | [illegible] | |
| [illegible] | | **Dragon** Wood | 231 | 4-100A | 1921 [illegible] | [illegible] | [illegible] | 12 - 0 |
| [illegible] | [illegible] | **Drake C.** Wood | 27 46 | | 1920 [illegible] | [illegible] | [illegible] | 7 - 0 |
| [illegible] | [illegible] | **Draper** Wooden | 535 | | 1924 [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Dredger No. 3** Wood | 101 | | 1906 [illegible] | [illegible] | [illegible] | 9 - 0 |
| [illegible] | [illegible] | **Dragy** Wooden (See Steamer Register) | 149 | | 1913 [illegible] | [illegible] | [illegible] | Y |
| [illegible] | [illegible] | **Dreata** Wooden (See Steamer Register) | 111 | | 1910 W. Binder | [illegible] | [illegible] | Y * |
| [illegible] | [illegible] | **Drachtersen** Wooden (See Steamer Register) | 138 | | 1918 [illegible] | [illegible] | [illegible] | G |
| [illegible] | | **Drogden** Wooden (See Steamer Register) | 201 | | 1917 [illegible] | [illegible] | [illegible] | |
| [illegible] | | **Druid** Wood (See Steamer Register) | 249 | | 1909 [illegible] | [illegible] | [illegible] | 9 - 0 |
| [illegible] | [illegible] | **Druid Hill** Wooden | 1287 | | 1919 [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Drumwall** Wood | 1192 | | 1907 [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Duchess** Wooden | 110 | 4 Che 12 | 1879 [illegible] | [illegible] | [illegible] | 11 - 0 |
| [illegible] | [illegible] | **Due Rosine** Wooden (See Steamer Register) | 128 | | 1877 [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Duguay-Trouin** Wooden | 224 | | 1896 [illegible] | [illegible] | [illegible] | Y * |
| [illegible] | | **Dum** Wood | | | 1921 [illegible] | [illegible] | [illegible] | 9 - 0 |
| [illegible] | [illegible] | **Dunsyre** Wooden | 2142 | 4 Fv 17 | 1891 [illegible] | [illegible] | [illegible] | 25 - 0 |
| [illegible] | [illegible] | **Durga** Wooden (See Steamer Register) | 117 | | 1899 [illegible] | [illegible] | [illegible] | 10 - 0 |
| [illegible] | [illegible] | **Dustin G. Cressy** Wooden | 302 | | 1912 [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Dyna** Wooden (See Steamer Register) | 132 | | 1919 [illegible] | [illegible] | [illegible] | Y * |
| [illegible] | [illegible] | **Dykes** Wooden | [illegible] | | 1919 [illegible] | [illegible] | [illegible] | 14 - 0 |

*** Additional Ships are inserted in the Supplement at the end of the Register.

| No. in Book | Official No. / Code Letters | Ship's Name. Material, Rig, &c. Master. Late Name, if any. Special Services. No. of Decks, &c. | Registered Tonnage. Gross. / Under Ht. Deck | Particulars of Class Section. Character. | Built. When. | By Whom. | Where. | Owners. | Registered Dimensions. Length. Breadth. Depth. | Port of Registry. Flag. | Machinery. Engines. Boilers. H. P. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | | E. 19 Steel Barge | 133 -143 | | 1927 | Devon Constructing Co. | Pittsburgh, Pa. | Trippe Shipping, W. S. Elsworth, Mgr. | 100·0 30·0 6·5 | Barranquilla Colombian | 6 × 6 | |
| [illegible] | | E. 20 Steel Barge | 133 -143 | | 1927 | Devon Constructing Co. | Pittsburgh, Pa. | Trippe Shipping, W. S. Elsworth, Mgr. | 100·0 30·0 6·5 | Barranquilla Colombian | 6 × 6 | |
| [illegible] | | E. 21 Steel Barge | 133 -143 | | 1927 | Devon Constructing Co. | Pittsburgh, Pa. | Trippe Shipping, W. S. Elsworth, Mgr. | 100·0 30·0 6·5 | Barranquilla Colombian | 6 × 6 | |
| [illegible] | | E. 22 Steel Barge | 133 -143 | | 1927 | Devon Constructing Co. | Pittsburgh, Pa. | Trippe Shipping, W. S. Elsworth, Mgr. | 100·0 30·0 6·5 | Barranquilla Colombian | 6 × 6 | |
| [illegible] | | E. 23 Steel Barge | 133 -143 | | 1927 | Devon Constructing Co. | Pittsburgh, Pa. | Trippe Shipping, W. S. Elsworth, Mgr. | 100·0 30·0 6·5 | Barranquilla Colombian | 6 × 6 | |
| [illegible] | | E. 24 Steel Barge | 133 -143 | | 1927 | Devon Constructing Co. | Pittsburgh, Pa. | Trippe Shipping, W. S. Elsworth, Mgr. | 100·0 30·0 6·5 | Barranquilla Colombian | 6 × 6 | |
| [illegible] | | E. 25 Steel Barge | 232 -148 | | 1928 | Midland Barge Co. | Midland, Pa. | Trippe Shipping, W. S. Elsworth, Mgr. | 125·0 30·0 7·0 | Barranquilla Colombian | 7 × 6 | |
| [illegible] | | E. 26 Steel Barge | 232 -148 | | 1928 | Midland Barge Co. | Midland, Pa. | Trippe Shipping, W. S. Elsworth, Mgr. | 125·0 30·0 7·0 | Barranquilla Colombian | 7 × 6 | |
| [illegible] | | E. 27 Steel Barge | 232 -148 | | 1928 | Midland Barge Co. | Midland, Pa. | Trippe Shipping, W. S. Elsworth, Mgr. | 125·0 30·0 7·0 | Barranquilla Colombian | 7 × 6 | |
| [illegible] | | E. 28 Steel Barge | 232 -148 | | 1928 | Midland Barge Co. | Midland, Pa. | Trippe Shipping, W. S. Elsworth, Mgr. | 125·0 30·0 7·0 | Barranquilla Colombian | 7 × 6 | |
| [illegible] | | E. 29 Steel Barge | 232 -148 | | 1928 | Midland Barge Co. | Midland, Pa. | Trippe Shipping, W. S. Elsworth, Mgr. | 125·0 30·0 7·0 | Barranquilla Colombian | 7 × 6 | |
| [illegible] | | E. 30 Steel Barge | 232 -148 | | 1928 | Midland Barge Co. | Midland, Pa. | Trippe Shipping, W. S. Elsworth, Mgr. | 125·0 30·0 7·0 | Barranquilla Colombian | 7 × 6 | |
| [illegible] | | E. B. Sutton Wood Motor Barge | 1919 | | 1891 | J. F. Thayer | Bath, Me. | Carbon Bar Corp. | 127·6 40·1 12·0 | New York United States | | |
| [illegible] | | E. C. Adams Wood Motor | 388 | | 1913 | Bridgewater S.B. Co. Ltd. | Bridgewater, N.S. | E. C. Adams Shipping Co. Ltd. | 126·2 30·0 11·7 | Lunenburg N.S. British | | B. * |
| [illegible] | | E. Dawes Wood Sail | 143 | | 1900 | W. Gill | Pictou, N.S. | E. Cleveland | 106·7 22·1 6·5 | Yarmouth, N.S. British | | |
| [illegible] | | E. H. Wharton Davies Wood Motor | 241 | | 1917 | T. E. Boulter | Adelaide | L. Chaplin | 132·0 35·0 12·0 | St. Servan French | | |
| [illegible] | | E. Lizette Wood Sail | 143 | | 1907 | A. T. Simonson | St. Francis, Quebec | [illegible] | 110·0 23·2 7·0 | Montreal British | | |
| [illegible] | | E. F. Theriault Wood Motor | 302 | | 1919 | Theriault S.B. Co. Ltd. | Bellevue's Cove, N.S. | Fred W. Wadsworth | 130·0 31·0 [illegible] 7·0 | Bridgetown, N.S. British | | B. * |
| [illegible] | | E. B. Haggett Wood Barge | 696 -614 | | 1910 | E. Schurch Bros. | Elkton, Md. | General Transportation Co. | 199·2 32·1 11·0 | Wilmington, Del. United States | | |
| [illegible] | | Eagle Hill Wood Barge | 571 -444 | | 1899 | R. Palmer Sons | Noank, Conn. | Thos. J. Rossi | 195·0 34·0 11·0 | New York United States | | |
| [illegible] | | Earl Cairns Wood Auxiliary Hooker | 131 -97·6 | ✠ Fore 1.0 | 1883 | Ferguson & Baird | Connah's Quay, Flintshire | F. E. Rosendahl | 92·2 23·0 10·0 | Stafford British | | |
| [illegible] | | E. [illegible] Steel | 248 | | 1911 | J. Hayes & Co. | Sub. Bremen | London & North Eastern Ry. | 100·6 28·2 10·7 | [illegible] British | 10 × 6 | |
| [illegible] | | [illegible] Steel | 100 | ✠ Fore 0.28 | 1923 | Philip & Son, Ltd. | Dartmouth | Teignbridge Co. Ltd. | 80·9 21·5 | London British | 7 × 5 | |
| [illegible] | | Easterx Wood Motor Barge | 2798 -2134 | | 1922 | Johnson Shipyards Co. | Manitowoc, Wisconsin | Eastern Transportation Co. | 262·3 40·0 22·0 | Wilmington, Del. United States | | |
| [illegible] | | Easton Wood Barge | 630 -[illegible] | | 1908 | R. Palmer & Son | Noank, Conn. | Lehigh Bank Bldg. Co. | 180·2 32·0 14·2 | New York United States | | |
| [illegible] | | Ebba Wood Motor | 228 | | 1901 | E. P. Petersen | Troon | J. E. Wahlberg | 112·9 25·9 11·9 | Stockholm Swedish | | V. * |
| [illegible] | | Ebet Wood Auxiliary Motor Oil Bkp. | 124 -[illegible] | | 1900 | C. Thorle | Stavanger | E. J. Langfeldt | 92·9 22·6 9·1 | Gothenburg Swedish | | |
| [illegible] | | Erba Wood Twin Screw Motor | 132 | | 1905 | W. Stewart Sons | Kingston, N.S. | T. Richards, Ltd. | 104·9 25·9 6·1 | Tupper, N.S. British | | |
| [illegible] | | Economy Steel Barge | 1421 -1367 | | 1905 | Freeman Sch. Turbo | Sorel, Que. | Southern Coal Transportation Co. | 231·0 33·7 20·1 | New Orleans United States | | |
| [illegible] | | Edelgard Steel Motor Barge | 104 -83 | | 1911 | [illegible] | Holland | E. Reinecke | 80·8 22·0 9·7 | Hamburg German | | |
| [illegible] | | Edit Steel Motor Oil Bkp. | 137 -[illegible] | | 1922 | Schichau, G. J. Elbing, S.G. | Danzig | E. Krüger | 80·0 20·6 9·5 | Hamburg German | | G. * |

(See Steamer Register)

| Nom du Navire | Tonnage | Cote | Construit | Par qui | Où | Armateurs | Port |
|---|---|---|---|---|---|---|---|
| Edith | 305 | ✠100A | 1896 | R. Craggs & Sons | Middlesbro | [illegible] | London |
| Edith Belliveau | 287 | | 1919 | B. Belliveau Co. | Belliveau's Cove, N.S. | B. Belliveau & Co. | Weymouth N.S. British |
| Edna Bright Hough | 304 | | 1897 | [illegible] | [illegible] | [illegible] | United States |
| Edna Hoyt | 1512 | | 1920 | Dunn & Elliot Co. | Thomaston Me. | Superior Trading & Transportn. Co. | Boston Mass. United States |
| Edoardo | 130 | | 1921 | [illegible] | [illegible] | [illegible] | Italian |
| Edoardo Scarfoglio | 383 | | 1920 | [illegible] | Torre del Greco | [illegible] | Torre del Greco Italian |
| Eduardo Weibel | 229 | | 1922 | [illegible] | Alicante | [illegible] | Alicante Spanish |
| Edward L. Swan | 1511 | | 1919 | Atlantic Coast Co. | Thomaston Me. | Superior Trading & Transptn. Co. | Boston United States |
| Edward R. Baird, jr. | 279 | | 1903 | G. K. Phillips & Co. | Bethel, Del. | [illegible] | Baltimore United States |
| Edward R. Smith | 565 | | 1911 | G. K. Phillips & Co. | Phippsburg Me. | [illegible] | New York United States |
| Edwin G. Farrar | 473 | | 1912 | F. S. Bowker & Son | Phippsburg Me. | [illegible] | [illegible] |
| Edwin & Maud | 308 | | 1900 | G. K. Phillips & Co. | Bethel, Del. | [illegible] | Baltimore United States |
| Effie | 156 | | 1898 | [illegible] | [illegible] | [illegible] | Norwegian |
| Efisia Serra | 208 | | 1873 | [illegible] | [illegible] | [illegible] | Italian |
| Egidio Teresa | 227 | | 1902 | [illegible] | [illegible] | [illegible] | Viareggio Italian |
| Eglantine | 175 | | 1902 | [illegible] | [illegible] | [illegible] | French |
| Eider | 230 | | 1910 | [illegible] | St. Malo | [illegible] | St. Malo French |
| Eilian | 140 | ✠100A1 Apl | 1908 | W. Thomas & Sons | Amlwch | [illegible] | British |
| Einigkeit | 162 | | 1899 | [illegible] | [illegible] | [illegible] | German |
| Ejvor | 102 | | 1920 | [illegible] | [illegible] | [illegible] | Norwegian |
| Ekliptika | 116 | | 1922 | [illegible] | [illegible] | [illegible] | Danish |
| El Chanpuder | 900 | ✠ Ham | 1863 | R. & J. Evans & Co. | Liverpool | [illegible] | Argentine |
| El Farunkieh | 800 | | 1874 | T. Wingate & Co. | Glasgow | Egyptian Marine School Trust | Alexandria Egyptian |
| Elakoen | 627 | | 1920 | [illegible] | [illegible] | [illegible] | [illegible] |
| Elena | 228 | | 1907 | [illegible] | [illegible] | [illegible] | Italian |
| [illegible] | 147 | | 1923 | [illegible] | [illegible] | [illegible] | Italian |
| Elenita | 150 | | 1918 | [illegible] | [illegible] | [illegible] | Spanish |
| Eleonora | 235 | | 1902 | [illegible] | [illegible] | [illegible] | Italian |
| Eleonore | 104 | | 1915 | [illegible] | [illegible] | [illegible] | [illegible] |

| Official No. | Code Letters | Ship's Name. Rig, &c. Where Built. Year. Tons. Length. Breadth. Depth. No. of Decks, &c. | Registered Tonnage. Gross. Deductions. Net. | Particulars of Class Renewal. Character. | Hull. Where. By Whom. When. | Owners. | Registered Dimensions. Length. Breadth. Depth. | Port of Registry. Flag. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | **Elfride** Wood Barque (See Summer Register) | 250 [illegible] | | [illegible] Swanson Kalmar | Klaus Gauer Christiansen, Copenhagen, Nor. | 110·0 27·0 11·7 | Kalmar Sweden | V * |
| [illegible] | [illegible] | — Wood Brigantine | 143 [illegible] | | 1910 J. Tolmanen Turku | J. Blomfelt | 90·4 23·4 10·7 | Aigo Finland | |
| [illegible] | [illegible] | **Elias** Wood Auxiliary Schooner (See Summer Register) | 276 [illegible] | | 1919 Woodbridge Bros. Drapers Co. Ltd. Lowestoft | R. Kellner (A. Gaetke, Nor.) | 130·4 33·0 12·5 | Flensburg Germany | |
| [illegible] | [illegible] | — Wood Auxiliary (See Summer Register) | 136 [illegible] | | 1917 M. Lee Reynolds Boyne | Dunedin Explosives | 91·5 30·2 9·0 | Charles Spanish | |
| [illegible] | [illegible] | **Ella** Wood Barque | 277 [illegible] | | 1902 J. Sugenoya Wakan | C.H. Wyn | 112·5 27·9 10·2 | Helsingborg Sweden | V * |
| [illegible] | [illegible] | **Ellen La Roda Petter** Wood Auxiliary Schooner (See Summer Register) | 426 [illegible] | | 1920 Swanick Miguel Valencia | Swanick & Miguel | 141·2 30·1 14·1 | Valencia Spanish | |
| [illegible] | [illegible] | **Ellen M.** Wood Barque | 357 [illegible] | | 1921 Fitzgerald Vancouver | Elias Mullen | 121·7 29·2 13·2 | Vancouver Canada | I |
| [illegible] | [illegible] | **Elizabeth** Wood Barque | 279 [illegible] | | 1919 R. Erlson Marstal | E.E. Rossen | 120·7 30·7 12·4 | Marstal Danish | V * |
| [illegible] | [illegible] | — Wood Auxiliary Schooner (See Summer Register) | 301 [illegible] | | 1921 T. Sowers Tiverton | T. Ely | 126·6 25·5 13·8 | Fulton American | G * |
| [illegible] | [illegible] | — Wood Barque | 307 [illegible] | | 1891 — Helsingfors (Sweden) | Sauer Elizabeth (Robert Eastman) | 109·1 28·4 10·6 | Helsingfors Finnish | V |
| [illegible] | [illegible] | — Wood Auxiliary Schooner (See Summer Register) | 229 [illegible] | | 1914 J. Klag Andersen Svendborg | Hans Hansen | 112·6 30·5 11·6 | Svendborg Danish | V * |
| [illegible] | [illegible] | — Wood Auxiliary Schooner (See Summer Register) | 192 [illegible] | | 1921 F. Kuroda Wakin | Sasaki Kichisaburo | 100·4 24·7 10·0 | Kushimoto Japanese | G * |
| [illegible] | [illegible] | — Wood Auxiliary Schooner (See Summer Register) | 174 [illegible] | | 1919 Helsingin Varva Aktiob. Helsingfors | O.A. Palmer | 100·5 24·7 10·2 | Helsingfors Finnish | V * |
| [illegible] | [illegible] | — Wood Auxiliary Schooner (See Summer Register) | 167 [illegible] | | 1920 Sunderland Shipbuilding Co. Ltd. Sunderland | J.A. Petersen | 101·7 25·5 10·2 | Esbjerg Danish | V * |
| [illegible] | [illegible] | — Wood Auxiliary Schooner (See Summer Register) | 143 [illegible] | | 1920 F. Bach Rappenau | J. Jaeger | 97·6 23·6 6·7 | Heilbronn German | V * |
| [illegible] | [illegible] | — Wood Auxiliary Schooner (See Summer Register) | 161 [illegible] | | 1919 Bohr Muller Fredrikstad | E. Abrahamsen | 100·0 23·6 7·0 | Oslo Norwegian | G * |
| [illegible] | [illegible] | — Wood Auxiliary Schooner (See Summer Register) | 198 [illegible] | | 1919 L. Holder Harlingen | M. Bolhuis | 89·5 26·6 7·4 | Harlingen Dutch | G * |
| [illegible] | [illegible] | **Elizabetha** Wood Barque | 327 [illegible] | | 1907 Schiffer, Jensen & Co. Flensburg | T. Tost | 146·0 23·0 11·4 | Liverpool British | V |
| [illegible] | [illegible] | **Eliza** Wood Auxiliary Schooner (See Summer Register) | 192 [illegible] | | 1904 R.F. Petersen Thisted | Svend A. Petersen (Dyrk Kristensen) | 105·0 24·0 11·1 | Thisted Danish | V * |
| [illegible] | [illegible] | — Wood Auxiliary Schooner (See Summer Register) | 159 [illegible] | | 1917 L. Wichlein Pensacola | Jacobsen & Co. | 101·7 21·5 9·0 | La Rochelle French | |
| [illegible] | [illegible] | — Wood Auxiliary Schooner (See Summer Register) | 122 [illegible] | | 1920 J.Th. Jørgensen Thisted | M.E. Jensen | 96·5 21·4 10·0 | Varde Danish | V * |
| [illegible] | [illegible] | — Wood Auxiliary Schooner (See Summer Register) | 116 [illegible] | | 1919 S.A.Jth. Boelle Aalborg | Aalborg Skibsrederiet (A.S.B.) I.P. Hansen, Nor.) | 87·4 21·0 8·2 | Aalborg Danish | V |
| [illegible] | [illegible] | **Eliza Jane** Wood Barque | 138 [illegible] | 15.71 | Bldg 1923 Bough Sun | Bridgewater T.S. Brown & Sons Ltd. | 89·5 22·6 10·1 | Bursledon British | |
| [illegible] | [illegible] | **Elizabeth Bardi** Wood Barque | 307 [illegible] | | 1919 Bellingham S.B. Co. Bellingham, Wash. | William Johnson | 178·7 36·8 12·0 | Portsmouth American | |
| [illegible] | [illegible] | **Elizabeth Drew** Wood Auxiliary Schooner (See Summer Register) Bahia | 152 [illegible] | 6.95 | Fly 1871 Rubber Fair | Fukuoka Japan | E.S. Carter | Plymouth British | |
| [illegible] | [illegible] | **Elizabeth Ellen Fisher** Wood Auxiliary Schooner (See Summer Register) Halifax | 193 [illegible] | 9.95 | Lens 1871 M'Lea (Sir Saul Samuelson) | Northumberland | L.F. Tode | Halifax British | 10 · 1 |
| [illegible] | [illegible] | **Ella** Wood Auxiliary Schooner (See Summer Register) | 291 [illegible] | | 1910 C.J. Hansen Andersen Svendborg | Tyldesø & Kiaer | 122·9 28·4 12·3 | Marstal Danish | V * |

| Numéro Officiel | Signaux | Nom du Navire | Tonnage Officiel | Détails de la Classification | Construction | Armateurs | Port d'Immatriculation | |
|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | **Ella Louise** Wood | 200 | | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Ellen** Wood & Mathe | 325 | | [illegible] | [illegible] | [illegible] | |
| [illegible] | | (STRANDED 12.10.31 (LATE)) **[illegible]** Wood & Mathe (See Summer Register) | 127 | | [illegible] | [illegible] | [illegible] | V * |
| [illegible] | [illegible] | **[illegible]** Wood & Mathe (See Summer Register) | 168 | | [illegible] | [illegible] | [illegible] | V * |
| [illegible] | | **[illegible]** Wood | 133 | | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **[illegible]** Wood & Mathe (See Summer Register) | 170 | | [illegible] | [illegible] | [illegible] | G * |
| [illegible] | [illegible] | **Ellen Little** Wood & Mathe | 200 | | [illegible] | [illegible] | [illegible] | G * |
| [illegible] | [illegible] | **Ellenville** Wood & Mathe | 658 | | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Elly** Wood & Mathe (See Summer Register) | 122 | | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Elma** Wood | 115 | | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Elma** Wood & Mathe (See Summer Register) | 204 | | [illegible] | [illegible] | [illegible] | V * |
| [illegible] | [illegible] | **Elna** Wood & Mathe | 219 | | [illegible] | [illegible] | [illegible] | V * |
| [illegible] | [illegible] | **[illegible]** Wood & Mathe | 164 | | [illegible] | [illegible] | [illegible] | V * |
| [illegible] | [illegible] | **[illegible]** Wood & Mathe (See Summer Register) | 172 | | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Elna Cruz** Wood & Mathe (See Summer Register) | 200 | | [illegible] | [illegible] | [illegible] | G * |
| [illegible] | [illegible] | **Elna Kihlke** Wood & Mathe (See Summer Register) | 161 | | [illegible] | [illegible] | [illegible] | G * |
| [illegible] | [illegible] | **Elol** Wood & Mathe | 223 | | [illegible] | [illegible] | [illegible] | V * |
| [illegible] | [illegible] | **Elsie** Steel | 240 | FIUA | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Elvy** Wood & Mathe (See Summer Register) | 124 | | [illegible] | [illegible] | [illegible] | V * |
| [illegible] | [illegible] | **Elsira** Wood & Mathe | 225 | | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Emanuel** Wood & Mathe (See Summer Register) | 246 | | [illegible] | [illegible] | [illegible] | V * |
| [illegible] | | **[illegible]** Steel & Co. (See Summer Register) | 142 | | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **[illegible]** Wood & Mathe (See Summer Register) | 118 | | [illegible] | [illegible] | [illegible] | G * |
| [illegible] | [illegible] | **Emil** Wood | 135 | | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **[illegible]** Wood & Mathe (See Summer Register) | 217 | | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Emilia da Conceiçao** Wood | 221 | | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Emilia Gotti** Wood & Mathe (See Summer Register) | 472 | | [illegible] | [illegible] | [illegible] | I |

| Official No. / Code Letters | Ship's Name / Material, Rig, &c. / Place / Date / Tonnage / No. of Decks, &c. | Approximate Tonnage | Particulars of Class Roaring | Hulls: When | Hulls: By Whom | Hulls: Where | Owners | Registered Dimensions | Port of Registry / Flag | Number Signal | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Emilia Madre** Wood Sh. | 200 | | 1900 | Gaudmaris | Pasaggio | Ant. Cantera | 123·0 20·9 11·4 | Viareggio Italian | | I * |
| | **Emily F. Whitney** Wood Sh. | 1318 | | 1900 | A. Gove | East Boston | Turtle Dove | 188·9 37·9 29·1 | S. Francisco United States | | |
| | **Emily Sennet** Wood | 299 | | 1872 | Sneed | Bishop Creek | F. S. Mulender | 132·3 25·9 12·0 | Petersham British | | |
| | **Emily Warbrick** Wood Sh. | 107 | ✠ Hol | 1877 | Ellison | Fleetwood | C. A. Bonsi | 100·6 22·0 12·0 | Fleetwood British | | |
| | **Emma** Wood Sh. (See Steamer Register) | 108 | | 1888 | | Sorth, Ma. | Thomas Sidnie Emma (Sidnie) (Ltd.) | 78·9 21·6 | Magnolia United States | | |
| | Wood Sh. | 122 | | 1886 | Tonnerwerk-Leopoldshoven | Tonnerwerk | J. Jansen | 89·5 22·0 8·1 | Donaueschingen British | | |
| | Wood Sh. (See Steamer Register) | 138 | | 1905 | Lüring | Bremen-Grohn | H. E. Langen | 92·2 21·6 9·6 | Bremen German | | |
| | Wood Sh. (See Steamer Register) | 130 | | 1911 | Gebr. van Diepen | Waterhuizen | Joh. Bremer | 91·9 19·9 7·1 | Sneekerg Dutch | | G * |
| | **Emma Brent** Wood Sh. | 131 | ✠ Lir | 1874 | Jones | Milford | Jos. S. Gaynor | 100·2 25·7 12·1 | Pennsylvania British | 12 - 9 | |
| | **Emma Johanna** Wood Sh. (See Steamer Register) | 106 | | 1912 | D. Bruere | Pasaia | Joh. Fuchsen | 87·9 20·7 7·1 | Delaware Danish | | G * |
| | **Emma & Helen** Wood Sh. | 126 | | 1891 | | United States | Bertrand Barbour | 87·4 22·4 9·1 | Pays Portuguese | | |
| | **Emmanuel** Wood Sh. (See Steamer Register) | 146 | | 1909 | Gaudar Werf | Hoogezand | F. Zeeker | 91·6 20·0 7·9 | Groningen Dutch | | V |
| | **Empedocle** Wood Sh. (See Steamer Register) | 220 | | 1921 | Gebr. Bauer | Cuxhaven | E. Cornelius & Co. | 114·1 26·9 12·6 | Genoa Italian | | I * |
| | **Ena** Wood Sh. (See Steamer Register) | 740 | | 1900 | Kelly, Spence & Co. | Sorth, Me. | Alb. Ena (F. Stockbridge) | 142·4 39·4 12·7 | Aalesund Norwegian | | |
| | **Ena F. Parsons** Wood Sh. | 230 | | 1920 | H. M. Parsons | Clarenville, N.S. | D. Donnerdil Mrs. M. G. Parsons | 113·7 28·6 10·1 | Wickham, N.S. British | | |
| | **Ena S.** Wood Sh. (See Steamer Register) | 134 | | 1907 | T. B. Albury | Harbour Island | Ena S. Co. Ltd. | 87·6 22·5 7·1 | Nassau, N.P. British | | |
| | **Enkera** Wood Sh. | | | 1876 | | Sullivan | F. Eiva | 89·7 24·0 8·1 | Gravlingen Dutch | | |
| | **Endymion** Composite | 779 | | 1899 | Lewis & Blue | Boston, Mass. | E. Aalsey | 104·4 24·5 13·1 | Port de France French | | |
| | **Enesa** Wood Sh. | 169 | | 1909 | S. J. Dawes | Thorneville, P.E. | Dunscope | 100·9 22·2 7·1 | Montreal Canadian | | |
| | **Energi** Wood Sh. (See Steamer Register) | 162 | | 1919 | A. B. Ole S. Petersen & Tønnesen | Kristiansund | K. Ellertsen | 97·4 24·0 10·0 | Kristiansund Norwegian | | V * |
| | **Engelina** Wood Sh. (See Steamer Register) | 117 | | 1900 | W. Bulter | Wadesbridge | E. Gibbs & J. Sprague (E. Gibbs, Mr.) | 89·6 19·4 7·0 | Wilderwick Dutch | | G * |
| | **Engelina II.** Wood Sh. (See Steamer Register) | 136 | | 1910 | Jacobs, Pertsmuiden | Harlingen | A. Meekma | 105·9 21·9 8·1 | Groningen Dutch | | V * |
| | **Englishman** Wood Sh. | 168 | ✠ Hol | 1864 | Rogers | Gloucester, Ma. | H. B. Rodrigo, Jr. | 94·0 22·7 11·2 | Lancaster British | | |
| | **Enotria** Wood Sh. | 134 | | 1890 | G. Dawson | Chester | Tiscoed Lawrence S.S. | 87·6 22·9 10·9 | Aberystwyth British | | |
| | **Enterprise** Wood Sh. | 901 | | 1898 | R. Palmer & Son, S.B. Co. | South, Glos. | Tilmanstone Dredging Co. | 194·0 33·9 17·9 | Sandwich United States | | |
| | **Erella** Wood Sh. | 402 | | 1919 | S. Fischer | Flensburg | Glenpee Coast | 135·9 29·4 10·7 | Flensburg Italian | | I * |
| | **Eris** Wood Sh. | 576 | | 1897 | McAllister | Ft. Blakeley, Wash. | McCoy Bennett | 174·0 37·6 12·9 | Norway | | |
| | **Erica** Wood Sh. (See Steamer Register) | 130 | | 1913 | Gebr. Bunt | Leidenberg | H. G. Bunde | 82·7 22·0 9·7 | Bremen German | | |

| Nom du Navire | Tonnage (Total) | Construit (Année) | Lieu / Port d'Armement | |
|---|---|---|---|---|
| Erich | 112 | 1914 | [illegible] | G |
| Ermitie | 413 | 1908 | Granville, France | V |
| Ermitte | 200 | 1916 | St. Malo, France | V |
| Erna | 160 | 1920 | [illegible] | |
| — | 121 | 1929 | [illegible] | G |
| Ernest | 236 | 1919 | [illegible] | |
| Ernestina S. | 239 | 1919 | Torre del Greco | I |
| Eros | 297 | 1918 | [illegible] | V |
| Erskine M. Phelps | 2029 | 1898 | Bath, Me. / Los Angeles, United States | |
| Erwin | 105 | 1907 | Hamburg | V |
| Esbil | 148 | 1911 | [illegible] | |
| Eskimo | 134 | 1882 | [illegible] | |
| Esperanza | 122 | 1916 | [illegible] | |
| Esperia | 421 | 1923 | [illegible] | |
| Estela | 135 | 1918 | [illegible] | I |
| Estelle Kreiger | 1172 | 1893 | Thomaston, Me. / United States | |
| Ester | 297 | 1902 | [illegible] | G |
| — | 221 | 1899 | Viareggio | I |
| Esther | 288 | 1883 | [illegible] | |
| Esther K. | 1021 | 1919 | United States | S |
| Esther Olinda | 124 | 1919 | [illegible] | |
| Esthonia | 465 | 1914 | [illegible] | |
| Estonia | [illegible] | 1925 | [illegible] | |
| Estonia | 475 | 1921 | [illegible] | G |
| Estrela | 153 | 1920 | [illegible] | |
| Estrela 1a | 169 | [illegible] | Vianna do Castello, Portugal | |
| Estrela 2a | 273 | 1921 | Vianna do Castello, Portugal | |
| Estrella del Mar | 127 | 1921 | [illegible] | |
| Eto | 131 | 1910 | Stockholm, Sweden | G |

| Ship's Name. Material, Rig, &c. | Tonnage | Particulars of Classification | Built | Owners | Registered Dimensions | Port of Registry | Number |
|---|---|---|---|---|---|---|---|
| **Ethel Conklin** | 404 | + Mast | 1918 Sewing & S.S. Co. Ltd. | Sewing & Co. | 143·0/30·1/13·7 | Seattle | 14 - 4 |
| **Ethel Edith** | 174 | | 1907 S. Peck | Ipswich | 80·0/24·0/7·7 | Faversham | 7 - 11 |
| **Ethel Everard** | 190 | + ⊞A1 Lloyd's Register Yacht | 1930 J. Crowdale, Ltd. | F. T. Everard & Sons Ltd. | 92·6/22·1/9·6 | London | 3 - 6<br>13 - 6<br>4 - 14 |
| **Ethlyn** | 225 | | 1917 H. Lass Dunwich L. | Melbourne Port H.S. | 127·0/29·6/11·1 | Lowestoft | |
| **Etna** | 118 | | 1917 A. DeJong | Vlaardingen | 90·0/21·7/9·8 | Rotterdam | |
| **Etoile de la Mer** | 210 | | 1893 L. Jouan | Dieppe | LaMaree Française | 133·0/29·7/10·9 | Fécamp |
| **Etoile de Nord** | 190 | | 1922 Ch. Sorel de l'Ouest | St. Malo | S. Tanne | 101·2/26·1/11·5 | Fécamp |
| **Eugenia Hooper** | 730 | | 1911 R. Hobert Burgess Ship Co. | Chesapeake Norfolk, Va. | Eastern Transportation Co. | 190·6/32·1/12·7 | Wilmington |
| **Eugenie** | 232 | | 1917 J. Smit & Zoon | Kinderdijk | S. Tanne | 141·4/26·6/11·7 | Vlaardingen |
| **Eurasia** | 313 | | 1920 Bergeniers | Flensburg | F. Laiesska | 147·7/33·6 | Riga |
| **Eureka** | 115 | | 1907 W. Gill | Pennsville, P.O. | F. Fergus | 106·6/22·2/6·7 | Bowl, P.O. |
| **Europa** | 610 | + Dual | 1900 W. Doxford & Sons | Sunderland | Sta. Argentina de Fer. Ultramarina, Ltda. | 216·8/36·1/11·0 | Buenos Aires |
| | 182 | | 1875 Blue | Middlesbro' | Lord Mayor, Aldermen & Burgesses of the City of Bristol | 100·0/27·6/8·0 | Bristol |
| **Eva** | 203 | | 1920 G. W. Evans Sons | Gloucester | Fring Tarnsk Co. | 112·5/29·8/9·1 | Gloucester |
| **Evelia** | 198 | Dual | 1909 J. Gladstone | Greenock | S. Toledo Rodriguez | 119·5/30·0/11·0 | Bilbao |
| **Evelina Wilkie** | 425 | | 1918 J. A. Jackson & Co. Ltd. | Sunderland | Wilkie & Co. Ltd. | 138·5/32·6/12·1 | La Plata, R.A. |
| **Ewelda** | 185 | | 1901 R. W. Smith | Lowestoft | H. H. Roberts | 94·5/25·0/9·0 | Milford Haven |
| **Ewerlyne** | 140 | | 1919 Gorrill & Sons Ltd. | Lowestoft | Schwand | 107·2/28·3/10·0 | |
| **Exeter** | 750 | | 1914 R. Palmer & Sons Ltd. | Wivenhoe | F. F. Harris, Jun. | 155·0/33·0/13·0 | Fowey |
| **Exmouth** | | + Low | 1920 Philippine, Ltd. | Portsmouth | Exmouth Steamship Co. Ltd. | 80·0/21·0/7·2 | London |

* * * Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to the being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the character assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships being their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | F. de Mello Rego No. 1 | | 138 | | | | | | | | | | | | | | | |
| | | F. de Mello Rego No. 2 | | 138 | | | | | | | | | | | | | | | |
| | | F. H. C. No. 3 | | 139 | | | Fvy | | | | | | | | | | | | |
| | | F. S. F. | | 302 | | | | | | | | | | | | | | | |
| | | F. O. 23 | | | | | | | | | | | | | | | | | |
| | | F. O. 26 | | | | | | | | | | | | | | | | | |
| | | Fabiola | | 147 | | | | | | | | | | | | | | | |
| | | Fabrizio B. | | 107 | | | | | | | | | | | | | | | |
| | | Falie | | 213 | | | | | | | | | | | | | | | |
| | | Falken | | 342 | | | | | | | | | | | | | | | |
| | | Falls of Clyde | | 1893 | | | HFu | | | | | | | | | | | | |
| | | Falmouth | | 108 | | | Lcd | | | | | | | | | | | | |
| | | Famiglia | | 161 | | | | | | | | | | | | | | | |
| | | Famiglia Merica | | 412 | | | | | | | | | | | | | | | |
| | | Familjen | | 213 | | | | | | | | | | | | | | | |
| | | Fanny | | 179 | | | | | | | | | | | | | | | |
| | | Fanny Crosfield | | 119 | | | Jrw | | | | | | | | | | | | |
| | | Fanny Dutard | | 208 | | | | | | | | | | | | | | | |
| | | Fani | | 142 | | | | | | | | | | | | | | | |
| | | Fastnet | | | | A1 | Lcn | | | | | | | | | | | | |
| | | Fatsoliary | | 170 | | | | | | | | | | | | | | | |
| | | Farell | | 1134 | | 100A1 | Fal | | | | | | | | | | | | |
| | | FaveritaJuanFrancisco | | 114 | | | | | | | | | | | | | | | |
| | | FaveritaMariaPrimera | | 110 | | | | | | | | | | | | | | | |
| | | Favorite Don Angel | | 443 | | | | | | | | | | | | | | | |
| | | Favorite San Antonio | | 171 | | | | | | | | | | | | | | | |
| | | Favorite Santiago Fernando | | 244 | | | | | | | | | | | | | | | |
| | | Felicidad y Dolores | | | | | | | | | | | | | | | | | |
| | | Fell Lowland | | 559 | | | | | | | | | | | | | | | |

| Ship's Name. | Tonnage | Particulars of Class Retained. | Built. | | | Owners. | Port of Registry. | |
|---|---|---|---|---|---|---|---|---|
| | | | When. | By Whom. | Where. | | | |
| Fenja | 601 | ✠100A — Hull | 1920 | Blumenthal Werft | Hamburg | Hochseefischerei-Gesellschaft | Bremerhaven | |
| Fenna (See Steamer Register) | 137 | | 1922 | Bremer Seebad Schiffswerft | Bremerhaven | J. Rinck | Bremerhaven | V * |
| Fenwick | 162 | | 1880 | A. Jack & Co. | Sunderland | Henry Frederick Hutton Boyd | Liverpool | |
| Ferdinando Signora | 135 | | 1921 | Cant. Navale Rev. di Tarquinia | Tarquinia | E. A. Rigolli | Tarquinia | I * |
| Feruanda | 188 | | 1908 | H. Fernandez | Tapia del Grao | A. Del Pozo y F. | Barcelona | I * |
| — | 147 | | 1919 | — | Spain | José Alves Sampaio | Viana do Castelo | |
| Fiammetta (See Steamer Register) | 300 | | 1922 | Cant. Nav. Rossetti | Ancona | R. Tommasini | Viareggio | I * |
| Fieldwood | 433 | | 1920 | Cockerill Hartlepool | Hartlepool, N.S. | C. W. Andrews | Windsor, N.S. | V * |
| Fil | 269 | | 1910 | Frey & Sieff S.R.Co. | Galway, Irel. | Cia Colonia de Trabajo de Mulas | Barcelona | |
| Figueira da Foz | 130 | | 1920 | A. Rocha | Figueira da Foz | Irmãos Rocha & Ca. | Lisboa | |
| Filomena Madre | 123 | | 1920 | Cant. Nav. dell'Adriatico | Fabriano | Giovanni Gambini | Salerno | I * |
| Finme (See Steamer Register) | 472 | | 1917 | F. Lenz | Bremerhaven | E. F. Delphing | Lerwick | V |
| Finlas | 400 | | 1917 | M. M. Finlay | Farnham | M. M. Finlay | Gloucester, Mass. | |
| Fleur de France (See Steamer Register) | 202 | | 1917 | A. R. Gomes | Mangalore | M. Roberts & Sachet | St. Malo | V |
| Fleur de Lys | 202 | | 1910 | L. Trouchaud | Le Croisic | La Morue Française | St. Malo | V * |
| Fleur de Marie | 351 | | 1919 | Ch. Lucas Chant. de Const. Nav. | St. Malo | L. Robert | St. Servan | V * |
| Floating Crane No. 1 | 604 | ✠ A — CTs | 1921 | Portland S.B. Co. Ltd. | Portland | Commissioners of Portland Harbour | Portland | 12 - 0 |
| Flora | 300 | | 1919 | J. Ph. Dupuy-ard | Tonnay | Julien Simon | Bordeaux | V * |
| — | 147 | | 1919 | — | Vigo, Spain | F. Mandalos | Vigo | |
| — | 127 | | 1920 | Cant. Navale | Livorno | S. Lombardi Ald. | Viareggio | I * |
| Flora Pressey | 118 | | 1920 | Cath. Burton & Co. | Southampton, Eng. | Hooker Bros., McCowan & Co. Ltd. | Georgetown, Demerara | |
| Florastella | 384 | | 1919 | Isaac Cowell & Sons | Cheswick | Pol. Aznar Arcelli | Viareggio | I * |
| Florence | 410 | | 1890 | Jackson & Ellis | Sunderland | Lloyd Giustiniano | Genoa | 12 - 2 |
| Florence | 137 | | 1921 | R. S. Cook | Wexford | Rich. Dowse & Son | Liverpool | |
| — (See Steamer Register) | 129 | | 1872 | — | Bristol | R. H. Ellery | Falmouth | V * |
| — | | | 1922 | N. V. Scheepsb. Maat. Arbeid | Hoogezand | T. W. Boertsma & Co. Ltd. | London | 7 - 11 |
| Florence B. Phillips | 671 | | 1915 | — | Dundee, Sc. | | | |
| Florence (See Steamer Register) | 128 | | 1908 | — | Grimsby | A. Jackson | Fowey | |
| Florette (See Steamer Register) | 116 | ✠100A1 Liv | 1910 | Edwards & Co. | London | T. Jones | Chester | 9 - 11 |

| Numéro Officiel | Signaux | Noms des Navires, Propriétaires et Armateurs | Tonnage Officiel | Classe de la Société | Construction | Appareils | Dimensions | Port d'Immatriculation | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | |
| | | **Flottink** | 300 | | | | | | G |
| | | **Foxelle** | 115 | | | | | | |
| | | **Foremost III.** | 607 | ✠100A1 | | | | | |
| | | **Foremost IV.** | 675 | ✠100A1 | | | | | |
| | | **Foremost 20** | 864 | ✠100A1 | | | | | |
| | | **Foremost 21** | 868 | ✠100A1 | | | | | |
| | | **Foremost 49** | 903 | ✠100A1 | | | | | |
| | | **Forest Friend** | 1642 | ✠ | | | | | |
| | | **Forest Pride** | 1600 | ✠ | | | | | |
| | | **Forez** | 642 | ✠ | | | | | V |
| | | **Forni** | 107 | | | | | | |
| | | **Fort Garry** | 245 | | | | | | B |
| | | **Fort Lamont** | 2340 | | | | | | B |
| | | **Forth** | 173 | | | | | | |
| | | **Fortuna** | 169 | | | | | | |
| | | | 140 | | | | | | G |
| | | | 147 | | | | | | G |
| | | | 112 | | | | | | G |
| | | **Forward** | 119 | ✠ | Hpi | | | | |
| | | **Fram** | 186 | | | | | | Y |
| | | **Franco** | 200 | | | | | | V |
| | | **Frances Isaac** | 372 | | | | | | |
| | | **Frances J. Mills** | 187 | | | | | | |
| | | **Frances L. Spindler** | 174 | | | | | | |
| | | **Frances Parsons** | 232 | | | | | | V |
| | | **Frances S. Jane** | 213 | ✠ | Hur | | | | |
| | | **Francesco A.** | 132 | | | | | | I |
| | | **Francesco Tartara** | 106 | | | | | | I |

Wr

Bruce Up

| Official No. | Code Letters | Ship's Name. | Material, Rig, &c. | Tonnage | Particulars of Classification | Built. | | | Owners. | Registered Dimensions | Port of Registry | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | |
| [illegible] | [illegible] | Francesco Prima | Wood Ship | 237 | | 1890 | A. Dessi-rugna | Viareggio | F. Dell'Amico & Co. | 115·1 / 29·9 / 12·7 | Salerno | I |
| [illegible] | [illegible] | Francis | Wood Schooner | 136 | M2 | 1881 | Ency | Sussex | Mrs. E. H. Dewey | 89·9 / 21·2 / 11·9 | Lancaster | |
| [illegible] | [illegible] | Francis J. McDonald | Wood Schooner | 1056 | | 1917 | Bernaldez Works | Beaufort, Conn. | McDonald Transportation Co. Inc. | 201·9 / 32·1 / 18·8 | Wilmington | II * |
| [illegible] | [illegible] | Francisco Cesarona | Wood Ship | 191 | | 1919 | F. Pinto | Cartagena | A. Sartorio & Co. | 99·7 / 21·9 / 10·2 | Alicante | |
| [illegible] | | Francesca III. | Steel | 472 | | 1920 | Burtenshaw & Wolf, Ltd. | Glasgow | Da Ventura & Wise S.A. | 134·9 / 28·1 / 10·2 | Algarve | II * |
| [illegible] | | Francesca IV. | Steel Ship | 472 | | 1920 | Burtenshaw & Wolf, Ltd. | Sulhof | Da Ventura & Wise S.A. | 133·9 / 28·1 / 10·2 | Algarve | II * |
| [illegible] | [illegible] | Frank A. Maxy | Wood Schooner | 578 | | 1917 | F. Gardner & Co. | Rockland, Me. | W. A. Dobbin | 143·0 / 32·4 / 14·7 | Mobile | |
| [illegible] | [illegible] | Frank Brainerd | Wood Schooner | 344 | | 1906 | Cobb, Butler & Co. | Rockland, Me. | Hosmer T. Dow | 133·4 / 30·9 / 9·7 | Boston | |
| [illegible] | [illegible] | Frank B. Forney | Wood Schooner | 136 | | 1917 | Southern Shipyards, Ltd. | Liverpool, N.S. | A. Dexter | 115·8 / 23·7 / 10·2 | [illegible] | |
| [illegible] | [illegible] | Franklin | Wood Schooner Barge | 140 | | 1872 | [illegible] | Amsterdam | J. E. Fortmann | 99·9 / 22·4 / 10·6 | Emden | N |
| [illegible] | | Franziska | Wood Schooner (See Steamer Register) | 132 | | 1900 | Gebr. Mulder | Monnikendam | L. Schagen | 94·9 / 27·8 / 6·2 | Bremen | |
| [illegible] | [illegible] | — | Steel Schooner (See Steamer Register) | 132 | | 1900 | N. J. van der Werff | Hoogezand | Z. J. & J. W. Brylo | 94·6 / 19·8 / 7·2 | Hamburg | V * |
| [illegible] | [illegible] | — | Steel Schooner (See Steamer Register) | 112 | | 1901 | Gebr. Kuyvenhoven | Delfzijl | Frans Wiersma | 85·9 / 18·9 / 7·8 | Hamburg | G * |
| [illegible] | [illegible] | Fratellanza | Wood Ship | 437 | | 1891 | [illegible] | Pesaro | F. G. Gennari | 139·4 / 30·2 / 12·7 | Genova | I |
| [illegible] | [illegible] | Fratelli Barrera | Wood Ship | 137 | | 1912 | S. Pecilla | Torre del Greco | G. Barrera | 106·4 / 24·6 / 10·4 | Syracuse | I * |
| [illegible] | [illegible] | Fratelli Bertelli | Wood Ship | 432 | | 1890 | L. Pagallo | Torre Annunziata | Bertelli & Co. | 149·2 / 29·9 / 15·7 | Viareggio | I |
| [illegible] | [illegible] | Fratelli Cletta | Wood Ship | 193 | | 1921 | Cant. Navali Sicilia | Castellammare | G. Cletta | 109·9 / 24·6 / 10·9 | Trapani | I * |
| [illegible] | [illegible] | Fratelli Garre | Steel Schooner (See Steamer Register) | 412 | | 1920 | Fried. Krupp A.G. | Kiel | Brüder Garre G.m.b.H. | 150·6 / 28·6 / 12·3 | Viareggio | I |
| [illegible] | [illegible] | Fratelli Scalabrino | Wood Ship | 194 | | 1904 | S. Francisco | Trapani | Ant. Scalabrino | 100·6 / 25·5 / 11·9 | Trapani | I |
| [illegible] | [illegible] | Fred | Wood Ship | 371 | | 1920 | Gottstad & Fred | Flekkefjord | K. Jensen | 171·4 / 32·6 / 15·1 | Bergen | |
| [illegible] | [illegible] | — | Wood Schooner | 302 | | 1916 | T. Ross | Bude | G. D. Barbour | 138·7 / 27·7 / 13·9 | Bucklebury | |
| [illegible] | [illegible] | Fred Carney | Wood Ship | 455 | | 1872 | Milwaukee Dry Dock Co. | Milwaukee, Wis. | Inland Navigation Co. | 150·2 / 30·3 / 13·7 | Montreal | |
| [illegible] | [illegible] | Fred Everard | Steel Ship | 196 | ✠100A1 Lloyd's Rules | 1924 | Fellows & Co. (Yarm) Ltd. | Yarm-on-Tees | T. Everard & Sons, Ltd. | 97·6 / 23·1 / 9·6 | Lowestoft | I * / I * / I * |
| [illegible] | [illegible] | Frederick | Wood Schooner | 2321 | | 1919 | Cumberland S.B. Co. | Port Greenock, Me. | Hall Daughaty & Co. | 187·3 / 45·9 / 22·5 | Baltimore | |
| [illegible] | [illegible] | Frederik H. | Wood Schooner | 608 | | 1920 | K. J. Jacobsen | Frederikshavn | K. J. Jacobsen | 149·0 / 34·9 / 12·1 | Faaborg | V * |
| [illegible] | [illegible] | Frederick P. Ellis | Wood Schooner | 470 | | 1919 | D. M. Field | Cape Cod, U.S.A. | E. C. Ellis, Jr. | 132·0 / 34·9 / 12·7 | Gloucester | V * |
| [illegible] | [illegible] | Freiam L. | Wood Barge | 382 | | 1919 | Thos. Rivers Whitsell, Ltd. | Thos. Rivers, Jr. | Rio Mar Lines, Ltd. | 136·1 / 40·1 / 13·2 | Montreal | |
| [illegible] | [illegible] | Freiburg | Wood Ship | 1070 | | 1919 | F. Cobb & Co. | Rockland, Me. | Jewell Thurlow | 137·4 / 38·9 / 19·4 | Boston | |
| [illegible] | [illegible] | Freija | Steel Ship | 233 | ✠100A- Lloyd's Rules | 1917 | J. A. E. Smit | Kinderdijk | E. V. L. Smit & Co. | 115·9 / 30·5 / 10·6 | Rotterdam | |
| [illegible] | [illegible] | Freja | Wood Schooner (See Steamer Register) | 194 | | 1919 | Frederik Jensen | Marstal | L. L. Jensen | 101·5 / 26·2 / 10·2 | Marstal | V * |

| | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Nom du Navire | | | | | | | | | | | | | | | | | | | | | |
| | | Signaux | | | | | | | | | | | | | | | | | | | | | |
| | | Numéro Officiel | | | | | | | | | | | | | | | | | | | | | |
| | | Port d'Attache | | | | | | | | | | | | | | | | | | | | | |
| | | Tonnage Officiel | | | | | | | | | | | | | | | | | | | | | |
| | | Détails de la Chaudière | | | | | | | | | | | | | | | | | | | | | |
| | | Construit | | | | | | | | | | | | | | | | | | | | | |
| | | Propriétaire | | | | | | | | | | | | | | | | | | | | | |
| | | Dimensions Principales | | | | | | | | | | | | | | | | | | | | | |
| | | Port d'Immatriculation | | | | | | | | | | | | | | | | | | | | | |
| | | Observations | | | | | | | | | | | | | | | | | | | | | |
| | | Classe | | | | | | | | | | | | | | | | | | | | | |
| | | Date | | | | | | | | | | | | | | | | | | | | | |
| | | Pays | | | | | | | | | | | | | | | | | | | | | |
| | | Nom | | | | | | | | | | | | | | | | | | | | | |
| | | Numéro | | | | | | | | | | | | | | | | | | | | | |
| | | Nom du Navire | | | | | | | | | | | | | | | | | | | | | |
| | | Signaux | | | | | | | | | | | | | | | | | | | | | |
| | | Numéro Officiel | | | | | | | | | | | | | | | | | | | | | |
| | | Port d'Attache | | | | | | | | | | | | | | | | | | | | | |
| | | Tonnage Officiel | | | | | | | | | | | | | | | | | | | | | |
| | | Détails de la Chaudière | | | | | | | | | | | | | | | | | | | | | |
| | | Construit | | | | | | | | | | | | | | | | | | | | | |
| | | Propriétaire | | | | | | | | | | | | | | | | | | | | | |
| | | Dimensions Principales | | | | | | | | | | | | | | | | | | | | | |
| | | Port d'Immatriculation | | | | | | | | | | | | | | | | | | | | | |
| | | Observations | | | | | | | | | | | | | | | | | | | | | |
| | | Classe | | | | | | | | | | | | | | | | | | | | | |
| | | Date | | | | | | | | | | | | | | | | | | | | | |
| | | Pays | | | | | | | | | | | | | | | | | | | | | |
| | | Nom | | | | | | | | | | | | | | | | | | | | | |
| | | Numéro | | | | | | | | | | | | | | | | | | | | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

| No. in Reg. Book | Official No. | Call Letters | Owner's Name | Rig, &c. | Tonnage | Particulars of Classed Scantlings | Built | Owners | Port of Registry | |
|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | H. A. Eehler | Wood Mast | 162 | | [illegible] | R. R. White | [illegible] | |
| [illegible] | [illegible] | [illegible] | G. R. Berg | Wood Mast | 174 | | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | [illegible] | G. W. Patterson | Wood Barge | 1047 | | [illegible] | [illegible] | [illegible] | |
| [illegible] | | | G. W. R. Grain Elevator No. 1 | Steel | 518 | ✠ 1.30 | 1924 J. J. Whick Co. Ltd. | [illegible] | [illegible] | 12 - 0 |
| [illegible] | | | Galvin | Wood Mast | 307 | | 1910 Rotsick Clarke | [illegible] | [illegible] | |
| [illegible] | | | Gad | Wood Mast | 242 | | 1919 Lundeborg, S. T. Alcock | [illegible] | [illegible] | |
| [illegible] | | | Gaelic | Iron Twin Screw | 228 | | 1936 W. Thomas Sons | [illegible] | [illegible] | 11 - 6 |
| [illegible] | | | Haja Lassi | Wood Mast | 255 | | 1920 Fortuna Varvsbolag | [illegible] | [illegible] | |
| [illegible] | | | Galatée | Wood Mast | 192 | | 1920 Crayssac | [illegible] | [illegible] | |
| [illegible] | | | Galathea | Wood Mast | 209 | | 1937 O. Ros | [illegible] | [illegible] | |
| [illegible] | | | Galiana | Wood Mast | 127 | | 1920 W. O'Brien | [illegible] | [illegible] | |
| [illegible] | | | Galiela | Wood Mast | 209 | | 1921 F. Cerem | [illegible] | [illegible] | |
| [illegible] | | | — | Wood Mast | 126 | | 1919 Fr. Gerson | [illegible] | | |
| [illegible] | | | Galilee | Wood | 204 | | 1931 H. Forest | [illegible] | [illegible] | |
| [illegible] | | | Galleta | Wood | 103 | | 1900 G. Pronsch | [illegible] | [illegible] | |
| [illegible] | | | Gallareta | Steel | 472 | ✠ B.A. | 1937 Sociedad S.R.L. Eng. Co. Ltd. | [illegible] | Cia. Argentina de Lanchas | 100 0 33 1 9 1 |
| [illegible] | | | Gallineta | Steel | 472 | ✠ B.A. | 1937 Sociedad S.R.L. Eng. Co. Ltd. | [illegible] | Cia. Argentina de Lanchas | 100 0 33 1 9 1 |
| [illegible] | | | Gamarra | Steel | 472 | ✠ 100A - B.A. | 1929 G. Brown & Co. | [illegible] | Cia. de Navegacion Sudamericana | 100 0 27 2 14 0 |
| [illegible] | | | Gamble | Wood Mast | 708 | | 1901 Hall Bros. | [illegible] | W. J. Archer | 192 7 38 0 12 9 |
| [illegible] | | | Gamma | Wood Mast | 126 | | 1910 Chr. F. Jensen | [illegible] | [illegible] | |
| [illegible] | | | Gane | Wood Mast | 118 | | 1921 Leid Boelin | [illegible] | [illegible] | |
| [illegible] | | | Ganesprary | Coasting | 209 | | 1877 | [illegible] | [illegible] | |
| [illegible] | | | Garcia | Steel | 472 | ✠ B.A. | 1937 Sociedad S.R.L. Eng. Co. Ltd. | [illegible] | Cia. Argentina de Lanchas | 100 0 33 1 9 1 |
| [illegible] | | | Gard | Wood Mast | 318 | | 1921 C. A. Eberstein | [illegible] | J. A. Martinussen | 126 0 28 7 12 9 |
| [illegible] | | | Garibaldi | Wood Mast | 222 | | 1904 E. T. Jacobsen | [illegible] | J. Pelen | 111 7 30 0 11 0 |
| [illegible] | | | — | Wood Mast | 103 | | 1921 Stavelsens Varv | [illegible] | E. Erikssen | 79 0 22 0 9 0 |
| [illegible] | | | Garibaldino IV. | Wood Mast | 242 | | 1915 R. Rizzo | [illegible] | [illegible] | 122 7 27 0 12 0 |
| [illegible] | | | Garrali | Wood Barge | 1325 | | 1919 Sociedad Fomento S.S. Co. | [illegible] | [illegible] | |
| [illegible] | | | Garzonda | Steel | 489 | ✠ B.A. | 1935 Pergamin Bros. Th. Shepard Ltd. | [illegible] | L. B. & S. C. Railway Co. | 170 0 33 0 9 2 |
| [illegible] | | | Garza Azul | Steel Mast | 740 | | 1924 Sociedad Astilleros Ltd. | [illegible] | Cia. Argentina de Lanchas | 253 0 44 1 9 0 |
| [illegible] | | | Garza Blanca | Steel | 472 | ✠ B.A. | 1937 Sociedad S.R.L. Eng. Co. Ltd. | [illegible] | Cia. Argentina de Lanchas | 100 0 33 1 9 1 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Garas Mora | | 472 | | | | | | | | | | | | | |
| | | Garas Rosi | | 472 | | | | | | | | | | | | | |
| | | Gaspar | | 301 | | | | | | | | | | | | | |
| | | Gavilan | | 472 | | | | | | | | | | | | | |
| | | Gavista | | 472 | | | | | | | | | | | | | |
| | | — | | 319 | | | | | | | | | | | | | |
| | | (See Steamer Register) | | | | | | | | | | | | | | | |
| | | — | | 307 | | | | | | | | | | | | | |
| | | Gaythorn | | 755 | ✠100A1 | | | | | | | | | | | | |
| | | Gaula I. | | 321 | | | | | | | | | | | | | |
| | | Gazelle | | 113 | | | | | | | | | | | | | |
| | | (See Steamer Register) | | | | | | | | | | | | | | | |
| | | Gehina | | 117 | | | | | | | | | | | | | |
| | | Geertruida | | 139 | | | | | | | | | | | | | |
| | | (See Steamer Register) | | | | | | | | | | | | | | | |
| | | — | | 146 | | | | | | | | | | | | | |
| | | (See Steamer Register) | | | | | | | | | | | | | | | |
| | | Geestena | | 93 | ✠A1 | | | | | | | | | | | | |
| | | Geesteena | | 113 | | | | | | | | | | | | | |
| | | (See Steamer Register) | | | | | | | | | | | | | | | |
| | | Gefion | | 217 | | | | | | | | | | | | | |
| | | (See Steamer Register) | | | | | | | | | | | | | | | |
| | | — | | 123 | | | | | | | | | | | | | |
| | | (See Steamer Register) | | | | | | | | | | | | | | | |
| | | Gelsenkirchen Kanigs | | 171 | | | | | | | | | | | | | |
| | | (See Steamer Register) | | | | | | | | | | | | | | | |
| | | General Asser | | 137 | | | | | | | | | | | | | |
| | | General Fairchild | | 140 | | | | | | | | | | | | | |
| | | General Gough | | 217 | | | | | | | | | | | | | |
| | | General Haig | | 156 | | | | | | | | | | | | | |
| | | General Wood | | 156 | | | | | | | | | | | | | |
| | | Genil | | 114 | | | | | | | | | | | | | |
| | | Genius | | 136 | | | | | | | | | | | | | |
| | | Georg | | 121 | | | | | | | | | | | | | |
| | | (See Steamer Register) | | | | | | | | | | | | | | | |
| | | Georg Stage | | 311 | | | | | | | | | | | | | |
| | | (See Steamer Register) | | | | | | | | | | | | | | | |

| Official No. | Ship's Name | Tonnage | Particulars of Class | Built | Owners | Port of Registry | |
|---|---|---|---|---|---|---|---|
| [illegible] | George B. Cluett | [illegible] | | [illegible] | International Cruise Association, Ltd. | [illegible] | |
| [illegible] | George D. | [illegible] | | [illegible] | [illegible] | [illegible] | |
| [illegible] | George E. Klinck | [illegible] | | [illegible] | [illegible] | New London, Conn., United States | |
| [illegible] | Geo. H. Corliss | [illegible] | | [illegible] | Pittsburgh S.S. Co. | Cleveland, Ohio, United States | |
| [illegible] | George Henry | [illegible] | Ring | [illegible] | W. F. J. Tesch | Carnarvon, British | 11 + 5 |
| [illegible] | George H. Bradford | [illegible] | | [illegible] | [illegible] | Portland, Me., United States | |
| [illegible] | George R. Stetson | [illegible] | | [illegible] | F. F. Morris, Inc. | Philadelphia, United States | |
| [illegible] | George T. Davis | [illegible] | | [illegible] | Pyle-Swaggle Salvage Co. | Shanghai, Chinese | |
| [illegible] | Geo. T. Lock | [illegible] | | [illegible] | [illegible] | Pensacola, United States | |
| [illegible] | George V. Blad | [illegible] | | [illegible] | R. Levy | S. Francisco, United States | |
| [illegible] | Georgetta | [illegible] | | [illegible] | Philipsell, Lord | New York, United States | 18 + 5 |
| [illegible] | Georgina | [illegible] | | [illegible] | [illegible] | Oporto, Portuguese | |
| [illegible] | Georgios | [illegible] | | [illegible] | Stavros Tsangos | Syra, Greek | |
| [illegible] | Gerard | [illegible] | | [illegible] | [illegible] | Pt. Adelaide, British | |
| [illegible] | Gerbeviller | [illegible] | | [illegible] | [illegible] | United States | |
| [illegible] | Gerd | [illegible] | | [illegible] | [illegible] | Mandal, Norwegian | Y * |
| [illegible] | — | [illegible] | | [illegible] | [illegible] | Vannesberg, Swedish | Y * |
| [illegible] | Gerda | [illegible] | | [illegible] | [illegible] | Wisby, Swedish | |
| [illegible] | — | [illegible] | | [illegible] | [illegible] | Falsterbo, Swedish | |
| [illegible] | — | [illegible] | | [illegible] | [illegible] | Kalmar, Swedish | Y * |
| [illegible] | Gerdiss | [illegible] | | [illegible] | [illegible] | Stavoren, Dutch | |
| [illegible] | Germania | [illegible] | + | [illegible] | [illegible] | Stavoren, Dutch | I |
| [illegible] | Gerhard | [illegible] | | [illegible] | [illegible] | Stavoren, German | G * |
| [illegible] | — | [illegible] | | [illegible] | [illegible] | Stavoren, German | Y |
| [illegible] | Germania | [illegible] | | [illegible] | [illegible] | Kalundborg, Danish | 22 + 2 Y |
| [illegible] | Gerika | [illegible] | | [illegible] | [illegible] | Hamburg, German | Y |
| [illegible] | Gertrud | [illegible] | | [illegible] | [illegible] | Hamburg, German | G * |
| [illegible] | — | [illegible] | | [illegible] | [illegible] | Gross, German | G * |
| [illegible] | Gertrud II. | [illegible] | | [illegible] | [illegible] | Hamburg, German | Y * |

| Numéros | Nom du Navire | Tonnage |
| --- | --- | --- |
| 21188 | Gertrud Bast | 353 |
| 21189 | Gertrude Parsons | 353 |
| 21190 | Geschwisterliebe | 156 |
| 21191 | Gesine | 183 |
| 21192 | Gesù Crocifisso | 130 |
| 21193 | Gesù e Maria | 245 |
| 21194 | Gesiena | 144 |
| 21195 | Giacomo Altieri | 300 |
| 21196 | Giammaria | 225 |
| 21197 | Giannina G. | 245 |
| 21198 | Gilana | 163 |
| 21199 | Gilbert B. Walters | 173 |
| 21200 | Gilda | 173 |
| 21201 | Gio. Batta Boraldo | 148 |
| 21202 | Giorgina | 250 |
| 21203 | Giovanni Bigona | 121 |
| 21204 | Giovannina | 247 |
| 21205 | Giovannina Bella | 117 |
| 21206 | Giovannina L. | 249 |
| 21207 | Giovannina | 324 |
| 21208 | Gisela Wilde | 153 |
| 21209 | Giulia | 154 |
| 21210 | Giulia Maria | 131 |
| 21211 | Giulio B. | 228 |
| 21212 | Giuseppe | 405 |
| 21213 | — | 331 |
| 21214 | Giuseppe Bertelli | 283 |
| 21215 | Giuseppe Cadda | 139 |
| 21216 | Giuseppe Malata | 137 |
| 21217 | Giuseppe Padre | 138 |
| 21218 | Giuseppe Burda | 137 |

Dis[illegible]

| Official No. | Ship's Name. Material, Rig, &c. | Registered Tonnage. | Particulars of Classed Scantlings. | Built. | Owners. | Registered Dimensions. | Port of Registry. | Remarks. |
|---|---|---|---|---|---|---|---|---|
| | Giuseppina D. | 432 | | 1920 Cantiere Papale | A. Dell Angelo | 131·2/29·2/16·4 | Genoa | I * |
| | Gladiateur | 334 | | 1919 A. Bernard | A. Lemaire | 138·2/29·9/14·2 | St. Malo | |
| | Gladiator | 105 | | 1894 J. Rae | R. Weddle | 84·7/22·3/10·2 | Brown | |
| | Glamorgan | | A- Low | 1921 R. Gilby | Anglo-American Oil Co. Ltd. | 79·9/14·2 | London | 3 - 0 |
| | Glenhogie | 3223 | | 1902 Buffalo Dry Dock Co. | Buffalo, N.Y. | 265·0/44·0/21·2 | Midland, Ont. | L |
| | Gleneale | 174 | | 1917 Cantiere S.E.Da. | Baltimore | 130·2/31·5/18·7 | Philadelphia | |
| | Gloria | 1780 | Moor | 1917 Wilhelm Shipb. | Jutland, Ala. | 245·6/41·5/19·7 | | 22 - 3 |
| | (See Summer Register) | 231 | | 1920 Vb. Pelzer | Vancouver | 104·9/28·2/12·0 | Victoria | I * |
| | (See Summer Register) | 102 | | 1906 | Thorsenhavn | E. Bolgesen | Kristiania | |
| | Glory (See Summer Register) | 281 | | 1920 E.E. Johnson Freeship Syndicate | Marcus | Sawed Goods | | Y * |
| | Gladstone | 176 | | 1921 C. Lidering | Kristiansand | E. Wigram | Kristiania | G * |
| | Glyslne | 192 | | 1911 M. Bonn | Pelagos | Ch. & H. Pelikal | Pelagos Fiume | Y * |
| | Godewent | 147 | | 1894 A. Stinson & Co. | Seattle, Washington | Sawed Boards | Victoria British Columbia | |
| | Golden Gate | 2332 | Lay | 1918 Vickers | W. Cockerill | Ralph Rice & Coal Co. Inc. | San Francisco United States | 24 - 3 |
| | Golden Shore | 499 | | 1919 Hall Brothers | P. Nickely | Ralph Rice & Coal Co. | San Francisco United States | |
| | Golden West II. | 127 | | 1921 Brook S.B. Co. | Robert Dollar Co. | M.F. Cassidy, Sent. | La Barra | |
| | Goldfinch | 146 | | 1894 J.H. Gold-Rack | Fareham | Walker Bros. McCosh & Co. Ltd. | Fareham British | |
| | Golfo Nuevo | 207 | | 1900 S.R. Thom | Rocks | Pomeroy & Sonnel | Montevideo Uruguayan | |
| | Gonçalves Zarco (See Summer Register) | 154 | | 1920 Empresa de Construcção | Funchal, Madeira | Anglo-Portuguese Mercantile Ltda. | Lisbon Portuguese | |
| | Good Sister | 188 | | 1904 | Rangoon, Burma | Sun Dig Bank | Rangoon British | |
| | Gossan | 607 | | 1912 New York S.B. Co. | Camden, N.J. | Gossan Construct. Co. | New York United States | |
| | Gote (See Summer Register) | 132 | | 1910 F. Johnson | Stavanger | A/S Fredrik Thyssen (Eiler Fredriksen) | Bergen Norwegian | V |
| | Gotham 54 | 2041 | | 1913 American S.B. Co. | Cleveland, Ohio | Gotham Marine Corp. | New York United States | 23 - 0 |
| | Gotham 55 | 2041 | | 1913 American S.B. Co. | Lorain, Ohio | Gotham Marine Corp. | New York United States | 23 - 0 |
| | Gouges | 223 | | 1919 Ste. Anon. des Chantiers Bretagne | Nantes | | | |
| | Gosthami | 147 | | 1927 Leinstad's Ld. | Kristiania | Gots et Nadeau | | 7 - 0 |
| | Gowy | | | 1874 Sowden, Sheffield | Hawarden | Rowy Steam Co. Ltd. (J. Foster) | Liverpool British | |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Goal | | 136 | | | | | | | | | | | | | |
| | | Goal No. 1 | | 131 | ✠100A- | Lib | | | | | | | | | | | |
| | | Grace Bonker | | 147 | | | | | | | | | | | | | |
| | | Grace G. Bennett | | 210 | | | | | | | | | | | | | |
| | | Grace Harwar | | 1916 | ✠100A1 | PPv | | | | | | | | | | | |
| | | Graham Lynn | | 990 | ✠ A- | Krb | | | | | | | | | | | |
| | | Granada | | 136 | | | | | | | | | | | | | |
| | | Granadero | | 230 | | | | | | | | | | | | | |
| | | Grangemouth | | | ✠ | Lem | | | | | | | | | | | |
| | | Granville B. Dunn | | 286 | | | | | | | | | | | | | |
| | | Gravina | | 125 | | | | | | | | | | | | | |
| | | Grazia | | 133 | | | | | | | | | | | | | |
| | | Greenwood | | 987 | | | | | | | | | | | | | |
| | | Greta | | 145 | | | | | | | | | | | | | |
| | | | | 141 | | | | | | | | | | | | | |
| | | | | 110 | | | | | | | | | | | | | |
| | | Gretchen von Allwörden | | 132 | | | | | | | | | | | | | |
| | | Greta | | 151 | | | | | | | | | | | | | |
| | | Gretl | | 125 | | | | | | | | | | | | | |
| | | Griffon | | 1910 | | | | | | | | | | | | | |
| | | Grimsby | | 331 | | | | | | | | | | | | | |
| | | Grossherzogin Elisabeth | | 1300 | | | | | | | | | | | | | |
| | | Gudrun | | 216 | | | | | | | | | | | | | |

| Ship's Name | Tonnage | Particulars of Class Rating | Built | Owners | Port of Registry |
|---|---|---|---|---|---|
| Guanacaste | [illegible] | | 1917 Columbia Eng. Works | Wm. H. McClellan | Portsmouth |
| Guanchiarfo | [illegible] | | 1921 Andre Rodeyguerdilla | Andre Rodeyguera | Trieste |
| Guayteena | 1201 | + Yt | 1902 J. Long | Gerrard Sons & Co. | Falmouth |
| Guerra II | 278 | | 1919 A. Gonçalves Amaro | Figueira da Foz | Aveiro |
| Guglielmo | 331 | | 1918 J. Th. Wilcarski & Co. | Gorlagon | Taranto |
| Guglielmo Marconi | 291 | | 1914 S. Giac | Viareggio | Viareggio |
| Gullkrona | 473 | | 1921 Eiver Tare | Gropel Bell | S. J. Ingman |
| Gunborg | 142 | | 1905 J. A. Sjöquist | Hindsvara | John Ericsson |
| [illegible] | 118 | | 1914 Landstrom Verkstad | Landstrom | Gamla Pirsen |
| Gunell | 120 | | 1919 Aktiebolaget Salvbolaget | Degerfors Sweden | S. A. Andersson |
| Gunn | 1002 | + Lon | 1919 Selberg Shipyard | Victoria, B.C. | |
| Gunpaine | 305 | | 1919 H. Dankmann | Rechtenfleth | H. Bockmann |
| Gunst | 118 | | 1909 E. T. Kostis | Drachtem | E. Thomas |
| Gustl | 143 | | 1905 Deutsche Werke Kiel A.G. | Kiel | John Tees |
| Gustaf | 412 | | 1917 A. B. & Co. | Alvesta | G. Fylstad |
| [illegible] | 121 | | 1919 Gustafsf | Tetel | Gustafs Fabrik |
| Gwendolin | 103 | | 1871 Cooper & Nicholson | Gosport | Falkland Islands Co. Ltd. |
| Gwydyr Castle | 1512 | | 1905 A. Hughes & Sons | Hoylake | Bangkok Dockyard |

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the *Date of giving Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| No. | Signal Letters | Nom du Navire | Tonnage | Classe de la Classification | Construction | Propriétaires | Armateurs | Dimensions | Port d'Attache | Machines |
|---|---|---|---|---|---|---|---|---|---|---|
| 1299 | | H. Stone | | + A1 | 1919 | | | | | |
| 1300 | | H. T. No. 956 | 118 | | 1919 | | Anglo-Saxon Petroleum Co. Ltd. | | | 4 + 2 |
| 1301 | | H. W. Brown | 202 | | 1919 | | | | New York | |
| 1302 | | Hanover | 140 | | 1902 | | | | | |
| 1303 | | Hachmeach | 276 | | 1919 | | | | | |
| 1304 | | Hacre | 119 | | 1900 | | | | | |
| 1305 | | Hai Long | | +100A1 | 1921 | | | | Shanghai | 10 + 2 |
| 1306 | | Hai Pur | | + A | 1921 | | | | Shanghai | 4 + 2 |
| 1307 | | Halcyon | 121 | | 1903 | | | | | |
| 1308 | | Haldin | 113 | + | 1919 | Lyr | 12 | | | 10 + 2 |
| 1309 | | Haligonian | 108 | | 1921 | | | | | |
| 1310 | | Halland | 156 | + | 1920 | Lan | 4 | | | 4 + 4 V |
| 1311 | | Halliwell | 1327 | | 1919 | | | | | |
| 1312 | | Hamburg | 1596 | | 1919 | | | | | |
| 1313 | | Hamed | 124 | | 1908 | | | | | |
| 1314 | | Hanne | 110 | | 1920 | | | | | G * |
| 1315 | | Hang Cheung | 131 | | 1919 | | | | | |
| 1316 | | Hanna | 146 | | 1918 | | | | | |
| 1317 | | — | 127 | | 1907 | | | | | V * |
| 1318 | | — | 161 | | 1919 | | | | | G * |
| 1319 | | — | 111 | | 1921 | | | | | |
| 1320 | | — | 122 | | 1919 | | | | | G * |
| 1321 | | — | 120 | | 1919 | | | | | |
| 1322 | | — | 146 | | 1914 | | | | | G * |
| 1323 | | Hanchen Allers | 114 | | 1912 | | | | | G * |
| 1324 | | Hansi | 113 | | 1919 | | | | | V |

| Official No. | Ship's Name. Material, Rig, &c. | Tonnage | Particulars of Class Retained. | Hulls. | Owners. | Registered Dimensions. | Port of Registry. | Remarks. |
|---|---|---|---|---|---|---|---|---|
| | Signal Letters. Length, Breadth, Depth. Special Surveys. No. of Decks, &c. | Gross. | Character. | Built. By Whom. Where. | | Length. Breadth. Depth. | Flag. | |
| [illegible] | **Hannover** Steel (Bolted) (See Steamer Register) | 130 [illegible] | | 1905 C.S.&G. Tigler Vienna | Dipl. Hermann Schmidt & E. Kulps | 97·6/21·9 9·0 | Hamburg German | V |
| [illegible] | **Hans** Steel (See Steamer Register) | 239 [illegible] | | 1919 J. van den Ward Hoogezand | Jan H. Becker | 114·9/22·7 10·[illegible] | Hamburg German | G * |
| [illegible] | — Steel (See Steamer Register) | 119 [illegible] | | 1919 Gebrüder Sleyzelaeke Schiffe | S. S. Jensen | 94·4/22·6 9·[illegible] | Flensburg German | |
| [illegible] | — Steel (See Steamer Register) | 175 [illegible] | | 1924 Seebeck Schiffswerft A.-G. Bremerhaven | F. H. Fromm | 109·8/24·6 9·2 | Bremerhaven German | G * |
| [illegible] | — Steel (See Steamer Register) | 104 [illegible] | | 1909 E. E. Müller Wesselburenerkoog | Fr. Schumann | 85·2/17·8 8·2 | Cuxhaven German | |
| [illegible] | **Hans Georg** Steel (See Steamer Register) | 132 [illegible] | | 1906 G. Schering Hammelwarder | L. Kruger | 92·6/21·6 9·7 | Bremen German | G * |
| [illegible] | **Hans Johann** Steel (See Steamer Register) | 190 [illegible] | | 1905 J. Th. Wiemann Greetsiel | J. F. Erb | 98·1/22·4 9·9 | Hamburg German | V * |
| [illegible] | **Hans Peter** Steel (See Steamer Register) | 119 [illegible] | | 1923 Gebr. Kool Lauderbury | Peter Wolmann | 83·8/21·9 9·2 | Hamburg German | G |
| [illegible] | **Hans Werner** Steel (See Steamer Register) | 158 [illegible] | | 1929 W. Müller Stade | R. W. Bartels | 96·9/19·1 9·3 | Hamburg German | G * |
| [illegible] | **Hanse** Steel (See Steamer Register) | 190 [illegible] | | 1911 D. W. Kremer Sohn Elsfleth | A. E. W. Schröder | 80·5/20·7 7·2 | Hamburg German | |
| [illegible] | **Happy Harry** Wood | 142 [illegible] | | 1894 Dubisch B. Co. Dublin | J. Tyrell | 101·2/22·0 10·2 | [illegible] British | H - 6 |
| [illegible] | **Hare Bell** Wood | 221 [illegible] | 11.79 Bly | 1864 Hutchinson Newcastle | J. W. Robertson | 102·2/26·0 14·6 | Lerwick British | H - 6 |
| [illegible] | **Harford** Wood/Steel/Barque | 2240 [illegible] | | 1917 Bassett B. Co. Portland, Me. | Thos. Dougherty Co. | 262·3/46·0 23·6 | Baltimore United States | |
| [illegible] | **Harmonia** Wood | 102 [illegible] | | 1871 H. Harries Rowan Cardiff | Arnesen Fortuna Sodbaeser Lda. | 104·3/27·2 9·6 | Portimão Portuguese | |
| [illegible] | **Harold** Wood (See Steamer Register) | 108 [illegible] | | 1900 K. C. Christiansen Sarpsborg, N.S.W. | D. Fraser & Co. Ltd. | 96·0/23·0 7·1 | Pt. Adelaide British | |
| [illegible] | **Harriet C. Whitehead** Wood J. Ritchie | 223 [illegible] | | 1882 S. Stark, jun. Wiscasset, Me. | H. G. Wright | 119·0/31·3 9·6 | Gloucester City, N.C. United States | |
| [illegible] | **Harry** Wood (See Steamer Register) | 126 [illegible] | | 1895 Bourlagier | F. J. Djurhuus | 81·9/23·6/12·9 | Thorshavn Danish | |
| [illegible] | **Harry F. Hooper** Wood/Barque | 630 [illegible] | | 1919 Bucknell S. B. Co. Bedford, Del. | Eastern Transportation Co. | 203·0/33·5/13·5 | Wilmington United States | |
| [illegible] | **Harry G. Deering** Wood/Barque | 1042 [illegible] | | 1919 G. G. Deering Company Bath, Maine | Eastern Harriman Corp. Crowell & Thorndike, Boston | 211·4/41·0/21·1 | Seattle, Wash. United States | |
| [illegible] | **Harry Howard** Wood/Barque | 996 [illegible] | | 1900 Bailey, Egnot & Co. Bath, Me. | T. J. Howard | 182·2/35·1/17·6 | New York United States | |
| [illegible] | **Harry J. Sheridan** Wood/Barque | 957 [illegible] | | 1907 Doxsey Dock Co. Port Richmond, N.Y. | S. T. Sheridan | 180·0/34·0/17·1 | Philadelphia United States | |
| [illegible] | **Harry L. Fraser** Wood | 120 [illegible] | | 1907 R. S. McDonald Saint, Conn. | Robert Bruce McDonald & Co. | 90·6/23·6 8·1 | Georgetown Dmn. British | |
| [illegible] | **Harvard** Wood (See Steamer Register) | 113 [illegible] | | 1891 Essex, Mass. | E. S. Grant | 95·4/23·6/10·6 | Falmouth British | |
| [illegible] | **Harvest King** Wood/Barque (See Steamer Register) | 119 [illegible] | 6.85 Tyr 10 | 1872 Brooks & Co. Essex, Mass. | S. Enoch | 92·2/21·7/10·5 | Dublin British | |
| [illegible] | **Harvey H. Conway** Wood | 118 [illegible] | | 1888 F. W. Brooks & Son Madison, Me. | H. H. Conway | 98·5/26·5 8·6 | Cambridge, Md. United States | |
| [illegible] | **Hatteras** Wood/Barque | 799 [illegible] | | 1883 Brooklyn | Barbour Bros. Corp. | 171·0/32·0/19·0 | New York United States | |
| [illegible] | **Hazle** Wood/Barque | 850 [illegible] | | 1909 S. Falcomb Son Essex, Conn. | Lehigh Coal & Nav. Co. | 180·2/32·0/14·7 | New York United States | |
| [illegible] | | | | | | | | |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | | Havana | | | | | Lost | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | Haverford | Wood | 679 | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | Hawarden Castle | Wood | 288 | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | Hayo | Wood | 132 | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | G * |
| [illegible] | [illegible] | Hazel L. Myra | Wood | 120 | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | Hebe | Wood | 176 | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | V * |
| [illegible] | [illegible] | Hede | Wood | 108 | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | Hedda | Wood | 127 | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | Hedwig | Wood | 140 | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | V * |
| [illegible] | [illegible] | Heimat | Wood | 141 | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | G * |
| [illegible] | [illegible] | Heimdal | Wood | 182 | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | V * |
| [illegible] | [illegible] | Heimkehr | Wood | 133 | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | G * |
| [illegible] | [illegible] | Heimwärts | Wood | 130 | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | G * |
| [illegible] | [illegible] | Heinz Herbert | Wood | 127 | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | G * |
| [illegible] | [illegible] | Heisi | Wood | 137 | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | V |
| [illegible] | [illegible] | Heinrich | Wood | 178 | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | G * |
| [illegible] | [illegible] | Heine Hey | Wood | 111 | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | G * |
| [illegible] | [illegible] | Helfa | Wood | 175 | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | G * |
| [illegible] | [illegible] | Helen Barnet Greig | Wood | 228 | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | V |
| [illegible] | [illegible] | Helen Penny | Wood | 167 | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | Helena | Wood | 169 | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | | Wood | 112 | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | V |
| [illegible] | [illegible] | Helena Anna | Wood | 179 | | | Par | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | Helene | Wood | 178 | | | Trans. | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | G |
| [illegible] | [illegible] | Helmut | Wood | 248 | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | |

| No. | Official No. | Ship's Name. Material, Rig, &c. Owner. Late Name, if any. Special Surveys. No. of Decks, &c. | Approximate Tonnage. Gross. Under the Deck. | Particulars of Class Assigned. Character. | Built. When. By Whom. Where. | Owners. | Registered Dimensions. Length. Breadth. Depth. | Port of Registry. Flag. | Number of Masts. Material. | Class. |
|---|---|---|---|---|---|---|---|---|---|---|
| 1308 | | Helga Wood&Metal (See Steamer Register) | 207 | | 1909 Paul Ekström, Stockholm, F. | S.S. Svanunn | 122'5.30'0.12'7 | Mariehamn Finland | | V * |
| 1309 | | — Wood&Metal (See Steamer Register) | 118 | | 1909 K. Linde Eriksbergsgård Gothenburg Swed. | L. Petersson | 62'6.22'7 | Marstrand Sweden | | |
| 1310 | | — Metal&Wood (See Steamer Register) | 130 | | 1913 — Vlaardingen | J.H. Reisman | 62'6.20'6 | Zierikzee Netherlands | | |
| 1311 | | — Steel&Wood (See Steamer Register) | 119 | | 1911 Gebr. Boot Leiden | J.H.E. Kuiper | 59'2.21'7 | Hoorn Netherlands | | V |
| 1312 | | Helga Wood&Metal (See Steamer Register) | 125 | | 1922 H. Lohr Emmerich | J. Bergold, F. Fork | 60'2.23'6 | Cuxhaven Germany | | |
| 1313 | | Helleri Wood&Metal (See Steamer Register) | 132 | | 1906 A. Everth Elsfleth | Karl S. Lewald | 63'6.23'1 | Vikan Norway | | V * |
| 1314 | | Helmut Steel&Wood (See Steamer Register) | 106 | | Schiffswerft W. Rohr Cosse Elbe | F. Tellenbach | 62'0.19'2 | Neuenfelde Germany | | V * |
| 1315 | | Helmuth Steel&Wood (See Steamer Register) | 125 | | 1916 Wester Sikeborg Sweden | F. Wichmann | 62'0.21'7 | Hamburg Germany | | G |
| 1316 | | Helvetia Wood&Metal | 699 | | 1906 J. S. Stark & Co. Rockland, Me. | | 157'4.36'2.12'9 | Rockland, Me. United States | | H * |
| 1317 | | Hemmafjeld Wood&Metal (See Steamer Register) | 102 | | 1904 — Hemmafjeldet Bergen, Norway | Hemmafjeldet Bergen A/S, A. Fryd, Mgr. | 63'3.26'4 | Kristiania Norwegian | | |
| 1318 | | Henford Steel&Wood (See Steamer Register) | 215 | | 1918 W. Malcolm Stockington Md. | Alan Bigelow, Jr. | 119'6.22'1.10'1 | Boston United States | | V * |
| 1319 | | Heng Ann Wood | 179 | | 1912 Tan Chan Singapore | | 75'0.23'3.11'8 | Chinese | | |
| 1320 | | Heng Liang Wood | 142 | | 1920 Lim Tong Lim Singapore | | 77'6.20'0.9'3 | Chinese Singapore British | | |
| 1321 | | Heng Soon Wood | 131 | | 1919 Chan Singapore | Tan Tong Cheng | 77'0.23'6.11'9 | | | |
| 1322 | | Henry Wood&Metal (See Steamer Register) | 124 | | 1902 Van Ast Wadi Vlaardingen | J.H.E. Wardenburg | 77'0.20'0.10'0 | Hamburg Germany | | V |
| 1323 | | Henry Endicott Wood&Barge | 592 | | 1906 Kelley & Spear Bath, Me. | Elmer A. Keene | 130'6.31'1.16'2 | New York United States | | |
| 1324 | | Henry H. Chamberlain Wood | 246 | | 1891 F. A. Rowley Phippsburg, Me. | Alan L. Winsor | 122'3.30'6 | Calais, Me. United States | | |
| 1325 | | Henry Seymour Wood | 168 | | 1890 A. C. Brown Tuckerton, N.J. | Morris Chapman & Smallhouse | 91'0.30'7 | New York United States | | |
| 1326 | | Henry Wilson Wood&Metal | 409 | | 1899 J. Lindstrom Marstrand, Swed. | Libby, McNeill & Libby | 117'0.37'1.11'0 | S. Francisco United States | | |
| 1327 | | Henry Wilbeck Wood&Iron | 607 | | 1911 Gerrit Dorper Hoorn, Nth. | Gerrit Dorper & Co. Ltd. | 146'4.32'2.14'9 | Westerwoldingerland Netherlands | | |
| 1328 | | Herbania Wood&Metal (See Steamer Register) | 133 | | 1922 J. Gonzales Rodriguez Santander, Spain | Andres Rodriguez Mills. | ..... | Tenerife Canary Is. | | |
| 1329 | | Herbert L. Rawding Wood | 1219 | | 1919 Atlantic Steel Co. Wilmington, Del. | Jewell, Thurlow | 191'7.38'3.21'9 | Boston United States | | V |
| 1330 | | Herda Wood&Metal | 1230 | | 1917 G. F. Brown & Co. Clarkson, Mass. | S.S. White | 199'9.42'8.19'6 | New York United States | | R * |
| 1331 | | Hereford Wood&Barge | 65 | ✠ A1 Lock (See Steamer Register) | 1923 F. Rawlinson Ltd. Deptford | Anglo-American Oil Co. Ltd. F. J. Wills, Mgr. | 68'7.20'0 | London England | | |
| 1332 | | Hermann Steel&Metal | 226 | | 1902 Bordelais Rochefortais Rochefort | Schiaffino | 113'5.26'4.10'0 | Genova Italy | | V * |
| 1333 | | Hermann Wood&Metal (See Steamer Register) | 114 | | 1910 H. Ogle Falmouth | J. Harrison | 96'7.23'5.10'7 | Trapani Italy | | |
| 1334 | | — Steel&Metal (See Steamer Register) | 120 | | 1915 J. J. Pattjes & Zoon Wormerveer | Ch. Broder | 86'5.21'8 | Hamburg Germany | | G * |
| 1335 | | Hernne Wood&Iron | 313 | | 1885 H. F. Lang Stade | Joh. F. Wesselhöft | 142'0.29'7.10'0 | Harburg-Wilhelmsburg Germany | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1398 | | Hermine | | 145 | | | | | | | 1900 | J. Lanzir | | | | | | | | | | | | | | | | | |
| 1399 | | Hernod | | 176 | | | | | | | 1899 | L. A. Rodgers | | | | | | | | | | | | | | | | | |
| 1400 | | Heroes Cortes | | 147 | | | | | | | 1892 | | | | | | | | | | | | | | | | | | |
| 1401 | | Herodes | | 1703 | | | | | | | 1902 | R. Palmark | | | | | | | | | | | | | | | | | |
| 1402 | | Herta | | 455 | | | | | | | 1911 | | | | | | | | | | | | | | | | | | V |
| 1403 | | Herta | | 772 | | | | | | | 1911 | | | | | | | | | | | | | | | | | | |
| 1404 | | Hertha | | 200 | | | | | | | 1901 | J. Kistlof | | | | | | | | | | | | | | | | | V |
| 1405 | | | | 112 | | | | | | | 1922 | L. Pass | | | | | | | | | | | | | | | | | |
| 1406 | | Herzogin Cecilie | | 317 | | | | | | | 1902 | | | | | | | | | | | | | | | | | | |
| 1407 | | Hesper | | 1348 | | | | | | | 1919 | | | | | | | | | | | | | | | | | | |
| 1408 | | Hesperus | | 1355 | | | | | | | 1910 | | | | | | | | | | | | | | | | | | |
| 1409 | | Hetty | | 127 | | | | | | | 1877 | J. Hopkins | | | | | | | | | | | | | | | | | |
| 1410 | | Hiap Huat | | 718 | | | | | | | 1924 | | | | | | | | | | | | | | | | | | |
| 1411 | | Hiap Lee | | 155 | | | | | | | 1910 | | | | | | | | | | | | | | | | | | |
| 1412 | | Hiap Lim | | 198 | | | | | | | 1923 | | | | | | | | | | | | | | | | | | |
| 1413 | | Hiap Moh | | 162 | | | | | | | 1922 | | | | | | | | | | | | | | | | | | |
| 1414 | | Hilda | | 204 | | | | | | | 1901 | | | | | | | | | | | | | | | | | | |
| 1415 | | | | 167 | | | | | | | 1920 | | | | | | | | | | | | | | | | | | |
| 1416 | | Hildegard | | 180 | | | | | | | 1914 | | | | | | | | | | | | | | | | | | V |
| 1417 | | Hilger | | 208 | | | | | | | 1900 | | | | | | | | | | | | | | | | | | |
| 1418 | | Hiery | | 223 | | | | | | | 1921 | | | | | | | | | | | | | | | | | | |
| 1419 | | Hilas | | 788 | | | | | | | 1879 | | | | | | | | | | | | | | | | | | |
| 1420 | | Ho Chuin | | 169 | | | | | | | 1921 | | | | | | | | | | | | | | | | | | |
| 1421 | | Hock Cheong | | 119 | | | | | | | 1918 | | | | | | | | | | | | | | | | | | |
| 1422 | | Hock Chuan | | 111 | | | | | | | 1922 | | | | | | | | | | | | | | | | | | |
| 1423 | | Hock Choon Lee | | 118 | | | | | | | 1919 | | | | | | | | | | | | | | | | | | |
| 1424 | | Hock Moh Hin | | 142 | | | | | | | 1922 | | | | | | | | | | | | | | | | | | |
| 1425 | | Hock Teck | | 145 | | | | | | | 1919 | | | | | | | | | | | | | | | | | | |
| 1426 | | Hilmer | | 201 | | | | | | | 1921 | | | | | | | | | | | | | | | | | | N |
| 1427 | | Holmwood | | 779 | | | | | | | 1900 | | | | | | | | | | | | | | | | | | |
| 1428 | | Homeward | | | | | | | | | 1920 | | | | | | | | | | | | | | | | | | |
| 1429 | | Hoke | | 232 | | | | | | | 1912 | | | | | | | | | | | | | | | | | | |
| 1430 | | Hopeinnig | | 843 | | | | | | | 1920 | | | | | | | | | | | | | | | | | | |

| Ship's Name. Material, Rig, &c. Master. Late Name, if any. Special Survey. No. of Decks, &c. | Registered Tonnage. Gross. | Particulars of Class Society. Character. | Hull. When. | Hull. By Whom. | Hull. Where. | Owners. | Registered Dimensions. Length. Breadth. Depth. | Port of Registry. When. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|
| Hopper No. 407 Steel | 151 | | 1912 | Fleming & Ferguson, Ld. | Paisley | Commissioners of Railways (South Africa Railways) | 100·0/25·1/7·5 | Cape Town | S. A. |
| Hopper No. 408 Steel | 151 | | 1912 | Fleming & Ferguson, Ld. | Paisley | Commissioners of Railways (South Africa Railways) | 100·0/25·1/7·5 | Cape Town | S. A. |
| Hoppet Wood Ship | 201 | | 1878 | F. Berglund & Son | Gefle | F. A. Ehring | 115·8/24·8/11·7 | Lesjöfors Sweden | |
| Horizonte Steel Auxiliary Motor Barque (See Summer Register) | 423 | | 1918 | R. T. Jelgers "De Ster" | Vlissingen | Parmentier & Parmentier (Beschrankte Aansp.) | 158·9/30·2/12·2 | Leiden Netherlands | T. & T. |
| Hortencia Wood Ship | | | 1871 | | Boston | J. Barrett | | S. Francisco United States | |
| Hortensia Wood Ship | 274 | | 1900 | W. Marie Mesia | Gulfside, Texas | Parmentier & Parmentier (Beschrankte Aansp.) | 129·1/32·6/16·7 | Lisbon Portuguese | |
| Hother Wood Ship | 132 | | 1875 | C. Schröder | Rostock | Th. Schenkhaus | 84·0/27·8/10·8 | Wismar Germany | |
| Hove Steel Auxiliary Motor Barque (See Summer Register) | 132 | | 1913 | Gebr. Bon | Leeuwarden | J. Bonn | 79·8/21·8/9·2 | Hamburg Germany | |
| Howard Wood Steel Auxiliary Motor Barque | 198 | | 1890 | Nobel Marine Kip. Co. | Rotterdam, Ho. | Eastern Transportation Co. | 170·0/30·3/14·0 | Wilmington United States | |
| Hualani Steel Auxiliary Motor Barque (See Summer Register) | 144 | | 1910 | Bailey & Lowe | Auckland, N.Z. | T. C. Thomas | 84·0/24·1/8·4 | Auckland N.Z. British | |
| Huge Wood Ship (See Summer Register) | 132 | | 1890 | | Hjörnarp | G. Andersson | 81·4/27·9/12·0 | Eskilstuna Sweden | |
| Hula Steel Auxiliary Motor Barque (See Summer Register) | 251 | | 1894 | J. Barlow | Arklow, Ireland | Bibal (Australasia) Proprietary, Ld. and B. Lewis | 115·1/33·2/11·0 | Auckland N.Z. British | |
| Hulda Steel Auxiliary Motor Barque (See Summer Register) | 177 | | 1913 | Bäckviken Varf | Söderhamn | Ahlström & Lewin | 92·1/25·4/9·8 | Tikas Sweden | T. & |
| Hemmriet Steel Auxiliary Motor Barque (See Summer Register) | 132 | | 1911 | J. Frampton | Trinity Bay, N.F.L. | W. A. Monroe | 111·6/26·6/12·0 | St. John's N.F.L. British | |
| Hup Soon Whatt Wood Ship | 142 | | 1911 | Hoek | Singapore | Tan Chiak | 82·5/27·6/10·0 | Singapore Straits | |
| Hutchinson Steel Barque | 1554 | | 1922 | Kelly & Spear Co. | Bath, Me. | F. F. Martin Inc. | 202·9/38·1/18·3 | Philadelphia United States | |
| Hvalen Petro-Concrete | 659 | 3.28 Cpo | 1912 | Christiansen & Balsen | Tilsang | Knudsen, Kiesel & Schmidt | 180·0/35·5/16·0 | Copenhagen Danish | 18 - 0 |
| Hyderabad Steel | 327 | | 1918 | Dworks Mistry | Bangalore | M. B. Abdul Khaliq Bowlaqui | 124·0/29·0/13·0 | Bangalore British | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (normally, if practicable), in order to be being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the character assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to the Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships being their character from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| No. | Nom du Navire / Capitaine | Tonnage | Construit | Par qui | Où | Armateurs | Port d'armement |
|---|---|---|---|---|---|---|---|
| 21447 | I 1. Steel | 268 | 1920 | Furness & Co. Ld. | Haverton Hill-on-Tees | International Paints & Co. Ld. | [illegible] |
| 21448 | I 2. Steel | 268 | 1920 | Furness & Co. Ld. | Haverton Hill-on-Tees | International Paints & Co. Ld. | [illegible] |
| 21449 | I 3. Steel | 268 | 1920 | Furness & Co. Ld. | Haverton Hill-on-Tees | International Paints & Co. Ld. | [illegible] |
| 21450 | I 4. Steel | 268 | 1920 | Furness & Co. Ld. | Haverton Hill-on-Tees | International Paints & Co. Ld. | [illegible] |
| 21451 | I 13. Steel | 85 | 1923 | Ross, McIntosh & Co. Ld. | Paisley | International Paints & Co. Ld. | [illegible] |
| 21452 | I. D. Fletcher Wood | 1238 | 1905 | Maryland Steel Co. | Sparrows Point, Md. | [illegible] | New York, United States |
| 21453 | I Due Fratelli Wood | 152 | 1906 | C. Mussoli | [illegible] | A. [illegible] | Trapani, Italian |
| 21454 | I. F. Chapman Wood | 2155 | 1882 | I.F. Chapman | Bath, Me. | Durham Nav. Corp. | New York, United States |
| 21455 | Ianthe | 271 | 1910 | [illegible] | [illegible] | Murray Transport Co. Ld. | [illegible] |
| 21456 | Ida Wood | 175 | 1921 | [illegible] | [illegible] | [illegible] | [illegible] |
| 21457 | — Wood | 155 | 1890 | C. [illegible] | [illegible] | [illegible] | [illegible] |
| 21458 | Ida S. Dow Wood | 1411 | 1918 | Atlantic Coast Co. | Thomaston, Me. | W. J. [illegible] | Bath, Me., United States |
| 21459 | Idalia Wood | 222 | 1904 | J. F. Bager | [illegible] | [illegible] | [illegible] |
| 21460 | Ideal Wood | 125 | 1912 | [illegible] | [illegible] | [illegible] | [illegible] |
| 21461 | Idouna Wood | 132 | 1913 | [illegible] | [illegible] | [illegible] | [illegible] |
| 21462 | Idria Wood | 171 | 1920 | [illegible] | [illegible] | [illegible] | [illegible] |
| 21463 | Iglea Wood | 176 | 1923 | [illegible] | [illegible] | [illegible] | [illegible] |
| 21464 | Il Carro di Gesù Wood | 433 | 1920 | [illegible] | Viareggio | [illegible] | [illegible] |
| 21465 | Il Primo Wood | 209 | 1902 | [illegible] | [illegible] | [illegible] | [illegible] |
| 21466 | Ilford Wood | 310 | 1912 | [illegible] | [illegible] | [illegible] | [illegible] |
| 21467 | Ilhavense 2° Wood | 285 | 1918 | [illegible] | [illegible] | [illegible] | [illegible] |
| 21468 | Ilirija Wood | 239 | 1921 | [illegible] | [illegible] | [illegible] | [illegible] |
| 21469 | Ilmari Wood | 136 | 1915 | [illegible] | [illegible] | [illegible] | [illegible] |
| 21470 | Immaculée Conception Wood | 203 | 1922 | [illegible] | [illegible] | [illegible] | St. Malo, French |
| 21471 | Immanuel Wood | 154 | 1922 | [illegible] | [illegible] | [illegible] | [illegible] |
| 21472 | Imperia Wood | 300 | 1917 | [illegible] | [illegible] | [illegible] | [illegible] |
| 21473 | India Steel | 332 | 1911 | Fleming & Ferguson Ld. | Paisley | Port of London Authority | London |
| 21474 | Indian Ridge Wood | 313 | 1897 | [illegible] | [illegible] | [illegible] | New York, United States |
| 21475 | Indiana Wood | 1627 | 1900 | New England S.B. Co. | Bath, Me. | [illegible] | New York, United States |
| 21476 | — Wood | 1467 | 1876 | [illegible] | Bath, Me. | [illegible] | [illegible] |
| 21477 | Industrial Wood | 223 | 1927 | [illegible] | [illegible] | [illegible] | [illegible] |

Classification (India): ✠100A1

| Official No. | Code Letters | Ship's Name. Material, Rig, &c. Where. Late Name, if any. Special Surveys. No. of Decks, &c. | Tonnage Gross. Under-deck | Particulars of Class Section. Character. | Built. Where. | By Whom. | Where. | Owners. | Registered Dimensions. Length. Breadth. Depth. | Port of Registry. Flag. | Remarks. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | | **Industry** Steel (Motor Sailing Vessel) (Lloyd's Register) | 118 | Fair | [illegible] | Ferguson Bros. Ltd. | Paisley | [illegible] | 102'0'22'1 7 | [illegible] | 7 + 6 | |
| [illegible] | | **Infante de Sagres** Wood (Motor Sailing Vessel) (Not Member Register) | 320 | | 1921 | N.J. Colyle | Sunderland | San Infante de Sagres, Ltda. | 134'1.31'2.13'6 | [illegible] | | |
| [illegible] | [illegible] | **Inga** Wood (Motor Sailing Vessel) (Not Member Register) | 160 | | 1907 | J. Christensen | Marstal | Chr. Carlsen | 100'0.25'0.10'6 | [illegible] | | Y * |
| [illegible] | [illegible] | — Wood (Motor Sailing Vessel) (Not Member Register) | 198 | | 1920 | Gebrüder Sleppnerr | [illegible] | S.J. Jahn | 99'1.24'7.10'6 | [illegible] | | Y * |
| [illegible] | [illegible] | **Inga** Wood (Not Member Register) | 170 | | 1916 | Bots | [illegible] | Paul Kiaer | 102'0.21'7 9'6 | [illegible] | | G |
| [illegible] | [illegible] | **Ingeborg** Wood (Not Member Register) | 171 | | 1920 | Gebrüder Sietas Werft | [illegible] | [illegible] | 108'0.24'6 9'7 | [illegible] | | Y * |
| [illegible] | [illegible] | — Wood (Motor Sailing Vessel) (Not Member Register) | 180 | | 1909 | J. A. Svensson | Kalmarsund | Fisk. Malm | 87'0.20'1 9'7 | [illegible] | | |
| [illegible] | [illegible] | — Steel (Motor Sailing Vessel) (Not Member Register) | 170 | | 1924 | Ramberg (Stockholm) | Wilhelmshaven | Wilh. Tod Wieder | 104'6.24'6 9'6 | [illegible] | | G * |
| [illegible] | [illegible] | **Ingeborg II.** Steel (Not Member Register) | 202 | | 1931 | Verl. Schiffbau-werk G.m.b.H. | Stralsund | J. Kiesser | 119'2.32'4 9'3 | [illegible] | | G * |
| [illegible] | [illegible] | **Ingegerd** Wood (Not Member Register) | 199 | | 1918 | K. Ericsson | Mora pr. Boda | H.A. Ekick | 91'6.27'6 9'4 | [illegible] | | |
| [illegible] | [illegible] | **Inger** Wood (Not Member Register) | 261 | | 1920 | A.B. Gebr. Verlies | [illegible] | Rederi A.B. Ramsvagen (Oscar Malm, Kr.) | 137'2.30'2.12'7 | [illegible] | | Y * |
| [illegible] | [illegible] | **Ingo** Wood (Not Member Register) | 125 | | 1922 | Gebrüder Ruge | Wilhelmshaven | Rederi A.B. Ingo (O.F. Lindstedt) | 96'0.22'6 9'6 | [illegible] | | |
| [illegible] | [illegible] | **Ingrid** Wood (Not Member Register) | 191 | | 1924 | — | Wilhelmshaven (Sand) | S.E. Lindstrom | 82'5.22'6 9'1 | [illegible] | | |
| [illegible] | [illegible] | — Wood (Not Member Register) | 160 | | 1920 | Bonte-Rhede | Germany | F. Barkey | 86'9.22'2 7'9 | [illegible] | | Y * |
| [illegible] | [illegible] | — Steel (Not Member Register) | 111 | | 1922 | H.F. Stahlbau Rehe | Hamburg | Wilhelm Schmidt | 82'9.20'2 9'1 | [illegible] | | G |
| [illegible] | [illegible] | **Innosenza** Wood (Motor Sailing Vessel) (Not Member Register) | 499 | | 1922 | San Jose, Cooperat. de Lugar | Andorra | [illegible] | 130'7.23'5.14'6 | [illegible] | | I * |
| [illegible] | [illegible] | **Integral** Wood | 400 | | 1917 | J.H. Infanti Sons | Campinas (Sao Paulo, S.A.) | Companhia Navegacao Paulista Ltd. | 130'6.27'6.12'6 | [illegible] | | Y * |
| [illegible] | [illegible] | **Interstate No. 1** Steel (Motor Sailing Vessel) | 734 | | 1919 | Herbert & Bolingbroke | Wilmington (Del. U.S.A.) | Interstate Oil Transportation Co. | 172'4.30'2.10'2 | [illegible] | | |
| [illegible] | [illegible] | **Intrepida** Wood (Motor Sailing Vessel) (Not Member Register) | 501 | | 1921 | A. Torresano | Chioggia | Soc. Anon. Italiana Trasporti Zuffanin Venezia | 114'7.30'2.16'6 | [illegible] | | I * |
| [illegible] | [illegible] | **Inverness** Wood (Motor Sailing Vessel) (Not Member Register) | 146 | | 1921 | J. Trosdik Sons | Aalesund | J. Trosdik | 82'0.23'6.11'6 | [illegible] | | |
| [illegible] | | **Ipanema** Steel (Motor Sailing Vessel) | 999 | 100 A1 (Motor Sailing Vessel) | 1932 | J. Stockmann | Hamburg | Rio de Janeiro Contingent Co. Ltd. | [illegible] | [illegible] | 2 - 3 | |
| [illegible] | [illegible] | **Ipswich** Steel (Motor Sailing Vessel) | 170 | | 1907 | Flemings Ferguson Ltd. | Paisley | Ipswich Dock Commrs. | 118'0.25'1 8'6 | [illegible] | 3 + 3 | |
| [illegible] | [illegible] | **Irene** Wood (Motor Sailing Vessel) | 1206 | | 1913 | Kelley Spear & Co. | Bath, Me. | Myers S.S. Co. | 229'6.37'7.14'2 | [illegible] | | |
| [illegible] | [illegible] | — Wood (Motor Sailing Vessel) | 210 | | 1896 | J.E. Anderson | Greenock | [illegible] | 110'0.24'7.11'0 | [illegible] | | |
| [illegible] | [illegible] | — Wood (Motor Sailing Vessel) | 205 | | 1909 | J. Brandal | Norway | A. Eide | 101'5.27'0.12'6 | [illegible] | | |
| [illegible] | [illegible] | **Irene Duraty** Wood | 127 | | 1921 | A. Gaspardone & Antonio | Portoria | Gaetano & Antonio Lillo | 90'8.19'6 9'0 | [illegible] | | |
| [illegible] | [illegible] | **Irene M. Corkum** Wood (Motor Sailing Vessel) | 136 | | 1917 | Smith & Rhuland | Lunenburg, N.S. | F.G. Tibbo | 112'8.19'3.10'4 | [illegible] | | |

| Numéro Officiel | Signaux | Nom du Navire, Nationalité et Port d'Attache | Tonnage Officiel | Classe de la Société | Construction | Propriétaires | Observations | Dimensions | Port d'Immatriculation | |
|---|---|---|---|---|---|---|---|---|---|---|
| 21504 | | Irene Mary | 162 | | | | | | | |
| 21505 | | Irene Myrtle | 186 | | | | | | | |
| 21506 | | Irene Schining | 101 | | | | | | | |
| 21507 | | Irish Minstrel | 156 | ✠ | Lyr | | | | | 13 - 4 |
| 21508 | | Irk | 140 | ✠100A1 | Lloy | | | | | 14 - 0 |
| 21509 | | Irma | 138 | | | | | | | |
| 21510 | | | 110 | | | | | | | |
| 21511 | | | 123 | | | | | | | |
| 21512 | | Irmgard | 165 | | | | | | | |
| 21513 | | | 115 | | | | | | | |
| 21514 | | Irma | 141 | | | | | | | |
| 21515 | | Isabel | 160 | | | | | | | |
| 21516 | | Isabelita | 117 | | | | | | | |
| 21517 | | Isalit | 134 | ✠ | Fwd | | | | | 11 - 4 |
| 21518 | | Iskjora I. | 107 | | | | | | | |
| 21519 | | Isla de Cortejada | 130 | | | | | | | |
| 21520 | | Isolda | 151 | ✠100A1 | | | | | | |
| 21521 | | Istrae | 98 | ✠ A1 | Lloy | | | | | 7 - 0 |
| 21522 | | Isuaya | 180 | ✠ A1 | | | | | | 8 - 4 |
| 21523 | | Italia | 227 | | | | | | | |
| 21524 | | Italica | 127 | | | | | | | |
| 21525 | | Itamaraca | 1000 | | | | | | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

| Ship's Name. Material, Rig, &c. | Tonnage | Particulars of Class | Built | Owners. | Port of Registry |
|---|---|---|---|---|---|
| J. Duffy Wood Auxiliary (See Steamer Register) | 135 | | 1919 Duffy-Shaw S.B.Co.Ltd. | A.Carrillo | |
| J. E. Conrad Wooden | 172 | | 1920 M.Lorch S. Co.Ltd. | J.S.Fernandes, Ltd. | |
| J. Henry Mackenzie Wooden | 132 | | 1914 Smith & Eldred | H.McFarlane | |
| J. I. Case Wooden | 863 | | 1919 Smith Dorper | Eu-Mackenzie Ltd. | |
| J. O. Webster Wood Mast | 421 | | 1919 Beasley Bros | Bowd M.Pick (Incorporated) Chesapeake Shipyards, Inc. | |
| J.S.Abercrombie Company No.26 | 130 | | 1919 Orange Cork Shoals Co. | The Dennis | |
| J.S.Abercrombie Company No.27 | 130 | | 1919 Orange Cork Pontile. | The Dennis | |
| J. W. Cline Wood Mast | 365 | | 1904 Globe Savings Bank Co. | Fairmont Lumber Co. | |
| Jacotia Steel Auxiliary (See Steamer Register) | 125 | | 1916 J.J.Pattje & Zonen | L.Wijnalda | G |
| Jadran Steel Auxiliary (See Steamer Register) | 432 | | 1911 K.C.Stickelmann Sohn | K.C.Stickelmann | |
| — Wooden Auxiliary (See Steamer Register) | 192 | | 1922 D.Jenkin | D.Jenkin | IV |
| Jans Tenz Wood Mast | 271 | | 1926 M.Schouten | Vigelaid, Estonia | V |
| Jamaica Steel | | ✠ Lloyd | 1924 James Pollock Sons & Co. Ltd. | Bain Light Storage Co. Ltd. | |
| James No. 90 Steel | 329 | ✠ A1 Sub | 1922 H.Schmidt | Hamburg | James Dredging, Towage & Transportation Ltd. |
| James No. 91 Steel | 326 | ✠ A1 Sub | 1922 H.Schmidt | Hamburg | James Dredging, Towage & Transportation Ltd. |
| James C. Hamlen Wooden | 1126 | | 1920 Cumberland S.B.Co. | S.Portland, Me. | Matson Shipping Co. |
| James E. Newsom Wooden Mast | 671 | | 1919 East Coast Ship Co. | Brooklyn Harbor, Md. | Swickerhelmer Shipping Co. Ltd. |
| James M. W. Hall Wooden Mast | 888 | | 1916 F.S.Dorbrick Sons | Philadelphia, Pa. | E.S.McDonald |
| James Nazmyth Steel Auxiliary | 3015 | | 1920 F.W.Wheeler & Co. | W.Bay City, Mich. | Pittsburgh S.S.Co. |
| James Postlethwaite Wood (See Steamer Register) | 134 | ✠ Par | 1893 W.Ashburner | Barrow | E.E.Bell |
| James Rockbreaker Steel | 337 | ✠ A1 Rus | 1920 J.Meyerdt S. | Rus | James Dredging, Towage & Transportation Ltd. |
| James Saigh Steel | 2728 | ✠ Ker | 1924 T.Seybank Sons | Liverpool | Saigh Bros. Steel Co. Inc. |
| James Strang Wooden | 143 | | 1915 J.Strang Ltd. | J.Strang Ltd. | |
| James William Steel Mast | 512 | ✠ 100A1 Hrs | 1920 J.Richmond & Co. Ltd. | Port Glasgow | James William Shipping Co. |
| James and Stanley Wooden | 165 | | 1918 J.Scott S.B.Co. | S.A. | |
| Jane Banks Wooden Mast | 126 | ✠ Fmo | 1876 Jones | Portsmouth | T.J.Stephens |
| Janie Wooden | 135 | ✠ Fal | 1872 Noble | Malpas | J.H.Dunn |
| Jakin Wooden | 147 | | 1901 H.Pickles | Plymouth | J.Kennedy |
| Jadina Steel Auxiliary (See Steamer Register) | 147 | | 1919 W.Holder | Stockholm | J.Dees |

| Nom du Navire | Tonnage | Détails de la Classe | Construction | Propriétaires | Port d'Attache | Observations |
|---|---|---|---|---|---|---|
| Jantina | 121 | | | | | |
| Jantje | 122 | | | | | |
| | 118 | | | | | |
| Jantje Greenfeld | 240 | | | | | |
| Jarl | 134 | | | | | |
| Jarley I. | 149 | | | | | |
| Jaguhone | | + A1 Lloyd | | | | |
| Jean Dennis | 309 | | | | | |
| Jean F. Anderson | 495 | | | | | |
| Jean F. McRae | 245 | | | | | |
| Jean Smith | 132 | | | | | |
| Jeanne | 152 | | | | | |
| Jeanne d'Arc | 2200 | | | | | |
| Jeannie I. | 131 | | | | | |
| Jela | 193 | | | | | |
| Jess | 132 | | | | | |
| Jessie D. Bell | 194 | | | | | |
| Jessie Elizabeth | 142 | | | | | |
| Jessie Floré Kruger | 1028 | | | | | |
| Jessie Hazel | 226 | | | | | |
| Jessica | 209 | | | | | |
| Jeremiah Godfrey | 200 | | | | | |
| Jerusalem | 144 | | | | | |
| Jesu | | + A- Lloyd | | | | |
| Jesu Juni | 192 | | | | | |
| Jocelyn | 222 | | | | | |
| Johanna | 141 | | | | | |
| | 143 | | | | | |
| | 139 | | | | | |

| Official No. | Ship's Name | Tonnage | Particulars of Class | Owners | Port of Registry |
|---|---|---|---|---|---|
| [illegible] | **Johanna** | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **Johanna Becker** | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **Johanna Elisabeth** | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **Johanna** | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **John A.** | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **John A. Roebling** | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **John Brazwell** | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **John Ena** | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **John Forsyth** | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **John Frits** | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **John Hagerty** | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **John Hannah** | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **John J. Phillips** | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **John Morrison** | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **John Sims** | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **John Smeaton** | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **John Stewart** | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **John W. Chittenden** | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **Jolanda Scotto** | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **Jones** | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **Jonesport** | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **Jos Ann** | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **Jos Teck** | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **Jose Frasquet** | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **Jose Lola** | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **Joseph** | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **Joseph E. Hooper** | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | **Joseph J. Hotk** | [illegible] | [illegible] | [illegible] | [illegible] |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Joseph Tristan | | 213 | | | | | | | | | | | | | | | V |
| | | Josephine A. McQuesten | | 198 | | | | | | | | | | | | | | | |
| | | Josephine Wissett | | 148 | | | | | | | | | | | | | | | |
| | | Josiah B. Chase | | 161 | | | | | | | | | | | | | | | |
| | | Jovenchita | | 117 | | | | | | | | | | | | | | | |
| | | Jowes Pure | | 138 | | | | | | | | | | | | | | | |
| | | Lepze | | 123 | | A | | Lots | | | | | | | | | | | |
| | | Juan Triverio | | 413 | | | | | | | | | | | | | | | |
| | | Juanet Colom | | 111 | | | | | | | | | | | | | | | |
| | | Julia | | 118 | | | | | | | | | | | | | | | |
| | | Julia I. | | 219 | | | | | | | | | | | | | | | |
| | | Julia II. | | 107 | | | | | | | | | | | | | | | |
| | | Julia III. | | 172 | | | | | | | | | | | | | | | |
| | | Julia IV. | | 221 | | | | | | | | | | | | | | | |
| | | Juliana | | 101 | | | | | | | | | | | | | | | |
| | | Juliet | | 119 | | | | | | | | | | | | | | | |
| | | Julio Cotse | | 339 | | | | | | | | | | | | | | | |
| | | Julita | | 180 | | | | | | | | | | | | | | | |
| | | Juniata | | 1432 | | | | | | | | | | | | | | | |
| | | Juno | | 116 | | | | | | | | | | | | | | | |
| | | Jupiter | | 247 | | | | | | | | | | | | | | | V |
| | | — | | 229 | | | | | | | | | | | | | | | |
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| | | Jurgen Hage | | 113 | | | | | | | | | | | | | | | |
| | | Jurnicka | | 143 | | | | | | | | | | | | | | | |

*.* Additional Ships are inserted in the Supplement at the end of the Register

| Official No. | Ship's Name. | Tonnage | Particulars of Class Retained | Built | Owners | Registered Dimensions | Port of Registry | |
|---|---|---|---|---|---|---|---|---|
| [illegible] | K. L. K. 7 | 324 | | [illegible] | [illegible] | [illegible] | London | |
| [illegible] | K. L. K. 21 | [illegible] | ✠100A1 | [illegible] | [illegible] | [illegible] | London | |
| [illegible] | K. L. K. 23 | [illegible] | ✠100A1 | [illegible] | [illegible] | [illegible] | London | |
| [illegible] | K. L. K. 25 | [illegible] | ✠100A1 | [illegible] | [illegible] | [illegible] | London | |
| [illegible] | K. L. K. 24 | [illegible] | ✠100A1 | [illegible] | [illegible] | [illegible] | London | |
| [illegible] | K. V. Kruse | 1728 | | [illegible] | [illegible] | [illegible] | Antwerp | B |
| [illegible] | Kali-Chihi | 413 | ✠ | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Kajah | 197 | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Kali | 173 | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Kamsel | 379 | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Kang Hin | 143 | | [illegible] | [illegible] | [illegible] | Singapore | |
| [illegible] | Katen | 489 | | [illegible] | [illegible] | [illegible] | Glasgow | |
| [illegible] | Katia | 327 | | [illegible] | [illegible] | [illegible] | Skiftinge | V * |
| [illegible] | — | 141 | | [illegible] | [illegible] | [illegible] | Kiel | G * |
| [illegible] | Karl | 125 | | [illegible] | [illegible] | [illegible] | Hamburg | G |
| [illegible] | Karmøy I | 135 | | [illegible] | [illegible] | [illegible] | [illegible] | V |
| [illegible] | Karniola | 147 | | [illegible] | [illegible] | [illegible] | Riga | |
| [illegible] | Karnten | 188 | | [illegible] | [illegible] | [illegible] | Vienna | G * |
| [illegible] | Kashan | 300 | ✠100A | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Kate | 104 | | [illegible] | [illegible] | [illegible] | Barrow | |
| [illegible] | Kate Darlington | 136 | | [illegible] | [illegible] | [illegible] | Baltimore | |
| [illegible] | Kate Hanne | 172 | | [illegible] | [illegible] | [illegible] | Hamburg | |
| [illegible] | Kathe | 113 | | [illegible] | [illegible] | [illegible] | [illegible] | G * |
| [illegible] | — | 110 | | [illegible] | [illegible] | [illegible] | Hamburg | |
| [illegible] | Kathe Hamm | 113 | | [illegible] | [illegible] | [illegible] | Hamburg | |
| [illegible] | Katherine | 2605 | ✠100A1 | [illegible] | [illegible] | [illegible] | Fiume | |

| Numéro officiel | Signaux | Noms des Navires, Renseignements Généraux | Tonnage Officiel | Classe de la Classification | Construction | | | Propriétaires | Dimensions Principales | Port d'Immatriculation | Observations |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Capitaines. Propriétaires. Voiliers Fréteurs/Armeurs. Résidences Passées | Brut / Net | Cote / Machines | Chantier | Port | Date | | | | |
| [illegible] | [illegible] | **Katherine May** Wood [illegible] | 850 | | | [illegible] | 1919 | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Kathleen A. Sheridan** Wood [illegible] | 672 | | | [illegible] | 1919 | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Kathleen & May** Wood [illegible] (Not Member Register) | 130 | ✠ 100 | Agt | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | **Katie** Wood [illegible] (Not Member Register) | 118 | ✠ 100 | Par | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | **Katiena** Wood [illegible] (Not Member Register) | 110 | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | V |
| [illegible] | [illegible] | **Kay & Ee** Wood [illegible] | 258 | | | [illegible] | 1907 | [illegible] | [illegible] | [illegible] | |
| [illegible] | | **Keystone** Wood [illegible] | [illegible] | ✠A1 [illegible] | Lem | [illegible] | 1908 | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | | **Kaoria** Wood [illegible] | 208 | ✠100A [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | **Kent Sung Lee** Wood [illegible] | 721 | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Kelleston** Wood [illegible] | 680 | | | [illegible] | 1909 | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Kehdingen** Wood [illegible] (Not Member Register) | 192 | | | [illegible] | 1905 | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | **Kehrwieder** Wood [illegible] (Not Member Register) | 138 | | | | | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | — Wood [illegible] (Not Member Register) | 142 | | | [illegible] | 1877 | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | **Keng Ann** Wood [illegible] | 178 | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Keng Chuan** Wood [illegible] | 163 | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Keng Heng** Wood [illegible] | 185 | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Keng Huat** Wood [illegible] | 184 | | | [illegible] | 1909 | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Kern** Steel/Barque [illegible] | 340 | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Kennedy** Wood [illegible] | 219 | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | V |
| [illegible] | [illegible] | **Kester** Wood [illegible] | 995 | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Kentucky** Wood [illegible] | [illegible] | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Kermadec** Wood [illegible] (Not Member Register) | 343 | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Kewick** Steel/Barque | 191 | | | [illegible] | 1880 | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Khanung** Steel/Lighter | 255 | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Kian Peng Ann** Wood [illegible] | 121 | | | [illegible] | 1907 | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Kiana** Wood [illegible] | 177 | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | | **Kiberstan** Wood [illegible] (Not Member Register) | 132 | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Kilburn** Steel [illegible] | 1817 | ✠100A1 [illegible] | Cyn | [illegible] | 1900 | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | **Kim Seck Seng** Wood [illegible] (Not Member Register) | 145 | | | [illegible] | 1920 | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Kim Hye Tsin** Wood [illegible] (Not Member Register) | 132 | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |

| Official No. | Code Letters | Ship's Name. Material, Rig, &c. Where Built. Date Built. Special Surveys. No. of Decks, &c. | Registered Tonnage | Particulars of Class Retained. Character. | Built. When. By Whom. Where. | Owners. | Registered Dimensions. Length. Breadth. Depth. | Port of Registry. Flag. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | **Kim Kuan Ann** Wooden-built (See Steamer Register) | [illegible] | | 1922 Lo Kyong Kpo | Tsang | Lo Kyong Kpo | Singapore British | |
| [illegible] | [illegible] | **Kim Kee** Wood-built | 231 | | 1919 Chee Wee Hum | Hoolanda | Koch Cheng Guan M.S.E. | Hoolanda British | |
| [illegible] | [illegible] | **Kimberlee** Wood-Mast-Barge | 359 | | 1901 S. Polanek | Neuch. Gros. | F. F. Martin, Inc. | Philadelphia United States | |
| [illegible] | [illegible] | **Kindly Light** Wood-Schooner (S.S. Kindly Light) | 111 | + Sea 100 | 1904 J. & W. B. Gray & Co. | Little Hampton | Sudan Bros. McDonald & Co. Ltd. | Cardiff British | 0 - 2 |
| [illegible] | [illegible] | **King Coal** Steel-Hull (Barge for carrying timber) | 554 | | 1911 Merklands Thomson, Ltd. | Glasgow | Smith & Palmer (J. Smith & Co. & W. B. Boyes, Mgrs.) | Lowestoft British | 13 - 0 |
| [illegible] | [illegible] | **Kingston** Steel-Barge | 599 | | 1896 Montreal Transport. Co. | Kingston, Ont. | Montreal Transport. Co. | Montreal British | |
| [illegible] | [illegible] | **Kinkora** Wood-Hull-Schooner (Yacht) | 229 | | 1891 G. S. Phillips & Co. | Hampton, Va. | Johnson & Winter, Inc. | Washington, D.C. United States | |
| [illegible] | [illegible] | **Kiara** Wood-Hull-Schooner (S.S. Dickinson) | 174 | | 1892 C. Davis | Gloucester | K. J. Dickson | Marblehead United States | |
| [illegible] | [illegible] | **—** Wood-Mast-Hull-Sloop (See Steamer Register) | 189 | | 1905 E. A. Rolsen | Tönsberg | P. O. Ryvarden | Skiptrup Norway | V * |
| [illegible] | [illegible] | **Klaraberg** Wood-Mast-Hull-Schooner (See Steamer Register) | 105 | | 1912 Sjöverg Skeppsbyggeri | Sjöbergs | Oscar Emanuelsson | Kyrkvarvet Swedish | |
| [illegible] | [illegible] | **Klara** Steel-Mast-Hull-Sloop (See Steamer Register) | 139 | | 1911 F. Ph. Stokke | Aalborg | A. S. Westlandske Forsikringsselskab | Bergen Norwegian | V * |
| [illegible] | [illegible] | **Kléber** Wood-Hull-Barge | 277 | | 1907 G. Gassier | St. Malo | F. Rogerdin | St. Malo French | |
| [illegible] | [illegible] | **Knock Deep** Steel-Steamer | 912 | + 100A1 Shipper Barge A1 | 1917 A. McGill & Co. Ltd. | Aberdeen | Thomas Dunlop & Sons, Ltd. | London British | 15 - 0 |
| [illegible] | [illegible] | **Knockagh** Steel-Steamer | 88 | + 100A1 Steel Barge A1 | 1919 W. J. Tarrant & Sons, Ltd. | Northwich | Government of Northern Ireland | Belfast British | 8 - 0 |
| [illegible] | [illegible] | **Knölls** Wood-Mast-Hull-Schooner | 138 | | 1920 A. Valdberg | Tallinn | N. Tiel | Tallinn Russian | |
| [illegible] | [illegible] | **Knöt** Wood-Mast-Hull-Schooner | 345 | | 1922 J. Sarnson | Pärnu-Rüma | J. Treberg | Tallinn Russian | |
| [illegible] | [illegible] | **Komet** Steel-Mast-Hull-Schooner (See Steamer Register) | 129 | | 1920 Friedrich Krupp A.G. | Kiel | Kieler Segelschiff Kolle & K | Kiel German | G * |
| [illegible] | [illegible] | **Kong Seng Sun** Wood-Hull-Barge | 141 | | 1927 Wong Ho | Singapore | Ng Ch. Ho | Singapore British | |
| [illegible] | [illegible] | **Kong Seng Wong** Wood-Hull-Barge | 131 | | 1925 Wong Soon | Singapore | Ng Chong Hoe | Singapore British | |
| [illegible] | [illegible] | **Kongsfjord** Steel-Mast-Hull-Schooner (See Steamer Register) | 269 | | 1918 Svendborg Skibs. & Maskinfab. | Svendborg | M. A. Kristensen | Bergen Norwegian | N |
| [illegible] | [illegible] | **Kongsvik** Wood-Mast-Hull-Schooner (See Steamer Register) | 177 | | 1917 Kristiansands Baatbygperi | Arendal | A/S Kongsvik (E. Eidet) | Bergen Norwegian | N * |
| [illegible] | [illegible] | **Korshaus IV.** Steel-Mast-Hull-Schooner (See Steamer Register) | 277 | | 1922 H. Schuldt | Rendsburg | Frauenschiffahrt Gesellschaft m.b.H. & K.G. | Stettin German | G * |
| [illegible] | [illegible] | **Krasny Jakut** Steel-Hull-Barge (See Steamer Register) | 196 | | 1913 — | Japan | Harbour Research Institute of the Foreign Office | [illegible] Japanese | |
| [illegible] | [illegible] | **Kristenbrun** Wood-Hull-Schooner | 226 | | 1902 J. Kristenbrun | Langesund | Kaasa Laurs Dagfinn O. Torkildsen, Mgr. | Kaasa Norwegian | |
| [illegible] | [illegible] | **Kristina** Wood-Hull-Schooner | 334 | | 1875 C. A. Sahn | Wisemile | John W. Wennström | Karlshamn Swedish | |
| [illegible] | [illegible] | **—** Wood-Mast-Hull-Sloop (See Steamer Register) | 147 | | 1911 Frederiksundsværftet | Frederiksund | S. Jensen | Kjøge Danish | V * |
| [illegible] | [illegible] | **Kroddl** Wood-Mast-Hull-Schooner (See Steamer Register) | 176 | | 1918 Kjelsaas Dokk | Arendal | Vaillaugsgård | Bergen Norwegian | V * |
| [illegible] | [illegible] | **Kubo** Wood-Mast-Hull-Schooner (See Steamer Register) | 179 | | 1922 N. V. Scheepsw. Delfzijl v/h Gebr. Kuiper | Delfzijl | H. Ph. Boomsma | Groningen Dutch | V * |
| [illegible] | [illegible] | **Kumarasepuravy** Wood-Hull-Schooner | 153 | | 1918 — | Tillanchy | S. S. Kandiah | Jaffna British | |
| [illegible] | [illegible] | **Kundgram** Wood-Mast-Hull-Schooner (See Steamer Register) | 684 | | 1917 Bagatelal, Prabhudas & Co. | Bangalore | J. P. Mehta | Bangalore British | |

| Number | Signal | Noms des Navires | Tonnage | Détails de la Classification | Construction | Propriétaires | Appareil | Dimensions | Port d'Enregistrement | Remarques |
|---|---|---|---|---|---|---|---|---|---|---|
| 1729 | [illegible] | Kanlon | 315 | | 1920 W. Joseph Bros. | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1730 | [illegible] | Kort | 282 | | 1919 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | G * |
| 1731 | [illegible] | [illegible] | 283 | | 1914 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | G * |
| 1731 | [illegible] | — | 723 | | 1919 J. van der Werf | [illegible] | [illegible] | [illegible] | [illegible] | V |
| 1732 | [illegible] | Kwink | 776 | | 1920 J. van der Werf | [illegible] | [illegible] | [illegible] | [illegible] | G * |
| 1733 | [illegible] | Kyi Tai Gon | 106 | | 1921 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 1734 | [illegible] | Kyaktan | 303 | | 1900 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey of a Ship* only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships being their characters from want of Survey, it is hereby intimated that the *Date of giving Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| Official No. | Ship's Name. Material, Rig, &c. | Tonnage | Particulars of Class Building. Character. | Built. Where. | By Whom. | Where. | Owners. | Registered Dimensions. | Port of Registry. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|
| 1725 | L. 3 Steel | | A- | Lond. | 1930 Ardrossan S.B.Co. | Ardrossan | L.&O. Transports, Ld. | 42·0 16·2 | London | 4 + 4 |
| 1726 | L. 4 Steel | | A- | Lond. | 1930 Ardrossan S.B.Co. | Ardrossan | L.&O. Transports, Ld. | 42·0 16·2 | London | 4 + 4 |
| 1727 | L. B. Shaw Wooden Barge | 1293 | | | 1918 Sybel Marine Railway | Bristol, Eng. | L. B. Shaw, Jun. | 202·0 41·2 16·2 | Philadelphia United States | |
| 1728 | L. D. C. No. 7 Steel | 368 | +100A- Barge Lib | Lib | 1924 Rowhedge Co. Ld. | Lond. | Lothbrok Co. Limited | 130·0 32·1 9·9 | Lond. | 10 + 6 |
| 1729 | L. D. C. No. 8 Steel | 368 | +100A- Barge Lib | Lib | 1924 Rowhedge Co. Ld. | Lond. | Lothbrok Co. Limited | 130·0 32·1 9·9 | Lond. | 10 + 6 |
| 1740 | L. T. C. No. 7 Steel | 797 | + A1 | Bel | 1930 Belchatow | Sparrows Point | Lake Tankers Corp. | 200·5 28·2 12·9 | Wilmington, Del. United States | 13 + 3 |
| 1741 | L. T. C. No. 8 Steel | 797 | + A1 | NV+ | 1930 Belchatow | Sparrows Point | Lake Tankers Corp. | 200·5 28·2 12·9 | Wilmington, Del. United States | 13 + 3 |
| 1742 | L.T.C. No. 9 Steel | 797 | +A1 | NV+ | 1930 Belchatow | Sparrows Point | Lake Tankers Corp. | 200·5 28·2 12·9 | Wilmington, Del. United States | 13 + 3 |
| 1743 | L.&W.-B.C.Co.No.1 Wood Barge | 552 | | | 1897 S. Palmer & Son Co. | South, Conn. | Delaware, Lackawanna & Western R.R. | 192·1 34·6 16·1 | New York United States | |
| 1744 | L.&W.-B.C.Co.No.2 Wood Barge | 558 | | | 1900 S. Palmer & Son Co. | South, Conn. | Delaware, Lackawanna & Western R.R. | 192·9 35·0 17·4 | New York United States | |
| 1745 | L.&W.-B.C.Co.No.3 Wood Barge | 554 | | | 1899 S. Palmer & Son Co. | South, Conn. | Delaware, Lackawanna & Western R.R. | 192·6 35·0 17·4 | New York United States | |
| 1746 | L.&W.-B.C.Co.No.4 Wood Barge | 555 | | | 1897 S. Palmer & Son Co. | South, Conn. | Delaware, Lackawanna & Western R.R. | 192·6 35·9 16·1 | New York United States | |
| 1747 | L.&W.-B.C.Co.No.5 Wood Barge | 555 | | | 1897 S. Palmer & Son Co. | South, Conn. | Delaware, Lackawanna & Western R.R. | 192·6 35·9 16·1 | New York United States | |
| 1748 | L.&W.-B.C.Co.No.6 Wood Barge | 555 | | | 1897 S. Palmer & Son Co. | South, Conn. | Delaware, Lackawanna & Western R.R. | 192·6 35·9 16·1 | New York United States | |
| 1749 | L.&W.-B.C.Co.No.7 Wood Barge | 550 | | | 1898 S. Palmer & Son Co. | South, Conn. | Delaware, Lackawanna & Western R.R. | 192·9 35·9 16·1 | New York United States | |
| 1750 | L.&W.-B.C.Co.No.8 Wood Barge | 553 | | | 1899 S. Palmer & Son Co. | South, Conn. | Delaware, Lackawanna & Western R.R. | 192·7 35·0 17·4 | New York United States | |
| 1751 | L.&W.-B.C.Co.No.9 Wood Barge | 555 | | | 1898 S. Palmer & Son Co. | South, Conn. | Delaware, Lackawanna & Western R.R. | 192·9 35·9 16·1 | New York United States | |
| 1752 | L.&W.-B.C.Co.No.10 Wood Barge | 552 | | | 1900 S. Palmer & Son Co. | South, Conn. | Delaware, Lackawanna & Western R.R. | 194·6 34·6 16·1 | New York United States | |
| 1753 | L.&W.-B.C.Co.No.11 Wood Barge | 552 | | | 1900 S. Palmer & Son Co. | South, Conn. | Delaware, Lackawanna & Western R.R. | 194·6 34·6 16·1 | New York United States | |
| 1754 | L.&W.-B.C.Co.No.14 Wood Barge | 553 | | | 1899 S. Palmer & Son Co. | South, Conn. | Delaware, Lackawanna & Western R.R. | 192·7 35·0 17·4 | New York United States | |
| 1755 | L.&W.-B.C.Co.No.15 Wood Barge | 553 | | | 1900 S. Palmer & Son Co. | South, Conn. | Delaware, Lackawanna & Western R.R. | 192·7 35·0 17·4 | New York United States | |
| 1756 | L'Ange Wood Motor Barge Windsor | 598 | | | 1897 Gauthier plos | St. Malo | La Horse Fraiche | 139·2 29·0 14·7 | Panama Panama | V * |
| 1757 | L'Avenir Wood Motor Barge Windsor | 578 | | | 1900 Richmond S.B.Co. | Shoreham | Costa Eichen | 178·2 41·8 20·0 | Marchbank Finnish | V * |

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| | | L'Eroe di Caprera | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | La Maclina | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | La Marcel | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | La Pampolaine | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | La Tour de Pin | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lated | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lady Daphne | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lady Dolamere | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lady Jean | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lady Quirk | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lady Rosebery | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Laferrest L. Simmons | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Laida | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Laimona | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lais | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lake Allen | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lake Capens | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lake Crystal | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lake Fargo | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lake Falcraft | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lake Freland | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lake Fragality | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lake Frunet | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lake Hemlock | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lake Isaba | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lake Kyttle | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lake Louise | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lake Pleasant | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lake Sapor | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lakmi | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lalibarté | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lamotte Piquet | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| No. of Mark | Official No. / Hull Letters | Ship's Name / Name. / Special Surveys. | Length, Breadth, Depth, &c. / Tons / Tons. | Particulars of Class Rating. / Character. | Decks | Built / Where / By Whom | Owners. | Registered Dimensions / Length / Breadth / Depth | Port of Registry / Flag | Remarks | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | **Landkirchen** Steel (See Steamer Register) | 170 | | | 1911 [illegible] / Hansaverein | [illegible] | [illegible] | [illegible] | | G * |
| [illegible] | [illegible] | **Landore** Steel | 203 | | | 1912 J. Noyes's S.B.Co. / Lois Rossant | [illegible] | [illegible] | [illegible] | 10 - 6 | |
| [illegible] | [illegible] | **Langhorne** | 555 | | | 1901 R. Palmer & Sons Co. / Noank, Conn. | [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | **Lansdowne** Steel (See Steamer Register) | 513 | | | 1899 W. Joseph Eros. / Sunderland | [illegible] Co. Ltd. | [illegible] | [illegible] | | |
| [illegible] | [illegible] | **Lars** (See Steamer Register) | 114 | | | 1909 [illegible] / Sydney | [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | **Lars Bilslabj** (See Steamer Register) | 143 | | | 1901 E. Sundstrom / Stavanger | [illegible] | [illegible] | [illegible] | | |
| [illegible] | | **Lastenia** (See Steamer Register) | 108 | | | 1909 Schiffwerft Jessen / Tönning | [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | **Laura** | 209 | | | 1919 [illegible] / Kiloes | W. Sullivan | [illegible] | [illegible] | | |
| [illegible] | | **Laura Annie Barnes** | 192 | | | 1921 J. S. Archer & Sons / Pleasantry Ho. | J. S. Pulsifer | [illegible] | [illegible] | | |
| [illegible] | [illegible] | **Lawhill** | 2016 | ✠100A1 | Lon. | 1892 W. B. Thompson & Co. Ld. / Dundee | R. Erskine | [illegible] | [illegible] | 26 - 10 | |
| [illegible] | | **Lawrence Howard** | 853 | | | 1893 Kelley, Spear & Co. / Bath, Me. | E. J. Stewart | [illegible] | New York | | |
| [illegible] | | **Layalene** | | ✠A1 | Lon. | 1920 General Wharfage & Dry Dock Co. Ld. / Sydney | General Wharfage & Dry Dock Co. Ld. | [illegible] | [illegible] | 7 - 0 | |
| [illegible] | | **Le Bisquetaire** | 341 | | | 1919 J. S. Ashwell Sons Ld. / Gravesend, Kent, E.C. | [illegible] | [illegible] | [illegible] | | V |
| [illegible] | | **Le Volontaire** | 224 | | | 1919 W. A. C. S. A. Troop Co. Ld. / [illegible] | Pelerin de Fonte | [illegible] | [illegible] | | V * |
| [illegible] | [illegible] | **Leading Light** | 114 | ✠ | Sup. | 1900 J. A. W. D. Kaiser / Little Hampton | Baker Bros. (Littlehampton) Co. Ld. | [illegible] | [illegible] | 8 - 3 | |
| [illegible] | | **Leah Beryl** | 129 | | | 1919 Smith Shipbuilding Co. / Lunenburg, N.S. | A. Slack | [illegible] | [illegible] | | |
| [illegible] | | **Leis** | 198 | | New | 1904 Sigwart / Stavanger | [illegible] | [illegible] | [illegible] | | |
| [illegible] | | **Lenapart** | 963 | | | 1917 R. Palmer & Sons Co. / Noank, Conn. | F. F. Martin, Inc. | [illegible] | Philadelphia | | |
| [illegible] | | **Legion** | | ✠100A | Lon. | 1919 Riverside Co. Ld. / London | Port of London Authority | [illegible] | London | 11 - 0 | |
| [illegible] | | **Lei Yiu** | 271 | | | 1917 W. F. Stone / Oakland, Cal. | E. Rodriguez | [illegible] | [illegible] | 44 - 3 | |
| [illegible] | | **Leicester** | | ✠A1 | Lon. | 1927 F. Beckett & Co. Ld. / Deptford | Anglo-American Oil Co. Ld. / T. J. Wells, Mgr. | [illegible] | London | | |
| [illegible] | | **Leidus** (See Steamer Register) | 116 | | | 1901 J. A. Benson / Gothenburg | J. Rinn | [illegible] | [illegible] | | |
| [illegible] | | **Leif** | 301 | | | 1907 E. Simonsen / Marstal | E. J. Thomsen | [illegible] | [illegible] | | V |
| [illegible] | | **Lekettiate** | 160 | | | 1919 Ashmore y Zgarra / Laguna | E. Aramburu | [illegible] | [illegible] | | V * |
| [illegible] | | **Leningrad-Gostorg** (See Steamer Register) | 165 | | | 1930 Gorstab Sichelygger / Bergen | Leningrad-Gostorg | [illegible] | [illegible] | | V * |
| [illegible] | | **Leningrad-Soviet** (See Steamer Register) | 160 | | | 1930 Shostakovich Sichelygger / Bergen | Leningrad-Gostorg | [illegible] | [illegible] | | V * |
| [illegible] | | **Lennart** (See Steamer Register) | 134 | | | 1910 A. Beck / Alloway | L. P. Holmgren | [illegible] | [illegible] | | V * |
| [illegible] | | **Leo** | 152 | | | 1917 H. Kahn / Dundee | Antonio Figueiredo | [illegible] | Lisbon | | |

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| | | Leo | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Leo Le Hanz | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Leon | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Leona & Marion | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Leonardo Rodrigues | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Leonhart | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Leopold | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Leopoldina | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Leopoldine | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Letitia | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Levia J. Marvel | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | Liberty | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lidsberg | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lidia | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lieutenant Boyer | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lieut Pan Mengel | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lieutenant Vétrine | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lilibet | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lillian E. Kerr | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lilly G. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lily | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lima | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Limite | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lis Ann | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Linda | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Lingset | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Linnea | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Official No. | Signal Letters | Ship's Name, Material, Rig, &c. | Tonnage | Particulars of Class | Built | Owners | Port of Registry | Remarks |
|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | **Linguenda** Steel Barque (Ex Steamer Regulator) | 226 | | 1919 Schwerdtfeger Fcs. Bulkow | J. Hasse | Wismar Germany | |
| [illegible] | [illegible] | **Linnie** Wood Schooner | 421 | | 1907 E.E. Hall Pt. Blakely Wash. | Empire Barge Co. J.F. Farrell & A. Bongiovanni | Galveston United States | |
| [illegible] | [illegible] | **Lipari** Steel Barque (Ex Steamer Regulator) | 193 | | 1915 Bongiovanni, Gennaro & Co. Chioggia | A. Bongiovanni | Genoa Italy | I * |
| [illegible] | [illegible] | **Lise** Wood Barque (Ex Steamer Regulator) | 357 | | 1918 Sakaker Shipbd. Sakaker | E. Epperlein | Bremerhaven Germany | V * |
| [illegible] | [illegible] | — Wood Barge | 314 | | 1900 Ann. Industrie de Mare Napoles | Gen. G. Longarelli | Naples Italy | IV ** |
| [illegible] | [illegible] | — Steel Barque (Ex Steamer Regulator) | 192 | | 1921 Deutsche Werke A.G. Kiel | Johann Schmeen | Hamburg Germany | G * |
| [illegible] | [illegible] | — Steel Barque (Ex Steamer Regulator) | 131 | | 1900 E. Evans Bangor | W. Weiss & Bond & Helmcke (Agts.) | Hamburg Germany | G * |
| [illegible] | [illegible] | **Lizzie D. Peabody** Wood Schooner | 123 | | 1917 Frye-Flynn Co. Huntington Maine | E.F. Harriman | Gloucester Massachusetts | |
| [illegible] | [illegible] | **Lizzie Griffin** Wood Schooner (Ex Steamer Regulator) | 102 | | 1891 Gloucester | A. Poulsen | Gloucester Massachusetts | |
| [illegible] | [illegible] | **Lobeira** Wood Schooner (Ex Steamer Regulator) | 226 | | 1919 Villagarcia | J. Gomez | Villagarcia Spain | |
| [illegible] | [illegible] | **Loch Linnhe** Iron Ship | 1366 | ✠ 6.00 Lon 4 | 1876 J. & G. Thomson Glasgow | G. Erikson | Mariehamn Finland | V |
| [illegible] | [illegible] | **Loch Ryan** Steel Barque (Ex Steamer Regulator) | 210 | | 1919 J. van der Werf Hengelo | J. Boiten | Dokkumerzeil Holland | G |
| [illegible] | [illegible] | **Lois A. Conrad** Wood Schooner | 131 | | 1919 Chester Basin Shipbldrs. Ltd. Lunenburg N.S. | W.S. Kepley | Lunenburg N.S. | |
| [illegible] | [illegible] | **Lomergain** Wood Barque (Ex Steamer Regulator) | 158 | | 1919 Israel S. Ds. Ltd. Mahone Bay N.S. | Harmer Shipping Ltd. | Bridgetown Barbados | |
| [illegible] | [illegible] | **Lomonosow** Wood Barque (Ex Steamer Regulator) | 493 | | 1907 Gdańsk | Sovnaftot | Archangel Russia | |
| [illegible] | [illegible] | **Londonderry** Wood Barque | 1017 | | 1901 Quebec Saint John Co. Levis, P.Q. | Rio Mariamelid | Montreal Canada | |
| [illegible] | [illegible] | **Lone Piper** Wood Schooner (Ex Steamer Regulator) | 302 | | 1917 E.E. Mills Darlington N.S. | Atlantic Ltd. | Halifax N.S. Canada | |
| [illegible] | [illegible] | **Longtendale** Wood | 181 | 6.00 Fly 6 | 1879 S. East Thirsk | R. Chilcott & Co. Ltd. | Liverpool England | 11 * |
| [illegible] | [illegible] | **Lontas** Wood Barque | 270 | | 1911 Nikkel Tjist Gouda | A. Dow | Tallinn Estonia | |
| [illegible] | [illegible] | **Lorenzo** Wood Barque | 122 | | 1896 E. Demarais St. François d'Orléans P.Q. | E. Demarais | Montreal Canada | |
| [illegible] | [illegible] | **Lord John Russell** Iron Barque | 307 | | 1866 Stephens & Sons Limehouse | Liverpool Lighterage Co. Ltd. | Boston United States | |
| [illegible] | [illegible] | **Lord Lansdowne** Wood Barque | 341 | ✠ 7.00 Tyn | 1890 J. & W.B. Harvey Leith | Stokes Llewellyn & Marwick Ltd. | London England | 9 * |
| [illegible] | [illegible] | **Lord Stanley** Comp. Fleet | 135 | | 1890 J. Thompson & Son Sunderland | Bell Bros. Ltd. | Liverpool England | |
| [illegible] | [illegible] | **Lottie Bennett** Wood Barque | 606 | | 1897 Bellingham Pt. Blakely Wash. | F.D. Roots | San Francisco United States | |
| [illegible] | [illegible] | **Loudias** Steel Barque | | ✠ A- Tyn Tyne 6.00 (For Steamer Regulator) Yes | 1920 Cant. Rud. e Cdo. Rom. Kost. & Fossato Trieste | The Transitania Co. | Salonika Greece | 9 * |
| [illegible] | [illegible] | **Louis B. Beauchamp** Wood Schooner | 430 | | 1919 T.E. Macdonald Meteghan, N.S. | Harkness & Dixon | Digby N.S. Canada | |
| [illegible] | [illegible] | **Louis** Wood Barque (Ex Steamer Regulator) | 145 | | 1910 J. Hagerman Tilsa | Gerson & Hoffberg | Stockholm Sweden | V * |
| [illegible] | [illegible] | **Louise** Wood Schooner | 248 | | 1897 E. Sundquist Eureka, Cal. | Union Fish Co. | San Francisco United States | |

| Numéro Officiel | Signaux | Noms des Navires, Nationalité, Port d'Attache, etc. | Tonnage Officiel | Détails de la Classe | Construction | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Opérations. Renseignements, s'il y a lieu. Voiles Particulières. Renseignements Divers | Brut / Net | Cotes | | | | | | | | | | |
| 1977 | | Louise | 136 | | | | 1872 | J. J. Bager | Maastricht | K. Lindo | | | Pierre | |
| 1978 | | Louise F. | 139 | | | | 1910 | W. S. Roberts | Penarth Wales | Cardiff Shipping Co. Ltd. | | | Cardiff, S. P. | |
| 1979 | | Louisiana | 1628 | | | | 1873 | Houghton Bros. | Buck, Me. | Cross Packing Co. Ltd. | | | Tacoma | |
| 1980 | | Loustic | 115 | | | | 1900 | Bonn | Kiel | J. & J. Bauer | | | Bremen | V * |
| 1981 | | Lowgate | 51 | ✠ A1 | Hol | | 1922 | R. Scott Ltd. | Sunderland | Anglo-American Oil Co. Ltd. | | | Hull | 4 + 3 |
| 1982 | | Lossyer | 223 | ✠ 100A1 | Nor | | 1922 | Lobnitz & Co. Ltd. | Renfrew | R. T. Abelsen | | | | 13 + 4 |
| 1983 | | Louis P. Dow | 328 | | | | 1919 | Frances Gill S.B. Co. | Wallasey, Eng. | G. B. Wilson | | | St. John, N.B. | V * |
| 1984 | | Louisiot | 204 | | | | 1902 | A. Delmas | Bordeaux | A. Pyre | | | Marseille | I * |
| 1985 | | Lucier | 143 | | | | 1906 | J. Ramon, Ros | Gijon | X. Balcells | | | Bonaventure | V * |
| 1986 | | Lucy Ziwina | 120 | | | | 1922 | Harbourne Shipbldg. Ltd. | Harbourne, S.A. | Harrington Ltd. | | | Milford Haven | |
| 1987 | | Lucy Evelyn | 276 | | | | 1917 | Pyne-Pipes Co. | Huntingdon Motor | Harland Lowther Co. | | | Marlow, Md. | E * |
| 1988 | | Lucy Richmond | 149 | ✠ | Yug | | 1873 | Robertson | Sparkill | T. Bailey & Co. Ltd. | | | London | 4 + 3 |
| 1989 | | Luetta | 480 | ✠ 100A1 | Chine | | 1922 | Riverview Dryd. Mach. | Riverview | Gatchalian Brothers | | | Manila | 13 + 4 |
| 1990 | | Luigi | 63 | ✠ | Ital | | 1904 | Nippes-Vorhölzer | Vorhölzer | Bisson Frères | | | Pasaggio | 13 + 4 I |
| 1991 | | Luigi B. | 132 | | | | 1920 | A. Dimitrovic | Trogir | Vice Barcova | | | Sibenik | I * |
| 1992 | | Luigia Garre | 204 | | | | 1916 | Gebr. S. & R. Boiesen | Wormerveer | Wormerveerse Stoom | | | Pasaggio | I * |
| 1993 | | Luisa | 131 | | | | 1854 | | | J. Pastor | | | Tarragona | |
| 1994 | | — | 143 | | | | 1912 | Marcelino Miguel | Santander | M. Fidalgo y Hermanos | | | Santander | |
| 1995 | | Luisa M. | 213 | | | | 1907 | Cantieri e Parodi | Genova | G. J. Vidal | | | Montevideo | |
| 1996 | | Luisa Madre | 342 | | | | 1922 | Ver. Adm. Maasmechelen | Maasmechelen | Min. Pilot | | | Maastricht | I * |
| 1997 | | Luise Bergmann | 292 | | | | 1919 | S. Ross | Lytham | W. Bergmann | | | Kaliningrad | U * |
| 1998 | | Luna | 242 | | | | 1918 | J. J. Thomson & Co. Ltd. | Dundee | Commissioners of Northern Lights | | | | 13 + 4 |
| 1999 | | Lunar | 113 | | | | 1902 | Westmacott & Bishopsgate | Rotherhithe | W. H. J. Alexander Ltd. | | | London | |
| 2000 | | Lunar 2 | 113 | | | | 1902 | Cochrane & Sons Ltd. | Selby | W. H. J. Alexander Ltd. | | | London | |
| 2001 | | Lunar 3 | 113 | | | | 1902 | Cochrane & Sons Ltd. | Selby | W. H. J. Alexander Ltd. | | | London | |
| 2002 | | Lunar 4 | 113 | | | | 1902 | Cochrane & Sons Ltd. | Selby | W. H. J. Alexander Ltd. | | | London | |
| 2003 | | Lunar 5 | 113 | | | | 1902 | Cochrane & Sons Ltd. | Selby | W. H. J. Alexander Ltd. | | | London | |
| 2004 | | Lunar 6 | 113 | | | | 1902 | Cochrane & Sons Ltd. | Selby | W. H. J. Alexander Ltd. | | | London | |

| Official No. | Ship's Name, Material, Rig, &c. | Tonnage | Particulars of Class Position | Hull | Owners | Port of Registry |
|---|---|---|---|---|---|---|
| [illegible] | Lunar 7 Steel | 118 | | [illegible] Dockyards Bowl Ld. | Selby | W. H. J. Alexander Ld. | London |
| [illegible] | Lunar 8 Steel | 118 | | [illegible] Earle's S.B. & Eng. Co. Ld. | Hull | W. H. J. Alexander Ld. | London |
| [illegible] | Lunar 9 Steel | 118 | | [illegible] Earle's S.B. & Eng. Co. Ld. | Hull | W. H. J. Alexander Ld. | London |
| [illegible] | Lunar 10 Steel | 118 | | [illegible] Earle's S.B. & Eng. Co. Ld. | Hull | W. H. J. Alexander Ld. | London |
| [illegible] | Lunar 11 Steel | 118 | | [illegible] Earle's S.B. & Eng. Co. Ld. | Hull | W. H. J. Alexander Ld. | London |
| [illegible] | Lunar 12 Steel | 118 | | [illegible] Dockyards Scott Ld. | Selby | W. H. J. Alexander Ld. | London |
| [illegible] | Lunar 14 Steel | 118 | | [illegible] Dockyards Scott Ld. | Selby | W. H. J. Alexander Ld. | London |
| [illegible] | Lunar 15 Steel | 118 | | [illegible] Dockyards Scott Ld. | Selby | W. H. J. Alexander Ld. | London |
| [illegible] | Lunar 16 Steel | 118 | | [illegible] Dockyards Scott Ld. | Selby | W. H. J. Alexander Ld. | London |
| [illegible] | Lunar 17 Steel | 118 | | [illegible] Dockyards Scott Ld. | Selby | W. H. J. Alexander Ld. | London |
| [illegible] | Lunar 18 Steel | 118 | | [illegible] Dockyards Scott Ld. | Selby | W. H. J. Alexander Ld. | London |
| [illegible] | Lunar 19 Steel | 118 | | [illegible] Dockyards Scott Ld. | Selby | W. H. J. Alexander Ld. | London |
| [illegible] | Lunar 20 Steel | 118 | | [illegible] Dockyards Scott Ld. | Selby | W. H. J. Alexander Ld. | London |
| [illegible] | Lunar 21 Steel | 118 | | [illegible] Dockyards Scott Ld. | Selby | W. H. J. Alexander Ld. | London |
| [illegible] | Lunar 22 Steel | 118 | | [illegible] Dockyards Scott Ld. | Selby | W. H. J. Alexander Ld. | London |
| [illegible] | Lunar 23 Steel | 118 | | [illegible] Earle's S.B. & Eng. Co. Ld. | Hull | W. H. J. Alexander Ld. | London |
| [illegible] | Lunar 24 Steel | 118 | | [illegible] Earle's S.B. & Eng. Co. Ld. | Hull | W. H. J. Alexander Ld. | London |
| [illegible] | Lunar 25 Steel | 118 | | [illegible] Earle's S.B. & Eng. Co. Ld. | Hull | W. H. J. Alexander Ld. | London |
| [illegible] | Lunar 26 Steel | 118 | | [illegible] Earle's S.B. & Eng. Co. Ld. | Hull | W. H. J. Alexander Ld. | London |
| [illegible] | Lunar 27 Steel | 118 | | [illegible] Earle's S.B. & Eng. Co. Ld. | Hull | W. H. J. Alexander Ld. | London |
| [illegible] | Lunar 28 Steel | 118 | | [illegible] Earle's S.B. & Eng. Co. Ld. | Hull | W. H. J. Alexander Ld. | London |
| [illegible] | Lunar 29 Steel | 118 | | [illegible] Earle's S.B. & Eng. Co. Ld. | Hull | W. H. J. Alexander Ld. | London |
| [illegible] | Lunar 30 Steel | 118 | | [illegible] Earle's S.B. & Eng. Co. Ld. | Hull | W. H. J. Alexander Ld. | London |
| [illegible] | Lusitania Wood | 140 | | 1908 J. Harlemann | [illegible] | [illegible] | Wilmington |
| [illegible] | Lutgerina Steel | 140 | | 1927 J. Koster Bzn. | Gouda | S. Landsire | Rotterdam |
| [illegible] | Luther E. Hooper Wood | 2197 | | 1919 Worthington-Pusch S.B. Co. | Moorhead City, N.C. | Eastern Transportation Co. Inc. | Wilmington, N.C. |
| [illegible] | Luther Little Wood | 1258 | | 1917 Reed Bros. Co. | Somerset, Mass. | F. W. Winter | Portland, Me. |
| [illegible] | Lutt Wood | 223 | | 1899 E. P. Petersen | Thisted | Fraulahrsen Skibsrederi | Skeldskr |
| [illegible] | Lusitania Wood | 315 | | 1913 J. Jakobs Zaps | Vlaardingen | "Lusitania" Cie Portugaesche de Pesca | Figueira da Foz |
| [illegible] | Lydia Wood | 235 | | 1919 Koninklijke A.S. | Kinsale | John Jeppesen | Skeldinge |
| [illegible] | — Wood | 189 | | 1901 J. Kuthod | Faro | John Jensen | Brastevik |
| [illegible] | Lydia McLellan Baxter Wood | 1302 | | 1911 G. S. Snoring Co. | Bath, Me. | Brooks-Stanton Corp. | Portland, Me. |
| [illegible] | Lyra Wood | 267 | | 1920 Vermeulen Boiter-Lijsch Viking | [illegible] | J. Rook [illegible] | Tarlton |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | M. A. James | | 125 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | M. R. Johnson | | 120 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2140 | | M. J. Taylor | | 438 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2141 | | M. L. 1 | | 233 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2142 | | M. L. 2 | | 238 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2143 | | M. L. 3 | | 178 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2144 | | M. P. 32 | | 831 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2145 | | M. P. 33 | | 507 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2146 | | M. P. 38 | | 831 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2147 | | M. P. 39 | | 831 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2148 | | M. Rehlaers | | 181 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2149 | | M. S. C. Delta | | 456 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2150 | | M. S. C. Gamma | | 456 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2151 | | M. Turner | | 215 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2152 | | Mabel A. Frye | | 1101 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2153 | | Mabel Dorothy | | 134 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2154 | | Mabel Gale | | 702 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2155 | | Mabel S. Nash | | 815 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2156 | | McKistrick | | 2700 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2157 | | Macpherson | | 354 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2158 | | Macnagie | | 606 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2159 | | Madare | | 503 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2160 | | Maddalena Boralde | | 440 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2161 | | Madonna | | 255 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2162 | | Madonna | | 453 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2163 | | Madonna del Cardillo | | 136 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2164 | | Madonna del Rosario | | 131 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2165 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Official No. | Ship's Name; Material, Rig, &c. | Tonnage | Particulars of Classification | Built | Owners | Port of Registry |
|---|---|---|---|---|---|---|
| | Magda | 130 | | 1901 | | |
| | Magna | 154 | | 1901 | | |
| | — | 131 | | 1900 | | |
| | Magdalene Vinces | 3476 | | 1921 | | |
| | Magicienne | 248 | | 1912 | | |
| | Magna | 1026 | | 1895 | | |
| | Magnolia | 681 | | 1901 | | |
| | Magnet-Inge | 113 | | 1901 | | |
| | Mahabir | 520 | | 1917 | | |
| | Mahamoodiyah | 149 | | 1911 | | |
| | Makawelli | 167 | | 1906 | | |
| | Mala | 3200 | | 1899 | | |
| | | 409 | | 1917 | | |
| | Maid of France | 472 | | 1919 | | |
| | Maida | 3474 | | 1899 | | |
| | Maine | 1110 | | 1917 | | |
| | | 372 | | 1900 | | |
| | | 191 | | 1896 | | |
| | Maipo | 1779 | | 1899 | | |
| | Mairnes | 148 | | 1871 | | |
| | Maj | 475 | | 1907 | | |
| | Maja | 142 | | 1914 | | |
| | | 192 | | 1917 | | |
| | Makua | 250 | | 1910 | | |
| | Malabar | 1502 | | 1917 | | |
| | Malcolm | | | 1922 | | |
| | Malia | 109 | | 1896 | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Nom du Navire | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Capitaine | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Numéro | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Mamel | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Manaia | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Manatawny | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Mandja | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Manheim | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Manila | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Manikos | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Manokin | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Manor | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Manuel Grasp | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Maplehead | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Marcel B. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Marcia | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wrecked 1934 | | Marco | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Mare Nostrum | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Marechal de Luxembourg | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Marechal Foch | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Maremonia | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Margaret | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Margaret F. Sterling | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Margaret Ashley | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Margaret E. Smith | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Margareta | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Margarethe | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Margarita Taborner | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Margerita | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Marghetta Madre | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Margina | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Margil | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Ship's Name | Tonnage | Particulars of Class | Built | Owners | Registered Dimensions | Port of Registry | |
|---|---|---|---|---|---|---|---|
| Margit | 121 | | 1900 | | | | V |
| Margrid | 160 | | 1914 | F. Bolemann | | | G |
| Margarita Zoilla | 180 | | 1900 | L. Lebaner | | | V |
| Maria | 327 | | 1913 | | | | I |
| | 290 | | 1919 | Ch. Trouillet | | | G |
| Maria Desolata No. 2601 | 212 | | 1902 | | | | |
| | 191 | | 1910 | L. Tonti | | | I |
| | 140 | | 1907 | | | | |
| | 134 | | 1922 | | | | |
| | 157 | | 1918 | | | | G |
| | 122 | | 1900 | A. Kaye | | | V |
| Maria Alice I | 108 | | 1918 | | | | |
| Maria Angioletta | 215 | | 1914 | | | | I |
| Maria Carlota | 232 | | 1918 | | | | |
| Maria da Gloria | 220 | | 1921 | | | | |
| Maria del Pilar | 151 | | 1919 | | | | |
| Maria Elisabeth | 113 | | 1914 | | | | G |
| Maria Grazia | 187 | | 1920 | | | | I |
| Maria Immacolata | 243 | | 1921 | | | | I |
| Maria Jossa | 202 | | 1922 | | | | |
| Maria Leonarda | 172 | | 1900 | | | | I |
| Maria Luisa | 203 | | 1907 | | | | |
| | 173 | | 1907 | | | | I |
| Maria Madre | 201 | | 1914 | | | | I |
| | 130 | | 1900 | | | | I |
| Maria Rosa | 222 | | 1914 | | | | I |
| | 253 | | 1900 | | | | I |
| Maria Rosario | 130 | | 1908 | | | | IV |
| Maria Salute | 116 | | 1914 | | | | I |
| Maria Salute II | 258 | | 1918 | | | | I |
| Maria Schütze | 176 | | 1919 | | | | V |

| Numéro Officiel | Signaux Officiels | Noms des Navires | Tonnage Officiel | Cercle de la Classe Spéciale | Construction | | | Armateurs | Dimensions Principales | Port d'Attache | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Noms Précédents, Numéros des Ports | Brut / Net | Code | Année | Pays | Chantier | | Longueur / Largeur / Creux | Pavillon | |
| [illegible] | [illegible] | Maria Serra | 243 | | 1920 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | I * |
| [illegible] | [illegible] | Maria Teresa | 213 | | 1918 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | IV * |
| [illegible] | [illegible] | Martin Delle Wolle | 130 | | 1920 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | Mariantonia | 117 | | 1911 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | I * |
| [illegible] | [illegible] | Marion | 265 | | 1921 | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | Marithea | 197 | | 1919 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | Maris | 527 | | 1878 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | (B-11) |
| [illegible] | [illegible] | | 274 | | 1919 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | V * |
| [illegible] | [illegible] | | 237 | | 1910 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | V * |
| [illegible] | | | 160 | | 1903 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | | 137 | | 1905 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | | 128 | | 1913 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | G * |
| [illegible] | [illegible] | | 128 | | 1924 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | | 196 | | 1900 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | V |
| [illegible] | [illegible] | Maria de Rosde | 279 | | 1919 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | (B-10) |
| [illegible] | [illegible] | Maria F. Cummins | 1387 | | 1919 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | E * |
| [illegible] | [illegible] | Maria Harper | 1130 | | 1920 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | Maria Lydia | 126 | | 1918 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | Maria May | 132 | | 1920 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | Maria Pauline | 237 | | 1917 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | V * |
| [illegible] | [illegible] | Maria Schwinge | 130 | | | | | [illegible] | [illegible] | [illegible] | G |
| [illegible] | [illegible] | Maria Thérèse | 170 | | 1907 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | Marielles | 195 | | 1920 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | V |
| [illegible] | [illegible] | Marietta Madre | 196 | | 1907 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | I |
| [illegible] | | Marija | 214 | | 1922 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | I |
| [illegible] | [illegible] | Marina | 131 | | 1919 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | (B-7) |
| [illegible] | | | 138 | | 1919 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | Marine | 102 | | 1919 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | Marinin | 202 | | 1921 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | I |

| Official No. | Ship's Name, Rig, &c. | Tonnage | Particulars of Class Renewal | Built | Owners | Port of Registry | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| [illegible] | Marion | 354 | | 1899 S. Falcowski, Sopot | F. F. Martin Jnr. | Philadelphia | |
| [illegible] | — | 602 | Gen | 1909 Beverak, Sunderland | Rothschild Bros. Geo. | New York | 29 - 2 |
| [illegible] | Marion Chilmett | 1728 | | 1892 Russell & Co. | Thomas Brown, Belfast, Ld. | Trinidad | 24 - 7 |
| [illegible] | Marion Gladys | 170 | | 1900 Smith, Shoreham | Newfoundland Lumber Exporter, Harrington, Ld. | St. John's, N.F. | |
| [illegible] | Marion L. Cottrill | 255 | | 1899 Crosby, Boothbay | J. Gilmore | Portsmouth | |
| [illegible] | Martin | 792 | | 1891 Ch. Bar de Tyzenhaus, Elbing | Fabrikschiffahrt Kaufm. A.G. T. Rolms, Bremen | Bremerhaven, Farmsloh | V * |
| [illegible] | Mariuccia | 135 | | 1893 L. Bonetti | Giov. Lefevre | Leghorn | I |
| [illegible] | Marta | 127 | | 1919 A. Ville, L. Lefebvre, Fils et Cie, Nogent | E. K. Pope/F. E. Spurlock, Mo. | Marshal | V * |
| [illegible] | Marse | 139 | | 1899 J. Sonne, Rue Schwarz, Stettin | Wm. E. Gilbert & Co. N.Y. | Rotterdam | V * |
| [illegible] | Mara | 303 | | 1919 Middelfart Skibsverft | S. Ellis | Tuttlen | G |
| [illegible] | — | 107 | | 1894 Rostrevor S. S. Co. Ld. | W. S. J. Alexander Ld. | London | |
| [illegible] | — | 170 | | 1912 Gebr. Sun | W. Wijsmuh | Stockholm | V * |
| [illegible] | — | 134 | | 1920 Kingskierneudlicher | E. S. Rolberg | Stygenska | V * |
| [illegible] | Marsala | 5230 | | 1900 Donegal S. S. Co. | Pinkerton S. S. Co. | Detroit, Mich. | |
| [illegible] | Marta | 150 | | 1917 S. Arlein | W. Lemm | M. Video | |
| [illegible] | Marte | 249 | | 1917 | A. J. Manson | Las Palmas | |
| [illegible] | Martha | 2331 | | 1890 Donegal S. S. Co. | Pinkerton S. S. Co. | Detroit, Mich. | |
| [illegible] | — | 792 | | 1905 W. J. Baker | E. Jurene | Paran | V |
| [illegible] | — | 138 | | 1904 G. Ideling | Hansen/Wetten | Sandnes | G * |
| [illegible] | Martha | 583 | | 1872 C. B. Miller | A. H. Ideng | Stockholm | |
| [illegible] | Martha Luise | 117 | | 1900 Brodek & Kolbe | J. Hooks | Stettin | G * |
| [illegible] | Martha Walter | 113 | | 1891 Rijkes & Co. | W. E. Walter | Hamburg | |
| [illegible] | Marti | 1761 | | 1887 Barrow S. S. Co. | Cia. Orbaba de Transporte de Mulas | Buenos Aires | |
| [illegible] | Martin Pescaut | 358 | | 1922 Cougnard & Lagrave | Fernandez | Oranjale | V * |
| [illegible] | Martinet | 730 | Gen | 1911 G. A. T. Smith, Ld. | T. T. Kennedy Sons, Ld. | Leith | S - 3 |
| [illegible] | Marsja | 790 | | 1921 Chant. Mar. de Bilbao | J. Sanz/Barcenaga | Las Palmas | |
| [illegible] | Mary | 111 | | 1872 Anderson | Liverpool Sailing Carriage Co. Ld. | Liverpool | |
| [illegible] | Mary A. Fisher | 117 | | 1892 | Geo. W. Adams | Baltimore | |
| [illegible] | Mary E. Brooks | 242 | | 1920 W. E. Foley | Mary E. Brooks Co. Ld. | Wexford | |

| Numéro Officiel | Signaux | Nom du Navire | Port d'Attache | Tonnage Officiel | Détails de la Classification | Classification | Propriétaires | Armateurs | Dimensions Exactes | Port d'Immatriculation | Remarques |
|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | Mary B. Mitchell | [illegible] | 227 | | 1922 | J. Redpath & Co. | Charlottetown | J. Trenoll | [illegible] | 11 + 3 |
| [illegible] | [illegible] | Mary Barrow | [illegible] | 181 | Liv 19 | 1892 | W. H. Lane | Falmouth | H. F. Morrowcroft | [illegible] | 11 + 3 |
| [illegible] | [illegible] | Mary Bayes | [illegible] | 121 | Bam 12 | 1883 | J. W. & A. Inc. Upham | Salisbury | S. Bowen | [illegible] | |
| [illegible] | [illegible] | Mary Beller | [illegible] | 218 | | 1900 | W. Rossbrook & Co. | Philadelphia | The Beller Beller Co. | [illegible] | |
| [illegible] | [illegible] | Mary F. Anderson | [illegible] | 443 | | 1920 | G. H. McLennan | Bucksport, Me. | Anderson & McLennan | [illegible] | |
| [illegible] | [illegible] | Mary H. Dirbold | [illegible] | 518 | | 1890 | Bowers Co. S.S. Co. | Portsmouth, Va. | Bowers Mariner Corp. (Virginia Line) | [illegible] | |
| [illegible] | [illegible] | Mary H. Hirtle | [illegible] | 149 | | 1919 | Smith & Rhuland | Lunenburg, N.S. | Hunter Fisheries Ltd. | [illegible] | |
| [illegible] | [illegible] | Mary J. Sheridan | [illegible] | 1083 | | 1919 | Seibert Barge Building Co. | Bucksport, Me. | J. T. Sheridan | [illegible] | |
| [illegible] | [illegible] | Mary Lee | [illegible] | 117 | | 1917 | W. J. Woodall & Co. | Laurel, Del. | Maryland Lumber | [illegible] | |
| [illegible] | [illegible] | Mary Lee | [illegible] | 436 | | 1917 | G. M. Gedney | Port Byron, N.Y. | Hallett Packing Co. | [illegible] | |
| [illegible] | [illegible] | Mary Miller | [illegible] | 119 | Del 12 | 1881 | J. Redpath | Charlottetown | J. Farring | [illegible] | 11 + 3 |
| [illegible] | [illegible] | Mary Pauline | [illegible] | 175 | | 1920 | W. J. McKay & Sons Ltd. | Shelburne, N.S. | Rev. W. Dunphy | [illegible] | |
| [illegible] | [illegible] | Mary Ruth | [illegible] | 140 | | 1919 | McKay S.B. Co. Ltd. | Shelburne, N.S. | Harrowby Co. Ltd. | [illegible] | |
| [illegible] | [illegible] | Mary Sabean | [illegible] | 138 | | 1917 | Smith & Rhuland | Lunenburg, N.S. | Peter Sabean | [illegible] | |
| [illegible] | [illegible] | Mary Sinclair | [illegible] | 118 | Bow 9 | 1871 | Sawler | Antigonish | H. S. Sawler | [illegible] | |
| [illegible] | [illegible] | Maryland | [illegible] | 177 | | 1917 | American Car & Foundry Co. | Wilmington, Del. | Duff Dougherty Co. | [illegible] | |
| [illegible] | [illegible] | | [illegible] | 1434 | | 1900 | A. Jones & Co. | Sch. Ms. | The Transfer Co. | [illegible] | |
| [illegible] | [illegible] | Massimo Pedro | [illegible] | 331 | | 1900 | A. Sommerrema | Torre del Greco | Pasquale Iacono | [illegible] | |
| [illegible] | [illegible] | Matagorda | [illegible] | 1111 | | 1919 | McLeod Bridge Co. | Houston, Tex. | Southern Transportation Co. | [illegible] | |
| [illegible] | [illegible] | Matanzas | [illegible] | 307 | | 1920 | Shoell S.B. Co. | Tampa, Fla. | Southern Fire Exports Co. | Tampa, Fla. | |
| [illegible] | [illegible] | — | [illegible] | 162 | | 1900 | J. J. Ryglew | Oyster Bay, N.Y. | The Maritime Commercial | Matanzas | |
| [illegible] | [illegible] | Mathilda | [illegible] | 137 | | 1900 | S. E. Dawes | Annapolis | Adolf Tillmann | Cartagena | |
| [illegible] | [illegible] | Mathilde | [illegible] | 179 | | 1920 | Chantiers Rue de l'Ouest | St. Malo | Fabre Selz & Co. | Tres Forcas | |
| [illegible] | [illegible] | — | [illegible] | 152 | | 1913 | Dale S.B. & Sabean | Kingston | J. P. J. Kapelanski | Kingston | |
| [illegible] | [illegible] | Maude M. Mooney | [illegible] | 1333 | | 1917 | S. S. Dearing Co. | Sch. Ms. | Crowell & Thurlow Inc. | Boston | |
| [illegible] | [illegible] | Maudlane | [illegible] | 138 | | 1901 | J. Johnson | Stockton | Pilsworth Bailey Co. Ltd. | Pensacola | |
| [illegible] | [illegible] | Maxine | [illegible] | 298 | | 1917 | W. F. Stone | Oakland, Cal. | J. J. Ryglew, Sr. Bros. Poly (Rockfish Co. Ltd.) | Bass, Fla. | 11 + 3 |
| [illegible] | [illegible] | Maurice B. Shaw, Jr. | [illegible] | 631 | | 1917 | E. J. Tull | Pocomoke City, Md. | L. B. Shaw, Inc. | Philadelphia | |
| [illegible] | [illegible] | Maxwell | [illegible] | 158 | | 1904 | A. J. Dix or Sons | Kingston on Tyne | R. J. & W. Ashworth Ltd. | London | |
| [illegible] | [illegible] | Mayo | [illegible] | [illegible] | | 1921 | L. S. Shattuck | Portsmouth, N.H. | Duff Dougherty Co. | Portsmouth | |

| Official No. | Ship's Name, Material, Rig, &c. | Tonnage | Particulars of Classification | Built | Owners | Registered Dimensions | Port of Registry | Remarks |
|---|---|---|---|---|---|---|---|---|
| 2143 | Mayotane | | ✠A1 Lloyd's Ocean | 1933 General Wharfage Supply Co. Ltd. | General Wharfage & Supply Co. Ltd. | 80' 7' 17' 7 | London | |
| 2144 | Medlock | 741 | ✠100A1 Lloyd's | 1933 Wood Skipper & Co. Ltd. | Tilbury Contracting & Dredging Co. Ltd. | 190' 2' 30' 7' 13' 0 | London | |
| 2145 | Meenakshi Sundram | 713 | | 1933 | Kerimal Karim-Sheik Kalay Meera Naicker | 79' 6' 13' 0' 10' 0 | Colombo | |
| 2146 | Melanope | 1628 | ✠ Lloyd | 1933 W. H. Potter & Co. | Liverpool | 250' 2' 40' 2' 22' 0 | Tenerife | |
| 2147 | Melchora | 139 | | 1933 Astilleros de Orio | Orio | 91' 0' 17' 6' 9' 0 | Orio | |
| 2148 | Melelie | 1226 | | 1933 Marcelinus, Jun. Francis, Ltd. | St. John, N.B. | 221' 4' 37' 6' 18' 3 | | V * |
| 2149 | Melrose | 612 | | 1933 Kockumsgrd Jutyn | Hoquiam, Wash. | 179' 4' 37' 9' 13' 0 | San Francisco United States | |
| 2150 | Mendo | 289 | | 1933 Viuda de Gamboa Eulate | Vigo | 110' 1' 26' 2' 12' 0 | Vigo Spanish | |
| 2151 | Menja | 692 | ✠100A1 Lloyd's | 1933 Fred. Krupp A.G. Germaniawerft | Kiel | 193' 9' 30' 2' 12' 0 | Stockholm Sweden | 24 + 2 + 1 + 2 |
| 2152 | Menominee | 618 | | 1933 Milwaukee Dry Dock Co. | Milwaukee, Wis. | 167' 3' 32' 9' 14' 0 | Montreal Canada | |
| 2153 | Menter | 201 | | 1933 Gusmarkt A.S. | Kristiansand | 124' 3' 30' 3' 13' 2 | Tallinn Estonia | V * |
| 2154 | Mercator | 172 | ✠100A1 Lloyd's | 1933 Scott & Sons, Ltd. | Leith | 100' 7' 23' 0' 10' 0 | Liverpool England | 18 + 1 |
| 2155 | — | 180 | | 1933 P. Hansen | Svendborg | 114' 8' 24' 5' 11' 0 | Tallinn Estonia | V |
| 2156 | Mercedes | 236 | | 1933 | Rockaway, Oregon | 113' 1' 26' 2' 10' 0 | Manila United States | |
| 2157 | Mercury | 127 | | 1933 Scarborough S.B. & Eng. Co. Ltd. | Scarborough | 79' 0' 22' 6' 7' 0 | London | |
| 2158 | Merina | 202 | | 1933 A. Briand & L. | Paris | 111' 0' 26' 6' 10' 0 | Bordeaux | |
| 2159 | Merlind | 356 | | 1933 Wm. Pattyson A.S. | Wren | 132' 9' 30' 0' 13' 2 | Kiessa Estonia | V * |
| 2160 | Merlinia | 631 | | 1933 J. Bolland | Wilung | 139' 1' 32' 0' 11' 0 | Wilung Formosa | |
| 2161 | Milina | 213 | | 1933 E. J. Pearson | Rochdale | | | |
| 2162 | Merlmeth | | ✠ A- Lloyd's | 1933 R. Coles | Cardiff | 79' 0' 14' 2' 3' 0 | London | 5 + 6 |
| 2163 | Merlyn | 209 | | 1933 A. J. Sutcliffe Ltd. | Falmouth | 112' 6' 27' 5' 13' 1 | Greenock | G |
| 2164 | — | 207 | | 1933 J. Thomson | Wick | 100' 7' 27' 1' 11' 0 | Tallinn Estonia | |
| 2165 | — | 132 | | 1933 R. Miller | Portsoy | 107' 0' 23' 6' 10' 0 | Harstad Norway | V * |
| 2166 | — | 116 | | 1933 Geb. Müller | Wesermünde | 90' 0' 17' 0' 6' 0 | Hamburg Germany | |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Merry | | 147 | | | | | | | | | | | | | | V |
| | | Merthyr | | 130 | | | | | | | | | | | | | | |
| | | Messina | | 128 | | | | | | | | | | | | | | V * |
| | | Meta | | 159 | | | | | | | | | | | | | | I |
| | | | | 126 | | | | | | | | | | | | | | V |
| | | Meta Buck | | 113 | | | | | | | | | | | | | | G |
| | | Meteor | | 600 | | | | | | | | | | | | | | |
| | | | | 130 | | | | | | | | | | | | | | G * |
| | | Michele Padre | | 333 | | | | | | | | | | | | | | I * |
| | | Middle Deep | | 312 | ✠100A1 | Low | | | | | | | | | | | 15 + 6 | |
| | | Migliarino | | 306 | | | | | | | | | | | | | | I * |
| | | Miguel Marail | | 125 | | | | | | | | | | | | | | |
| | | Milano | | 370 | | | | | | | | | | | | | | IT * |
| | | Mildred | | 436 | | | | | | | | | | | | | | |
| | | Mildred B. | | 338 | | | | | | | | | | | | | | |
| | | Milne | | 334 | | | | | | | | | | | | | | I * |
| | | Minna King | | 600 | | | | | | | | | | | | | | |
| | | Minna Prince | | 511 | | | | | | | | | | | | | | |
| | | Minnehaha Southaran | | 176 | | | | | | | | | | | | | | |
| | | Minerva | | 367 | | | | | | | | | | | | | | |
| | | Minerva | | 271 | | | | | | | | | | | | | | I * |
| | | Mingo | | 494 | | | | | | | | | | | | | | |
| | | Minnie | | 128 | ✠ | | Pvt | | | | | | | | | | 11 + 2 | |
| | | Minnie T. Phillips | | 121 | | | | | | | | | | | | | | |
| | | Minnow | | 199 | | | | | | | | | | | | | | V |
| | | Minsel | | 137 | | | | | | | | | | | | | | |
| | | Mirla | | 133 | | | | | | | | | | | | | | I * |
| | | Miriam Dorothy | | | | | | | | | | | | | | | | |

| Official No. | Ship's Name. | Tonnage | Particulars of Class Retained. | Built. | | | Owners. | Registered Dimensions. | Port of Registry. |
|---|---|---|---|---|---|---|---|---|---|
| | | | | When. | By Whom. | Where. | | | |
| | **Mists** | 218 | | 1919 | Yoshiwara Shipbldg. | Japan | | 111·2 / 33·1 / 9·7 | Tokyo |
| | **Miss Beck** | 138 | Ring | 1902 | | Germany | Lampeschlagkamer & Co. Ltd. | 82·4 / 22·0 / 11·7 | Cuxhaven |
| | **Mitchfire** | 2237 | | 1920 | Shipp & S. Co. | Chicago | Inter-Helgoland Transportation Co. | 302·0 / 40·2 / 13·0 | Detroit, Mich. |
| | **Mjanne** | 152 | | 1912 | Bolt Tonning | Holm | Th. M. Hakenson | 99·1 / 24·4 / 11·7 | Tvogmoeg (Faroe Islands) |
| | **Moa** | 138 | | 1917 | G. T. Hood | Auckland | Wanoa Ltd. | 94·0 / 19·8 / 5·0 | Auckland |
| | **Moana** | | | 1911 | Moss Bros | S. Francisco | Compagnie Française de l'Océanie | 114·1 / 29·0 / 9·1 | Papeete, Tahiti |
| | **Mon** | 187 | | 1915 | Swiftsure Shipyard | Portsmouth | Compagnie Française de l'Océanie | 115·0 / 25·0 / 9·5 | Mooréa |
| | **Mohican Near Margina** | 111 | | 1917 | E. A. Avery Howell | Gloucester | E. E. Swinnerton | 82·7 / 20·0 / 10·2 | Gloucester |
| | **Mokmai** | 802 | | 1882 | W. Dunsch Sons | Stockholm | Crowsley Partners Ltd. | 150·1 / 34·0 / 8·5 | Glasgow |
| | **Molino** | 154 | | 1904 | R. Palmer & Sons Co. | Essex, Conn. | F. F. Morris, Inc. | 100·6 / 35·0 / 17·0 | Philadelphia |
| | **Mona Marie** | 179 | | 1920 | J. McGill & Sons Trenton Co. Ltd. | Nova Scotia, N.S. | L. Rivet | 120·6 / 25·0 / 10·5 | LaHave, N.S. |
| | **Mondego** | 158 | | 1923 | J. Pereira Lopes | Viana do Castello | La Morad Frères | 157·5 / 29·0 / 12·0 | St. Pierre-Miquelon |
| | **Mollie** | 2247 | | 1920 | Bowers & Co. | Benicia, Cal. | Charles Schmidt & Co. Inc. | 224·4 / 40·0 / 24·0 | S. Francisco |
| | — | 152 | | 1899 | R. Palmer & Sons Co. | Essex, Conn. | T. J. Everett | 100·6 / 35·0 / 17·0 | New York |
| | **Monmouth** | | A1 | 1923 | J. Brobrick & Co. | Sunderland | Anglo-American Oil Co. Ltd. | 68·7 / 20·0 / ... | London |
| | **Monrovy** | 213 | | 1911 | R. Dobson Sons & Co. | Owen, Md. | Rob. B. Walker | 99·2 / 40·1 / 14·0 | Baltimore |
| | **Monongahela** | 292 | Hatz | 1920 | Barclay, Curle & Co. Ltd. | Glasgow | Charles Ulrich Co. Inc. | 211·0 / 43·0 / 24·0 | S. Francisco |
| | — | 1277 | | 1918 | Poland S. Co. | Baltimore | Gulf Refining Co. | 224·4 / 38·7 / 21·0 | Arthur, Tx. |
| | **Montauk** | 1271 | | 1919 | American Car & Foundry Co. | Wilmington, Del. | The F. Dougherty Co. | 229·7 / 40·0 / 16·0 | Baltimore |
| | **Monterey** | 1851 | Nyd | 1879 | Dowdt, Sons & Co. Ltd. | Newcastle | Charles Schmidt & Co. Inc. | 190·0 / 39·0 / 24·0 | S. Francisco |
| | **Montgomery** | 2237 | | 1919 | Sandy Point S.B. Co. | Sandy Pt., Md. | The F. Dougherty Co. | 267·0 / 46·0 / 22·0 | Baltimore |
| | — | | | 1919 | Dalby Bros. Ltd. | Lowestoft | Anglo-American Oil Co. Ltd. | 78·0 / 14·0 / 5·0 | London |
| | **Montjoy** | 170 | | 1920 | | | J. Morris Sucesores | 93·5 / 20·0 / 11·0 | Barcelona |
| | **Mopelia** | 1511 | | 1918 | Bellingham S.B. Co. | Bellingham, Wash. | Great Falls Fish Harbor | 129·0 / 43·0 / 14·0 | Boston |
| | **Moreamle Bay** | 138 | | 1864 | | London | Corporation of Trinity House | 97·0 / 21·0 | London |
| | **Morro** | 200 | | 1919 | J. Sears | Fowey | Morrison & Co. Ltd. | 115·0 / 24·0 / 11·7 | Cardiff |
| | **Mosiem** | 962 | | 1917 | R. Palmer & Sons Co. | Essex, Conn. | F. F. Morris, Inc. | 193·0 / 35·0 / 17·0 | Philadelphia |
| | **Mosbula** | 318 | | 1904 | W. Hamilton & Co. | Port Glasgow | Charles Schmidt & Co. Inc. | 132·5 / 40·0 / 20·0 | S. Francisco |
| | **Motai** | 268 | 100A | 1920 | S. Oliver & Co. | Bilbao | Sociedad Transportes Marítimos | 108·5 / 29·0 / 10·0 | Tuxpan |

| Nom du Navire / Gréement | Tonnage | Cotes | Construit (Année) | Par qui | Où | Armateurs | Port d'Armement / Nation |
|---|---|---|---|---|---|---|---|
| Motell [illegible] (See Steamer Register) | 133 | | 1900 | | | [illegible] | [illegible] |
| Mota [illegible] (See Steamer Register) | 236 | | 1920 | [illegible] | [illegible] | [illegible] | [illegible] |
| Mouchette [illegible] (See Steamer Register) | 133 | | 1918 | [illegible] | [illegible] | [illegible] | [illegible] |
| Moulienian [illegible] (See Steamer Register) | 188 | | 1913 | [illegible] | [illegible] | [illegible] | [illegible] |
| Mount Airy | 1002 | | 1919 | [illegible] & Co. | [illegible] | F. F. Martin, Inc. | Philadelphia, United States |
| Mount Hope | 1031 | | 1919 | [illegible] & Co. | [illegible] | F. F. Martin, Inc. | Philadelphia, United States |
| Mountaineer | 109 | | 1876 | R. Evans | [illegible] | [illegible] | Liverpool, British |
| Mozart | 1903 | ✠100A1 | 1904 | [illegible] | [illegible] | [illegible] | [illegible] |
| Muhammad Saheb Hamid Khair | 183 | | 1896 | | [illegible] | [illegible] | [illegible] |
| Muros 1° | 147 | | 1918 | | | A. Perez Rodriguez | [illegible], Spanish |
| Muros 2° | 198 | | 1918 | | | A. Perez Rodriguez | [illegible], Spanish |
| Musconetcong | 363 | | 1900 | [illegible] | [illegible] | [illegible] | New York, United States |
| Muttersegen (See Steamer Register) | 187 | | 1910 | [illegible] | [illegible] | [illegible] | [illegible] |
| My Lady | 112 | ✠ Fly | 1899 | W. Date & Sons | Kingsbridge | [illegible] | [illegible], British |
| Mylas Kennedy | 413 | ✠ | 1911 | Fleming & Ferguson, Ld. | Paisley | [illegible] | Barrow, British |

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All Vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the character assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The date of Survey of a Ship only testifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving Notice of Periodical Surveys required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| Ship's Name. | Tonnage. | Particulars of Class. | Built. | Owners. | Port of Registry. |
|---|---|---|---|---|---|
| W. A. S. M. VIII. | 1169 | | 1907 Kruse & Vogt | | Hamburg |
| N. H. Turner | 729 | | 1917 Gloucester Shipbuilding Co. | | Gloucester, Massachusetts |
| Nahant | 1293 | | 1913 Richard T. Green Co. | | Baltimore |
| Naina | 503 | | 1921 A. Wise | | Kalmar |
| Najaden | 160 | | 1922 Poulsen & Jensen | | Helsingborg |
| [illegible] | 185 | | 1923 R. M. Hiller | | Victoria, B.C. |
| Nanna | 160 | | 1907 Chr. Andersen | | Svendborg |
| Nanny | 120 | | 1921 Gebr. van Dijken | | |
| Nantucket | 771 | | 1906 Sturtevant Marine Ry. Co. | | Baltimore |
| Nanuk | 291 | | 1922 E. D. Smith | | New York |
| Narciso Paris | 347 | | 1871 Pino | | Barcelona |
| Naseberg | 167 | | 1919 Salvesen | | Christiania |
| Natalia | 217 | | 1913 Lindskovens Fys. Værksted | | Helsingør |
| Nathalie | 187 | | 1906 G. F. Clausen | | Kalundborg |
| Nativitá | 149 | | 1907 G. A. Reginato | | Viareggio |
| Navaria | 287 | | 1913 Deschiere | La Ciotat | St. Malo |
| Navegador | 303 | | 1922 | Pico | Horta |
| Navigators No. 75 | 437 | | 1917 Tenkill Corp. | Newburgh, N.Y. | New York |
| Navigators No. 76 | 437 | | 1917 Tenkill Corp. | Newburgh, N.Y. | New York |
| Navigators No. 77 | 437 | Lloyd's | 1917 Tenkill Corp. | Newburgh, N.Y. | |
| Navigazio | 222 | | 1922 J. Minoyo | Tadotsu | |
| [illegible] | 183 | | 1919 J. Dun & Sons Shipbuilding Co. | Pico | |
| Neelandia | 818 | | [illegible] Rotterdamsche Droog. Maatsch. | Rotterdam | |
| [illegible] | 141 | | 1919 E. E. E. Green | | |
| Nelvetica | 183 | | [illegible] | | |
| Nellie Brewster | 139 | Lloyd's | 1873 Thomas | Milton | |
| Nellie Fleming | 139 | Lloyd's | 1891 J. Redgate | | |
| Nellie Redington | 327 | | 1872 Smith & Martin | Chrisfield, Md. | |

| Nom du Navire | Port d'Immatriculation | Tonnage | Détails de la Classe | Constructeur | Propriétaire | Dimensions | Port d'Immatriculation |
|---|---|---|---|---|---|---|---|
| Nellie T. Walters | | 175 | | | | | |
| Nelson | | 1202 | + | | | | |
| Neptun | | 140 | | | | | |
| Neptune | | 122 | | | | | |
| Neptune Second | | 129 | | | | | |
| Neptune | | 182 | | | | | |
| Neptune V | | 264 | | | | | |
| Neptunus | | 202 | | | | | |
| Neptunus II | | 117 | | | | | |
| Nerva | | 233 | | | | | |
| Nestaering | | 72 | | | | | |
| Neuquebening | | 667 | | | | | |
| Neuhartiga | | 219 | | | | | |
| Nevada | | 1381 | + | | | | |
| Nevada II | | 102 | | | | | |
| New Jersey | | 1327 | + | | | | |
| Newall | | 139 | + 100 A1 | | | | |
| Newark | | 882 | | | | | |
| Newry | | 129 | | | | | |
| Newport | | 1202 | | | | | |
| Neptune | | | + A1 | | | | |
| Nieva | | 123 | | | | | |
| Niesse Lorenz | | 262 | | | | | |
| Nimrod | | 242 | | | | | |
| Nina M. Conrad | | 350 | | | | | |
| Nini Polesia | | 360 | | | | | |
| Nine | | 156 | | | | | |
| Noah | | 156 | | | | | |

| Official No. / Code Letters | Ship's Name, Nationality, Rig, &c. / Where Built, Year, &c. / Tonnage, Dimensions, &c. | Registered Tonnage | Particulars of Classed Scantlings: Character | Particulars of Classed Scantlings: Where Fitted | Built: Year | Built: By Whom | Built: Where | Owners | Registered Dimensions | Port of Registry | Flag | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | Noah Wooden (See Steamer Register) | 109 | | | [illegible] | [illegible] | Tarbing | [illegible] | [illegible] | Greenock | | V * |
| [illegible] | Nobhal Steel | 692 | | | [illegible] | W. Denny Bros. | Dumbarton | Dennably Fleets Co. Ltd. | [illegible] | Glasgow | | |
| [illegible] | Nobiskrug Wooden (See Steamer Register) | 171 | | | [illegible] | [illegible] | Denmark | [illegible] | [illegible] | Aarhus | | G * |
| [illegible] | Nolda Wood/Metal | 196 | | | [illegible] | G. Hamilton Ellis | St. Malo | [illegible] | [illegible] | Dunkirk | | V * |
| [illegible] | Nonia Wood/Metal | 482 | | | [illegible] | Pensacola Yard/Engineers Corp. | Pensacola, Fla. | C.C. Chance | [illegible] | New York | 13 - [illegible] | V * |
| [illegible] | Nonpareil Wood/Steel | 102 | | | 1867 | Ann Dunkin | Wiscasset | Self Pass. Ld. | [illegible] | Liverpool | | |
| [illegible] | Noord Friesland Wood/Iron/Steel (See Steamer Register) | 139 | | | [illegible] | John Arthur | Lowestoft | T. Rossi | [illegible] | Scarborough | | |
| [illegible] | Noordster Steel/Iron/Steel (See Steamer Register) | 139 | | | [illegible] | T. van Dijk/Gebr. Hoek | Lekkerkerk | S. Ardent | [illegible] | Vlaardingen | | V |
| [illegible] | — Steel/Iron/Steel (See Steamer Register) | 113 | | | [illegible] | W. Hodder | Hyde-Bankend | S. Rosco | [illegible] | Gravesend-Milnwood | | V |
| [illegible] | Nora Wooden | | | | 1897 | T.A. Wieland | Arnefeld | L.A. Fulbro | [illegible] | Vegesack | | |
| [illegible] | — Wooden | 240 | ✠ 100A | Hull | 1920 | R. Craggs & Sons | Middlesbro | Stock Exch. Steam Towing Co. Ld. | [illegible] | London | 10 - [illegible] | |
| [illegible] | — Wooden | 154 | | | 1900 | G. Rosen | Pula | S. Rosen & Lessee | [illegible] | Tallinn | | |
| [illegible] | Norden Wooden | 330 | | | 1890 | — | Gefle | Gefle Wasaverket | [illegible] | Karlshamn | | |
| [illegible] | — Wood/Metal | 330 | | | 1893 | H.I. Sage | Marstal | H. Rossen | [illegible] | Marstal | | V * |
| [illegible] | — Wood/Metal | 242 | | | 1907 | S.T. Jacobsen | Svendborg | Julius Dair | [illegible] | Svendborg | | V * |
| [illegible] | Nordadel Wooden (See Steamer Register) | 163 | | | 1872 | — | Spijkenisse | P. Lind | [illegible] | Delft | | |
| [illegible] | Nordlys III. Wooden (See Steamer Register) | 127 | | | 1904 | — | Rotterdam | S. Lund | [illegible] | Flekkefjord | | |
| [illegible] | Nordö Wooden (See Steamer Register) | 369 | | | 1910 | G. Ossian | Wren | Wren Partrederi A/S | [illegible] | Wren | | |
| [illegible] | Nordstern Steel (See Steamer Register) | 158 | | | 1911 | J.J. Pelijah Zoon | Waterhuizen | Pieter Kuiz | [illegible] | Sneekermeer | | G * |
| [illegible] | Nordstjernen Wooden (See Steamer Register) | 241 | | | 1913 | T.T. Jacobsen | Svendborg | S.A. Jensen | [illegible] | Marstal | | V * |
| [illegible] | Norlund Wooden (See Steamer Register) | 180 | | | 1917 | F. Wayenburg | Kinderdijk | Fabricius & Bordewijk (Gustav Kuhnen) | [illegible] | Tonnell | | |
| [illegible] | Norge Steel (See Steamer Register) | 336 | ✠ | Hull | 1893 | Grangemouth Dockyard Co. | Grangemouth | Fort Shiller | [illegible] | Vlissingen | 11 - 12 | I |
| [illegible] | Normandie Wood/Metal | 297 | | | 1919 | Jos. Malvoisin & Co. | Bordeaux, S.A. | Fabricius de France | [illegible] | Granville | | V * |
| [illegible] | Normanner Wood/Metal (See Steamer Register) | 168 | | | 1909 | E. Cayen | Fécamp | Fabricius & Bolz | [illegible] | Fécamp (Fécamp) | | |
| [illegible] | Norma I. Wood/Metal (See Steamer Register) | 141 | | | 1914 | — | Vlaardingen | Gerritsen & Kuiper | [illegible] | Rotterdam | | |
| [illegible] | North Steel | 198 | ✠ | Dun | 1919 | Philip & Son, Ltd. | Dartmouth | Guardian Angel Co. Ld. | 65 | London | 7 - 3 | |
| [illegible] | Northampton Steel | | ✠ A | Lond | 1920 | Sally Bros. Ld. | Lowestoft | Anglo-American Oil Co. Ld. | 79 | London | 5 - 6 | |

| Nom du Navire | Tonnage | Cote | Construit | Lieu | Armateurs | Port |
|---|---|---|---|---|---|---|
| Northern No. 29 | 1027 | | 1919 [illegible] | Jacksonville, Fla. | [illegible] | Wilmington, United States |
| Northern No. 32 | 1076 | | 1920 Sabine Barge Building Co. | [illegible] | Sherman Transportation Co. Inc. | New York, United States |
| Northern No. 36 | 1082 | | 1920 Sabine Barge Building Co. | [illegible] | Sherman Transportation Co. Inc. | New York, United States |
| Northumberland | | ✠ A1 Lon | 1921 F. Brodie & Co. Ld. | Deptford | Anglo-American Oil Co. Ld. | London, British |
| Nossa Senhora da Lapa | 236 | | 1919 M. [illegible] Amaro | [illegible] | [illegible] Machado, Ltda. | Oporto, Portuguese |
| Nossa Senhora dos Anjos | 193 | | 1920 A. Bravo | Grand Bank, N.F.L. | [illegible] | [illegible], Portuguese |
| Nossa Senhora dos Aveiro | 193 | | 1920 M. Luz | [illegible] | [illegible] | Viana do Castelo, Portuguese |
| Notre Dame de Bizeux | 307 | | 1919 Wood[illegible] & Co. | [illegible] | [illegible] | [illegible], French |
| Notre Dame de St. Jouan | 233 | | 1923 [illegible] | St. Malo | [illegible] | St. Malo, French |
| Notre Dame D'Urasse | 407 | | 1919 C. N. [illegible] | [illegible], N.S. | Soc. Anon. "Les Armateurs [illegible]" | St. Pierre-Miquelon, French |
| Notre Dame des Dunes | 138 | | 1902 F. [illegible] | Boulogne | [illegible] | [illegible] |
| Notre Dame des Flots | 236 | | 1902 E. Bossier | St. Malo | Vve. A. Bouget | St. Malo, French |
| Notre Dame du Chatelet | 409 | | 1921 [illegible] | [illegible] | "Pêcheries du [illegible]" | St. Malo, French |
| Nova II. | 101 | | 1930 Meteghan S.B. Co. | Meteghan, N.S. | [illegible] Ld. | Halifax, N.S., British |
| Nova IV. | 102 | | 1930 Meteghan S.B. Co. | Meteghan, N.S. | [illegible] Ld. | Halifax, N.S., British |
| Nova V. | 105 | | 1930 Meteghan S.B. Co. | Meteghan, N.S. | [illegible] Fisheries, Ld. | [illegible], British |
| Nova Queen | 475 | | 1919 T. K. Bentley | [illegible], N.S. | Bentley & Pugsley | [illegible], British |
| Nuevo Corazon | 112 | | 1880 | | J. Ripoll | [illegible], Spanish |
| Nuevo Ortiguera | 159 | | 1920 [illegible] | [illegible] | J. F. [illegible] | [illegible], Spanish |
| No. 1 | 274 | | 1888 W. H. Potter & Sons | Liverpool | [illegible] S.S. Co. Ld. | Liverpool, British |
| — | 226 | | 1922 [illegible] & Co. | [illegible] | [illegible] | Cardiff, British |
| — | 183 | ✠ 100 A1 Gen. | 1930 Cantiere [illegible] | [illegible] | "La [illegible]" Soc. [illegible] | [illegible], Italian |
| No. 2 | 274 | | 1888 W. H. Potter & Sons | Liverpool | [illegible] S.S. Co. Ld. | Liverpool, British |
| — | 138 | ✠ 100 A1 Gen. | 1930 Cantiere [illegible] | [illegible] | "La [illegible]" Soc. [illegible] | [illegible], Italian |
| No. 3 | 229 | | 1922 [illegible] & Co. | [illegible] | [illegible] | Cardiff, British |

| No. in Book | Official No. / Date Classed | Ship's Name. Material, Rig, &c. / Owner. Line Name if any. / Special Services. No. of Decks, &c. | Registered Tonnage | Particulars of Class Section. Character. / Special Survey | Built. When | By Whom | Where | Owners | Registered Dimensions, Depth, Breadths, &c. | Port of Registry | Number Mark |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2240 | [illegible] | No. 9 Steel | 221 | ✠ A Barge 5.20 | 1930 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | |
| 2241 | | No. 13 Steel | 711 | | 1924 | Pusey and Jones (Z) Glasgow L.C. | Ft. Glasgow | Owen Agents for Co. Colombia | 129'0 30'5 12'7 | Lagos Nigeria | 12 - 4 |
| 2242 | [illegible] | Rumber Fourteen Wood Barge | 328 | | 1930 | New England S.B.Co. | Bath, Me. | Rudolf Tonn [illegible] | 132'9 32'0 17'4 | New York United States | |
| 2243 | | No. 14 Steel | 718 | | 1924 | Pusey and Jones (Z) Glasgow L.C. | Ft. Glasgow | Owen Agents for Co. Colombia | 129'0 32'1 12'7 | Lagos Nigeria | 13 - 4 |
| 2244 | | No. 15 Steel | 370 | ✠ Barge 5.27 | Ref | Lobnitz & Co. Ltd. | Renfrew | Owen Agents for Co. Colombia | 139'2 29'1 10'9 | Lagos Nigeria | 11 - 4 |
| 2245 | | No. 16 Steel | 370 | ✠ Barge 5.27 | Ref | Lobnitz & Co. Ltd. | Renfrew | Owen Agents for Co. Colombia | 139'2 29'1 10'9 | Lagos Nigeria | 11 - 4 |
| 2246 | | No. 17 Steel | 370 | ✠ Barge 5.27 | Ref | Lobnitz & Co. Ltd. | Renfrew | Owen Agents for Co. Colombia | 139'2 29'1 10'9 | Lagos Nigeria | 11 - 4 |
| 2247 | [illegible] Rank after Cancelled 4.33 | Rumber Eighteen Wood Barge | 326 | | 1930 | New England S.B.Co. | Bath, Me. | Rudolf Tonn | 139'2 32'1 10'1 | New York United States | |
| 2248 | | No. 69 Steel | | ✠ A Passenger Barge 9.33 For Harbour Service | Yes | Gebr. Reese Werft Maschinenfabrik H. Cassens | Emden | The Frankenwalde | 80'4 42'0 7'0 | Germany Germany | |
| 2249 | | No. 94 Steel | 700 | | 1927 | Midland Bargeb. | Midland, Ont. | Transportation (W. R. Edwards, Ltd.) | 129'0 30'0 14'0 | Montreal Canada | |
| 2250 | | No. 103 Steel | 704 | ✠ A 9.33 Barge for transportation of Petroleum Spirit Carrying Petroleum in Bulk | Tmp | [illegible] | Stockholm, Sweden | Co. Kortors Rederiet Aktiebolag | 182'0 42'2 10'7 | Oslo, Norway Norway | |
| 2251 | | No. 111 Steel | 116 | | 1927 | Midland Bargeb. | Midland, Ont. | Transportation (W. R. Edwards, Ltd.) | 70'0 20'0 6'0 | Toronto Canada | |
| 2252 | | No. 116 Steel | | ✠ 100A1 Barge 5.33 | Lab | Henry Robb Ltd. | Leith | Leith Harbour Commissioners | 75'0 22'0 8'0 | Leith Scotland | |
| 2253 | | No. 134 Steel | 250 | ✠ A Barge For Water Service For Water purposes only 5.33 | Tmp | Lobnitz & Co. Ltd. | Renfrew | Co. Rio Sao Francisco S.A. | 120'0 28'0 11'7 | Campos Brazil | 12 - 1 |
| 2254 | | No. 135 Steel | 250 | ✠ A Barge For Water Service For Water purposes only 5.33 | Tmp | Lobnitz & Co. Ltd. | Renfrew | Co. Rio Sao Francisco S.A. | 120'0 28'0 11'7 | Campos Brazil | 12 - 1 |
| 2255 | | No. 950 Steel | 240 | | 1929 | Gebr. Reese Transitos | Wandsbeck | J. Murchison y Cia. | | Buenos Aires Argentina | |
| 2256 | | No. 952 Steel | 240 | | 1929 | Gebr. Reese Transitos | Wandsbeck | J. Murchison y Cia. | | Buenos Aires Argentina | |
| 2257 | | No. 954 Steel | 254 | ✠ 100A Barge 5.33 Carrying Petroleum in Bulk For carrying service of Mineral Oil | Tri | Gusseisen Eisenhütten Aktiengesellschaft | Wandsbeck | Jacobsen Sohn & Co. Tuborg | 177'0 30'7 12'7 | Buenos Aires Argentina | 12 - 1 |
| 2258 | | No. 970 Steel | 23 | For service of Inspector | 1933 | W. A. E. Hill Ltd. | S. Florida | Israel Lewis Cohen Cohen F.A.E. | | Istanbul Turkey | 3 - 3 |
| 2259 | | No. 971 Steel | 23 | For service of Inspector | 1933 | W. A. E. Hill Ltd. | S. Florida | Israel Lewis Cohen Cohen F.A.E. | | Istanbul Turkey | 3 - 3 |
| 2260 | | No. 972 Steel | 23 | For service of Inspector | 1933 | W. A. E. Hill Ltd. | S. Florida | Israel Lewis Cohen Cohen F.A.E. | | Istanbul Turkey | 3 - 3 |
| 2261 | | No. 973 Steel | 23 | For service of Inspector | 1933 | W. A. E. Hill Ltd. | S. Florida | Israel Lewis Cohen Cohen F.A.E. | | Istanbul Turkey | 3 - 3 |
| 2262 | | No. 974 Steel | 43 | For service of Inspector | 1933 | W. A. E. Hill Ltd. | S. Florida | Israel Lewis Cohen Cohen F.A.E. | [illegible] | Istanbul Turkey | 3 - 3 |
| 2263 | | No. 975 Steel | 43 | For service of Inspector | 1933 | W. A. E. Hill Ltd. | S. Florida | Israel Lewis Cohen Cohen F.A.E. | [illegible] | Istanbul Turkey | 3 - 3 |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | |
| | | No. 287 | | 140 | +100A | Che | | | | | | | | | | | | 13 | |
| | | No. 288 | | 141 | +100A | Che | | | | | | | | | | | | 13 | |
| | | No. 289 | | 142 | +100A | Che | | | | | | | | | | | | 13 | |
| | | No. 461 | | 123 | +100A1 | Che | | | | | | | | | | | | 13 | |
| | | No. 513 | | 125 | +100A | Che | | | | | | | | | | | | 13 | |
| | | No. 514 | | 123 | +100A | Che | | | | | | | | | | | | 13 | |
| | | No. 515 | | 123 | +100A | Che | | | | | | | | | | | | 13 | |
| | | No. 885 | | 139 | | | | | | | | | | | | | | 8 | |
| | | No. 943 | | 222 | + A | Ref | | | | | | | | | | | | 8 | |
| | | No. 947 | | 221 | | | | | | | | | | | | | | 8 | |
| | | No. 950 | | 185 | | | | | | | | | | | | | | 8 | |
| | | No. 956 | | 221 | + A | Ref | | | | | | | | | | | | 8 | |
| | | No. 987 | | 221 | | | | | | | | | | | | | | | |
| | | No. 1 Crane | | 192 | | | | | | | | | | | | | | 13 | |
| | | No. 5 Dredger | | 128 | + A1 | Dun | | | | | | | | | | | | 8 | |
| | | Nuova Italia | | 182 | | | | | | | | | | | | | | | I |
| | | | | 111 | | | | | | | | | | | | | | | I |
| | | Nuova Carmela | | 143 | | | | | | | | | | | | | | | I |
| | | Nymphea | | 129 | | | | | | | | | | | | | | | V |

**** Additional Ships are inserted in the Supplement at the end of the Register.*

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency on that year.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships being their classmen from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| Official No. / Code Letters | Ship's Name. Material, Rig, &c. Where, Line Power, &c. Special Services. No. of Decks, &c. | Registered Tonnage | Particulars of Class Section. Character. | Built. | Owners. | Registered Dimensions. | Port of Registry. | |
|---|---|---|---|---|---|---|---|---|
| | | Gross / Deduct | | Where / By Whom / When | | Length / Breadth / Depth | Port | |
| [illegible] | O. A. Service III. | 118 | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Oaklands | 910 | Hig | [illegible] | [illegible] | [illegible] | [illegible] | Y |
| [illegible] | Oase Deep | 811 | 100A1 Lon | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Occidental | 1532 | | [illegible] | [illegible] | [illegible] | New York | |
| [illegible] | Oceania Tanic | [illegible] | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Oceanic | 148 | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Oceanide | 127 | | [illegible] | [illegible] | [illegible] | [illegible] | Y |
| [illegible] | Octorara | 807 | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Olive | 1708 | Kel | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Ogdensburg | 1405 | 100A Cle | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Ohio | 1277 | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | — | 1630 | | [illegible] | [illegible] | [illegible] | New York | |
| [illegible] | Oil Transfer No. 23 | 275 | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Oiler | 318 | Ilw | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Oistine | | A1 Lon | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Okaa | 400 | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Old Maid No. II. | 107 | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Olcy | 1780 | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Olga | 108 | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | — | 107 | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Olga D. | 236 | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Olga F. | 135 | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Olga M. | 1384 | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Oliada | 1108 | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Olive Mary | 170 | | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Olivebank | 2781 | 100A1 Lon | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Oliver Bury | 168 | 100A1 Hul | [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | Omega | 2871 | Cle | [illegible] | [illegible] | [illegible] | [illegible] | N |
| [illegible] | Onderneming | 111 | | [illegible] | [illegible] | [illegible] | [illegible] | |

| No. | Signal letters | Ship name / Rig / Owners | Tonnage | Class | Built (date, by whom, where) | Owners | Dimensions | Port of registry |
|---|---|---|---|---|---|---|---|---|
| 22421 | [illegible] | Ontelaunee — Wood Barge | 739 | | 1919 [illegible] | F. F. Martin, Inc. | 177·0 35·0 14·0 | Philadelphia, United States |
| 22422 | PNRQ | Oosterschelde — Steel Aux. Schooner (See Steamer Register) | 209 | | 1918 H. Appel & Zonen | W. Kramer | 119·0 23·0 10·0 | Groningen, Dutch |
| 22423 | PNKV | Oostzee II. — Steel Aux. Ketch (See Steamer Register) | 162 | | 1912 Gebr. Bodewes | F. Pieterse | 96·1 20·6 8·0 | Groningen, Dutch |
| 22424 | [illegible] | Ophelia — Wood Aux. [illegible] (See Steamer Register) | 136 | | 1914 | [illegible] | 77·2 21·4 9·7 | Hamburg, German |
| 22425 | [illegible] | Orietta — Wood Bk. | 478 | | 1880 [illegible] | [illegible] | 162·4 27·0 13·0 | Genoa, Italian |
| 22426 | LBCD | Orinda — Iron Barge | 1712 | ✠ 100 A1 | 1881 W. Doxford & Sons, Sunderland | [illegible] Tugboat Co. Inc. | 272·0 35·0 21·0 | New Orleans, United States |
| 22427 | [illegible] | Orion — Wood Bk. | 294 | | 1882 [illegible] | A. [illegible] | 122·6 29·6 11·1 | [illegible] |
| 22428 | [illegible] | — Iron | 176 | | 1878 W. H. Potter & Co., Liverpool | [illegible] Harbour Board | 103·0 21·2 — | Liverpool, British |
| 22429 | [illegible] | — Wood Schooner | 193 | | 1913 [illegible] | [illegible] | 101·0 27·6 11·3 | [illegible] |
| 22430 | [illegible] | — Steel Aux. Schooner (See Steamer Register) | 127 | | 1919 J. J. Pattje & Zoon, Waterhuizen | [illegible] | 87·0 21·6 8·6 | [illegible] |
| 22431 | [illegible] | Orissa — Steel Aux. Schooner (See Steamer Register) | 180 | | 1914 Frederikshavn [illegible] | L. S. Tomé | 101·0 26·0 11·7 | [illegible] |
| 22432 | [illegible] | Orjen — Steel Aux. Schooner (See Steamer Register) | 224 | | 1918 [illegible] | [illegible] | 119·5 25·6 10·2 | [illegible] |
| 22433 | [illegible] | Orkney — Wood Aux. Schooner (See Steamer Register) | 129 | | 1919 Th. Andersen, Aalborg | [illegible] | 90·7 23·1 9·1 | [illegible], Danish |
| 22434 | [illegible] | Orleans — Wood Barge | 1003 | | 1916 Kelley, Spear & Co., Bath, Me. | [illegible] | 194·7 41·0 19·7 | [illegible] |
| 22435 | [illegible] | Örn — Wood Aux. Schooner (See Steamer Register) | 183 | | 1921 [illegible] | [illegible] | 119·0 27·0 11·6 | [illegible] |
| 22436 | [illegible] | Örnen — Wood Aux. Schooner (See Steamer Register) | 161 | | 1914 [illegible] | [illegible] | 110·0 28·6 11·9 | [illegible] |
| 22437 | [illegible] | Oropa — Wood Bk. | 478 | | 1881 [illegible] | [illegible] | 158·1 30·1 15·0 | [illegible] |
| 22438 | [illegible] | Oraclina — Wood Bk. | 367 | | 1893 [illegible] | [illegible] | 134·7 28·1 14·1 | [illegible] |
| 22439 | [illegible] | Orvar — Wood Aux. Schooner (See Steamer Register) | 171 | | 1914 [illegible] | [illegible] | 91·0 26·0 10·7 | [illegible] |
| 22440 | [illegible] | Osceola — Wood Barge | 1120 | | 1917 Kelley, Spear & Co., Bath, Me. | F. F. Martin, Inc. | 245·0 41·7 27 | Philadelphia, United States |
| 22441 | [illegible] | Ostetal — Steel Aux. Schooner (See Steamer Register) | 132 | | 1910 [illegible] | [illegible] | 100·0 21·0 9·1 | Hamburg, German |
| 22442 | [illegible] | Ostrakon — Steel Aux. Schooner (See Steamer Register) | 229 | | 1917 [illegible] | [illegible] | 111·0 24·0 9·1 | [illegible] |
| 22443 | [illegible] | Ostrobotnia — Wood Schooner | 160 | | 1891 [illegible] | [illegible] | 103·0 25·0 10·7 | [illegible] |
| 22444 | [illegible] | Otimai — Wood Aux. [illegible] (See Steamer Register) | 167 | | 1921 [illegible] | [illegible] | 92·8 24·8 7·1 | [illegible] |
| 22445 | [illegible] | Otaria — Wood Schooner | 230 | | 1921 [illegible] | L. S. Tomé | 105·0 28·6 13·7 | [illegible] |
| 22446 | [illegible] | Otto — Wood Schooner | 160 | | 1915 [illegible] | [illegible] | 84·7 22·7 10·0 | [illegible] |
| 22447 | [illegible] | Otto — Steel Aux. Schooner (See Steamer Register) | 170 | | 1920 [illegible] | [illegible] | 105·0 20·0 7·7 | [illegible] |

*,* Additional Ships are inserted in the Supplement at the end of the Register.

| Official No. | Ship's Name | Where Built | Tonnage | Particulars of Classification | Built | By Whom | Where | Owners | Registered Dimensions | Port of Registry | Flag | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | P. I. | [illegible] | 211 | ✠100A Spv | 1912 | [illegible] | Wyncolen | S.S.W. Fuel Ld. | 138·0/32·1/9·5 | [illegible] | [illegible] | 10 - 6 |
| [illegible] | P. H. No. 5 | [illegible] | 200 | | 1917 | [illegible] | [illegible] | Prince Rup. Gold. | 129·1/30·7/7·0 | [illegible] | [illegible] | |
| [illegible] | P. H. No. 6 | [illegible] | 200 | | 1917 | [illegible] | [illegible] | Prince Rup. Gold. | 129·1/30·7/7·0 | [illegible] | [illegible] | |
| [illegible] | P. H. No. 7 | [illegible] | 200 | | 1920 | [illegible] | [illegible] | Prince Rupert Co. Ld. | 124·1/30·6/7·0 | [illegible] | [illegible] | |
| [illegible] | P. H. No. 8 | [illegible] | 207 | | 1920 | [illegible] | [illegible] | Prince Rupert Co. Ld. | 124·1/30·6/7·0 | [illegible] | [illegible] | |
| [illegible] | P. H. C. 3 | [illegible] | | ✠100A1 Tug | 1922 | [illegible] | [illegible] | [illegible] | 77·0/18·0/9·0 | [illegible] | [illegible] | 7 - 6 |
| [illegible] | P. H. C. 4 | [illegible] | | ✠100A1 Tug | 1924 | [illegible] | [illegible] | [illegible] | 77·0/18·0/9·0 | [illegible] | [illegible] | 7 - 6 |
| [illegible] | Paala | [illegible] | 300 | | 1920 | [illegible] | [illegible] | [illegible] | 124·7/29·0/12·9 | [illegible] | [illegible] | |
| [illegible] | Pacifia | [illegible] | 302 | | 1918 | | [illegible] | [illegible] | 128·0/28·2/11·7 | [illegible] | [illegible] | |
| [illegible] | Packalaichmi | [illegible] | 333 | | 1920 | | [illegible] | [illegible] | 133·0/29·1/13·7 | [illegible] | [illegible] | |
| [illegible] | Paco de Brandão | [illegible] | 187 | | 1920 | [illegible] | [illegible] | [illegible] | 109·2/25·9/11·0 | [illegible] | [illegible] | |
| [illegible] | Pactolus | [illegible] | 1874 | | 1891 | [illegible] | [illegible] | [illegible] | 222·7/41·2/24·9 | [illegible] | [illegible] | |
| [illegible] | Padre | [illegible] | 179 | | 1900 | [illegible] | [illegible] | [illegible] | 142·7/29·9/17·0 | [illegible] | [illegible] | |
| [illegible] | Padua | [illegible] | 3034 | ✠100A1 Hopper | 1920 | [illegible] | [illegible] | [illegible] | 320·0/40·1/20·4 | [illegible] | [illegible] | 27 - 9 |
| [illegible] | Pahra | [illegible] | 95 | ✠ A- Spv | 1920 | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | 6 - 3 |
| [illegible] | Paing | [illegible] | 484 | | 1897 | [illegible] | [illegible] | [illegible] | 200·0/30·0/[illegible] | [illegible] | [illegible] | |
| [illegible] | Pair | [illegible] | 209 | | 1921 | | [illegible] | [illegible] | 122·0/28·0/10·0 | [illegible] | [illegible] | |
| [illegible] | Palacio | [illegible] | 663 | | 1919 | [illegible] | [illegible] | [illegible] | 150·2/32·2/13·9 | [illegible] | [illegible] | |
| [illegible] | Pallas | [illegible] | 150 | | 1917 | [illegible] | [illegible] | [illegible] | 97·0/19·0/7·7 | [illegible] | [illegible] | |
| [illegible] | Palleses | [illegible] | 208 | | 1900 | [illegible] | [illegible] | [illegible] | 109·1/25·0/11·0 | [illegible] | [illegible] | |
| [illegible] | Palmerine | [illegible] | 627 | ✠ Tri | 1875 | [illegible] | [illegible] | [illegible] | 174·0/29·2/17·0 | [illegible] | [illegible] | 18 - 3 |
| [illegible] | Palmira | [illegible] | 269 | | 1921 | [illegible] | [illegible] | [illegible] | 110·1/29·4/12·0 | [illegible] | [illegible] | |
| [illegible] | Paloma | [illegible] | 134 | | 1920 | [illegible] | [illegible] | [illegible] | 121·0/28·0/10·0 | [illegible] | [illegible] | |
| [illegible] | Pamir | [illegible] | 2793 | ✠100A1 Hopper | 1910 | [illegible] | [illegible] | [illegible] | 316·0/48·0/20·0 | [illegible] | [illegible] | 27 - 10 |
| [illegible] | Panacrasies | [illegible] | 111 | | 1910 | | [illegible] | [illegible] | 73·5/21·0/9·0 | [illegible] | [illegible] | |
| [illegible] | Pandan | [illegible] | 290 | | 1920 | [illegible] | [illegible] | [illegible] | 119·0/27·0/13·0 | [illegible] | [illegible] | |
| [illegible] | Panaro | [illegible] | 603 | | 1920 | [illegible] | [illegible] | [illegible] | 174·7/30·0/20·0 | [illegible] | [illegible] | |
| [illegible] | Pantina | [illegible] | 136 | | 1920 | [illegible] | [illegible] | [illegible] | 110·2/26·2/12·0 | [illegible] | [illegible] | |
| [illegible] | Papa Ignacio II. | [illegible] | 231 | | 1922 | [illegible] | [illegible] | [illegible] | 119·1/25·0/12·7 | [illegible] | [illegible] | |
| [illegible] | Papa Michele | [illegible] | 160 | | 1920 | [illegible] | [illegible] | [illegible] | 110·0/29·7/12·0 | [illegible] | [illegible] | |
| [illegible] | Paracury | [illegible] | 202 | ✠ Tri | 1920 | [illegible] | [illegible] | Port of Paris | 120·0/26·1/10·0 | [illegible] | [illegible] | 10 - 6 |

| Number | Signal | Name of Vessel | Tonnage | Details of Classification | Construction | Dimensions | Owners | Port | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 2347 | | Parisien | 133 | | | | | | |
| 2348 | | Parma | 392 | +100A1 Ype | | | | | |
| 2349 | | Paramaka | 230 | | | | | | |
| 2350 | | Parole | 223 | | | | | | |
| 2351 | | Partenza | 172 | | | | | | |
| 2352 | | Parton | 115 | | | | | | |
| 2353 | | Pasqualo Costa | 198 | | | | | | |
| 2354 | | Passat | 327 | +100A1 M.O. | | | | | |
| 2355 | | Patagonia | 351 | | | | | | |
| 2356 | | Patria | 1561 | | | | | | |
| 2357 | | | 148 | | | | | | |
| 2358 | | Patricia | 259 | | | | | | |
| 2359 | | | 321 | + A- Lat | | | | | |
| 2360 | | Patriot | 115 | | | | | | |
| 2361 | | Patriota I | 241 | | | | | | |
| 2362 | | Patrotismo | 294 | | | | | | |
| 2363 | | Pattie Morrisette | 971 | | | | | | |
| 2364 | | Pauillac | 187 | + Aye | | | | | |
| 2365 | | Paul | 176 | | | | | | |
| 2366 | | Paul E. Thorlow | 1338 | | | | | | |
| 2367 | | Paul Howard | 2219 | | | | | | |
| 2368 | | Paulita | 109 | | | | | | |
| 2369 | | Paula | 226 | | | | | | |
| 2370 | | Pax | 217 | + Cile | | | | | |
| 2371 | | Pax | 123 | | | | | | |
| 2372 | | Pazang | 854 | | | | | | |
| 2373 | | Pearland | 229 | | | | | | |
| 2374 | | | | | | | | | |

| Ship's Name. Material, Rig, &c. | Particulars of Classification. | Built | Owners | Port of Registry | |
|---|---|---|---|---|---|
| **Pelleas** | | 1896 Sunderland | E. Dunn | Sunderland | |
| **Pelos** | | 1911 Germania Werft, Stettin | A. Bacalao Torres | Palma Majorca | |
| **Peking** | ✠100A1 Ro4 | 1911 Richard Tow Sons | Hamburg | Hamburg | 28 - 6 |
| **Pellworm** | | 1902 Chant. & Mil. Sdb. Emden | St. Nazaire | Hamburg | |
| **Pelos** | | 1910 Van Lennep | The Hague | Kinderdijk | G |
| **Pelora** | | 1921 Gem. Bau. Zeebrügge | Brussels | Ostende | I |
| **Penang** | | 1900 Schiaffino & Co. | Genoa | Genoa | G |
| **Peng Fook** | | 1913 Cheng Kong Foo | Singapore | Lord Bong | * |
| **Pennington** | | 1917 Canadian S.S. Co. | Baltimore | F. J. Harris, Inc. | Philadelphia United States |
| **Pennypack** | | 1913 R. Palmer Smith & Co. | Essex, Conn. | F. J. Harris, Inc. | Philadelphia United States |
| **Pepita** | | 1911 Trosdomer | La Rochelle | L. Dubert | St. Malo French |
| **Pepita Matutes** | | 1918 | | A. Matutes Torres | Palma Majorca Spanish |
| **Peppina Annatana** | | 1913 F. Southern | Cockenzie | G. C. Tolmie | Glasgow British |
| **Pequot** | | 1891 R. Palmer Sons | Essex, Conn. | Mystic Transpo. Corp. | Wilmington United States |
| **Percy** | | 1900 Bolm Lunn Yard | Middlesbro | D. B. Anker | Marie Swedish |
| **Pere Pierre** | | 1919 Ch. & A. Le St. Malo | St. Malo | Pierre J. B. Pierre | St. Malo French |
| **Perenne** | | 1918 Papenburger Werft Gmbh. & Co. | Papenburg, Germany | M. J. Bischof | Brest French |
| **Perseverance of Leith** | ✠100A1 Lih | 1903 Ferguson Bros. (Port Glasgow) Ltd. | Port Glasgow | Leith Dock Commission | Leith British |
| **Persiwald** | | 1906 J. Hagström | Vikten | Rederi A/B Persiwald (O. Lindberg) | Vikten Swedish |
| **Pescador** | | 1912 Trosdomer | La Rochelle | J. Lemoal | St. Malo French |
| | | 1894 A. Pleiner-ade | Cleveland, Ohio | Ben Pigaiaiene | Pigaiaiene Portuguese |
| **Peshin** | ✠ A- Rmr | 1900 W. A. E. Rd. Ltd. | Newcastle | A. Sarmiento, Sr. Rd. Tankers Co. Ltd. | London British |
| **Pesquerias y Salazones de Tenerife** | | 1912 D. O. Pereira | Bayonne | Pesquerias y Salazones de Tenerife S. A. | Tenerife Spanish |
| **Peter G. Campbell** | | 1920 Ross, Hunter & Wigham Richardson Ltd. | Wallsend | Standard Tankers Ltd. | Newcastle British |
| **Petrea** | | 1907 Reiach Gustafsson | Bilö | J. Hansen | Göteborg Swedish |
| **Petrolea** | | 1913 Lohs Werf | Helsingfors | A/B Kolen-Standard i Finland | Helsingfors Finnish |
| **Petroleum No. 1** | | 1911 | Bayonne, N.J. | Petroleum Bar. Co. | Bronx, N.Y. United States |
| **Petroleum No. 2** | A1 Gal | 1918 Rudolph Bridgeln | Rudolphs, Texas | Petroleum Bar. Co. | Bronx, N.Y. United States |

| Official Number | Signals | Name of Vessel | Tonnage | Details of Classification | Construction | Owners | Port | Dimensions | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | **Petroleum No. 1** Steel | 657 | ✠ A [illegible] | 1919 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | **Petroleum No. 4** Steel | 657 | ✠ A [illegible] | 1920 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | **Petroleum No. 5** Steel | 657 | ✠ A [illegible] | 1920 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | **Petroleum No. 6** Steel | 657 | ✠ A [illegible] | 1920 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | | **Petunia** Steel | [illegible] | ✠ A1 Lloyd | 1902 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | | **Phalanx** Steel | [illegible] | ✠100A Lloyd | 1902 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | **Philippe** Wood | [illegible] | | 1911 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | **Philippine** Wood | [illegible] | | 1899 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | **Phoebe** Steel | [illegible] | | 1903 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | **Phoebe II.** Steel | [illegible] | | 1910 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | **Phoebe III.** Steel | [illegible] | | 1910 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | **Phoebe IV.** Steel | [illegible] | | 1917 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | **Phoebe V.** Steel | [illegible] | | 1917 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | **Phoebe VI.** Steel | [illegible] | | 1917 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | **Phoebe VII.** Steel | [illegible] | | 1917 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | **Phoeis** | [illegible] | | 1874 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | **Pickering** | [illegible] | | 1917 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | | **Pictonian** Steel | [illegible] | | 1920 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | **Pietrina** | 1374 | ✠ [illegible] | 1890 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | **Pietrina** Steel | 657 | | 1891 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | **Pilot** Steel | [illegible] | | 1901 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | | — | [illegible] | | 1901 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | **Pirl** Steel | [illegible] | | 1917 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | | **Pirlapalis** Steel | 412 | | 1920 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | **Pirlieja** Steel | [illegible] | | 1914 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | | **Planet** Steel | [illegible] | | 1899 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | | **Plantpet** Steel | [illegible] | | 1910 [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

| Ship's Name. Material, Rig, &c. Masts. Lost Masts, &c. Special Equipment. No. of Decks, &c. | Registered Tonnage. Gross. Deduct. | Particulars of Classification. Character. | Built. When. By Whom. Where. | Owners. | Registered Dimensions. Length. Breadth. Depth. | Port of Registry. Flag. | Official No. Code Letters. |
|---|---|---|---|---|---|---|---|
| Plus | 1231 | Lloyd's | 1890 Holmes & Fine | Hamburg | H. Lundgren | Hamburg | |
| Plymouth | 102 | Lloyd's | 1922 Philip & Son, Ltd. | Dartmouth | Trinity Lighterage Co. Ltd. | London | |
| Pompon | 721 | | 1900 R. Palmer & Son Co. | Beaucaire, Conn. | F. F. Martin, Inc. | Philadelphia United States | |
| Pohjan Tähti (See Steamer Register) | 298 | | 1919 V. Ryd | Rytkölä | H. Karvonen | Wiborg Finland | |
| Polaris 10.33 | 159 | | 1900 | Russia | Rasmussen | Reykjavik Iceland | |
| Polar Star | 105 | | 1871 J. Woodcock | Southwold | Liverpool Lighterage Co. Ltd. | Liverpool British | |
| Polaris (See Steamer Register) | 102 | | 1919 N. E. Dolphin | Kirkwall | A. Sinclair (Marine Railway) | Kirkwall Orkney Islands | N * |
| Polaris | 197 | | 1919 K. Pulli | Rytkölä | Trjasen & Kamp | Kemi Finland | |
| Polaris (See Steamer Register) | 337 | | 1919 Gunlying Eidsvoll | Svendborg | J. Michelsen | Faroe Denmark | V * |
| Pomona | 2376 | Lloyd's | 1903 J. Reid & Co. Ltd. | Glasgow | S. Erikson | Mariehamn Finland | G |
| Pomone | 267 | | 1911 G. Bacon | St. Malo | A. Lecoed | St. Malo French | V * |
| Pompe | 1242 | 100A1 Lloyd's | 1903 Sec. Bacon | Cherbourg | S. Erikson | Mariehamn Finland | |
| Pooley | 180 | | 1904 Sparrowhawk | Sylmary | W. & T. Pelham & Co. Ltd. | Skiaga British | |
| Poongi | 692 | | 1909 W. Dentry & Sons | Dunkerque | Irrawaddy Flotilla Co. (Ltd.) | Glasgow British | |
| Porlock | 137 | A1 Lloyd's | 1927 C. Hill & Son, Ltd. | Bristol | E. R. Swanson, Ltd. | Bristol British | |
| Port of London Authority Dredger No. 4 | 304 | 100A1 Lloyd's | 1911 Fleming & Ferguson, Ltd. | Paisley | Port of London Authority | London British | |
| Port of London Authority Dredger No. 5 | 303 | 100A1 Lloyd's | 1911 Fleming & Ferguson, Ltd. | Paisley | Port of London Authority | London British | |
| Port of London Authority Dredger No. 6 | 700 | 100A1 Lloyd's | 1911 Lobnitz & Co. Ltd. | Renfrew | Tilbury Contracting & Dredging Co. Ltd. | London British | |
| Port of London Authority Dredger No. 7 | 700 | 100A1 Lloyd's | 1913 Lobnitz & Co. Ltd. | Renfrew | Port of London Authority | London British | |
| Port of London Authority Dredger No. 13 | 409 | 100A1 Lloyd's | 1924 Ferguson Bros. (Port Glasgow) Ltd. | Port Glasgow | Port of London Authority | London British | |
| P. L. A. Wreck Lighter No. 1 | 210 | 100A1 Lloyd's | 1920 J. Crook Sunderland Ltd. | Leith | Port of London Authority | London British | |
| P. L. A. Wreck Lighter No. 2 | 210 | 100A1 Lloyd's | 1920 J. Crook Sunderland Ltd. | Leith | Port of London Authority | London British | |
| Portland | 2129 | | 1919 Hancock Tyler Bridge & Co. | Quincy, Ill. | Southern Transportation Co. | Philadelphia United States | |
| Porto | 395 | | 1921 Ch. Revale Fils & Forges | Villa do Conde | La Marine Française | Paris French | V * |
| Portsmouth | 2215 | | 1921 Maryland S. B. Co. | Sollers Pt. Md. | Southern Transportation Co. | Philadelphia United States | |
| Potomac | 923 | | 1906 Dobson Bros. | Kirkwood, Mo. | Rain & Weiden | Baltimore United States | |
| Pottstown | 874 | | 1917 Chesapeake S. B. Co. | Locust Pt. Md. | F. F. Martin, Inc. | Philadelphia United States | |

| Numéro Officiel | Signaux | Noms des Navires, Matériaux, Dimensions | Tonnage Net | Détails de la Classification | Classification | Armateurs | Chantiers Navals, Machines, Chaudières, etc. | Port d'Immatriculation | Lettres Distinctives |
|---|---|---|---|---|---|---|---|---|---|
| | | Voiles Pontées, Hauteur des Ponts | Brut | Cotes | | | | | |
| | | Preste | 142 | | | | | | |
| | | Preston | 352 | | | | | | |
| | | Prima | 350 | | | | | | |
| | | Primavera | 140 | | | | | | |
| | | Prima | 640 | | | | | | |
| | | | 123 | | | | | | |
| | | Prince | 770 | | | | | | |
| | | Prince Farouk | 40 | A- | | | | | |
| | | Princess | 351 | | | | | | |
| | | Priwall | 2100 | | | | | | |
| | | Prize | 120 | | | | | | |
| | | Procter | 2112 | | | | | | |
| | | Prompt | 1400 | | | | | | |
| | | Prosa | 200 | | | | | | |
| | | Providence | 1371 | | | | | | |
| | | Provvidenza di Dio | 208 | | | | | | |
| | | Puck Khay | 150 | | | | | | |
| | | Puerto del Puerto | 130 | | | | | | |
| | | Puerto de Alcudia | 114 | | | | | | |
| | | Pure Fuel Oil | 1103 | | | | | | |
| | | Pure Sherrill | 1070 | | | | | | |
| | | Pure Tolene | 1170 | | | | | | |
| | | Pure Wood Pep | 1240 | | | | | | |
| | | Pure Wolford | 1070 | | | | | | |
| | | Purnell T. White | 751 | | | | | | |
| | | Purul | 2000 | | | | | | |

"*" Additional Ships are inserted in the Supplement at the end of the Register.

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in each | Official No. / Date Letters | Ship's Name. Material, Rig, &c. Master. Let's Name, if any. Special Surveys. No. of Decks, &c. | Registered Tonnage. Gross. Under deck. | Particulars of Classification. Character. | | Built. When. | By Whom. | Where. | Owners. | Registered Dimensions. Length. Breadth. Depth. | Port of Registry. Flag. | Number of Boilers. | |
| 1914 | | **Quand Même** | 111 | | | 1917 | F. A. Thorsen | | | 132·9 31·4 10·0 | | | |
| 1915 | | **Quattro Venti** | 170 | | | 1896 | | | | 172·2 34·7 13·7 | | | I |
| 1916 | | **Queen of the West** | 123 | | Pool 12 | 1913 | Vivian | Swansea | J. Rendles | 88·1 21·9 12·0 | | 13 - 0 | |
| 1917 | | **Queensrale** | 210 | | | 1919 | Ltd. | Southampton | Fenstanton Harbour Ltd. | 180·8 31·4 12·9 | | 13 - 3 | |
| 1918 | | **Questorio** | 120 | | | 1905 | Sole, Barkmeyer | | Ges. Amm. der Carstensen & Tiesen | 83·2 16·9 7·6 | | | V |
| 1919 | | **Quersatore** | | + A1 | Low | 1912 | Barbaick, Wolff Ltd. | Rock Wallsend | Stores/Whaelage Altagylle Co. Ltd. | 87·9 21·0 7·0 | | 6 - 0 | |
| 1920 | | **Quest** | 200 | | | 1917 | R. Lindell | Hull | Aktiebolaget Saxonia (A. B. T. Schjelderup, Agt.) | 110·7 24·9 11·9 | | | |
| 1921 | | **Quo Vadis** | 115 | | | 1904 | | Vlissingen | Hermann R. Z. Zutafe | 77·9 19·7 9·2 | | | |

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| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | |
| | | R. M. Symons | Wooden | 147 | | | | | | | | | | | | |
| | | R. O. P. No. 1 | Steel | 71 | | | | | | | | | | | | |
| | | R. O. P. No. 2 | Steel | 71 | | | | | | | | | | | | |
| | | R. O. P. No. 3 | Steel | 70 | | | | | | | | | | | | |
| | | R. O. P. No. 4 | Steel | 70 | | | | | | | | | | | | |
| | | R. O. P. No. 5 | Steel | 50 | | | | | | | | | | | | |
| | | R. P. No. 1 | Steel | 191 | | | | | | | | | | | | |
| | | R. P. No. 2 | Steel | 187 | | | | | | | | | | | | |
| | | R. P. No. 3 | Steel | 175 | | | | | | | | | | | | |
| | | R. R. Gorin | Wood/Steel | 475 | | | | | | | | | | | | |
| | | R. W. MacDonald | Wooden | 530 | | | | | | | | | | | | |
| | | Radar | Steel | | ✠ A- | Lloyd | | | | | | | | | | |
| | | Rafaela Orive | Wooden | 118 | | | | | | | | | | | | |
| | | Raffaele Angviuse | Wooden | 165 | | | | | | | | | | | | |
| | | Raffaele Padre | Wooden | 239 | | | | | | | | | | | | |
| | | Raffaelle | Wooden | 227 | | | | | | | | | | | | |
| | | Ragnar | Wooden/Steel | 257 | | | | | | | | | | | | |
| | | Rahs | Wooden/Steel | 320 | | | | | | | | | | | | |
| | | Raiaha Santa | Wooden | 154 | | | | | | | | | | | | |
| | | Ramon Freixas | Wooden | 174 | | | | | | | | | | | | |
| | | Ramos | Wooden | 1000 | | | | | | | | | | | | |
| | | Rapp II | Wooden | 114 | | | | | | | | | | | | |
| | | Raymond-B. | Wooden | 270 | | | | | | | | | | | | |
| | | Rebecca B. Douglas | Wooden | 420 | | | | | | | | | | | | |
| | | Reclamation Float No. 1 | Steel | 253 | ✠100A1 | Pay | | | | | | | | | | |
| | | Recuerdo | Wooden | | | | | | | | | | | | | |

| Official No. | Date Letters | Ship's Name. Material, Rig, &c. Master. Late Name, if any. Special Survey. No. of Decks, &c. | Approximate Tonnage. Gross. | Particulars of Class Position. Character. | Built. Where. | By Whom. | When. | Owners. | Registered Dimensions. Length. | Breadth. | Depth. | Port of Registry. Flag. | Number of Masts. Length of Yards. A. M. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | Redbrief Steel [illegible] | 1722 [illegible] | +A- Tug [illegible] | Tyne | [illegible] | Quayside Tyne Yd. No. [illegible] | Redbrightline, Ld. | [illegible] | [illegible] | [illegible] | Newcastle [illegible] | 15 × [illegible] | |
| [illegible] | [illegible] | Redcloud Steel [illegible] | 1728 [illegible] | +A- Tug [illegible] | Tyne | [illegible] | Quayside Tyne Yd. No. [illegible] | Redbrightline, Ld. | [illegible] | [illegible] | [illegible] | Newcastle [illegible] | 15 × [illegible] | |
| [illegible] | [illegible] | Redhead Steel [illegible] | 1719 [illegible] | + A- Tug [illegible] | Tyne | [illegible] | Quayside Tyne Yd. No. [illegible] | Redbrightline, Ld. | [illegible] | [illegible] | [illegible] | Newcastle [illegible] | 15 × [illegible] | |
| [illegible] | [illegible] | Redtreer Steel [illegible] | 1728 [illegible] | +A- Tug [illegible] | Tyne | [illegible] | Quayside Tyne Yd. No. [illegible] | Redbrightline, Ld. | [illegible] | [illegible] | [illegible] | Newcastle [illegible] | 15 × [illegible] | |
| [illegible] | [illegible] | Redwood Steel [illegible] | 1723 [illegible] | + A- Tug [illegible] | Tyne | [illegible] | Quayside Tyne Yd. No. [illegible] | Redbrightline, Ld. | [illegible] | [illegible] | [illegible] | Newcastle [illegible] | 15 × [illegible] | |
| [illegible] | [illegible] | Regina Wood&Steel Motor [illegible] (See Steamer Register) | 681 [illegible] | | 1919 | [illegible] Ernesti | Bergh | Arthur Sikes | [illegible] | [illegible] | [illegible] | Bergen [illegible] | | |
| [illegible] | [illegible] | — Wood Sch [illegible] | 190 [illegible] | | 1902 | J. Bang | Stavkar | A. Tinne | [illegible] | [illegible] | [illegible] | Tvillingen [illegible] | | V |
| [illegible] | [illegible] | — Wood&Steel [illegible] (See Steamer Register) | 125 [illegible] | | 1906 | J. S. Andersen | Svendborg | Peter S. Sinn | [illegible] | [illegible] | [illegible] | Marstrand [illegible] | | V * |
| [illegible] | [illegible] | — Steel [illegible] (See Steamer Register) | 139 [illegible] | | 1918 | [illegible] van Burgen | Waterhuizen | Hoorn&Zoon | [illegible] | [illegible] | [illegible] | Harlingen [illegible] | | V |
| [illegible] | [illegible] | — Steel&Wood [illegible] (See Steamer Register) | 141 [illegible] | | 1905 | J. Liberg | Hamburg-[illegible] | H. Thomsen | [illegible] | [illegible] | [illegible] | Stokke [illegible] | | G * |
| [illegible] | [illegible] | Regina delle Vittorie Wood Sch [illegible] | 272 [illegible] | | 1900 | L. Rosetti | Viareggio | Francesco Sciuti | [illegible] | [illegible] | [illegible] | Reggio Calabria [illegible] | | I * |
| [illegible] | [illegible] | Regina Vissirine Steel Sch [illegible] | 164 [illegible] | | 1902 | Capt. T. Pattison | Rupino | Dunkirk | [illegible] | [illegible] | [illegible] | Rouen [illegible] | | I |
| [illegible] | [illegible] | Regulus Steel Barge [illegible] | 110 [illegible] | | 1894 | Wilson & Nicol | Hull | W. H. J. Alexander, Ld. | [illegible] | [illegible] | [illegible] | London [illegible] | | |
| [illegible] | [illegible] | Rehoboth Steel Sch [illegible] | 146 [illegible] | | 1913 | Jos. Smit | Sappemeer Gron. | J. Pronk | [illegible] | [illegible] | [illegible] | Groningen [illegible] | | |
| [illegible] | [illegible] | Reis Wood Motor [illegible] | 190 [illegible] | | 1904 | M. Boyd | Dordrecht Holl. | A. Dias | [illegible] | [illegible] | [illegible] | Paris [illegible] | | |
| [illegible] | [illegible] | Reine Marguerite Wood Sch [illegible] (See Steamer Register) | 214 [illegible] | | 1917 | Ch. Rondin de Tinan | St. Malo | L. Pacher | [illegible] | [illegible] | [illegible] | St. Malo [illegible] | | V * |
| [illegible] | [illegible] | Reine Marie Stewart Wood [illegible] | 1207 [illegible] | | 1919 | Russell Elliot Co. | Tacoma Wn. | Russell Elliot Co. | [illegible] | [illegible] | [illegible] | Seattle&Wn. [illegible] | | V |
| [illegible] | [illegible] | Reliance Comp Sch&Steel [illegible] (See Steamer Register) | 128 [illegible] | | 1917 | G. C. Fletcher | Salcombe | R. Prickendale, Ld. | [illegible] | [illegible] | [illegible] | Pr. Edward Island [illegible] | | |
| [illegible] | [illegible] | Renata Wood Sch [illegible] | 192 [illegible] | | 1906 | A. Bonetti | Viareggio | R. Dell'Orto | [illegible] | [illegible] | [illegible] | Leghorn [illegible] | | I * |
| [illegible] | [illegible] | Rennie Steel&Wood [illegible] (See Steamer Register) | 295 [illegible] | | 1918 | R. T. Beck's Shipyd. | Belfast | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | Republica Peruana Wood Motor [illegible] | 2203 [illegible] | | 1919 | Knight S. Co. | Bergh. Eck | F. Salvido | [illegible] | [illegible] | [illegible] | Callao [illegible] | | |
| [illegible] | [illegible] | Revell Steel&Wood Motor [illegible] (See Steamer Register) | 192 [illegible] | +100A1 Byl | 1899 | P. Rodgerson | Carrickfergus | [illegible] | [illegible] | [illegible] | [illegible] | Barrow-in-Furness [illegible] | 9 × 10 [illegible] | |
| [illegible] | [illegible] | Rex Wood Sch [illegible] | 245 [illegible] | | 1919 | L. Fondelli | Viareggio | Carmine&Salvatore | [illegible] | [illegible] | [illegible] | Viareggio [illegible] | | I * |
| [illegible] | [illegible] | Rex Ferry Wood Motor [illegible] (See Steamer Register) | 136 [illegible] | | 1929 | M. Leary | Sayreville, N.J. | J. E. Frelich | [illegible] | [illegible] | [illegible] | La Ciare, Ill. [illegible] | | |
| [illegible] | [illegible] | Rheingold Steel Motor [illegible] (See Steamer Register) | 192 [illegible] | | 1910 | J. E. Figee | Vlaardingen | J. E. Rietz | [illegible] | [illegible] | [illegible] | Rotterdam [illegible] | | V |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Rhoda Mary | | 135 | | | Fal | | | | | | | | | | | |
| | | Rhodesia | | 161 | | | | | | | | | | | | | | |
| | | Rio | | 159 | | | | | | | | | | | | | | V |
| | | Richard Oulden | | 127 | | | Wes | | | | | | | | | | | |
| | | Rickland | | 635 | | | | | | | | | | | | | | |
| | | Riverine | | 300 | | | | | | | | | | | | | | I |
| | | Rigdia | | 207 | | | | | | | | | | | | | | V |
| | | Rina | | 326 | | | | | | | | | | | | | | I |
| | | Rio de Oro | | 104 | | | | | | | | | | | | | | |
| | | Rio Lima | | 377 | | | | | | | | | | | | | | |
| | | Rio Negro | | 962 | | | | | | | | | | | | | | |
| | | Rizzo No. 1 | | 2003 | | | | | | | | | | | | | | |
| | | Rising Star | | 100 | | | | | | | | | | | | | | |
| | | Rivaglia | | 122 | | | | | | | | | | | | | | I |
| | | Riverdale | | 2209 | | | Ham | | | | | | | | | | | |
| | | | | 141 | | | | | | | | | | | | | | |
| | | | | 101 | | | | | | | | | | | | | | |
| | | Riverside | | 804 | | | | | | | | | | | | | | |
| | | Rob | | 138 | | | | | | | | | | | | | | G |
| | | Rob Roy | | 402 | | | | | | | | | | | | | | |
| | | Robert | | 155 | | | | | | | | | | | | | | |
| | | Robert de Brus | | 436 | | | Hyl | | | | | | | | | | | |
| | | Robert L. Linton | | 1966 | | | | | | | | | | | | | | |
| | | Robert McCistock | | 194 | | | | | | | | | | | | | | |
| | | Robertina | | 210 | | | | | | | | | | | | | | |
| | | Robertmas | | 172 | | | | | | | | | | | | | | |
| | | Roberto | | 148 | | | | | | | | | | | | | | |
| | | | | 129 | | | | | | | | | | | | | | |
| | | Rolamania | | 856 | | | | | | | | | | | | | | |

| Ship's Name. Material, Rig, &c. Master. Late Place, if any. Special Surveys. No. of Decks, &c. | Tonnage | Particulars of Class. Character. | Hull. Where. By Whom. Where. | Owners. | Registered Dimensions. Length. Breadth. Depth. | Port of Registry. Flag. | Remarks. |
|---|---|---|---|---|---|---|---|
| **Rocke Harbor Line Transport.** | 1301 | ✠ | 1919 | Rocke Harbor Steamship Co. J. S. R. Mills Esq. | | Rockville | 17 - 3 |
| **Rock Harbor** Wood Barge | 943 | | 1922 New York S. Corp. | Rockland Transportation Co. | | Rockland, Me. United States | |
| **Rock Haven** Wood Barge | 943 | | 1922 New York S. Corp. | Rockland Transportation Co. | | Rockland, Me. United States | |
| **Rockland** Wood Barge | 943 | | 1922 New York S. Corp. | Rockland Transportation Co. | | Rockland, Me. United States | |
| **Rockport** Wood Barge | 943 | | 1922 New York S. Corp. | Rockland Transportation Co. | | Rockland, Me. United States | |
| **Rockwood** Steel | 675 | ✠ Rivet Barge | 1912 R. T. Bridge, Dordrecht. | Tyne Dock Company | | London | 12 - 1 |
| **Rockstone** Steel | | ✠ A1 Rivet Barge | 1922 Harland & Wolff Ld. | North Wharf Co. | Inner Wharfage & Supply Co. Ld. | London | 8 - 0 |
| **Rockville** Wood Barge | 943 | | 1922 New York S. Corp. | Rockland Transportation Co. | | Rockland, Me. United States | |
| **Roldanes** Wood & Iron Hulk | 525 | | 1871 | Rolde Jordana | | Bilbao | |
| **Roldsen** Steel (See Steamer Register) | 151 | | 1912 | | | | G ✱ |
| **Roldsen II.** Steel & Iron (See Steamer Register) | 145 | | 1919 | | | | G ✱ |
| **Roland** Wood | 135 | | 1906 | | | Bonn, Germany | |
| **—** Wood & Iron Hulk (See Steamer Register) | 141 | | 1913 | | | Aix | |
| **—** Steel & Iron Hulk (See Steamer Register) | 132 | | 1916 | | | Hamburg | G |
| **Rolph** Wood Hulk | 1300 | | 1919 | | | San Francisco United States | R ✱ |
| **Roma** Wood | 129 | | 1922 | | | Trapani Italy | I ✱ |
| **Romeo** Wood | 104 | | 1920 | | | Viareggio Italy | I ✱ |
| **Ronaki** Wood & Iron Twin Screw Motor (See Steamer Register) | 253 | | 1922 | | | Auckland | |
| **Ronald C. Longmire** Wood Motor | 183 | | 1920 | | | Annapolis, Royal, N.S. | |
| **Rondeni** Wood Motor Barge | 832 | | 1896 | | | New York United States | |
| **Rose** Wood Motor | 150 | | 1922 | | | Porto Empedocle Italy | I ✱ |
| **Rosa Baker** Wood | 109 | | 1867 | | | Shoreham, N.Y. United States | |
| **Rosa Christini** Wood & Iron Motor (See Steamer Register) | 211 | | 1920 | | | | |
| **Rosalba** Wood | 198 | | | | | London United States | |
| **Rosamond** Wood Motor | 1304 | | 1909 | | | Newport United States | |
| **Rosario** Wood | 277 | | 1870 | | | Bilbao | |
| **Roscoville** Wood & Iron (See Steamer Register) | 114 | | 1906 | | | Trieste Austria | V ✱ |
| **Roselyne** Iron (See Steamer Register) | 138 | | 1918 | | | London British | |
| **Rosie** Wood Motor | 101 | ✠ | 1885 | | | Kristiania Norway | 10 - 0 |
| **Rosina** Wood | 132 | | 1911 | | | Trieste Austria | I ✱ |

| Number | Signals | Name, Port, Owners, Master | Tonnage | Details of the Classed Equipment | Constructed | Where | By | Dimensions | Port Certificate | Class |
|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | Rosina Richtsi<br>Captain [illegible] | [illegible] | [illegible] | 1905 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | Rosina S.<br>[illegible] | [illegible] | [illegible] | 1917 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | | Rositta<br>[illegible] | [illegible] | [illegible] | 1905 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | Rosita<br>[illegible] | [illegible] | [illegible] | 1910 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | Rosmanta<br>(See Steamer Register) | [illegible] | [illegible] | 1918 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | Rotherand<br>[illegible] | [illegible] | [illegible] | 1907 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | Rover<br>[illegible] | [illegible] | [illegible] | 1917 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | Rubens<br>(See Steamer Register) | [illegible] | [illegible] | 1914 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | Ruby<br>[illegible] | [illegible] | [illegible] | 1896 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | Russel R. Lynch<br>[illegible] | [illegible] | [illegible] | 1918 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | Ruth<br>[illegible] | [illegible] | [illegible] | 1914 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible]<br>(See Steamer Register) | [illegible] | [illegible] | 1903 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible]<br>[illegible] | [illegible] | [illegible] | 1903 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible]<br>(See Steamer Register) | [illegible] | [illegible] | 1905 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | Ruth D. Adams<br>[illegible] | [illegible] | [illegible] | 1917 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | Ruxton<br>[illegible] | [illegible] | [illegible] | 1919 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | Rylands<br>(See Steamer Register) | [illegible] | [illegible] | 1897 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

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| No. in Reg. Book | Official No. / Code Letters | Ship's Name. Material, Rig, &c. Builder. Late Name, if any. Special Survey. No. of Decks, &c. | Tonnage | Particulars of Class Assigned. Classification. | Built. When. | By Whom. | Where. | Owners. | Registered Dimensions. Deck Structure, &c. | Port of Registry. Flag. | Number of Masts. Length of Bowsprit. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | | S. Steel | 754 | | 1900 | Tacoma S.B. Corp. | Bremerhaven, G. | [illegible] | [illegible] | Bad'n Kempen Cabot Stater | 3 - 10 | |
| [illegible] | [illegible] | S. Anna Wood Sh. | 240 | | 1911 | G. Bonetti | Viareggio | G. Bilonnis | 110'4/27'1/12'7 | Torre del Greco Italian | | 1 * |
| [illegible] | [illegible] | Wood Sh. | 170 | | 1900 | M. Donnarumma | Torre del Greco | A. Scalabrino | 108'1/24'0/12'2 | Pregnoli Italian | | 1 * |
| [illegible] | | S. Cadagna No. 2 Wood Sh. | 252 | | 1919 | | | San Andrew Cadagna | 119'1/34'0/ [illegible] | Sant'Antonio French | | |
| [illegible] | [illegible] | S. F. Pearce Wood Sh. (See Summer Register) | 212 | | 1906 | C. Lilleng | Moss-Verftet | S. Pearce | 112'2/24'1/ [illegible] | Fraeg British | | |
| [illegible] | [illegible] | S. F. Tolmie Wood (See Summer Register) | 1504 | ✠ 0.70 Vcr | 1920 | Cadboro Bay Yard | Victoria, B.C. | Schooner Fisheries Ltd. | 228'6/41'0/19'0 | Vancouver, B.C. Canada | 22 - 3 | |
| [illegible] | [illegible] | S. Fornina Wood Sh. | 186 | | 1902 | G. Bonetti | Viareggio | Gaspare Scalabrino | 107'9/23'8/12'1 | Pregnoli Italian | | 1 * |
| [illegible] | [illegible] | S. Francesco B. Wood Sh. (See Summer Register) | 123 | | 1896 | G. Pasilio | Torre del Greco | San Salvatore | 89'3/22'7/11'7 | Scilotta Italian | | 1 * |
| [illegible] | [illegible] | S. Francesco di Paola Wood Sh. | 223 | | 1913 | M. Donnarumma | Torre del Greco | L. Bilonnis | 121'7/29'2/12'2 | Torre del Greco Italian | | 1 |
| [illegible] | | Wood Sh. | 172 | | 1901 | M. Donnarumma | Torre del Greco | Gioacchino | 99'5/24'6/12'0 | Torre del Greco Italian | | 1 |
| [illegible] | [illegible] | S. Francesco di Paola Y. Wood Sh. | 254 | | 1902 | M. Trapani | Castellammare | F. Aliano | 112'6/28'6/12'2 | Torre del Greco Italian | | 1 * |
| [illegible] | [illegible] | S. Francesco di Paola L. Wood Sh. (See Summer Register) | 138 | | 1926 | Cantieri Navali Riuniti | Palermo | F. Bilioglio | 92'9/23'6/10'0 | Scilotta Italian | | 1 * |
| [illegible] | [illegible] | S. G. Wilder Wood Sh. Barge | 624 | | 1897 | Bath Iron Works | Pt. Hudson | Brooks-Scanlon Corp. | 146'9/37'5/14'9 | Jacksonville Fla. United States | | |
| [illegible] | [illegible] | S. Leonardo J. Wood Sh. | 190 | | 1909 | C. Bonetti | Castellammare | Luigi Lebrano | 113'6/25'4/11'6 | Genoa Italian | | 1 |
| [illegible] | | S. M. C. 42 Steel | 167 | ✠ A1 Barge (L.R) | 1922 | Lobnitz & Co. Limd. Ld. | Renfrew | Shell Mex & B.P. Ltd. | 90'0/23'0 | London British | 10 - 0 | |
| [illegible] | | S. M. C. 43 Steel | 167 | ✠ A1 Barge (L.R) | 1922 | Lobnitz & Co. Limd. Ld. | Renfrew | Shell Mex & B.P. Ltd. | 90'0/23'0 | London British | 10 - 0 | |
| [illegible] | | S. M. C. S. 10 Steel Sh. Barge | 1141 | | 1920 | Harland & Wolff Ltd. | Belfast | Sun Marine Inv. Charterers Shipping | [illegible] | Canada Canada | | |
| [illegible] | | S. M. P. 50 Steel | 145 | ✠ A- (L.M) Hcs | 1921 | King's Lynn S.B. Co. Ltd. | King's Lynn | Vic. Angle-Colonial Refiner S.A. | 125'7/16'0/ [illegible] | Batum Russian | 2 - 0 | |
| [illegible] | [illegible] | S. N. 102 Steel | 545 | | 1920 | Federal S.B. Co. | Kearny, N.J. | [illegible] | 176'0/28'0/ [illegible] | New York United States | 3 - 4 | |
| [illegible] | [illegible] | S. N. 104 Steel | 545 | ✠ A- Hcs | 1920 | Federal S.B. Co. | Kearny, N.J. | [illegible] | 176'0/28'0/ [illegible] | Genoa Italian | 3 - 4 | |
| [illegible] | [illegible] | S. N. 109 Steel | 545 | | 1920 | Federal S.B. Co. | Kearny, N.J. | Bay Transpo. | 176'0/28'0/ [illegible] | Genoa, Ital. United States | 3 - 4 | |
| [illegible] | [illegible] | S. N. 106 Steel S.F. Co. No. 106 | 545 | | 1920 | Federal S.B. Co. | Kearny, N.J. | [illegible] | 176'0/28'0/ [illegible] | New York United States | 3 - 4 | |
| [illegible] | [illegible] | S. O. Co. C. Steel Sh. Barge | 2206 | | 1917 | Globe Iron Works | Cleveland, Ohio | Standard Oil Co. of Indiana | 366'0/44'0/22'0 | New York United States | | |
| [illegible] | [illegible] | S. O. Co. No. 93 Steel Sh. Barge | 2072 | | 1917 | A. Stevens & Co. | Port'd, Me. | Standard Oil Co. of California | 250'1/43'6/22'4 | San Francisco United States | | |

| Nom du Navire | Signaux | Tonnage | Construction | Propriétaires | Port | Observations |
|---|---|---|---|---|---|---|
| S. O. Co. No. 98 | | 411 | | | | |
| S. F. & S. No. 10 | | 270 | | | | |
| S. F. & S. No. 11 | | 270 | | | | |
| S. T. Co. No. 1 | | 350 | | | | |
| S. T. Co. No. 2 | | 350 | | | | |
| S. T. Co. No. 3 | | 350 | | | | |
| S. T. Co. No. 4 | | 350 | | | | |
| S. Tiennent | | 142 | | | | |
| Saarenaa | | 276 | | | | |
| Saari | | 415 | | | | |
| Salay | | 130 | | | | |
| Sal | | 191 | | | | |
| Saga | | 177 | | | | |
| Saganoie | | 1251 | | | | |
| Sadie E. | | 159 | | | | |
| Saint Antoine | | 173 | | | | |
| St. Antoine | | 170 | | | | |
| St. Charles | | 231 | | | | |
| Saint Charles | | 199 | | | | |
| St. Christophe | | 129 | | | | |
| St. Clair Theriault | | 231 | | | | |
| Saint Coulomb | | 232 | | | | |
| St. Gorse | | 302 | | | | |
| Saint Jean | | 175 | | | | |
| St. Joseph | | 170 | | | | |
| — | | 112 | | | | |
| — | | 111 | | | | |
| Saint-Mathieu | | 142 | | | | |
| Saint Mathurin | | 193 | | | | |
| St. Roch | | 197 | | | | |
| St. Romuald | | 140 | | | | |
| Saint Sulac | | 226 | | | | |
| Saint Yvonne | | 225 | | | | |

| Ship's Name. Rig, etc. Former Name. Late Name, if any. Special Survey. No. of Decks, etc. | Registered Tonnage | Particulars of Class Assigned. Character. | Built. | Owners. | Registered Dimensions. | Port of Registry. | Remarks. |
|---|---|---|---|---|---|---|---|
| Sta. Anna Transport Rimorchi | 101 | | 1922 J. Smith, Fairlead Co. | A. Dreaking | 65·0 20·4 7·6 | | |
| Salonnet | 2224 | | 1919 Tampa Dock Co. | Sugros W. Fry | 268·0 46·0 26·0 | | |
| Salacia | 587 | | 1907 W. R. Pearce, Inc. | S. Bolden, Jnr. | 104·0 25·4 13·0 | | |
| Salem | 801 | | 1919 Dearwood S. Co. | F. F. Morin, Inc. | 177·6 35·0 13·0 | | |
| Salinero | 151 | | 1919 M. Guisasola | Salinera Republica | 97·8 20·5 12·1 | | |
| Salisbury | 590 | | 1902 EdGey Spar & Co. | John Freeman | 179·7 40·9 12·2 | | V |
| Sally Farain Noyes | 1004 | | 1918 FryTimeCo. | Harrington Me. | 157·0 32·2 19·4 | | V * |
| Salvator | 488 | | 1930 E. W. Bodkin | Eureka, Cal. | 100·0 26·0 11·0 | | |
| Salvatore | 139 | | 1903 S. Pasilio | Torre del Greco | 97·1 23·2 11·0 | | I |
| Salvatore Padre | 170 | | 1895 E. Donnarumma | Torre del Greco | 96·7 23·6 11·6 | | I |
| Salve Maria | 289 | | 1921 Bonnick Tarbrid | St. Malo | 122·4 29·7 12·6 | | V * |
| Samagut | 124 | | 1899 | Bergen Harbanna | 83·2 20·8 10·1 | | |
| Samar | 710 | | 1901 Ray & Wright | Alameda, Cal. | 149·0 38·6 14·0 | | |
| Samaritaine | 372 | | 1921 Cant Bros. Sainerhaut | Raffaele Marsala & S. | 132·0 29·2 12·0 | | I * |
| Sampe | 256 | | 1920 F. Maciika | Sjoko | Mario Minnesota | 126·1 23·0 12·1 | |
| | 174 | | 1901 | Sulsal | F. Kaik & Sopp | 92·9 28·0 10·0 | |
| | 707 | | 1919 S. F. Tuckner | Lorio | A. A. Gross | 83·7 26·2 9·2 | |
| Sar | 134 | | 1884 J. F. Simpson | Thiell | McCrimmon & Sterberg, Ltd. | 98·0 22·7 10·7 | |
| San Antonio | 410 | +100A1 Ice | 1909 Rosen Tr. Sch. & Tugs. Co. | Schouwen | S. T. Rotterdamsche Sleepvaart | 125·0 27·2 9·0 | 12 + 4 |
| San Bernardo | 121 | | 1920 Astillero Bellavista Tomasos | Palma, Mallorca | Joaquin Reynes | 83·2 24·9 9·4 | Palma Mal. |
| San Cristobal | 318 | +100A- Ice | 1921 Alabama S. B. & S. Co. | Mobile, Alabama | Cia. Nav. "San Cristobal" S. A. | 131·6 28·0 9·6 | Tampico |
| San Estanislao | 341 | | 1920 | | E. Lopez de la Sotina & Co. | 99·6 24·9 10·0 | Pasajes |
| San Francesco di Paola D. | 102 | | 1914 A. Sessi | Viareggio | S. D'Amico | 104·9 24·7 11·1 | Trapani |
| San Francesco M. | 230 | | 1920 M. Donnarumma | Naples | A. Mosella | 129·7 26·7 12·2 | Torre del Greco |
| San Francisco | | | 1920 E. Cherrick Co. | Sorrento | F. Arena | 108·2 27·2 9·0 | Rosario Arg. |
| San Giorgio | 335 | | 1913 Soc. Industrie Cantieri Riuniti | Viareggio | A. Fiorentino | 132·7 29·2 12·0 | Genoa |
| | 193 | | 1891 C. Polonia | Sestri Ponente | G. Scrosati & Dr. G. Repetto | 93·0 23·0 9·0 | Rosario Arg. |
| San Giuseppe | 176 | | 1921 F. Gali | Viareggio | Fiore Figlione Sal. | 100·5 25·1 11·0 | Sperlonga |
| | 129 | | 1918 J. Eng Johnson | Swedburg | A. Rizzi | 82·0 23·0 9·4 | Malta |
| San Jose | 236 | | 1901 L. D. Shelter | Bridgeport U.S. | G. Sanguinetti & Co. | 112·0 30·0 11·2 | Honduras |
| San Juan | 147 | | 1922 | | M. Gandarria | 81·7 23·0 9·2 | Pasajes |
| San Lorenzo | 534 | | 1912 A. Piaggio | Varazze | Gaetano Parodi & Figlio | 118·0 27·6 14·0 | Sagona |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | San Paulo | | | | | | | | | | | | | | | |
| | | San Ramon | | | | | | | | | | | | | | | |
| | | Sandbach | | | | | | | | | | | | | | | |
| | | Sandhaag | | | | | | | | | | | | | | | |
| | | Sandrina | | | | | | | | | | | | | | | |
| | | Sandstone | | | | | | | | | | | | | | | |
| | | Sanna | | | | | | | | | | | | | | | |
| | | Sant' Anna M. | | | | | | | | | | | | | | | |
| | | Sant' Antonio | | | | | | | | | | | | | | | |
| | | Sant' Iampo | | | | | | | | | | | | | | | |
| | | Sant Mos | | | | | | | | | | | | | | | |
| | | Santa Isabel | | | | | | | | | | | | | | | |
| | | Santa Joana | | | | | | | | | | | | | | | |
| | | Santa Lucia | | | | | | | | | | | | | | | |
| | | Santa Lucia | | | | | | | | | | | | | | | |
| | | Santa Mafalda | | | | | | | | | | | | | | | |
| | | Santa Maria | | | | | | | | | | | | | | | |
| | | — | | | | | | | | | | | | | | | |
| | | Santa Maria Magdalena | | | | | | | | | | | | | | | |
| | | Santiago | | | | | | | | | | | | | | | |
| | | São Paulo Primeiro | | | | | | | | | | | | | | | |
| | | Sarah Bridget | | | | | | | | | | | | | | | |
| | | Sarah Eaton | | | | | | | | | | | | | | | |
| | | Saros | | | | | | | | | | | | | | | |
| | | Satilla | | | | | | | | | | | | | | | |
| | | Saturn | | | | | | | | | | | | | | | |

| Official No. / Distinc. Signals | Ship's Name / Master / Late Name, if any / Special Features / No. of Decks, &c. | Registered Tonnage / Gross / Net | Particulars of Class / Character / Year of Last Survey | Built / When / By Whom / Where | Owners | Dimensions / Length / Breadth / Depth | Port of Registry / Flag | Remarks | |
|---|---|---|---|---|---|---|---|---|---|
| | Saturn | 134 | | 1900 F.A.A. Reinberg | | | | | |
| | Saxon | 355 | | 1901 | | | | | |
| | Saxo | 190 | | 1910 | | | | | I |
| | Sauveteur No. 4 | | +100A1 Hor | 1911 | | | | | |
| | Sauveteur No. 7 | | A Hor | 1911 | | | | | |
| | Saxa | 148 | | 1917 W. Mulder | | | | | Y |
| | Savannah | 346 | | 1914 Jackson & Sharpe Co. | | | | | E |
| | Saxon | 555 | | 1899 J.C. Pyle & Co. Ltd. | | | | | |
| | Schleswig | 479 | | 1920 Kockums Skibsbyggeri | | | | | Y |
| | Schulschiff Deutschland | 1257 | | 1927 Joh. C. Tecklenborg A.G. | | | | | G |
| | Schwalbe | 135 | | 1910 G. van der Werf | | | | | Y |
| | | 115 | | 1911 C. Lütering | | | | | G |
| | Schwalbe II. | 147 | | 1937 Joh. Berg | | | | | |
| | Schwan | 134 | | 1911 G. Seebeck A.G. | | | | | G |
| | Secondo San Giovanni | 291 | | 1907 F. Zanello | | | | | |
| | Seehund | 176 | | 1914 J.J. Pietzuch Jun. | | | | | |
| | Seestern | 321 | | 1906 W. Rickertsen | | | | | Y |
| | Sebomo | 625 | | 1900 E. Sutton | | | | | |
| | Seine | 179 | | 1926 J. Koster Mzn Scheepsw. "Gideon" | | | | | Y |
| | Selma | 233 | | 1925 | | | | | Y |
| | Semillante | 257 | | 1925 A.N. Jackson Skinner & Co. | | | | | Y |
| | Sempre Avanti | 134 | | 1904 G. Gerassimo | | | | | I |
| | Seng Soon | 146 | | 1911 | | | | | |
| | Senhora do Carmo | 112 | | 1919 | | | | | |
| | Senset | 177 | | 1906 | | | | | |
| | Servic | 149 | | 1904 A.J. Stuck Jones | | | | | |

| Number | Signal Letters | Name of Vessel | Tonnage | Classification | Where Built | When Built | Owners | Where Owned | Rig | Dimensions | Where Registered | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | Service Shell VI. | 217 | +100A1 | Her | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | 700 | 528 | [illegible] | [illegible] | 1906 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | 701 | 528 | [illegible] | [illegible] | 1906 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | 704 | 528 | [illegible] | [illegible] | 1906 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | 705 | 528 | [illegible] | [illegible] | 1906 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | 706 | 528 | [illegible] | [illegible] | 1906 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | 707 | 528 | [illegible] | [illegible] | 1906 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | 742 | 652 | [illegible] | [illegible] | 1912 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | 765 | 527 | [illegible] | [illegible] | 1912 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | 767 | 527 | [illegible] | [illegible] | 1912 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | 768 | 656 | [illegible] | [illegible] | 1909 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | Severn | 780 | [illegible] | [illegible] | 1907 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | Shaws | 481 | [illegible] | [illegible] | 1900 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | Shell | 217 | + A1 | Ire | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | — | 305 | + A1 | [illegible] | 1931 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | Shell 5 | 278 | +100A1 | Fry | 1927 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | Shell 6 | 278 | +100A1 | Fry | 1927 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | Shell XI | 305 | + A1 | [illegible] | 1931 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | Shell Mex 7 | 132 | +100A1 | Ire | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | Sherwood | 1391 | [illegible] | [illegible] | 1919 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | Shikshiney | 536 | [illegible] | [illegible] | 1931 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | Shining Star | 101 | [illegible] | [illegible] | 1906 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | Shwangpanhsu | 343 | [illegible] | [illegible] | 1917 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | Shimoeki | 109 | + | Lem | 1922 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

| Official No. | Ship's Name. Rig, &c. | Tonnage | Particulars of Class Retained. | Built | Owners. | Registered Dimensions | Port of Registry | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |
| | Sidney | 710 | | 1907 Kelley Spear & Co. Bath, Me. | Robert R. Walton | 180·9 35·2 14·1 | Baltimore United States | |
| | Sidney G. Thomas | 1020 | | 1907 Globe Iron Works Cleveland | Detroit Steamship Transportation Co. | 268·9 44·0 27·7 | Detroit, Mich. United States | L |
| | Sierra Nevada | 1293 | | 1916 Bellingham Shipbuilding Co. Tacoma, Wash. | A. Roesch & Co. | 229·3 44·7 17·3 | Bremerhaven Germany | |
| | Sif | 118 | | 1910 Lovén & Berg Kristiania | Chr. Johansen | 99·7 24·4 | Kristiania Norway | V * |
| | Signacrux | 390 | + A Hull | 1921 Palmer Shipbuilding & Iron Co. Ltd. Jacksonville | Cia. de Navegacion Sud-Mar, S.A. | 134·2 24·7 13·1 | Buenos Aires Argentina | 12 + 6 |
| | Signe | 115 | | 1900 F. Aldot Greenfield | Simon Lorck Stapelfeldt & Tuchsen, Sys. | 97·5 27·7 | Kiksen Denmark | |
| | | 138 | | 1907 H. Aye Sellmerhafen | E. Jensen | 99·0 27·1 | Flensburg Germany | |
| | Sigrid | 178 | | 1900 J. P. Jingrosso Trondhjem | Torlaxson | 100·5 24·1 11·9 | Gothenburg Sweden | V * |
| | | 107 | | 1902 T. A. Bonner Salcombe, Devon | Capricieuse Yacht Club | 111·5 26·0 | | |
| | Sigrun | 382 | | 1891 J. Engesæter Arendal | E. Syvertsen | 130·4 30·5 13·5 | Bergen Norway | |
| | Sigrun | 399 | | 1887 J. J. Ellis Gothenburg | A. Lundgren | 149·8 29·7 12·2 | Wisby Sweden | |
| | Silver Brook | 204 | | 1899 R. Palmer & Sons Gravesend | T. J. Howard | 194·0 34·8 17·6 | New York United States | |
| | Silver Queen | 165 | + A1 Hull For River purposes | 1912 R. & C. Grayson Ltd. Hartlepool | Anglo-American Oil Co. Ltd. (F. J. Wills, Sys.) | 92·0 18·1 10·7 | Liverpool England | 11 + 6 |
| | Silver Spray | 128 | | 1915 W. Rickard & Sons Rotherham | Owen Boyd | 83·0 20·9 11·2 | Newcastle New Brunswick Canada | |
| | Silvia | 227 | | 1918 Jos. Borges Fao | Empresa Agricola de Estarreja, Lda. | 107·6 27·3 | Aveiro Portugal | |
| | Silvina | 212 | | 1919 M. M. Moreira Aveiro | Portela & Irmão, Ltda. | 116·4 29·9 11·8 | Aveiro Portugal | |
| | Simon | 189 | | 1882 S. Swick Nykoping | Oscar Hale | 89·0 22·1 9·2 | Marstrand Sweden | |
| | Sin Goh Lee | 131 | | 1916 Ong Pun Singapore | Tan Kim Chye | 82·0 20·5 10·5 | Singapore British | |
| | Sin Hong Soon | 177 | | 1907 Lee Lew Singapore | Tan Lian Chye | 90·7 26·0 9·8 | Singapore British | |
| | Sin Lian Huat | 135 | | 1908 Ng Chim Singapore | Tan Teng Chong | 84·5 27·0 10·0 | Singapore British | |
| | Sin Moh Aun | 157 | | 1907 Tan Ah Seng Singapore | Ng Cheng Kong | 73·6 27·0 11·2 | Singapore British | |
| | Sin See Lee | 152 | | 1926 Tan Boon Kah Singapore | Tan Kim Chye | 87·8 31·0 10·0 | Singapore British | |
| | Sin Tong Huat | 149 | | 1920 Tan Chiak Singapore | Tan Chiak | 82·2 30·0 11·2 | Singapore British | |
| | Sir Isaac Lothian Bell | 2042 | | 1906 F. W. Wheeler & Co. West Bay City, Mich. | Pittsburgh S.S. Co. | 253·5 45·8 23·0 | Duluth, Minn. United States | |
| | Sir Robert Peel | 257 | | 1910 Dickson & Co. London | Liverpool Lighterage Co. Ltd. | 131·2 29·4 11·9 | Boston British | |
| | Sirius | 178 | | 1877 Fossick & Hindmarsh Liverpool | Mersey Docks & Harbour Board | 102·2 31·2 | Liverpool British | |
| | | 200 | | 1899 Watson & Son Leith | W. H. J. Alexander Ltd. | 79·9 19·8 7·8 | London British | |
| | | 121 | | 1901 E. Sundstrom Vinterviken | E. J. Fleming | 93·5 23·0 8·0 | Lowland Finland | V * |
| | Sisi | 154 | | 1910 T. A. Svensson Nidingsvarn | S. Nilsson | 98·0 25·1 9·2 | Bergen Norwegian | V * |
| | Sirs Sohramania Pursey | 334 | | 1919 Tuticorin | Tuticorin Steamship Co. Ltd. | 135·0 30·7 10·7 | Tuticorin British | |

| Nom du Navire | Tonnage | Construit (Date) | Par qui | Où | Armateurs | Port |
|---|---|---|---|---|---|---|
| Sivakamy Lesmy | 218 | 1918 | | [illegible] | [illegible] | Jaffna |
| Skagen (See Steamer Register) | 159 | 1897 | [illegible] | [illegible] | [illegible] | Marstal |
| — (See Steamer Register) | 147 | 1871 | J. Ring Andersen | [illegible] | [illegible] | [illegible] |
| Skalderviken (See Steamer Register) | 116 | 1906 | [illegible] | [illegible] | [illegible] | [illegible] |
| Skrub (See Steamer Register) | 421 | 1917 | [illegible] | [illegible] | [illegible] | [illegible] |
| Sleipner II. (See Steamer Register) | 112 | 1906 | [illegible] | [illegible] | Joh. Kahre | Hamburg |
| Smith & Terry No. 4 | 2221 | 1919 | International S.B. Co. | Orange, Tex. | [illegible] | New York |
| Smith Line No. 1 | 499 | 1900 | Kelley Spear Co. | Bath, Me. | [illegible] | New York |
| Smolnyi (See Steamer Register) | 175 | 1930 | [illegible] | [illegible] | [illegible] | Leningrad |
| Smyrna | 741 | 1897 | Kelley Spear Co. | Bath, Me. | [illegible] | [illegible] |
| Snark | 372 | 1896 | [illegible] | [illegible] | [illegible] | [illegible] |
| Snetind | 1470 | 1919 | [illegible] | [illegible] | [illegible] | [illegible] |
| Snow Flake | 138 | 1880 | [illegible] | [illegible] | [illegible] | [illegible] |
| Sobrina | 148 | 1919 | [illegible] | [illegible] | [illegible] | [illegible] |
| Socony 14 | 698 | 1927 | [illegible] | [illegible] | [illegible] | New York |
| Sohangra (See Steamer Register) | 128 | 1920 | [illegible] | [illegible] | [illegible] | Copenhagen |
| Solarmia (See Steamer Register) | 236 | 1919 | [illegible] | [illegible] | [illegible] | [illegible] |
| Soledad | 172 | 1869 | | | [illegible] | Carthagena |
| Solway Lass (See Steamer Register) | 100 | 1902 | [illegible] | [illegible] | [illegible] | [illegible] |
| Sonja (See Steamer Register) | 296 | 1919 | [illegible] | [illegible] | [illegible] | [illegible] |
| Soon Chin Seng | 161 | 1917 | [illegible] | Singapore | [illegible] | Singapore |
| Soon Guan Seng | 121 | 1920 | [illegible] | Singapore | [illegible] | Singapore |
| Soon Hock Guan | 138 | 1924 | [illegible] | Singapore | [illegible] | Singapore |
| Soon Lian Huat | 152 | 1910 | [illegible] | Singapore | [illegible] | Singapore |
| Soon Teik Seng | 156 | 1919 | [illegible] | Singapore | [illegible] | Singapore |
| Sophie (See Steamer Register) | 152 | 1907 | [illegible] | [illegible] | [illegible] | Hamburg |
| Sophie Christenson | 675 | 1901 | [illegible] | [illegible] | [illegible] | Seattle |
| Sophyna | 193 | 1918 | [illegible] | [illegible] | [illegible] | [illegible] |
| Sorelle Leoni | 434 | 1920 | [illegible] | [illegible] | [illegible] | [illegible] |

| Official No. | Ship's Name, Material, Rig, &c. | Registered Tonnage | Particulars of Classification | Built | Owners | Port of Registry | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| [illegible] | **Sorlandet** Steel | 277 | | 1917 a/B Strandby Skeppsb. Varbo | Sorlandets Sjømannsforbund Christiansand | Christiansand Norwegian | N * |
| [illegible] | **Sound of Jura** Wood | 1312 | + 1.50 | 1890 Russell & Co. Tam | P. Sharpe | Swan & Johnson (Scot. & Shipping) Ltd. | 23 + 0 Cape Town British |
| [illegible] | **Souta** Steel | 130 | + Auto Engine 10.00 | 1922 Nakajima, Shiro Ltd. | Tanoshigiwaya Co. Ltd. | Lunchow Chinese | T + 0 |
| [illegible] | **South East** Wood | 889 | | 1900 Southern S.B. Co. | Brooks Scanlon Corp. | Jacksonville, Fla. United States | |
| [illegible] | **South Land** Wood | 889 | | 1904 Southern S.B. Co. | Brooks-Scanlon Corp. | Jacksonville, Fla. United States | |
| [illegible] | **Southern** Wood | 1072 | | 1917 Kelley-Spear Co. | Southern Transportation Co. | Philadelphia United States | |
| [illegible] | **Sovinta** Wood | 250 | | 1920 J. Enjels | Wiborg | Sydhavnen | Kjøbenhavn Danish |
| [illegible] | **Sparrieus** Wood | 499 | | 1915 F. Fr. Seeler's Eftf. A. Schwing | Aalborg | Sydhavnen | Kjøbenhavn Danish | I |
| [illegible] | **Spera** Steel | 135 | | 1904 J. van der Werff | Hoogezand | A. Bekker | Groningen Dutch |
| [illegible] | **Spes** Steel | 146 | | 1920 Reeth | Poelchr. | Klaas Frank (E. Frank, Nr. 1) | Groningen Dutch | V |
| [illegible] | **Spes Mea** Steel | 167 | | 1920 Gebr. van Regen | Waterhuizen | R. Kuys | Sneek Dutch | V |
| [illegible] | — Steel | 116 | | 1902 Gebr. J. & H. Tammeling | Martenshoek | J. Schimmel | Groningen Dutch | V |
| [illegible] | **Sputn** Steel | 300 | | 1927 Gebr. S. & Rigg Co. Ltd. | Goole | Bracker Commercial Board | 100 0 24 0 14 0 | 14 + 0 |
| [illegible] | **Sree Mahalakshmi** Wood | 350 | | 1917 Rajamanickam Chettiar | Tuticorin Indian | S. Anthonypillai | 108 9 24 9 11 9 Jaffna British |
| [illegible] | **Sri Arjunesawarni** Wood | 224 | | 1915 | Colombo | P. S. S. Rajagopa Chetty | 117 9 26 9 12 9 Jaffna British |
| [illegible] | **Stade** Wood | 177 | | 1915 C. Lüthring | Stade | Th. Meyer | 111 5 22 9 9 9 Hamburg German | G * |
| [illegible] | **Stalkes** Steel | 237 | | 1920 Jos. Russell & Co. | Middlesbro | [illegible] Ltd. | 125 0 21 0 8 0 Newcastle British |
| [illegible] | **Standard** Wood | 267 | | 1913 Kjeste Båtverft A/S | Kristiansund | Fiskeri A/S (Fiskeri) J. A. Kjøde, Nr. 1 | 118 6 29 5 12 9 Portsmouth Newfoundland Canada | V * |
| [illegible] | **Stanley** Wood | 115 | | 1920 | Bergen | Nikolai B. Stanley (Lerck, Eidet) | 90 0 23 0 9 0 Bergen Norwegian |
| [illegible] | **Star** Steel | 242 | | 1924 J. J. Thornycroft & Co. Ltd. | Southampton | Commissioners for Conservancy in the Port of Colombo | 107 0 24 0 14 0 British Steel hopper Steel pontoon |
| [illegible] | — Wood | 195 | | 1890 R. & J. Evans & Co. | Liverpool | Mersey Docks & Harbour Board | 102 7 21 2 11 7 Liverpool British |
| [illegible] | **Star of Alaska** Steel | 1862 | + [illegible] | 1900 C. Connell & Co. Glasgow | Alaska Packers Association | [illegible] | 256 0 38 5 22 7 San Francisco United States |
| [illegible] | **Star of England** Steel | 2122 | + [illegible] | 1903 A. McMillan & Son Ltd. | Dumbarton | A. McIntyre | 254 0 39 0 22 5 San Francisco United States |
| [illegible] | **Star of Finland** Steel | 1939 | | 1899 A. Rennie & Co. | Sorel, Mo | Alaska Packers Association | 225 7 42 0 20 0 San Francisco United States |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Star of France | | 1786 | | | | | | | | | | | | | | | |
| | | Star of Holland | | 1301 | | | | | | | | | | | | | | | |
| | | Star of Italy | | 1304 | | | | | | | | | | | | | | | |
| | | Star of Lapland | | 1301 | | | | | | | | | | | | | | | |
| | | Star of Scotland | | 1338 | | | | | | | | | | | | | | | |
| | | Star of Shetland | | 1301 | | | | | | | | | | | | | | | |
| | | Star of Zealand | | 1301 | | | | | | | | | | | | | | | |
| | | Starling | | 207 | | | | | | | | | | | | | | | |
| | | Start | | 125 | | | | | | | | | | | | | | | |
| | | Statsraad Lehmkuhl | | 1721 | | | | | | | | | | | | | | | |
| | | Stefan Gallasse | | 104 | | | | | | | | | | | | | | | |
| | | Steiermark | | 127 | | | | | | | | | | | | | | | |
| | | Steiner | | 103 | | | | | | | | | | | | | | | |
| | | Stella Maris | | 275 | | | | | | | | | | | | | | | |
| | | Stephan | | 131 | | | | | | | | | | | | | | | |
| | | Stephane | | 102 | | | | | | | | | | | | | | | |
| | | Stewart T. Salter | | 102 | | | | | | | | | | | | | | | |
| | | Stig | | 213 | | | | | | | | | | | | | | | |
| | | Stine | | 210 | | | | | | | | | | | | | | | |
| | | | | 103 | | | | | | | | | | | | | | | |
| | | Stjernfjord | | 102 | | | | | | | | | | | | | | | |
| | | Stolwen | | 115 | | | | | | | | | | | | | | | |
| | | Stor | | 106 | | | | | | | | | | | | | | | |
| | | Strathness | | 204 | | | | | | | | | | | | | | | |
| | | Strande | | 120 | | | | | | | | | | | | | | | |
| | | Strelitzia | | 120 | | | | | | | | | | | | | | | |

| Official No. | Ship's Name, Material, Rig, &c. | Registered Tonnage | Particulars of Class | Builder | Where Built | Owners | Registered Dimensions | Port of Registry | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| | **Sunna** | 100 | | | | | | | |
| | **Saffron** | 432 | | | | | | | |
| | **Sam Chay** | 131 | | | | | | | |
| | **Sam Lee** | 131 | | | | | | | |
| | **Sumatra** | | ✠ Lloyd | | | | | | |
| | **Sunset Glow** | 207 | | | | | | | |
| | **Sunset Una** | 1125 | | | | | | | |
| | **Sunshine** | 133 | | | | | | | |
| | **Suomen Lokki** | 175 | | | | | | | |
| | **Sunni** | 198 | | | | | | | |
| | — | 165 | | | | | | | |
| | **Superwoker** | 450 | ✠ A1 Lloyd | | | | | | |
| | **Surcam Cords** | 132 | | | | | | | |
| | **Susan Cameron** | 421 | | | | | | | |
| | **Susana** | 321 | ✠ Lloyd | | | | | | |
| | **Susquehanna** | 1267 | | | | | | | |
| | **Sutherland** | | ✠ A1 Lloyd | | | | | | |
| | **Suzana** | 1328 | ✠ 100A1 Lloyd | | | | | | |
| | **Svendsken** | 200 | | | | | | | |
| | **Svea I** | 265 | | | | | | | |
| | **Svea II** | 327 | | | | | | | |
| | **Svaen** | 344 | | | | | | | |
| | — | 201 | | | | | | | |
| | — | 147 | | | | | | | |
| | — | 125 | | | | | | | |
| | **Svanhild** | 153 | | | | | | | |

| No. | Nom du Navire / Capitaine / Voiles | Tonnage | Construit | Armateurs | Port |
|---|---|---|---|---|---|
| [illegible] | Svea — Wood&Metal | 118 | 1920 [illegible] | [illegible] | Mariehamn, Finland |
| [illegible] | — Wood&Metal | 211 | 1881 [illegible] | [illegible] | Mariehamn, Finland |
| [illegible] | — Wood&... (See Steamer Register) | 119 | 1906 [illegible] | [illegible] | [illegible], Sweden |
| [illegible] | Svecia Wood&Metal | 212 | 1889 [illegible] | [illegible] | [illegible] |
| [illegible] | Svenborg Wood&Metal | 385 | 1921 [illegible] | [illegible] | Mariehamn, Finland |
| [illegible] | — Wood&... (See Steamer Register) | 124 | 1881 [illegible] | [illegible] | [illegible], Sweden |
| [illegible] | Sverre Compo. | 612 | 1877 [illegible] | [illegible] | Mariehamn, Finland |
| [illegible] | — Wood&... (See Steamer Register) | 176 | 1900 [illegible] | [illegible] | Hammerfest, Norwegian |
| [illegible] | Svithiod Wood&... (See Steamer Register) | 222 | 1917 [illegible] | [illegible] | [illegible], Sweden |
| [illegible] | Swedestrope Steel [illegible] Barge | 1363 | 1906 New York S.B. Co. | [illegible] Transportation Co. | [illegible], United States |
| [illegible] | Swee Ho Wood | 156 | 1916 [illegible] | [illegible] | Singapore |
| [illegible] | Sweeper Lastings(?) Wood Barge | 635 | 1910 [illegible] | [illegible] Transportation Co. | Wilmington, United States |
| [illegible] | Swile(?) Wood&... (See Steamer Register) | 111 | 1928 [illegible] Ld. | [illegible] Trading Co. Ld. | St. John's, N.F. |
| [illegible] | Sydney Wood&... (See Steamer Register) | 119 | 1887 [illegible] | [illegible] | [illegible], France |
| [illegible] | Syed Mohomed Fazal Wood Ba. | 192 | 1871 [illegible] | [illegible] | [illegible] |
| [illegible] | Sylva Wood&...&Metal (See Steamer Register) | 207 | 1877 [illegible] Yard | [illegible] | [illegible], Sweden |
| [illegible] | | | | | |

*.* Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The Date of Survey of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving Notice of Periodical Surveys required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| Official No. | Ship's Name. Material, Rig, &c. Where. Last Flag, if any. Special Services. No. of Decks, &c. | Registered Tonnage. Gross. Net. | Particulars of Class. Character. | Built. When. By Whom. Where. | Details. | Registered Dimensions. Length. Breadth. Depth. | Port of Registry. Flag. | Remarks. |
|---|---|---|---|---|---|---|---|---|
| 2984 | T. C. C. Dredger No. 7 Steel | 282 | + M.Ds | 1929 Zwijnen Neth. Ft. Glasgow | Tyne Conservancy Commissioners | 125·0 28·1 11·5 | Middlesbro' | 12 + 6 |
| 2985 | T. C. C. Dredger No. 8 Steel | 282 | | 1911 Fleming & Ferguson, Ld. Paisley | Tyne Conservancy Commissioners | 120·1 30·1 9·3 | Middlesbro' | 10 + 6 |
| 2986 | T. C. C. 10 Steel | 221 | + M.Ds | 1912 W. Harkness & Son, Ld. Middlesbro' | Tyne Conservancy Commissioners | 100·0 29·0 10·7 | Middlesbro' | 11 + 6 |
| 2987 | T. C. C. 11 Steel | 221 | + M.Ds | 1912 W. Harkness & Son, Ld. Middlesbro' | Tyne Conservancy Commissioners | 100·0 29·0 10·7 | Middlesbro' | 11 + 6 |
| 2988 | T. C. C. 12 Steel | 242 | + M.Ds | 1912 W. Harkness & Son, Ld. Middlesbro' | Tyne Conservancy Commissioners | 100·0 29·0 10·7 | Middlesbro' | 11 + 6 |
| 2989 | T. C. C. 13 Steel | 242 | + M.Ds | 1912 W. Harkness & Son, Ld. Middlesbro' | Tyne Conservancy Commissioners | 100·0 29·0 10·7 | Middlesbro' | 11 + 6 |
| 2990 | T. C. C. 14 Steel | 245 | + Sk | 1914 Rennie & Sons Ld. Pembroke | Tyne Conservancy Commissioners | 101·0 29·0 10·9 | Middlesbro' | 11 + 6 |
| 2991 | T. C. C. 15 Steel | 245 | + Sk | 1914 Rennie & Sons Ld. Pembroke | Tyne Conservancy Commissioners | 101·0 29·0 10·9 | Middlesbro' | 11 + 6 |
| 2992 | T. C. C. 16 Steel | 245 | + Sk | 1914 Rennie & Sons Ld. Pembroke | Tyne Conservancy Commissioners | 101·0 29·0 10·9 | Middlesbro' | 11 + 6 |
| 2993 | T. C. C. 17 Steel | 245 | + Sk | 1914 Rennie & Sons Ld. Pembroke | Tyne Conservancy Commissioners | 101·0 29·0 10·9 | Middlesbro' | 11 + 6 |
| 2994 | T. C. C. 18 Steel | 245 | + Sk | 1914 Rennie & Sons Ld. Pembroke | Tyne Conservancy Commissioners | 101·0 29·0 10·9 | Middlesbro' | 11 + 6 |
| 2995 | T. C. C. 19 Steel | 245 | + Sk | 1914 Rennie & Sons Ld. Pembroke | Tyne Conservancy Commissioners | 101·0 29·0 10·9 | Middlesbro' | 11 + 6 |
| 2996 | T. C. C. 20 Steel | 275 | + 100A - Ilpl | 1920 W. Doxford & Sons Ld. W. Hartlepool | Tyne Conservancy Commissioners | 110·0 29·0 10·1 | Sunderland | 11 + 6 |
| 2997 | T. C. C. 21 Steel | 275 | + 100A - Ilpl | 1920 W. Doxford & Sons Ld. W. Hartlepool | Tyne Conservancy Commissioners | 110·0 29·0 10·1 | Sunderland | 11 + 6 |
| 2998 | T. C. C. 22 Steel | 275 | + 100A - Ilpl | 1920 W. Doxford & Sons Ld. W. Hartlepool | Tyne Conservancy Commissioners | 110·0 29·0 10·1 | Sunderland | 11 + 6 |
| 2999 | T. C. C. 23 Steel | 275 | + 100A - Ilpl | 1920 W. Doxford & Sons Ld. W. Hartlepool | Tyne Conservancy Commissioners | 110·0 29·0 10·1 | Sunderland | 11 + 6 |
| 3000 | T. I. C. Dredger No. 8 Steel | 357 | | 1917 Fleming & Ferguson, Ld. Paisley | Tyne Improvement Commissioners | 140·0 30·1 11·6 | Newcastle | 12 + 6 |
| 3001 | T. I. C. Dredger No. 9 Steel | 503 | + 100A - Nav | 1921 Fleming & Ferguson, Ld. Paisley | Tyne Improvement Commissioners | 176·7 36·1 12·1 | Newcastle | 12 + 6 |
| 3002 | T. I. C. Dredger No. 10 Steel | 749 | + 100A - Nav | 1926 Fleming & Ferguson, Ld. Paisley | Tyne Improvement Commissioners | 219·2 37·4 10·9 | Newcastle | 11 + 6 |
| 3003 | T. I. C. No. 51 Steel | 255 | | 1910 Hepple & Co. Ld. S. Shields | Tyne Improvement Commissioners | 89·0 30·1 11·6 | S. Shields | 11 + 6 |
| 3004 | T. J. Hooper Wood & Barge | 1187 | | 1919 Smith Shipbuilding Co. Montreal | Salvage Transportation | 187·0 40·0 23·6 | Wilmington, N.C. | |
| 3005 | T. K. Beatley Wood & Motor | 503 | | 1920 T. K. Beatley Alexandria | Boating & Fishing | 150·0 32·0 12·0 | Parrsboro, N.S. | |
| 3006 | T. K. Jensen Wood & Auxiliary Motor (See Steamer Register) | 121 | | 1911 W. Warne Gilgil | F. C. Lodegaard | 91·1 23·6 9·3 | Aalborg | |
| 3007 | Tagua Wood & Auxiliary Motor (See Steamer Register) | 235 | | 1902 Inns & Tee Bergen Sun Fire office | Bank Islands Steamship Co. Ld. | 104·1 25·0 10·1 | Auckland | |
| 3008 | Tagwa Steel & Barge | 644 | | 1929 Irvine & Fletcher, Ld. Bangpoo | Irvine & Fletcher Co. Ld. | 230·0 32·0 9·1 | Bangpoo | |
| 3009 | Tahiti Wood & Auxiliary Twin Screw Motor (See Steamer Register) | 209 | | 1921 T. H. Bowling Liverpool, N.S. | Shore Development Corp. | 110·4 26·4 10·7 | Manila, P.I. | |
| 3010 | Taimi Wood & Motor | 176 | | 1916 T. Scarrabe Lowestoft | T. A. Rudolfs | 101·4 26·5 10·1 | Sarnia | |
| 3011 | Talbot Wood & Motor Barge | 2229 | | 1921 Bromsgrove S.B. Co. Bromsgrove, Glam. | Thos. Dougherty Co. | 267·3 46·0 23·0 | Baltimore | |
| 3012 | Tallimanod Wood Rig | 141 | | | Eder & Co. | 102·0 19·5 10·0 | Singapore | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Tamaseed | | 721 | | | | | | | | | | | | | |
| | | Tamaqua | | 659 | | | | | | | | | | | | | |
| | | Tampico | | 1384 | | | | | | | | | | | | | |
| | | — | | 598 | ✠100A1 | Ref | | | | | | | | | | | |
| | | Tampico No. 1 | | 492 | ✠100A1 | Ref | | | | | | | | | | | |
| | | Tanker | | 234 | | | | | | | | | | | | | |
| | | Tecksteme | | | ✠ A1 | Lloy | | | | | | | | | | | |
| | | Tarmo | | 391 | | | | | | | | | | | | | |
| | | Tarsus | | 159 | | | | | | | | | | | | | |
| | | Tarragona | | 145 | ✠ | Wlss | | | | | | | | | | | |
| | | Taiken | | 444 | | | | | | | | | | | | | |
| | | Tassy | | 260 | | | | | | | | | | | | | |
| | | Tay Jee | | 133 | | | | | | | | | | | | | |
| | | Tay Sah | | 137 | | | | | | | | | | | | | |
| | | Tek Hin No. 1 | | 136 | | | | | | | | | | | | | |
| | | Teignmouth | | 847 | | | | | | | | | | | | | |
| | | Telford | | 474 | ✠100A1 | Ref | | | | | | | | | | | |
| | | Telloe | | 1468 | | | | | | | | | | | | | |
| | | Telphet | | 771 | ✠100A- | | | | | | | | | | | | |
| | | Temple | | 363 | | | | | | | | | | | | | |
| | | Temse | | 1213 | | | | | | | | | | | | | |
| | | Tenerife | | 115 | | | | | | | | | | | | | |
| | | Teresa | | 366 | | | | | | | | | | | | | |
| | | — | | 343 | | | | | | | | | | | | | |
| | | — | | 799 | | | | | | | | | | | | | |
| | | Teraiages | | 159 | | | | | | | | | | | | | |
| | | Tenna | | 727 | | | | | | | | | | | | | |
| | | Tenaja | | 181 | | | | | | | | | | | | | |

| Official No. | Code Letters | Ship's Name. Material, Rig, &c. Where Built. Year Built. Owners. Port of Registry. | Registered Tonnage | Particulars of Class. Character. | Hull. When. By Whom. Where. | Owners. | Principal Dimensions. | Port of Registry. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|
| 1121 | | **Texas X.** | 116 | ✠ A1 H.L.g. | | The Ceramic | | | |
| 1122 | | **Texas XI** | 115 | ✠ A1 H.L.g. | | The Ceramic | | | |
| 1123 | | **Thandanthapanyyaray** Wood | 195 | | | | | | |
| 1124 | | **The Duchess** Steel | | ✠ Off. | | Great Western Railway | | | 10 - 0 |
| 1125 | | **The Marquess** Steel | | ✠ Off. | | Great Western Railway | | | 10 - 0 |
| 1126 | | **Thea** Wood | 195 | | | | | | V ✱ |
| 1127 | | — Steel | 136 | | | | | | |
| 1128 | | — Wood | 109 | | | | | | G ✱ |
| 1129 | | **Theda** Steel | 119 | | | | | | G ✱ |
| 1130 | | **Thelma** Wood | 251 | | | | | | |
| 1131 | | **Themis** Wood | 123 | | | | | | |
| 1132 | | **Theodore L.** Wood | 526 | | | | | | I |
| 1133 | | **Theoline** Wood | 334 | | | | | | |
| 1134 | | **Theresa** Wood | 364 | | | | | | V ✱ |
| 1135 | | **Therese** Wood | 168 | | | | | | |
| 1136 | | **Thistle** Wood | 1587 | | | | | | |
| 1137 | | — Wood | 122 | | | | | | |
| 1138 | | **Thomas H. Lawrence** Wood | 174 | | | | | | |
| 1139 | | **Thomas J. Skrynk** Wood | 173 | | | | | | |
| 1140 | | **Thomas Wiles** Steel | 297 | ✠ A Lloyd | | Port of London Authority | | | |
| 1141 | | **Thor** Wood | 161 | | | | | | V ✱ |
| 1142 | | **Thorvald** Wood | 198 | | | | | | V ✱ |
| 1143 | | **Thorvaldsen** Wood | 173 | | | | | | |
| 1144 | | **Three Sisters** Wood | 159 | | | | | | |
| 1145 | | **Thyra** Wood | 230 | | | | | | V ✱ |
| 1146 | | — Wood | 160 | | | | | | |
| 1147 | | **Tiare Tapora** Wood | 173 | | | | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Nom du Navire. | | | | | | | | | | | | | | | | |
| | | Tigre | | | | | | | | | | | | | | | | |
| | | Titre | | | | | | | | | | | | | | | | |
| | | Tijuca | | | | | | | | | | | | | | | | |
| | | Tilbury II | | | | | | | | | | | | | | | | |
| | | Tilbury R. D. I. | | | | | | | | | | | | | | | | |
| | | Tilbury R. D. II. | | | | | | | | | | | | | | | | |
| | | Tilie | | | | | | | | | | | | | | | | |
| | | Tilli | | | | | | | | | | | | | | | | |
| | | Tilly | | | | | | | | | | | | | | | | |
| | | Tina | | | | | | | | | | | | | | | | |
| | | Tinga | | | | | | | | | | | | | | | | |
| | | Tiphon | | | | | | | | | | | | | | | | |
| | | Tiri | | | | | | | | | | | | | | | | |
| | | Tiuky | | | | | | | | | | | | | | | | |
| | | Titan | | | | | | | | | | | | | | | | |
| | | — | | | | | | | | | | | | | | | | |
| | | — | | | | | | | | | | | | | | | | |
| | | Titane | | | | | | | | | | | | | | | | |
| | | Tolla II. | | | | | | | | | | | | | | | | |
| | | Tompkinsville | | | | | | | | | | | | | | | | |
| | | Tors | | | | | | | | | | | | | | | | |
| | | Tordenskiold | | | | | | | | | | | | | | | | |
| | | Torsilind | | | | | | | | | | | | | | | | |
| | | Tortenville | | | | | | | | | | | | | | | | |
| | | Torcatlink | | | | | | | | | | | | | | | | |

| Ship's Name. Material, Rig, &c. | Tonnage | Particulars of Classification | Built | | | Owners. | Registered Dimensions | Port of Registry | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| | | | When | By Whom | Where | | | | |
| Traly | 128 | | 1917 | Edwards & Co. Ltd. | Bidwell | J. Clarke | 79·7·20·1 | Dublin | 9-11 |
| (See Steamer Register) | | | | | | | | | |
| Transfer No. 8. | 1136 | | 1921 | Harbour Marine Co. Ltd. | Victoria, B.C. | Canadian Pacific Railway Co. | 170·0·42·1·11 | Victoria, B.C. | |
| Transito | 2166 | | 1910 | Toledo S. B. Co. | Toledo, Ohio | The Transportation Company | 252·0·43·7·21 | Wilmington | 23-6 |
| Tre Sorelle G. | 108 | | 1909 | G. Sciarone | Chioggia | Alfio Bisiol C. | 99·7·23·4·10·1 | Chioggia | 1 * |
| (See Steamer Register) | | | | | | | | | |
| Trenton | 1013 | | 1917 | Cantieri Riuniti S.R.L. | Sellimare | F. F. Morris, Inc. | 197·9·33·9·19·4 | Philadelphia United States | |
| Trieste | 200 | | 1911 | Gebr. Fikiss | Rovinj | D. Del Piccolo & Guida | 110·1·24·4·10·5 | Rovinj Italy | 1 |
| (See Steamer Register) | | | | | | | | | |
| Trinidad Parodi | 108 | | 1919 | | | M. Parodi Privat | 104·9·24·7·10·2 | Genoa Italy | |
| Trombetas | 252 | | 1922 | Alvarez & Co. | Bayonne | "Lonhana" Cia. Paraguaya de Vapores | 147·6·29·2·12·7 | Asunción Paraguay | |
| Tromp | 145 | | 1912 | Gebr. Terneuzen | Terneuzen | M. Kleinhans | 88·1·20·3·8·2 | Groningen Dutch | V * |
| (See Steamer Register) | | | | | | | | | |
| Troy | 600 | | 1905 | Palmer & Sons | Newcastle, Eng. | Portland Rec. Corp. | 187·4·30·6·10·2 | New York United States | |
| Truro | 1021 | | 1917 | Kelley, Spear & Co. | Bath, Me. | Stephen Smith | 145·5·41·2·19·3 | Fall River, Mass. United States | |
| Tuckahoe | 782 | | 1919 | Construcciones S.E.C.A. | Bilbao | F. F. Morris, Inc. | 179·9·32·9·14·4 | Philadelphia United States | V * |
| Tulpehocken | 721 | | 1900 | E. Palmer & Son | Newcastle, Eng. | F. F. Morris, Inc. | 172·9·30·6·14·2 | Philadelphia United States | |
| Tulsa | 607 | | 1900 | Bethlehem S.B. Co. | Ft. Eddystone, N.Y. | The Texas Company | 154·9·32·1·12·9 | Wilmington United States | |
| Tuna | 104 | | 1929 | Gebr. Bussen | Hoogezand-Sappemeer | F. Oldenkamp | 86·6·24·7·8·1 | Groningen Dutch | V * |
| (See Steamer Register) | | | | | | | | | |
| Turbo I. | 130 | ✠100A - | 1913 | Edwards & Co. Ltd. | Bidwell | Port of London Authority | 60·0·20·0 | London British | 11-6 |
| Turbo II. | 170 | ✠100A - | 1913 | Edwards & Co. Ltd. | Bidwell | Port of London Authority | 60·0·20·0 | London British | 11-6 |
| Turquoise | | | 1921 | S. Y. Schiepsch Maschinenfbr. | Wilhelmshaven | T. W. Scott & Co. Ltd. | 74·5·20·3 | London British | 7-11 |
| Tuxtala | 1740 | ✠100A1 | 1893 | S. Smith & Co. | Greenock | Ship Tuxtala Inc. | 250·1·39·0·23·0 | New York United States | 24-11 |
| Tuxpan | 1014 | ✠ | 1901 | J. Reid & Co. | Port Glasgow | Compañía de Vapores de Tuxpan | 189·7·35·1·13·9 | Guadalajara Mexico | |
| Tvey Systkin | 236 | | 1899 | Ch. Rac de Pajewski | Pirmasens | A. Jacobsen | 113·1·25·4·12·1 | Copenhagen Denmark | V * |
| Twind | 120 | | 1924 | J. Tenk Sons | Flensburg | Gerd Boysen | 100·0·17·8·6·2 | Flensburg Dutch | |
| (See Steamer Register) | | | | | | | | | |
| Two Sisters | 124 | | 1892 | S. Stuart | Sunderland | J. W. Cornish | 94·8·23·8·9·7 | Sunderland British | V |
| Tyke | 120 | | 1901 | S. Smith | Sunderland | Karl Andersen | 81·8·22·6·9·2 | Eckernförde Germany | |
| (See Steamer Register) | | | | | | | | | |
| Tynemouth | | ✠ | 1927 | J. Pollock, Smith & Co. Ltd. | Faversham | Trinity Lighthouse Co. Ltd. | 89·5·21·8·7·2 | London British | 7-8 |
| Tyrone | 2178 | | 1895 | Globe Iron Works Co. | Cleveland, O. | J. T. Hutchinson | 300·0·43·0·21·0 | Wilmington United States | L |

| Signal Letters | Power Official Number | Name of Vessel, Port of Registry, Tonnage, Owners, Managers, Master, Port of Registry | Tonnage | Details of the Classification | Construction | Particulars | Dimensions | Place of Construction | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| | | **Thalia II.** | 200 | | | | | | |
| | | **Ugo** | 102 | | | | | | |
| | | **Ulla Pekka** | 131 | | | | | | |
| | | **Ulak** | 1111 | | | | | | |
| | | **Ulua** | 202 | | | | | | |
| | | **Ulsterman** | 162 | | | | | | |
| | | **Umberto** | 209 | | | | | | |
| | | **Uncle Ned** | 105 | | | | | | |
| | | **Undine** | 144 | | | | | | |
| | | **Unga la Digue** | 214 | | | | | | |
| | | **Unimo** | 272 | | | | | | |
| | | **Upstone** | | + A1 | | | | | |
| | | **Upton** | 965 | | | | | | |
| | | **Upward** | | | | | | | |
| | | **Urasane** | 131 | | | | | | |
| | | **Urana** | 167 | | | | | | |
| | | **Urca** | | +100A1 | | | | | |
| | | **Usui** | 150 | | | | | | |
| | | **Uscia** | 116 | | | | | | |
| | | | 116 | | | | | | |
| | | **Utilia** | 230 | | | | | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

| Ship's Name. Material, Dig. &c. Place. Date Place, if any. Special Features. No. of Decks, &c. | Tonnage | Particulars of Class Station. Character. | Dimensions | Owners. | Port of Registry. | Flag. |
|---|---|---|---|---|---|---|
| V. R. 223 Steel (Schooner) | 232 | | 1922 Schooner Rosalind | Mrs. W. A. Grimsdale | | |
| V. G. Mayflower Wood (Schooner) | 113 | | 1921 J. P. Jensen Sons | S. Vaalbeinsch | | |
| Vadder Gerrit Steel (Motor) (See Steamer Register) | 130 | | 1919 J. J. Pangel Sons | P. Yokes | | |
| Vaile Wood (See Steamer Register) | 108 | | 1899 C. & W. Bailey | A. S. Jones & Co. | Pepeete, Tahiti | |
| Val de Dam Steel | 259 | Yes | 1909 Schuitemaker, Sons Ld. | Sociétés | | |
| Valberg Wood (Schooner) | 341 | Lloyd's Supplement | 1919 Chelberg Skipsbyggeri | | | |
| — Wood (See Steamer Register) | 121 | | 1908 A. Sabels | | | |
| — Steel (See Steamer Register) | 170 | | 1920 Werft Reiherstieg G. m. b. H. | | | |
| — Wood (See Steamer Register) | 111 | | 1892 | | | |
| Vale Royal Wood (Barge) | 344 | | 1914 American Car & Foundry Co. | | New York | |
| Valkyrien Wood (See Steamer Register) | 117 | | 1903 Smith | | | |
| Valnuts Wood (See Steamer Register) | 112 | | 1911 E. Stenland | | | |
| Vanja Wood | 403 | | 1902 | | | |
| Varuna Wood (See Steamer Register) | 127 | | 1890 | | | |
| Vas Wood (Yacht) | 385 | | 1910 M. M. Brothers | | | |
| Vega Wood (Yacht) | 458 | | 1903 Sohnson | | | |
| — Wood | 323 | | 1902 J. Jaul | | | |
| — Wood | 251 | | 1921 E. Pechiaro | | | |
| — Wood (See Steamer Register) | 345 | | 1919 A. Wilhelm Shipyard | | | |
| "St. Petersburg." See Steamer Register. | | | | | | |
| — Wood | 346 | | 1901 | | | |
| — Wood (See Steamer Register) | 324 | | 1919 Brisson Frères | | | |
| — Wood | 159 | | 1919 J. Kiffe | | | |
| — Composite (See Steamer Register) | 168 | | 1910 Sjöverk Fart | | | |
| — Wood (See Steamer Register) | 170 | | 1921 E. Johnson | | | |
| — Wood (See Steamer Register) | 140 | | 1907 J. Sjöstrom | | | |
| Veiguela Wood | 168 | | 1910 | | | |
| Velebit Wood (See Steamer Register) | 126 | | 1910 G. Francik | | | |
| Velma L. Hamlin Wood | 1201 | | 1919 Albert Hamlin | | | |
| Velos Wood | 139 | | 1902 | | | |

| Numéro officiel | Signaux | Noms des Navires | Tonnage officiel | Détails de la Classification | Construction | Armateurs | Dimensions | Port d'immatriculation | Observations |
|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | **Venayaguerwpakiaitiohmy** | [illegible] | | 1902 Rendsburger Kreditanst. | Vulcanfabr. | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Venendor** Wood/Wood | [illegible] | | 1913 J. S. Lindstrom Sverige, Jr. | Fir | [illegible] | [illegible] | |
| [illegible] | [illegible] | — Wood/Wood/Metal (Not Assigned Register) | [illegible] | | 1900 J. J. Parijsch Zn. | Water-[illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Vendetta** Wood/[illegible] | [illegible] | | 1902 A. W. Smith | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Venere** Wood/[illegible] | 174 | | 1901 | St. Wendel | [illegible] | [illegible] | 1 |
| [illegible] | [illegible] | **Venetia** Wood/[illegible] (Not Assigned Register) | 130 | | 1[illegible] A. Mellon | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Venturer** Wood/[illegible] (Not Assigned Register) | 270 | | 1900 R. F. Schwarzenbach Söhne & Co. | Schweiz-[illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Venus** Wood/[illegible] (Not Assigned Register) | 300 | | 1[illegible] J. Jansen | Wilgo | [illegible] | [illegible] | V * |
| [illegible] | [illegible] | — Wood/Metal | 308 | | 1[illegible] Ky. Yoshi-[illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | — Wood/[illegible]/Metal (Not Assigned Register) | 207 | | 1892 J. Ph. Jurgens-[illegible] | Texel | [illegible] | [illegible] | V * |
| [illegible] | [illegible] | — Steel (Not Assigned Register) | 327 | | 1894 Burmeister & Wain Co. Ltd. | Kopenhagen | [illegible] | [illegible] | |
| [illegible] | [illegible] | — Wood/[illegible] (Not Assigned Register) | 100 | | 1914 Chr. Nielsen | Frederiks-[illegible] | [illegible] | [illegible] | V * |
| [illegible] | [illegible] | **Vera** Wood/Metal | 328 | | 1901 J. Ph. Jurgens-[illegible] | Texel | [illegible] | [illegible] | V * |
| [illegible] | [illegible] | — Wood/[illegible] (Not Assigned Register) | 177 | | 1913 J. J. Parijsch Zoon | Water-[illegible] | [illegible] | [illegible] | V * |
| [illegible] | [illegible] | **Vera P. Thorhill** Wood/[illegible] | 173 | | 1902 W. J. McKay & Sons, Ltd. | Sunderland, N.E. | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | **Veri Amici** Wood/[illegible] | 150 | | 1902 H. Jensen-[illegible] | Tuns-[illegible] Sjøen | [illegible] | [illegible] | 1 |
| [illegible] | [illegible] | **Verona** Wood/[illegible] (Not Assigned Register) | 107 | | 1909 H. Bart | [illegible] | [illegible] | [illegible] | V |
| [illegible] | [illegible] | **Versailles** Wood/[illegible] | 133 | | 1910 Bridgewater Shipbuilding Co. Ltd. | Bridgwater, N.S. | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Vertrauen** Wood/[illegible] (Not Assigned Register) | 120 | | 1907 Gebr. van Tilburg | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Vertrouwen** Wood/[illegible] (Not Assigned Register) | 143 | | 1[illegible] Scott & Sohn, Schiepswerft | [illegible] | [illegible] | [illegible] | V * |
| [illegible] | [illegible] | — Wood/[illegible] (Not Assigned Register) | 140 | | 1[illegible] J. Kamp & Zoon | Gildeen | [illegible] | [illegible] | V * |
| [illegible] | [illegible] | **Vesta** Wood/[illegible] | 100 | | 1901 A. Müller | Pudong | [illegible] | [illegible] | V * |
| [illegible] | [illegible] | **Vesland** Wood/[illegible] (Not Assigned Register) | 130 | | 1917 A. A. Solstrøm | Stavanger, Norwegen | [illegible] | [illegible] | V * |
| [illegible] | [illegible] | **Vestkust** Wood/[illegible]/Metal (Not Assigned Register) | 189 | | 1922 Schwarz Fort | Sylvang | [illegible] | [illegible] | V * |
| [illegible] | [illegible] | **Viana** Wood/Metal | 327 | | 1922 Ch. Revoir Frères-Dubrujeau | Villa do Conde | [illegible] | [illegible] | V * |
| [illegible] | [illegible] | **Vicente** Wood/[illegible] | 120 | | 1917 | | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Vicente Papi** Wood/[illegible] | 130 | | 1[illegible] M. J. Barnes | [illegible] | [illegible] | [illegible] | |
| [illegible] | [illegible] | **Victor** Wood/[illegible] | 103 | | | | [illegible] | [illegible] | |

| Ship's Name. Material, Rig, &c. | Tonnage | Particulars of Class Retained. Character | Built. When | By Whom | Where | Owners | Registered Dimensions | Port of Registry | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| Victor Kender Steel | 179 | ✠ A1 | 1927 | Lobnitz & Co. Ltd. | Renfrew | Vin. Rederiet Av Victoriaverkstaden & Hydroelbas | | Kristianstad Sweden | |
| Vida Wood (Not Summer Register) | 141 | | 1918 | | Vinstra | O. A. Felvin | 86'9.21'0.9'1 | Strömstad Sweden | |
| Vidar Wood (Not Summer Register) | 151 | | 1919 | O. Vaale | Aalesund | O. J. Engesæt | 101'2.32'5.12'2 | Kristiansund Norway | |
| Vinna Wood (Not Summer Register) | 103 | | 1920 | Johan Fox | Stavanger | Lorens Fuhrer & Co. A.S. & Rederiet Mos. P.E. Nyvold | 90'7.25'6.10'6 | Levide Finland | V |
| Vikta Wood (Not Summer Register) | 120 | | 1927 | | Fushing | F. W. Jonde | 82'2.21'2.9'2 | Karlstad Sweden | |
| Vigia Wood | 143 | | 1920 | A. Aurélio e Filho | Vieira do Minho | Sociedade Mapeia de T.A.C. (Manuel Alves de Sá, Jr.) | 109'9.25'7.12'3 | Vieira do Minho Portugal | I * |
| Vigilant Wood | 1003 | | 1920 | Hutchinson & Co. | Hoylake, Wash. | City M.S.S. Ltd. | 211'9.44'4.7'9 | Seattle United States | |
| Vila Ode Wood (Not Summer Register) | 205 | | 1919 | Hardtman Yard | Kristiania | A. Hamlip | 142'4.29'1.11'9 | Tallinn Estonia | V |
| Vigaleiskay Amval Wood | 145 | | 1920 | | Tallinn | F. Tsingelbak & Kinnisvaraamet | 91'0.23'4.9'1 | Jaffna Estonia | |
| Vikheim Wood (Not Summer Register) | 104 | | 1918 | Vikheim Skibsbygeri | Arendal | Ole Bolsen | 110'0.22'2.11'9 | Skudeneshavn Norway | |
| "Viscaya," see No. 2427 Wood (Not Summer Register) | 147 | | 1907 | F. Tuxsing | Rostock | Lundtoma | 84'6.24'7.11'9 | Thorshavn Faroe Islands Denmark | |
| Viking Steel | 2020 | ✠ 100 A1 | 1907 | Ald. Bartelsteck Wyk | Geestemünde | O. Dickens | 293'8.45'0.22'9 | Martebrunn Finland | 26 × 3 |
| Steel | | A1 | 1907 | Lobnitz & Co. Ltd. | Renfrew | A. A. Sveson Centrar de Trav. Maritimes | 103'6.32'0.9'1 | | 9 × 6 |
| Wood (Not Summer Register) | 120 | | 1907 | L. A. Holgren | Gothenburg | Albert Petersson | 92'6.24'0.9'7 | Göteborg Sweden | V |
| Vila Wood (Not Summer Register) | 103 | | 1905 | | Vieira do Minho | S. Emilio | 102'5.23'7.11'6 | Oporto Portugal | V |
| Vila Velebita Wood (Not Summer Register) | 257 | ✠ 100 A1 | 1908 | Howaldtswerke | Kiel | Baker Rentzel Schiel | 119'0.25'6.11'9 | Bakar Yugoslavia | 12 × 11 |
| Viljandi Wood (Not Summer Register) | 206 | | 1917 | Kalev Yard | Hangö | J. Rosenigas | 109'6.26'5.10'1 | Tallinn Estonia | |
| Villajuan Wood | 169 | | 1918 | Martinez & Salvadores | Villajuan | Martinez Salvadores José María de Salvadores, Ltd. | 99'2.26'8.10'6 | Villagarcia Spain | |
| Ville de La Ciotat Wood (Not Summer Register) | 103 | | 1919 | | Fécamp | M. Bonnet | 79'7.23'5.10'5 | Marseille France | |
| Villerville Wood (Not Summer Register) | 139 | | 1920 | Ets. Alex. Benoit & Sauter | Honfleur | Cie. Normande Sablier d'Eng. | 96'5.17'1.9'5 | Dieppe France | V * |
| Villy Wood (Not Summer Register) | 209 | | 1922 | M. Bonnet | Rouen | T. Albert & M. Dior | 109'4.26'1.11'2 | Tallinn Estonia | V |
| Vilnis Wood | 172 | | 1927 | Stalts | Latvia | O. Kalnis | 102'2.19'4.10'9 | Riga Latvia | |
| Vilsna Wood | 153 | | 1877 | | Karmsund | M. Aasl | 90'9.22'2.9'9 | Tallinn Estonia | |
| Vincenzino Wood | 192 | | 1907 | A. Sessarego | Varazze | F. Della Rocca & Traiello | 114'0.25'1.11'9 | Palermo Italy | I |
| Vincenzo F. Wood (Not Summer Register) | 207 | | 1918 | L. Rovasio | Chiavari | Dott. Aldo Pico Sulles | 121'2.27'3.12'0 | Genoa Italy | I * |
| Vinder Wood | 196 | ✠ L.r | 1906 | Jenkins | P.E. Island | Pardy & Sons, Ltd. (S.E. Pardy, Mgr.) | 104'5.24'4.12'9 | St. Nicholas Quebec | |

| Signal Letters | Signaux | Noms des Navires | Tonnage | Détails de la Classe | Constructeur | Propriétaires | Dimensions | Port d'Immatriculation | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Vinsta | 217 | | | | | | | V * |
| | | Viogo | 160 | | | | | | | V * |
| | | Vinnie | 174 | | | | | | | I * |
| | | Vinsita | 127 | | | | | | | |
| | | Viola | 140 | | | | | | | I |
| | | Violetta | 143 | | | | | | | V * |
| | | Vira | 176 | | | | | | | |
| | | Virgen de Montserrat | 106 | | | | | | | |
| | | Virginia | | | | | | | | |
| | | | | | | | | | | I * |
| | | | 133 | | | | | | | |
| | | | 142 | | | | | | | |
| | | Virginia Alto | 170 | | | | | | | |
| | | Virtus | 277 | | | | | | | I |
| | | Viscount Ridley | 230 | | | | | | | |
| | | Visia | 255 | | | | | | | |
| | | Vittoria | 305 | | | | | | | I |
| | | Vittoriana | 222 | | | | | | | I |
| | | Vittoria | 175 | | | | | | | I |
| | | Vivacia | 238 | | | | | | | V |
| | | Vladarsen | 142 | | | | | | | V * |
| | | Vlaanderen | 288 | | | | | | | I * |
| | | Voador | 274 | | | | | | | |
| | | Vosja | 202 | | | | | | | V |
| | | Vokant | 112 | | | | | | | |
| | | Vokato | 128 | | | | | | | |
| | | Voorwarts | 127 | | | | | | | U * |

| Ship's No. | Ship's Name. | Tonnage. | Particulars of Classification. | Hull. | | | Owners. | Registered Owners. | Port of Registry. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Plates | By Whom. | Where. | | | | | |
| [illegible] | **Vorwärts** | 128 | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | V |
| [illegible] | **Vrijheid** | 141 | | [illegible] | W. Robertson | [illegible] | [illegible] | [illegible] | [illegible] | | V |
| [illegible] | **Vulcan** | 205 | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to be being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships being their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| Nom de Navire | Tonnage | Détails de la Classification | Construction | Propriétaires | Dimensions | Port d'Attache | Signaux |
|---|---|---|---|---|---|---|---|
| W. B. Flint | 302 | | 1882 J. McDonald, Sheet Wood | Libby, M. Sulla, Libby Inc. | 170' 4.3 x 41' 7.7 | N. Francisco, United States | |
| W. F. Burrows | 1393 | | 1917 Bowdoin (Charlestown Shipbuilding Co.) | Libby, M. Sulla, Libby Inc. | 201' 0.4 x 44' 0.3 x 26' 9.6 | N. Francisco, United States | 24 - G |
| W. H. Eastwood | 432 | | 1918 Brooklyn S.B. & Transportation Co. | Liverpool, N.S. | 150' 9.2 x 41' 0.1 x 12' 9.4 | Halifax, N.S. Canada | |
| W. H. No. 1 | 339 | | 1901 Schofield, Burrows & Co. | Schofield | 115' 9.3 x 29' 9.3 x 10' 7.1 | London, British | |
| W. H. Talbot | 377 | | 1891 Ballard | F. Gladstone, Wash. | F. Tide | 150' 0.0 x 40' 0.3 x 12' 1.1 | Tacoma, United States |
| W. H. Wales, Jr. | 513 | | 1919 American S.B. Co. | Taylor, W. B. Wales, Jr. Inc. | 142' 0.0 x 32' 0.1 x 12' 3.0 | New York, United States | |
| W. L. Mackenzie King | 147 | | 1919 S. LeBlanc & Co. | Wolfville, N.S. | L. B. Fuller & Bros. Ltd. | 107' 0.0 x 25' 0.1 x 10' 0.0 | Halifax, N.S. Canada |
| W. Le Baron Jenney | 3130 | | 1907 F. W. Wheeler & Co. | Wheeling, (W.Va.) | Pittsburgh S.S. Co. | 315' 3.4 x 45' 0.3 x 23' 4.0 | Detroit, Mich. United States |
| W. S. Patterson | 281 | | 1876 Bowdler, Chaffey & Co. | Liverpool | Mersey Docks & Harbour Board | 144' 4.2 x 31' 1.1 x 12' 0.0 | Liverpool, British |
| W. T. Appleton | 561 | | 1911 Wiswell & Slipway Co. | Schenectady | Schenectady Harbour Transportation Co. | 152' 9.3 x 35' 0.1 x 11' 7.0 | Schenectady, United States | 11 - R |
| Wagen | 103 | | 1907 A. Bonin | Rovaniemi, Finland | Finnish Government | 84' 0.0 x 20' 0.0 x 10' 0.0 | Helsinki, Finland |
| Waimana | 152 | | 1899 Lewis Brown | Wilmington, N.S. | W. H. Brown, Builder | 101' 2.3 x 25' 0.1 x 6' 7.0 | Melbourne, Victoria |
| Waka | 226 | | 1900 A. Rust | Auckland, N.Z. | Kauri Timber Co. Ltd. | 113' 1.0 x 27' 0.1 x 7' 3.0 | Auckland, N.Z. British |
| Walkure | 116 | | 1916 E. T. Edwards (Edwards and Co.) Ltd. | Wolverhampton | W. Pendrick | 62' 0.0 x 21' 0.1 x 8' 0.0 | Hamburg, Germany | G |
| — | 113 | | 1900 Gebr. A. Wiedl | Vienna (Empire) | Fr. Bernstrunk | 62' 0.0 x 20' 0.0 x 10' 0.0 | Hamburg, Germany | |
| Waltair | 154 | | 1908 Lytemaster & Ltd. | Sunderland | Elliott Steam Tug Co. Ltd. | 86' 0.0 x 21' 0.1 x 9' 0.0 | Sunderland, British |
| Walter | 136 | | 1904 M. Jepp | Sunderland | R. Sweet | 100' 0.0 x 20' 0.1 x 11' 0.0 | Paris, France |
| Walter J. Cummins | 154 | | 1903 Brown | Wilmington | Liverpool Lighterage Co. Ltd. | 91' 0.0 x 23' 0.1 x 11' 0.0 | Wilmington, United States | 23 - E |
| Waltraute | 113 | | 1900 G. Lüthring | Hamburg, Germany | Albert Frank | 80' 0.0 x 21' 0.1 x 8' 0.0 | Berlin, Germany | G |
| Wanda | 127 | | 1921 Gusshaus Richterswil | Switzerland | Bruchhausen | 90' 0.0 x 22' 0.1 x 9' 0.0 | Brugnola, Switzerland | V |
| Wanette | 177 | | 1909 D. Drake | Dulanie, N.S.W. | F. T. Kent | 102' 0.0 x 24' 0.1 x 9' 0.0 | F. Falconer, Newcastle, N.S.W. | V |
| Wapiti | 119 | | 1909 J. Rolfe | Wallsend, N.S. | Wm. C. Peart | 90' 4.0 x 24' 0.1 x 9' 7.0 | Belfast, Ireland | |
| Warna | 715 | | 1917 Eyreside Yard | Tyneside | Tolchester | 201' 7.0 x 35' 0.1 x 17' 0.0 | Crystal, Denmark | V |
| Warwick | 161 | | 1890 A. Jackson | Sunderland | Liverpool Steam Tug Co. Ltd. | 75' 0.0 x 20' 0.0 x 10' 0.0 | Liverpool, British | |
| Washougal | 750 | | 1899 Robinson | Portland, Or. | Sunset Towing Co. | 180' 0.0 x 42' 0.0 x 14' 0.0 | Portland, Or. United States | |
| Water Pearl | 105 | | 1902 J. F. A. & F. Wisdell | Bayeux, N.S.W. | J. F. A. & F. Wisdell | 94' 0.0 x 20' 0.1 x 9' 7.0 | Sydney, N.S.W. British | |
| Waterwitch | 207 | | 1871 Hawkins | Poole | R. Stephens | 112' 0.0 x 23' 0.1 x 13' 0.0 | Poole, British | 23 - J |
| Waukesha | 2300 | | 1918 The Foundry Co. | Wilmington, Del. | Delaware & Transportation Co. | 258' 0.0 x 44' 0.0 x 19' 0.0 | Wilmington, United States | |
| Wawona | 402 | | 1897 Bradford | Fairhaven, Cal. | Fairhaven Fishing Co. | 154' 0.0 x 26' 0.0 x 12' 0.0 | S. Francisco, United States | |

| Official No. | Ship's Name, Material, Rig, &c. | Tonnage | Particulars of Class Section | Built | Owners | Registered Dimensions | Port of Registry | Flag |
|---|---|---|---|---|---|---|---|---|
| | Wear Grab Dredger No. 7 | 235 | ✠100A | | | | Sunderland | |
| | Wear Hopper No. 56 | 299 | ✠100A | | | | Sunderland | |
| | Wear Hopper No. 57 | 299 | ✠100A | | | | Sunderland | |
| | Weardale | 207 | | | | | Liverpool | |
| | Wedel | 129 | | | | | Hamburg | |
| | Welmore | 137 | | | | | Bristol | |
| | Wega | 107 | | | | | Hamburg | G ✱ |
| | Wehrwolf | 641 | | | | | Hamburg | |
| | Welcome | 179 | ✠ Lloyd's | | | | Gloucester | |
| | Wolf | 157 | | | | | Hamburg | V |
| | Wellamo | 237 | | | | | Kyrksund | V |
| | — | 145 | | | | | Bergen | |
| | Wellesley | 657 | | | | | Glasgow | |
| | Werner Vinnen | 1059 | | | | | Bremen | G ✱ |
| | Weser | 131 | | | | | Bremen | |
| | West | 150 | ✠ Lloyd's | | | | London | |
| | West Point | 1313 | ✠ Lloyd's | | | | New York | |
| | Westa | 346 | | | | | Marienhamn | |
| | Westland | 989 | | | | | Jacksonville, Fla. | |
| | Westmoreland | 1089 | | | | | Philadelphia | |
| | — | 130 | | | | | Liverpool | |
| | Westmorland | | ✠ A1 Lloyd's | | | | London | |
| | Westward | 2001 | | | | | London | |
| | Weymouth | 106 | ✠ Lloyd's | | | | London | |
| | White Haven | 1283 | | | | | Philadelphia | |
| | Whitehead | 1283 | | | | | Fall River, Mass. | |
| | Wietze | 119 | | | | | Tönnisch | G ✱ |

| Official No. | Signal Letters | Vessels, Navires, Schiffe | Tonnage | Classification | Class | Year | Where Built | Owners | Registered Owners | Managers | Where Registered | Dimensions | Engines | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | | **Wilfred** | | ✠ | Lloyd | 1920 | [illegible] | J. A. Pyper | | T. Bishop & Co. Ltd. | [illegible] | [illegible] | | |
| [illegible] | [illegible] | **Willelf** | 170 | | | [illegible] | West Schlesvig | [illegible] | | W. Wiebke | [illegible] | [illegible] | | |
| [illegible] | [illegible] | **Willende Elisabet** | 192 | | | [illegible] | Pennsylvania U.S.A. | [illegible] | | W. Schuster | [illegible] | [illegible] | | |
| [illegible] | [illegible] | **Wilhelm** | 130 | | | 1911 | J. J. Pergeli Sons | [illegible] | | [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | **Wilhelm Lahring** | 137 | | | [illegible] | Pennsylvania U.S.A. | [illegible] | | W. Ohlsen | [illegible] | [illegible] | | |
| [illegible] | [illegible] | **Wilhelmina** | 139 | | | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | — | 144 | | | [illegible] | Kaiser Wilh. Kanal | [illegible] | | H. Dobler | [illegible] | [illegible] | | |
| [illegible] | [illegible] | — | 112 | | | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | **Wilhelmine** | 133 | | | [illegible] | Vander Werf | [illegible] | | F. W. Wannerman | [illegible] | [illegible] | | |
| [illegible] | [illegible] | **Will Everard** | 190 | ✠100A1 | Lloyd | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | **Willemina** | 221 | | | [illegible] | W. Gough | [illegible] | | [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | **William Ashburner** | 225 | ✠ | Jer | [illegible] | [illegible] | [illegible] | | G. Kastos | [illegible] | [illegible] | | |
| [illegible] | [illegible] | **William H. Fassbet** | 2274 | | | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | **William Bieber** | 369 | | | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | **William D. Marvel** | 456 | | | 1872 | [illegible] | [illegible] | | J. H. Freeman | [illegible] | [illegible] | | |
| [illegible] | [illegible] | **William H. Hartman** | 1650 | | | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | **William H. Smith** | 367 | | | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | **William Linthicum** | 136 | | | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | **William T. Lewis** | 2137 | ✠ | Nor | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | **William T. Parker** | 179 | | | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | **Willy Marie** | 129 | | | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | | |
| [illegible] | | **Wilma** | 145 | | | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | **Wilmington** | 1271 | | | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | **Wim** | 155 | | | [illegible] | W. Meijer | [illegible] | | [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | **Winapie** | 2011 | | | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | | |
| [illegible] | [illegible] | **Winds** | 141 | | | [illegible] | [illegible] | [illegible] | | [illegible] | [illegible] | [illegible] | | |

| Official No. / Code Letters | Ship's Name. Rig, &c. / Master. Last Name, Port of Reg. / Special Survey. No. of Decks, &c. | Tonnage | Particulars of Class Section. Character / Date of Last Survey | Built. When / By Whom / Where | Owners. | Registered Dimensions. Feet | Port of Registry. Flag | Remarks |
|---|---|---|---|---|---|---|---|---|
| [illegible] | **Windermere** [illegible] (See Steamer Register) | 139 [illegible] | [illegible] | Glas [illegible] 1930 Paspaudy Baird [illegible] | F. Tyrrell | [illegible] | [illegible] | |
| [illegible] | **Windermere** [illegible] (See Steamer Register) | 60 [illegible] | | [illegible] J. [illegible] [illegible] | [illegible] | [illegible] | [illegible] | |
| [illegible] | **Winingsave** [illegible] | 1327 [illegible] | | 1913 Kelley, Spear & Co. | [illegible] Transportation Co. | [illegible] | [illegible] | |
| [illegible] | **Winnor** [illegible] | 1234 [illegible] | | 1913 Kelley, Spear & Co. | [illegible] F. P. Martin, Inc. | [illegible] | [illegible] | |
| [illegible] | **Winterbute** [illegible] | 1072 [illegible] | | 1930 Richmond & Glas | [illegible] | [illegible] | [illegible] | |
| [illegible] | **Wohl-Fahrt** [illegible] (See Steamer Register) | 115 [illegible] | | [illegible] Gutmann | [illegible] | [illegible] | [illegible] | |
| [illegible] | **Wollaston** [illegible] | 1178 [illegible] | | 1913 Kelley, Spear & Co. | [illegible] | [illegible] | [illegible] | |
| [illegible] | **Worcester** [illegible] | | ✠ A1 [illegible] | Lem 1922 F. Beale & Co. [illegible] | England | Anglo-American [illegible] | [illegible] | |
| [illegible] | **Wotanna** [illegible] (See Steamer Register) | 213 [illegible] | | 1873 Barclay, Curle & Co. | Glasgow | The Adelphi Steamship Co. Ltd. | [illegible] | |
| [illegible] | **Wotan** [illegible] | | | 1927 F. F. Van Duzen & Schoonmaker | Lehigh [illegible] | Harriman [illegible] | London | 10 - 0 |
| [illegible] | **Wuta** [illegible] (See Steamer Register) | 122 [illegible] | | 1924 Lyon Lowery | Thellgren | F. Muller | [illegible] | |
| [illegible] | **Wyka** [illegible] (See Steamer Register) | 422 [illegible] | | 1917 F. F. A. A. Rayenberg | [illegible] | [illegible] | [illegible] | |

"✠" Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the character assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their character for want of Survey it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| Number | Signal | Name | Tonnage | Details of the Classification | Classification | Where Built | Owners | Port | Remarks |
|---|---|---|---|---|---|---|---|---|---|
| 1931 | | Tong Ann | 198 | | | | | | |
| 1932 | | Tartley | 102 | | | | | | |
| 1933 | | Tarmouth | | Lost | | | | | |
| 1934 | | Tus | 215 | | | | | | |
| 1935 | | Tawarra | 412 | | | | | | |
| 1936 | | Tone-Mizu | 131 | | | | | | |
| 1937 | | Tong Hay | 107 | | | | | | |
| 1938 | | Tong Hood | 127 | | | | | | |
| 1939 | | Tres | 230 | | | | | | |
| 1940 | | | 190 | | | | | | |
| 1941 | | | 123 | | | | | | |
| 1942 | | Thierry | 321 | | | | | | |
| 1943 | | Tres Schaner | 195 | | | | | | |
| 1944 | | Tresse | 102 | | | | | | |
| 1945 | | Tesila | 220 | | | | | | |
| 1946 | | Tsardom | 190 | | | | | | |
| 1947 | | Tamos | 224 | | | | | | |
| 1948 | | Tane | 187 | | | | | | |
| 1949 | | Tarita | 179 | | | | | | |
| 1950 | | Tarpinkhat | 196 | | | | | | |
| 1951 | | Tebedee R. Cliff | 261 | | | | | | |
| 1952 | | Tehitia | 193 | | | | | | |
| 1953 | | Tenland | 222 | | | | | | |
| 1954 | | Tefyt | 152 | | | | | | |
| 1955 | | Telinda | 131 | | | | | | |
| 1956 | | Telpha | 227 | | | | | | |
| 1957 | | Tenitha | 222 | | | | | | |
| 1958 | | | 274 | | | | | | |
| 1959 | | Tess | 158 | | | | | | |

| Official No. | Ship's Name, Material, Rig, &c. | Tonnage | Particulars of Class | Hulls | Owners | Registered Dimensions | Port of Registry | |
|---|---|---|---|---|---|---|---|---|
| | Master, Late Name, if any. Special Surveys. No. of Decks, &c. | | Character | When. By Whom. Where. | | Length. Breadth. Depth. | Flag. | |
| 1932 | Zeus Wood Schooner (See Steamer Register) | 195 | | 1873 Heinr. Brand Oldenburg | H. C. Pohl | 84·5 32·4 7·5 | Bremerhaven Germany | G |
| 1933 | Zita Wood Schooner (See Steamer Register) | 283 | | 1870 F. Kinnison Arendal | H. A. Hansen | 130·1 27·4 12·2 | Kalmar Sweden | |
| 1934 | Zita Wood Schooner (See Steamer Register) | 214 | | 1922 Thisted | Johan Dahlgren | 112·9 25·6 11·5 | Hudiksvall Sweden | V |
| 1935 | Wood Schooner (See Steamer Register) | 104 | | 1917 A. Hansen Eldsvarfvt Harstad | H. S. Karlsson | 85·7 21·7 8·5 | Malmö Sweden | V |
| 1936 | Zubieta Calagua No. 4 Wood | 274 | | 1919 | Antiliera del Calagua | 129·9 23·4 11·0 | S. Sebastian Spain | |
| 1937 | Zuera I. Wood | 133 | | 1920 D. Goalberg Aberdeen | Eizar Bueky | 103·0 17·5 7·0 | Pasajes Spain | I |
| 1938 | Zufriedenheit Wood Schooner (See Steamer Register) | 124 | | 1907 E. J. Smith Hoogezand | Georg C. J. Schiemann | 95·9 19·5 6·7 | Hamburg Germany | V |
| 1939 | Zukunft Wood Schooner (See Steamer Register) | 132 | | 1902 A. J. Dirk Zuze Krimpen a/d Yssel | J. Dreier | 99·0 21·7 9·5 | Hamburg Germany | |

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NEW SHIPS NOT NAMED.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | |

# SUPPLEMENT TO THE REGISTER OF SAILING VESSELS.

1933-34.

# SUPPLÉMENT AU REGISTRE DES NAVIRES A VOILES.

The numeration assigned for the Vessels in the Supplement of Sailing Vessels is as follows:—

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| A | ... ... | No. 03001 | to No. 03700 | M | ... ... | No. 04801 | to No. 04900 |
| B | ... ... | „ 03701 | „ 03800 | N | ... ... | „ 04901 | „ 05000 |
| C | ... ... | „ 03801 | „ 03900 | O | ... ... | „ 05001 | „ 05100 |
| D | ... ... | „ 03901 | „ 04000 | P | ... ... | „ 05101 | „ 05200 |
| E | ... ... | „ 04001 | „ 04100 | Q | ... ... | „ 05201 | „ 05300 |
| F | ... ... | „ 04101 | „ 04200 | R | ... ... | „ 05301 | „ 05400 |
| G | ... ... | „ 04201 | „ 04300 | S | ... ... | „ 05401 | „ 05500 |
| H | ... ... | „ 04301 | „ 04400 | T | ... ... | „ 05501 | „ 05600 |
| I | ... ... | „ 04401 | „ 04500 | U | ... ... | „ 05601 | „ 05700 |
| J | ... ... | „ 04501 | „ 04600 | V | ... ... | „ 05701 | „ 05800 |
| K | ... ... | „ 04601 | „ 04700 | W | ... ... | „ 05801 | „ 05900 |
| L | ... ... | „ 04701 | „ 04800 | X Y Z | ... | „ 05901 | „ 06000 |

| Official No. | Signal Letters | Ship's Name. Material, Rig, &c. Where Built. Date (Year, Month). Special Surveys. No. of Decks, &c. | Registered Tonnage. Gross. Deduct for Crew. | Particulars of Class. Character. Year of last Survey. | Hulls. Where. By Whom. When. | Owners. | Registered Dimensions. Length. Breadth. Depth. | Port of Registry. Flag. | Remarks. | |
|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | [illegible] | Arnot Wood Sailing Ship (See Steamer Register) | 326 [illegible] | | 1919 R.G.Polden [illegible] | [illegible] | [illegible] | [illegible] | | V |
| [illegible] | [illegible] | Alcide D. Wood Barge | 229 [illegible] | | 1922 A.Dunne | [illegible] A.Dunne | 112·1 21·6 7·6 | Waterford British | | |
| [illegible] | [illegible] | Arthana Wood Sailing Ship | [illegible] [illegible] | ✠100A1 L.L. | U.S. 1911 [illegible] | [illegible] | [illegible] | London British | 39 • 9 | |
| 2924 [illegible] | [illegible] | A. Dixon Wood Barge | 148 [illegible] | | 1919 A.Dixon | Pennville [illegible] | J.Swanbeck | 101·2 23·0 7·6 | Wexford British | |
| Jet No. 2003 [illegible] | [illegible] | Andas Wood Sailing Ship (See Steamer Register Supplement) | 324 [illegible] | | 1919 A.Poggio | Turkey | [illegible] | 129·6 27·6 11·6 | [illegible] Italian | |
| 2926 | [illegible] | Albert William Iron Sailing Barge | 312 [illegible] | | 1902 J.Laing | [illegible] | [illegible] | 102·5 25·0 17·0 | Rotterdam Dutch | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numéro Officiel | Signaux | Noms des Navires, Opération, Ports d'Immatriculation, Numéros des Ponts | | Tonnage Officiel | Détails de la Classification. Cotes | | | Construction. | | | Armateurs | Dimensions Principales en Pieds, Longueur, Largeur, Creux | | | Port d'Immatriculation | [illegible] |
| | | | | Brutes — Nettes — En Pieds Cubes | | | | Quand | Par qui | Où | | | | | | |
| [illegible] | [illegible] | Bristol (Steel Screw Schooner) (See Steamer Register Supplement) | | 275 [illegible] | | | | 1918 | W. Robertson | Stockington | R.S. Lockhart | 113·0 | 22·1 | 10·1 | Port Dublin | |
| [illegible] | [illegible] | Bertha E. Way (Steel Schooner) (See Steamer Register Supplement) | | 128 [illegible] | | | | 1917 | Smith Richard | Lowestoft | E. Way | 106·0 | 20·0 | 10·0 | [illegible] Dublin | |
| [illegible] | | Barge 121 | Steel | [illegible] | A | M.S. | | | — | | Chs. Ber. Sur Gravelot S.A. | 125·0 | 15·0 | 1·0 | Tampico Mexico | 14 • 0 |

Barge [illegible] Charging [illegible] in Tank

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Official No. | Ship's Name. | | | Tonnage | Particulars of Class Position. | | Hull. | | | Owners. | Registered Dimensions. | | | Port of Registry. | Where Built. | |
| | Signal. | Port Where Built. | | | Classification. | | | | | | | | | | | |
| | Former Name(s). | | | Gross. | | | Gross. | In Whole. | Where. | | Length. | Breadth. | Depth. | Flag. | Year. | |
| [illegible] | [illegible] | Cut Craig | Wood | 295 | | | ... 1900 | Wood S.S. S.S.Ch.Sd. | Clyde | Southcliffe Steamship. | 100·0 | 20·1 | 11·1 | Glasgow | 22 | 9 |
| | | [illegible] | [illegible] | [illegible] | | | | | | | | | 22 miles | | | |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Nom du Navire | | | | | | | | | | | | | | | |
| | | Signaux | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | Dirschkase No. IV | | | | | | | | | | | | | | | |
| | | Dusdonald | | | | | | | | | | | | | | | |
| | | Dazzle | | | | | | | | | | | | | | | |
| | | Dovrien | | | | | | | | | | | | | | | |
| | | Dorothea | | | | | | | | | | | | | | | |
| | | Dunnaseer | | | | | | | | | | | | | | | |
| | | Duchas | | | | | | | | | | | | | | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date of Entry | Official No. / Code Letters | Ship's Name. Master. Signal Letters. | Where Built, Rig, &c. Year Built. Date of Launch. No. of Decks, &c. | Registered Tonnage. Gross. / Net. | Particulars of Class Section. Character. | | | Hulls. Wood. | Hulls. Iron or Steel. | Hulls. Where. | Owners. | Principal Dimensions (with Breadths, &c.) Length. | Principal Dimensions (with Breadths, &c.) Breadth. | Principal Dimensions (with Breadths, &c.) Depth. | Port of Registry. Flag. | Number of Masts. Material of Masts. Material of Yards. Material of Lower Masts. Material of Top Masts. Material of Top Gallant Masts. | |
| 1933 | [illegible] | Zea (Ex Dunmor Register Supplement) | Wooldridge/Middle [illegible] | 175 [illegible] | | | | [illegible] W.C.F. Fuel, Zab. | [illegible] Carry. R.A.V. | R. Dickie&Co.Ld. | 100·0 | 20·0 | 8·0 | [illegible] | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | Numéro Officiel. | Noms des Navires. | | Tonnage Officiel. | Période de la Classification. | | | Construction. | | | Armateurs. | Dimensions Principales. | | | Port d'Attache. | Remarques. |
| | | Signaux. | Tonnage Brut. | Tonnage Net. | Date de la Dernière Visite. | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Official No. | Vessel's Name. Master. Port. Date Launched. | Rig, &c. Length, if any. Breadth. Depth. Tonnage. No. of Decks, &c. | | Registered Tonnage. Net. Gross. Tonnage. | Particulars of Class Section. Character. | | Hull. | | | Owners. | Shipbuilder's Name. Where Built. When Built. | | | Port of Registry. Flag. | Number of Masts. Material of Masts. Material of Yards. Material of Lower Masts. | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numéro officiel | Signaux | Noms du Navire, Numéros d'immatriculation, Chantiers, Lieu de construction, Propriétaires, Ports d'attache, Numéros des Ports | | Tonnage officiel | Détails de la Classification | | | Construction | | | Appareils | Dimensions d'après le Certificat, Approximations, etc. | | Port d'immatriculation | Numéro |
| | | | | Tonnes — Brut — Net | Cote | | | Quand | Par qui | Où | | Longueur | Largeur | Creux | |
| 04201 | | Eolus | Wuxhaven Hulle | 130 | | | | 1914 | | Vlissingen | Barkentine, Lemmer & Schiffer Lemmer | 77·0/21·6/9·7 | | | Hamburg |
| 04202 | | Hanover No. 1 | Wuxhaven Hulle | 315 | | | | 1930 | L. Polmer & Son | Brook, Conn. | R.I. Palmetto, Inc. | 130·0/34·0/12·0 | | | New York United States |
| 04203 | | Hanover No. 2 | Wuxhaven Hulle | 311 | | | | 1930 | L. Polmer & Son | Brook, Conn. | R.I. Palmetto, Inc. | 130·0/34·0/12·0 | | | New York United States |
| 04204 | | Hygrade No. 2 | Steel | 322 | | | | 1933 | Falmouth Ship-building & Repairing | Kingston, N.S. | Tender Hygrade Ind. Inc. | 175·0/40·0/12·7 | | | United States |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. of Rule | Official No. / Code Letters | Ship's Name. / Signal Distinctive | Material, Rig, &c. / Master. / Date Place of reg. / No. of Decks, &c. | Registered Tonnage / Gross / Deduct for Crew | Particulars of Class Position. / Character / Year assigned / Place of last Survey | | | Built. / When | By Whom | Where | Owners. | Registered Dimensions / Length / Breadth / Depth | Port of Registry / Port | Number of Registry / Official Number | Remarks | |
| 2421 | steel | Intercoastal No. 4 (Barge) | Steel Barge | 722 | | | | 1933 | J. H. Mathis Co. | Camden, N.J. | J. Lynch & Sons | 200'0 / 35'0 / 12'0 | Philadelphia United States | | | |

| Pays | Numéro officiel | Nom du Navire, Port d'immatriculation, Capitaine, Propriétaires, Fondateur des Fonds | Tonnage officiel | Dimensions de la Cloison Étanche | | | | | Construction | | | Appareils | Dimensions d'après le Jaugeage, Passagers, etc. | | | Fret | Observations |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Signaux | Valeur Pécuniaire, Fondateur des Fonds | Brut / Net | Cinq | Deux | Trois | Quatre | Cinq | Lieu | Date | Nom | | Longueur | Largeur | Creux | Pendant | Tonnage de Jaugeage, Nom du Propriétaire, etc. |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date for Entry | Official No. | Ship's Name. Material, Rig, &c. | | Tonnage | Particulars of Class Assigned. | | | Hulls. | | | Owners. | Registered Dimensions of the Hull, Construction, &c. | | | Port of Registry | Number of Masts | Number of Decks |
| | Code Letters | Master. Last Name of ship. Special Surveyor. No. of Decks, &c. | | Gross. Under-deck Gross. | Character. Year assigned. Date of last Survey. | | | When. | By Whom. | Where. | | Length. | Breadth. | Depth. | Port. | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numéro officiel. | Signaux Officiels. | Noms des Navires, Numéros Internationaux. | Tonnage Officiel. | Détails de la Coque. | | | Commerciale. | | | Armateurs. | Observations (rapport à l'Inscription, Réparations, &c.) | | | Port d'Enregistrement. | Numéros des Moteurs Principaux. | Numéros des Moteurs Auxiliaires. |
| | Signaux. | Capitaine. Ex-noms, s'il y a lieu. Ports Précédents. Numéros des Ponts. | Total. Sous le Pont. Pro. | Date. Lieu. Nom du Constructeur. Numéro de la Coque. | Nom du Propriétaire. | Numéros. | Par act. | Ob. | | | Longueur. | Largeur. | Creux. | Pavillon. | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Number in Class | Official No. / Code Letters | Ship's Name. Material, Rig, &c. Master. Last Owner, If any. Special Survey. No. of Decks, &c. | Registered Tonnage / Gross / Under Deck Measurement | Particulars of Class Society. Character / Number / Date of last Survey | | | | Hull. Where / By Whom / Where | | | Owners | Registered Dimensions, Gross Tonnage, &c. Length / Breadth / Depth | Port of Registry / Flag | Number of Watertight Bulkheads / Date of Last Survey | Remarks |
| (432) | [illegible] | Maria Doneslaw Wooden [illegible] [illegible] | 212 [illegible] | | | | | 1902 | [illegible] | Cardiff [illegible] | [illegible] | 114·5/22·7/12·2 | Malta [illegible] | | |
| (433) | [illegible] | Marie Josette Wooden [illegible] | 125 [illegible] | | | | | 1922 | [illegible] | Tonnay-Charente | [illegible] | 97·1/22·9/10·4 | Tonnay-Charente [illegible] | | I [illegible] |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numéro Officiel | Noms de Navires, Indications Distinctives. | | | Tonnage Officiel | Détails de la Chaudière Système | | | Cimentoids | | | Ancres | Propulseurs Hélices à Vapeur, &c. | | | Port d'Immatriculation | Remarques |
| | Signaux | Opinions. Zéniths, et Lieu. Usages Particuliers. Numéros des Ports. | | Tons Brut. Net. | Date. Système. Pression de Vapeur. Surface de Chauffe. | | | Ancres | Poids | Qty. | | Longueur | Largeur | Pitch | Portions. | |
| | | | | | | | | | | | | | | | | |

| Official No. | Ship's Name | Tonnage | Particulars of Class | Built | Owners | Length | Breadth | Depth | Port of Registry | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|
| [illegible] | Ocean Transport No. 4 | 528 | | [illegible] | [illegible] | 150·7 | 35·9 | 12·7 | [illegible] | |
| [illegible] | Ocean Transport No. 2 | 566 | | [illegible] | [illegible] | 148·0 | 36·0 | 12·7 | [illegible] | |
| [illegible] | Oscar | 718 | | [illegible] | [illegible] | 131·4 | 29·9 | 12·2 | [illegible] | G |
| [illegible] | O. P. No. 1 | [illegible] | ✠ A— Cls | [illegible] | [illegible] | 64·0 | 30·0 | 7·7 | [illegible] | 7 - 8 |
| [illegible] | O. P. No. 2 | [illegible] | ✠ A— [illegible] | [illegible] | [illegible] | 64·0 | 30·0 | 7·7 | [illegible] | 7 - 8 |
| [illegible] | Oil Transfer No. 14 | 791 | | [illegible] | [illegible] | 175·0 | 29·0 | 12·7 | Newark, N.Z. United States | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numéro Officiel | Signaux Officiels | Noms des Navires, Numéros, Dimensions, etc. Capitaine. Ex-noms, c'd'g s. Gen. Ports Principaux. Fonctions des Ports | Tonnage Officiel. Nom. Brut. Net. | Détails de la Classification. Cotes. Système de Construction. Mât. Gr. Matériaux Principaux. | Date de la Première Classification. | Construction. Quand. | Par qui. | Où. | Armateurs. | Dimensions d'après le Système Réglementaire, &c. Longueur. Largeur. Creux. | Port d'Enregistrement. Numéro. | Numéro de la Table des Signaux. | Numéro de la Table des Signaux. |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book | Official No. / Code Letters | Ship's Name. / Master. / Special Surveys. | Where Built, Rig, &c. / Date of Launch, &c. | Registered Tonnage / Gross / Tons in Hold | Particulars of Classification. / Classification / Date of last Survey | Particulars of Classification. / Date of last Survey | Hulls. / Where | Hulls. / By Whom | Hulls. / Where | Owners. | Registered Owners / Date of Registry | Registered Owners / Date of Registry | Registered Owners / Date of Registry | Port of Registry. / Flag | Number of Masts / Number of Decks / Material of Hull | Number of Masts / Number of Decks / Material of Hull |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| 2337 | | Rockland No. 1 | | 737 | | | | 1933 | Falmouth S.B. S.B.Co. | Kearny, N.J. | Rockland Transporting | 172'0 | 29'0 | 12'1 | New York United States | | | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Reg. | Official No. / Code Letters | Ship's Name. / Signal Letters. | Material, Rig, &c. / Where Built. / Date Built. / No. of Decks, &c. | Registered Tonnage. / Gross. / Net. | Particulars of Class Rating. / Character. | | | Hull. / When. | By Whom. | Where. | Owners. | Registered Dimensions. / Length. / Breadth. / Depth. | Port of Registry. / Flag. | Number of Watertight Bulkheads. / Other Equipment. | Remarks. |
| 15421 | [illegible] | St. Peters | Wood [illegible] | 30 [illegible] | | | | 1919 | [illegible] | Sidcup | [illegible] | [illegible] | [illegible] | | T [illegible] |
| | | (See Steamer Register) | | | | | | | | | | | | | |
| 15422 | [illegible] | Six Sisters | Wood [illegible] | 105 [illegible] | | | | 1902 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | |
| | | (See Steamer Register Supplement) | | | | | | | | | | | | | |
| 15423 | | Seven Sisters | Wood [illegible] | 122 [illegible] | | | | 1919 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | | |
| | | (See Steamer Register Supplement) | | | | | | | | | | | | | |
| 15424 | [illegible] | S. Spalding | Wood [illegible] | 107 [illegible] | | | | [illegible] | [illegible] | Glasgow | [illegible] | [illegible] | [illegible] | | I |
| | | (See Steamer Register) | | | | | | | | | | | | | |
| 15425 | [illegible] | Seven Carries II | Steel [illegible] | 119 [illegible] | ✠ 100 A - [illegible] | Sin | | 1922 | [illegible] | Bristol | [illegible] | [illegible] | [illegible] | 7 + 3 [illegible] | |
| 15426 | [illegible] | Seaward No. 77 | Steel [illegible] | 825 [illegible] | | | | 1933 | [illegible] | Kingsey, N.S. | [illegible] | 174·7 / 29·9 / 12·6 | [illegible] | | |
| 15427 | | Skaitsee | Wood [illegible] | 147 [illegible] | | | | 1907 | [illegible] | Bridgeport | [illegible] | 81·6 / 24·7 / 11·9 | [illegible] | | |
| 15428 | [illegible] | Salvatore | Steel [illegible] | 128 [illegible] | | | | 1920 | [illegible] | [illegible] | [illegible] | 103·4 / 22·3 / 7·9 | [illegible] | | IV |
| 15429 | | Skipolia | Wood [illegible] | 175 [illegible] | | | | 1920 | [illegible] | [illegible] | [illegible] | 90·5 / 24·2 / 9·2 | [illegible] | | |
| | | (See Steamer Register Supplement) | | | | | | | | | | | | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numéro Officiel. | Signaux. | Nom du Navire, Numéro du Chantier, Signature, Espèce, Voiles Principales, Résidence des Propr. | Tonnage Officiel. Tonnes. Brut. Net. | Détails de la Classification. Cotes. | | Construction. | | | Armateurs. | Dimensions d'après le Jaugeage Supplémentaire, &c. | | | Port d'Enregistrement. Position. | | |
| 2207 | [illegible] | Texas 224 Wood [illegible] | 525 [illegible] | ✠A- [illegible] | PM | 1873 [illegible] | [illegible] | Phoenix, Pa. | The Texas Company | 200·1 \| 39·1 \| 11·7 [illegible] | | | Wilmington [illegible] | 12 - 0 | |
| 2222 | [illegible] | Texas 223 Wood [illegible] | 722 [illegible] | | | 1874 | J. H. Mathews | Camden, N.J. | The Texas Co. | 200·1 \| 39·1 \| 11·6 | | | Wilmington [illegible] | | |
| 2223 | [illegible] | Tilli Wood [illegible] | 722 [illegible] | | | 1903 | I. Ps. Hagen-sen | Tonsb | Rederiet B. Fagelsang & Fiskeren, Nr. 1 | 112·0 \| 27·0 \| 10·7 [illegible] | | | Sala Sweden | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year Built. | Official No. / Code Letters. | Ship's Name. / Master. / Spanish Surveys. | Material, Rig, &c. / Late Name, if any. / No. of Decks, &c. | Registered Tonnage. / Gross. / Under Ded. Area. | Particulars of Class Section. / Character. / Date of last Survey. | Hull. / Where. | Built. / When. | By Whom. | Where. | Owners. | Registered Dimensions. / Length. / Breadth. / Depth. | Port of Registry. / Flag. | Number of Masts. / Yards. / Material. / Rigging. | Remarks. | | |
| [illegible] | | W. D. M. No. 1 | Steel [illegible] | 78 | ✠ A- Hull [illegible] | 1932 [illegible] | Turner Adamson Shipyard, Ltd. | Rockferry | Tonsberg Norway | [illegible] | [illegible] | Flotel [illegible] Norway | 2 - [illegible] | | | |
| [illegible] | | W. D. M. No. 2 | Steel [illegible] | 78 | ✠ A- Hull [illegible] | 1932 [illegible] | Turner Adamson Shipyard, Ltd. | Rockferry | Tonsberg Norway | [illegible] | [illegible] | Flotel [illegible] Norway | 2 - [illegible] | | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numéro Officiel | Signaux | Noms du Navire, Anciennes Dénominations, Quelques Zu-noms, s'il y a lieu. Port-mer Télégraphique. Numéros des Ports. | Tonnage Officiel. Nets. Brut. | Détails de la Classe Spéciale. Cotes. | Date de l'Expiration de la Classe Spéciale. | Construit. Quand. | Où. | Par qui. | Où. | Armateurs. | Dimensions Principales en Mètres. Longueur. | Largeur. | Creux. | Port d'Attachement. Partition. | Nombre de Ponts. | Nombre de Mâts. | Nombre de Cales. |
| 2772 | | Veyatoua | 1,[illegible] | ✠ A1 | Lent | 1917 | [illegible] | [illegible] | [illegible] | [illegible] | 67·0 | 11·0 | 7·2 | London | 3 | 3 | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book. | Official No. / Code Letters. | Ship's Name. / Master. / Special Surveys. | Material, Rig, &c. / Loss Name, if any. / No. of Decks, &c. | Registered Tonnage. / Name. / Date No. Size. | Particulars of Class. / Character. | | | Built. / When. | By Whom. | Where. | Owners. | Registered Measurement. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Number of Masts. / Material of Masts. / Yards. / Material of Yards. / Sails. / Material of Sails. / Steam. / Screw. / Paddle. / Auxiliary. |
| 2557 | | **Whatatua** | **Steel** | | A1 | Lloyd's | 1911 Rem | Grayson Whatatua Shipbldg Co. Ltd. | Britain | Barron & Warlaga Shipping Co. Ltd. | 87 9 (21.9) 7.2 Ft. | | | | London British | 3 - 0 |

| Nom du Navire | Tonnage | Détails de la Classification | Construit | Armateurs | Port d'Armement |
| --- | --- | --- | --- | --- | --- |
| Capitaine / Lettres Télégraphiques | | Cote | | | |

# SUPPLEMENTARY SECTIONS

DEADWEIGHT CAPACITY OF STEAMERS AND MOTORSHIPS;

VESSELS CARRYING PETROLEUM IN BULK;

CABLE VESSELS;

VESSELS FITTED WITH REFRIGERATING APPLIANCES;

LIST OF FROZEN MEAT STORES;

LIST OF REFRIGERATED RAILWAY CARS.

## DEADWEIGHT CAPACITY OF STEAMERS AND MOTORSHIPS.

### Notice to Subscribers.

Attention is drawn to the fact that the deadweight capacities of vessels are affected by the revision of freeboards under the International Convention. An early opportunity will be taken to compile a new **List of Cargo Steamers** and Motorships with amended particulars of deadweight and cubic capacities.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Year of Build. | D.W.C. (Tons) | Cubic Capacity: In bale. | Cubic Capacity: In thousands of bale. | Cubic Capacity: In thousands of grain. |
|---|---|---|---|---|---|
| A. C. Bedford | 1919 | 14,000 | — | — | — |
| A. D. Borden | 1920 | 9,000 | 10,000 | 440 | 470 |
| A. J. Bolt | 1917 | 570 | — | 32 | 35 |
| A. K. Fyrenfiden | 1902 | 1,100 | — | 51 | — |
| A. L. Kent | 1920 | 9,500 | 10,250 | — | 450 |
| A. P. Borodoroff | 1915 | 1,112 | 9,000 | 53 | 60 |
| Achtrup | 1920 | 1,400 | 1,600 | 110 | 110 |
| Achtenghan | 1914 | 810 | 2,100 | 50 | 54 |
| Acinom | 1920 | 8,000 | 10,125 | 130 | 140 |
| Acrium | 1912 | 950 | 1,500 | 32 | 47 |
| Acro | 1909 | 2,000 | 7,000 | 170 | 174 |
| Acro | 1920 | 2,000 | 4,000 | 114 | 120 |
| Acroton | 1919 | 600 | — | 30 | 32 |
| Adam | 1916 | 1,000 | 5,000 | 111 | 120 |
| Adam Hannah | 1920 | 1,000 | — | — | — |
| Adamp | 1921 | 1,475 | 8,100 | 100 | 117 |
| Adalen | 1920 | 1,000 | — | — | — |
| Adana | 1920 | 1,000 | 10,000 | 100 | 120 |
| Adanda | 1907 | 2,750 | 8,625 | 127 | — |
| Adangaroo | 1909 | 4,700 | 11,000 | 174 | 190 |
| Adaro | 1909 | 2,400 | 3,200 | — | 90 |
| Adene | 1911 | 2,100 | — | — | — |
| Adenaford | 1904 | 2,300 | 13,000 | 100 | 110 |
| Adenoro | 1920 | 9,000 | — | 400 | 420 |
| Aberdare | 1924 | 8,100 | 10,000 | 412 | 412 |
| Aberdeen Coast | 1905 | 1,200 | — | 38 | — |
| Aberdeenshire | 1909 | 1,300 | 4,200 | 67 | 82 |
| Aberfoyle | 1912 | 2,500 | 8,500 | 100 | 119 |
| Aberson | 1917 | 900 | — | — | — |
| Abessinia | 1921 | 2,000 | 8,000 | 110 | 110 |
| Abhana | 1907 | 1,600 | — | — | 110 |
| Abiaka | 1921 | 5,000 | 14,875 | 300 | 350 |
| Abdi Menzi | 1921 | 8,000 | 10,800 | 400 | 420 |
| Abraham Lincoln | 1919 | 10,000 | — | 371 | 340 |
| Abraham Lincoln | 1920 | 9,000 | — | 400 | 470 |
| Absolon | 1906 | 3,500 | 8,750 | 140 | 150 |
| Absorbia | 1919 | 9,500 | 10,000 | 400 | 400 |
| Abortos | 1913 | 7,500 | 17,000 | 430 | 400 |
| Abudah | 1913 | 900 | — | — | — |
| Acacia | 1921 | 2,100 | — | 100 | 110 |
| Acadia | 1920 | 2,400 | 10,000 | 100 | 100 |
| Acacia | 1921 | 8,400 | — | — | — |
| Acaste | 1919 | 9,000 | — | — | — |
| Accrington | 1919 | 1,300 | 7,000 | 70 | 80 |
| Ace | 1919 | 4,100 | 10,000 | 170 | 180 |
| Achaitas | 1921 | 8,400 | — | — | — |
| Achill | 1920 | 700 | 1,000 | 64 | — |
| Achille | 1900 | 3,000 | — | — | — |
| Achille Lauro | 1921 | 9,000 | 22,750 | 420 | 500 |
| Achilles | 1921 | 14,500 | 47,500 | — | — |
| Achilles | 1920 | 14,000 | 18,000 | 600 | 710 |
| Achilles | 1909 | 5,000 | 12,000 | 200 | 210 |
| Achnari | 1904 | 4,000 | 10,000 | 200 | 190 |
| Acme | 1910 | 8,000 | — | — | — |
| Acmonagus | 1922 | 5,000 | 20,000 | 800 | 800 |
| Acosta | 1909 | 3,700 | — | — | — |
| Acrif | 1900 | 1,000 | 6,000 | — | — |
| Acrix | 1919 | 5,400 | 10,000 | 410 | 400 |
| Acton Manor | 1910 | 2,000 | 4,000 | 100 | 90 |
| Ada | 1921 | 4,000 | 24,000 | 200 | 190 |
| Ada | 1900 | 500 | 1,000 | — | — |
| Ada Gorthon | 1907 | 3,000 | 10,000 | 190 | 190 |
| Adalia | 1921 | 7,000 | 24,000 | 600 | 700 |
| Adam E. Cornelius | 1919 | 7,000 | — | — | — |
| Adamantios Corsar | 1901 | 1,000 | 10,000 | 90 | — |
| Adamantios J. Pitkin | 1904 | 7,000 | 4,000 | 410 | 377 |
| Adamelia | 1920 | 8,000 | 14,000 | 400 | 420 |
| Adela | 1909 | 3,000 | 10,000 | 200 | — |
| Adele | 1906 | 2,000 | 9,000 | 200 | 200 |
| Adele Treber | 1909 | 3,000 | 11,000 | 170 | 190 |

| Name of Vessel. | Year of Build. | D.W.C. (Tons) | Cubic Capacity: In bale. | Cubic Capacity: In thousands of bale. | Cubic Capacity: In thousands of grain. |
|---|---|---|---|---|---|
| Adelia | 1899 | 10,000 | 20,400 | 342 | 345 |
| Adee Mara | 1919 | 9,000 | 20,400 | 440 | 450 |
| Adiantoma | 1907 | 1,000 | — | — | 112 |
| Adiatuna | 1922 | 3,000 | — | 160 | 112 |
| Adior | 1900 | 1,000 | — | — | — |
| Admiral Chase | 1920 | 3,000 | 14,000 | 170 | 220 |
| Admiral Cole | 1920 | 3,000 | 14,000 | 170 | 220 |
| Admiral Day | 1920 | 3,000 | 14,000 | 170 | 220 |
| Admiral Dewey | 1920 | 3,000 | — | — | — |
| Admiral Evans | 1920 | 3,000 | — | — | — |
| Admiral Farragut | 1920 | 3,000 | — | — | — |
| Admiral Foote | 1920 | 3,000 | — | — | — |
| Admiral Gove | 1920 | 3,000 | 14,000 | 170 | 220 |
| Admiral Halstead | 1920 | 3,000 | 14,000 | 170 | 220 |
| Admiral Lowe | 1920 | 3,000 | 14,000 | 170 | 220 |
| Admiral Moore | 1920 | 3,000 | — | 150 | 180 |
| Admiral Sigsbee | 1920 | 3,000 | 14,000 | 170 | 220 |
| Admiral Perry | 1919 | 3,000 | — | — | — |
| Admiral Porter | 1919 | 3,000 | — | — | — |
| Admiral Sakiev | 1920 | 3,000 | — | — | — |
| Admiral Schley | 1920 | 3,000 | — | — | — |
| Admiral Sims | 1920 | 3,000 | 14,000 | 170 | 220 |
| Admiral Watson | 1920 | 3,000 | — | — | — |
| Admiral Wiley | 1920 | 3,000 | 14,000 | 170 | 220 |
| Admiral Wood | 1920 | 3,000 | 14,000 | 170 | 220 |
| Adnu | 1919 | 7,000 | — | — | — |
| Adnan | 1907 | 700 | — | 30 | — |
| Adolf Brett | 1919 | 3,000 | 13,700 | 112 | 140 |
| Adolf Leonardt | 1921 | 3,000 | 10,000 | 200 | 200 |
| Adolph Kirsten | 1907 | 1,700 | — | 97 | 90 |
| Adour | 1921 | 5,000 | 10,000 | 270 | 290 |
| Adra | 1907 | 8,000 | 20,000 | 300 | 370 |
| Adrar | 1900 | 7,000 | 20,000 | — | 390 |
| Adria | 1907 | 8,700 | — | — | — |
| Adria | 1914 | 3,000 | 3,100 | 150 | 140 |
| Adrian Jolin | 1914 | 3,000 | 5,000 | 110 | — |
| Adriana | 1921 | 6,700 | — | — | 330 |
| Adriatic | 1900 | 13,700 | 110,000 | — | 600 |
| Adriatica | 1902 | 3,000 | 12,000 | 300 | 350 |
| Adriatico | 1921 | 3,000 | 3,700 | — | 60 |
| Adrianna | 1919 | 3,700 | 3,000 | 100 | 100 |
| Adriba | 1902 | 1,000 | — | — | — |
| Adriana | 1919 | 11,000 | 37,000 | — | 370 |
| Adulis | 1902 | 3,000 | 17,000 | 200 | 270 |
| Aeon | 1913 | 6,000 | 24,700 | 300 | 300 |
| Aetna | 1919 | 3,000 | 22,000 | 140 | 140 |
| Afel | 1919 | 7,000 | — | 400 | 370 |
| Afghanistan | 1917 | 8,000 | 30,000 | 440 | 400 |
| Afin Dolsin | 1919 | 1,000 | 3,000 | 60 | — |
| Afin Gerlil | 1920 | 1,100 | 3,000 | 50 | 50 |
| Afin Tony | 1919 | 900 | — | 40 | — |
| Afonadria | 1919 | 7,000 | — | 400 | 370 |
| Afric Star | 1906 | 12,000 | — | — | 340 |
| Africa | 1909 | 500 | 1,000 | 24 | 24 |
| African Prince | 1917 | 8,000 | 25,000 | 440 | 400 |
| Afrikana | 1907 | 2,000 | — | 80 | 80 |
| Afrika | 1920 | 10,000 | — | 600 | 620 |
| Africa | 1907 | 8,000 | 17,000 | 410 | 410 |
| Afrodite | 1919 | 1,000 | — | 340 | 220 |
| Afrosma | 1905 | 1,400 | 4,400 | 400 | 340 |
| Afterglow | 1920 | 1,200 | — | — | — |
| Agamemnon | 1920 | 3,100 | — | 600 | 340 |
| Agamemnon | 1920 | 3,100 | 9,100 | 300 | 140 |
| Agamemnon | 1914 | 3,100 | 4,800 | 210 | 200 |
| Agapenor | 1914 | 8,700 | 10,000 | — | 310 |
| Agatha | 1907 | 3,700 | — | — | — |
| Agga | 1905 | 1,700 | 7,000 | 90 | 90 |
| Agbina Markos | 1919 | 6,200 | 15,000 | — | 300 |
| Agbina Spyridon | 1901 | 6,400 | 11,100 | 300 | 300 |
| Agia Marina | 1919 | 7,700 | 11,400 | 400 | 370 |

D.W.C.—The approximate deadweight capacity in tons, of 2,240lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

P.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of cargo spaces are taken after fitting insulation.

## Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.

*(Ces renseignements sont donnés d'après l'autorité des Armateurs, sans garantie et comme approximativement exacts. Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom du Navire | Date de construction | D.W.C.—Port en lourd approximatif en tonnes de 2,240 lbs. | Capacité cubique en pieds F.B. | En milliers de pieds: Grains | En milliers de pieds: Balles |
|---|---|---|---|---|---|
| Agia Paraskevi | 1900 | 2,700 | 10,070 | 114 | 105 |
| Agii Victores | 1900 | 3,800 | 9,610 | 127 | 121 |
| Agios Georgios | 1911 | 7,300 | ... | 298 | 264 |
| Agios Dimitrios | 1910 | 8,800 | 21,000 | 356 | 465 |
| Agios Vlassios | 1907 | 3,250 | 11,700 | 206 | 261 |
| Agira | 1920 | 6,070 | 10,080 | 290 | 279 |
| Agirre Mendi | 1902 | 9,600 | 31,919 | 420 | 909 |
| Agnar | 1904 | 500 | 2,890 | 33 | 32 |
| Agne | 1917 | 4,160 | 21,000 | 210 | 193 |
| Agnes Duncan | 1913 | 3,200 | ... | ... | ... |
| Agnete Maersk | 1921 | 3,215 | 6,670 | 199 | 177 |
| Agnita | 1921 | 4,800 | ... | ... | ... |
| Agra | 1920 | 7,780 | ... | 466 | 410 |
| Agrella | 1917 | 3,340 | 18,000 | ... | 128 |
| Agwidale | 1919 | 7,820 | 48,201 | ... | 205 |
| Agwistar | 1919 | 7,800 | ... | ... | 380 |
| Agwiworld | 1921 | 10,000 | ... | ... | ... |
| Aitamendi | 1901 | 1,309 | 14,200 | 67 | 69 |
| Aidan | 1911 | 6,000 | 28,850 | 362 | 320 |
| Aikleaf | 1920 | 3,100 | 14,800 | 348 | 337 |
| Aikoku Maru | 1900 | 3,160 | 24,656 | 250 | 265 |
| Ailsa | 1918 | 2,060 | 3,325 | 75 | ... |
| Aine | 1909 | 3,150 | 4,700 | 96 | 49 |
| Aire | 1901 | 1,510 | 6,176 | 59 | 56 |
| Airthrie | 1914 | 7,700 | 30,400 | 449 | 299 |
| Aitoku Maru | 1924 | 6,100 | ... | ... | 90 |
| Aizkarai-Mendi | 1906 | 3,500 | 6,640 | 170 | 171 |
| Ajana | 1920 | 3,700 | 4,625 | 125 | ... |
| Ajax | 1892 | 4,910 | ... | 342 | 314 |
| Ajax | 1907 | 3,800 | 11,600 | 196 | 130 |
| Ajax | 1920 | 2,491 | 8,000 | 67 | 90 |
| Akagisan Maru | 1924 | 4,980 | ... | 300 | 302 |
| Akashi Maru | 1919 | 6,073 | 25,260 | 292 | 307 |
| Akeshi Maru | 1907 | 4,800 | 23,040 | ... | 199 |
| Akbar | 1920 | 8,420 | 33,725 | 368 | 350 |
| Akeld | 1922 | 607 | ... | ... | ... |
| Akenside | 1917 | 3,950 | 20,180 | ... | ... |
| Akers | 1914 | 7,800 | ... | ... | ... |
| Akershus | 1914 | 1,150 | 3,575 | 48 | 42 |
| Aki Maru | 1903 | 7,300 | 32,500 | ... | ... |
| Akibasan Maru | 1924 | 7,150 | 9,858 | 348 | 329 |
| Akita Maru | 1914 | 6,229 | 30,360 | ... | ... |
| Akka | 1924 | 4,810 | 29,342 | 271 | 260 |
| Ala | 1921 | 4,787 | 43,320 | 441 | 414 |
| Ala | 1914 | 1,300 | ... | 48 | ... |
| Alabama | 1903 | 6,572 | 20,630 | 344 | ... |
| Alabama | 1921 | 8,500 | ... | 514 | 451 |
| Alabama | 1921 | 6,700 | 36,600 | ... | 448 |
| Alabama | 1903 | 4,480 | ... | ... | ... |
| Alacrity | 1906 | 3,650 | 15,000 | 175 | 150 |
| Aladdin | 1921 | 9,900 | ... | ... | ... |
| Alamar | 1916 | 9,310 | 56,099 | 527 | 514 |
| Alamo | 1919 | 4,000 | ... | 197 | 192 |
| Alaska | 1922 | 9,900 | 40,200 | ... | 530 |
| Alaska Maru | 1919 | 10,770 | 49,471 | 500 | 491 |
| Alaska Standard | 1920 | 1,000 | ... | ... | ... |
| Alaskan | 1918 | 8,200 | 31,725 | ... | ... |
| Alavi | 1920 | 3,250 | 30,213 | 300 | 279 |
| Alaya | 1921 | 3,200 | 15,108 | 184 | 173 |
| Albachiara | 1904 | 3,008 | 4,605 | 126 | 127 |
| Alban | 1914 | 7,150 | 38,390 | 380 | 350 |
| Albania | 1904 | 4,275 | 13,613 | 209 | 190 |
| Albania | 1907 | 4,140 | ... | 189 | ... |
| Albano | 1914 | 3,000 | ... | 122 | ... |
| Albatros | 1905 | 5,800 | 10,280 | 277 | 258 |
| Albatross | 1904 | 3,150 | ... | 148 | 139 |
| Albatross | 1917 | 1,300 | ... | ... | ... |
| Alberoni | 1890 | 1,820 | 4,300 | 88 | ... |
| Albert | 1890 | 1,350 | 6,000 | 56 | ... |
| Albert | 1898 | 1,150 | 7,180 | ... | 31 |
| Albert Ballin | 1923 | 14,600 | 151,230 | 400 | 400 |
| Albert C. Field | 1923 | 8,300 | ... | ... | ... |
| Albert Hill | 1917 | 10,247 | 50,300 | ... | ... |
| Alberto Le Borgne | 1914 | 6,247 | 42,000 | 332 | 296 |
| Alberto Treves | 1917 | 6,730 | 11,500 | 439 | 337 |
| Albertolite | 1918 | 8,540 | ... | ... | ... |
| Albertville | 1920 | 8,650 | ... | 313 | 297 |
| Albion Star | 1919 | 10,328 | 69,630 | ... | 438 |
| Albireo | 1920 | 7,300 | 26,970 | 375 | 341 |
| Alblasserdam | 1919 | 3,200 | ... | 100 | 96 |
| Alborea | 1878 | 2,300 | 7,710 | 110 | ... |
| Albuera | 1921 | 6,330 | 14,270 | 591 | 509 |
| Alca | 1927 | 4,300 | 22,954 | 160 | 150 |
| Alchiba | 1920 | 7,780 | 15,090 | 404 | 390 |
| Alcidas | 1920 | 11,320 | ... | ... | ... |
| Alcione C. | 1911 | 640 | 1,000 | ... | ... |
| Alcora | 1923 | 2,230 | 4,300 | 89 | 79 |
| Alcor | 1906 | 6,080 | 9,273 | 362 | 332 |
| Alcyon | 1899 | 5,360 | ... | 317 | ... |
| Alcyone | 1921 | 7,260 | 6,100 | 410 | 375 |
| Alda | 1921 | 4,730 | ... | ... | ... |
| Aldabi | 1924 | 6,800 | 9,384 | 401 | 404 |
| Aldebaran | 1920 | 12,800 | 45,540 | 600 | 567 |
| Alderamin | 1920 | 12,800 | 51,340 | 612 | 547 |
| Aldinga | 1905 | 4,181 | 21,130 | 250 | 249 |
| Aldington Court | 1929 | 9,200 | ... | ... | ... |
| Aleardi | 1902 | 3,420 | 18,909 | 200 | 275 |
| Alecto | 1906 | 7,400 | 25,105 | 399 | 390 |
| Alegria | 1909 | 3,200 | 7,710 | 125 | 118 |
| Alejandro | 1913 | 3,150 | 20,000 | ... | 119 |
| Aleksander I | 1927 | 8,800 | 43,310 | 502 | 409 |
| Alekto | 1901 | 420 | 2,588 | 52 | ... |
| Alemanico | 1920 | 2,050 | 6,611 | 91 | 48 |
| Alesia | 1908 | 7,600 | 32,430 | ... | 351 |
| Alessandro | 1914 | 810 | ... | 33 | ... |
| Aletta | 1927 | 7,800 | ... | ... | ... |
| Aleut | 1919 | 7,500 | 24,040 | 359 | 350 |
| Aleutian | 1906 | 6,700 | 27,500 | ... | 306 |
| Alexandra | 1908 | 8,268 | 23,710 | 428 | 418 |
| Alexandre André | 1928 | 7,000 | ... | ... | ... |
| Alexandria | 1920 | 3,050 | 8,200 | 113 | 101 |
| Alexey Rykoff | 1929 | 8,400 | ... | 414 | 104 |
| Alf | 1898 | 4,500 | 14,025 | 354 | 356 |
| Alf | 1899 | 5,360 | 26,200 | 309 | 132 |
| Alfa | 1920 | 1,910 | ... | 111 | 106 |
| Alferrarede | 1902 | 1,700 | 10,273 | 91 | 84 |
| Alfheim | 1899 | 5,300 | ... | 308 | 302 |
| Alfieri | 1902 | 3,400 | 6,614 | 156 | 155 |
| Alfio | 1900 | 3,360 | 4,587 | 142 | 130 |
| Alfonso Fierro | 1899 | 2,350 | ... | 207 | ... |
| Alfred Nobel | 1912 | 9,000 | ... | ... | ... |
| Algarve | 1891 | 3,271 | 7,806 | 128 | 118 |
| Algenib | 1913 | 6,200 | 25,330 | 309 | 310 |
| Algerian | 1924 | 4,015 | 6,408 | 212 | 209 |
| Algerian Prince | 1918 | 4,950 | 8,000 | 209 | 206 |
| Algerie | 1904 | 6,300 | 82,800 | 300 | 300 |
| Algol | 1904 | 9,700 | 11,308 | 110 | ... |
| Algonquin | 1920 | 14,030 | ... | ... | ... |
| Algonquin | 1920 | 2,800 | 24,767 | ... | 390 |
| Algorab | 1921 | 9,862 | 51,096 | 480 | 476 |
| Alhama | 1930 | 2,075 | 5,000 | 101 | 39 |
| Alhena | 1921 | 6,090 | 30,272 | 479 | 440 |
| Alicantino | 1914 | 3,702 | 8,771 | 168 | 159 |
| Alice | 1900 | 1,240 | 8,330 | 48 | ... |
| Alice Marie | 1920 | 3,300 | ... | 130 | ... |
| Alicia | 1920 | 5,134 | ... | ... | ... |
| Alidet | 1917 | 8,350 | 11,274 | 355 | 369 |
| Alimnia | 1901 | 3,600 | 14,400 | 300 | 272 |
| Alipore | 1890 | 4,230 | 20,200 | ... | 300 |
| Alix | 1917 | 1,800 | 5,341 | 49 | 33 |

D.W.C. = Le port en lourd approximatif du navire en tonnes de 2,240 lbs. (1016 kilos.) pour cargaison et charbon de soute, chargement au franc-bord d'été en eau salée.

F.B. = La capacité approximative en pieds cubes des soutes fixes, mesurée hors membrures et du dessus du vaigrage au dessous des barrots.

CAPACITÉ POUR GRAINS = Le volume des cales en milliers de pieds cubes, mesuré hors membrures et du dessus du vaigrage au dessous des barrots, y compris les écoutilles.

CAPACITÉ POUR BALLES OU COLIS = Le volume des cales en milliers de pieds cubes, mesuré en dedans des lattes et du dessus du vaigrage au dessous des barrots, y compris les écoutilles.

POUR LES NAVIRES À INSTALLATION FRIGORIFIQUE le volume des cales est pris après la pose du revêtement isolant.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel.* | Date of Build. | D.W.C. of cargo and bunkers | Cubic Capacity. In feet. T.S. | Cubic Capacity. In thousands of feet. Grain. | Cubic Capacity. In thousands of feet. Bale. |
|---|---|---|---|---|---|
| Alkaid | 1902 | 3,151 | 27,250 | 432 | 377 |
| Alkmaar | 1907 | 1,750 | 11,250 | 43 | — |
| Allen Jackson | 1921 | 11,610 | — | — | — |
| Allara | 1920 | 1,600 | 10,130 | 319 | 318 |
| Allegro | 1920 | 2,000 | 16,190 | 161 | 152 |
| Alleghe | 1920 | — | 21,080 | 916 | 852 |
| Allemania | 1912 | 1,029 | 7,003 | 67 | 61 |
| Aller | 1907 | 11,940 | 80,905 | 722 | 658 |
| Allier | 1902 | 2,700 | 8,450 | — | 334 |
| Alma | 1904 | 2,700 | 9,140 | 130 | — |
| Almagro | 1907 | 2,750 | 11,840 | 198 | 158 |
| Almeda Star | 1920 | 9,500 | — | — | 650 |
| Almelo | 1919 | 12,400 | 32,000 | 647 | 616 |
| Almenara | 1920 | 3,000 | 11,000 | 152 | 141 |
| Almeria Lykes | 1917 | 4,376 | 20,115 | 187 | 192 |
| Almora | 1906 | 4,025 | 13,500 | 198 | 185 |
| Alnesa | 1920 | 6,800 | 30,010 | 320 | 310 |
| Alnwick | 1920 | 3,450 | 8,370 | 99 | 91 |
| Alon | 1920 | 6,473 | 34,700 | 484 | 423 |
| Alondra | 1920 | 3,575 | 16,500 | — | 140 |
| Alouette | 1920 | 750 | — | — | 30 |
| Alpha | 1919 | 8,000 | — | — | — |
| Alphaca | 1920 | 8,100 | 31,400 | 518 | 477 |
| Alphard | 1915 | 6,200 | 25,320 | 362 | 330 |
| Alphenrat | 1920 | 8,100 | 31,000 | 510 | 477 |
| Alrich | 1921 | 7,500 | — | — | — |
| Alsacian | 1919 | 300 | 6,810 | — | 34 |
| Alsia | 1920 | 8,500 | — | 528 | 449 |
| Alsward | 1920 | 5,400 | 24,821 | 290 | 275 |
| Altad | 1899 | 3,100 | — | — | — |
| Alster | 1920 | 12,600 | 54,170 | 749 | 672 |
| Alstern | 1917 | 1,440 | 3,070 | 60 | — |
| Altair | 1900 | 10,600 | — | — | — |
| Altay | 1901 | 5,000 | 18,130 | 240 | 240 |
| Altenfelde | 1921 | 11,600 | 45,500 | 735 | 640 |
| Altero | 1910 | 3,500 | 5,490 | 110 | — |
| Altiag | 1906 | 1,140 | 3,750 | — | 57 |
| Altmark | 1920 | 3,150 | — | 420 | 400 |
| Altstücker Moudi | 1921 | 6,210 | 41,300 | 297 | 350 |
| Altuna | 1921 | 6,424 | 19,840 | 139 | 191 |
| Alvho Moudi | 1919 | 2,675 | — | 229 | 213 |
| Alu Moudi | 1920 | 6,085 | 22,411 | 301 | 259 |
| Alulos | 1921 | 6,600 | 20,572 | 174 | 440 |
| Alvarado | 1918 | 2,700 | — | 143 | 140 |
| Alvaki | 1922 | 7,490 | 3,212 | 652 | 630 |
| Alvarbank | 1920 | 8,745 | — | 525 | 460 |
| Amagansett Mare | 1905 | 6,225 | 14,400 | 320 | 299 |
| Amalfi Mare | 1899 | 4,300 | — | — | 190 |
| Amalfiera | 1920 | 3,186 | 12,300 | 130 | 120 |
| Amalfi | 1920 | 7,402 | — | 511 | 299 |
| Amalienborg | 1919 | 4,840 | 18,600 | 200 | 247 |
| Amalthea | 1921 | 6,400 | — | — | — |
| Amapala | 1920 | 3,300 | 15,900 | 240 | 211 |
| Amarante | 1914 | 12,150 | — | 641 | 600 |
| Amarapoora | 1920 | 10,300 | 37,840 | — | 520 |
| Amaria | 1918 | 7,080 | 23,450 | 393 | 350 |
| Amaro | 1903 | 7,000 | 40,460 | 500 | 449 |
| Amaro | 1912 | 7,514 | 29,580 | 472 | 350 |
| Amasia | 1920 | 5,118 | 24,440 | 309 | 250 |
| Amata | 1919 | 1,200 | 4,070 | — | 105 |
| Amazon Mare | 1919 | 12,100 | 51,700 | 560 | 527 |
| Amazone | 1904 | 4,450 | 28,130 | 194 | 175 |
| Ambassador | 1920 | 8,850 | 72,500 | 400 | 460 |
| Ambla | 1900 | 1,750 | 4,800 | 92 | — |
| Ambleside | 1920 | 1,425 | 4,500 | 65 | — |
| Ambrose | 1900 | 8,994 | 43,930 | — | 500 |
| Ambria | 1902 | 3,050 | 4,900 | 64 | 60 |
| Ambridge | 1919 | 9,774 | 41,370 | 495 | 420 |
| Ambria | 1907 | 445 | 3,130 | — | 37 |
| Ambrosio | 1920 | 8,300 | — | — | — |

| Name of Vessel. | Date of Build. | D.W.C. of cargo and bunkers | Cubic Capacity. In feet. T.S. | Cubic Capacity. In thousands of feet. Grain. | Cubic Capacity. In thousands of feet. Bale. |
|---|---|---|---|---|---|
| Ameland | 1920 | 7,850 | 34,890 | 423 | 390 |
| America | 1920 | 4,000 | — | — | — |
| America | 1914 | 1,200 | — | — | — |
| American Eagle | 1917 | 7,140 | 35,779 | 361 | 314 |
| American Farmer | 1920 | 6,000 | — | — | — |
| American Importer | 1920 | 7,816 | 44,330 | 840 | 810 |
| American Merchant | 1920 | 8,300 | — | — | — |
| American Press | 1920 | 7,855 | — | 400 | 379 |
| Americana | 1908 | 3,000 | — | — | — |
| Amerika | 1920 | 11,371 | — | 660 | 621 |
| Amerigo | 1912 | 8,710 | 33,832 | — | 378 |
| Amiens | 1920 | 6,800 | 40,680 | 308 | 319 |
| Amiens | 1919 | 2,350 | 8,510 | 100 | — |
| Amir | 1919 | 610 | 3,240 | 37 | — |
| Amiral Gantaume | 1902 | 6,802 | 17,224 | — | 352 |
| Amiral Villaret de Joyeuse | 1912 | 7,445 | 32,867 | — | 360 |
| Amlwch Rose | 1922 | 750 | 3,000 | 28 | — |
| Amnora | 1922 | 7,900 | 48,421 | 500 | 449 |
| Amolco | 1914 | 5,300 | 21,329 | — | — |
| Amor | 1911 | 3,200 | 11,900 | 115 | 172 |
| Ampetor | 1920 | 12,250 | — | — | — |
| Ampleforth | 1920 | 8,651 | 32,130 | 490 | 443 |
| Ampularia | 1921 | 8,400 | — | — | — |
| Amrum | 1919 | 2,500 | — | — | — |
| Amsel | 1927 | 3,560 | 12,815 | 168 | 181 |
| Amstel | 1925 | 3,500 | 8,750 | 175 | 189 |
| Amstelkerk | 1919 | 6,000 | 18,900 | 380 | 320 |
| Amstelland | 1920 | 12,670 | — | 715 | 665 |
| Amstelstroom | 1919 | 2,027 | 8,150 | 108 | 91 |
| Amsterdam | 1909 | 1,324 | 4,000 | 64 | 69 |
| Amur | 1920 | 3,800 | 10,400 | 140 | 160 |
| Amur | 1902 | 2,200 | 11,200 | 116 | 160 |
| Amur Mare | 1919 | 12,149 | 51,717 | 540 | 636 |
| An Lee | 1901 | 2,723 | — | — | 136 |
| An-Shang | 1909 | 4,700 | 18,700 | 213 | 204 |
| Anaconda | 1919 | 9,794 | 44,870 | 431 | 450 |
| Anacortes | 1919 | 7,368 | 31,700 | 406 | 372 |
| Anastasia | 1920 | 3,718 | — | — | — |
| Anastasios Petrocheis | 1909 | 3,020 | 11,200 | 201 | 214 |
| Anastasia | 1907 | 7,300 | 22,440 | 400 | 439 |
| Anastasia | 1901 | 5,120 | 25,805 | 247 | 262 |
| Anastasios Pateras | 1914 | 3,570 | 9,910 | 320 | 206 |
| Anatiga | 1918 | 1,900 | — | — | — |
| Anatolia | 1921 | 4,340 | 21,592 | 261 | 240 |
| Anchises | 1911 | 11,900 | 87,215 | — | 571 |
| Ancona | 1902 | 13,000 | 68,500 | 450 | — |
| Andalucia Star | 1917 | 9,500 | — | — | 460 |
| Andalusia | 1907 | 7,184 | 18,400 | 381 | 347 |
| Andalusian | 1918 | 5,205 | 8,150 | 314 | 387 |
| Andania | 1920 | 10,370 | 46,194 | 455 | 410 |
| Andalle | 1922 | 2,954 | 4,800 | 122 | 118 |
| Andrana | 1903 | 850 | — | — | — |
| Andrake-Moudi | 1909 | 3,600 | 8,810 | 120 | 192 |
| Andre Leboe | 1913 | 9,150 | 46,000 | — | 374 |
| Andre Thomas | 1920 | 3,350 | — | — | — |
| Andrea | 1921 | 9,000 | 12,400 | 410 | 591 |
| Andrea | 1913 | 7,800 | — | — | — |
| Andrea F. Lockenbach | 1919 | 14,400 | 102,255 | 660 | 751 |
| Andrew Jackson | 1919 | 12,000 | 46,830 | 671 | 642 |
| Andrinitsa | 1915 | 7,300 | — | — | — |
| Andromeda | 1904 | 3,000 | — | 180 | 137 |
| Anevara | 1918 | 1,750 | — | — | — |
| Anfitrite | 1902 | 8,900 | 32,400 | 320 | — |
| Angaretzi | 1927 | 4,019 | 11,790 | 321 | 475 |
| Angby | 1918 | 945 | 4,730 | — | 47 |
| Angelo Schiaffino | 1909 | 3,200 | — | 130 | 125 |
| Angelo Mabro | 1908 | 3,100 | 13,900 | 293 | 244 |
| Angelini | 1909 | 3,300 | 13,670 | 259 | 249 |
| Angelina | 1911 | 2,538 | — | — | — |
| Angelina Lauro | 1918 | 9,053 | 37,830 | 500 | 464 |

D.W.C.—The approximate deadweight capacity in tons, of 2,240 lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

T.S.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of cargo spaces are taken after fitting insulation.

## Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.

*(Ces renseignements sont donnés d'après l'autorité des Armateurs, sans garantie et comme approximativement exacts. Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom du Navire | Date de construction | D.W.C. Port en lourd approx. en tonnes | En pieds F.B.C. | En milliers de pieds: Grains | En milliers de pieds: Balles |
|---|---|---|---|---|---|
| Angelos Goulandris | 1920 | 1,950 | 18,890 | ... | 333 |
| Angers | 1907 | 7,100 | 20,358 | ... | 404 |
| Angers | 1899 | 6,250 | ... | ... | 411 |
| Anglesea Rose | 1920 | 1,600 | 5,000 | 81 | ... |
| Anglesey Coast | 1921 | 1,000 | 4,300 | 80 | 49 |
| Anglia | 1920 | 930 | 3,688 | ... | ... |
| Anglo African | 1929 | 9,500 | 31,608 | 463 | 441 |
| Anglo Australian | 1927 | 10,050 | 15,986 | 463 | 434 |
| Anglo Canadian | 1928 | 9,554 | ... | 478 | 450 |
| Anglo Colombian | 1931 | 12,175 | 21,146 | 478 | 420 |
| Anglo Indian | 1928 | 10,030 | 33,200 | 380 | 387 |
| Anglo Mexican | 1920 | 11,258 | ... | 507 | ... |
| Anglo No. 1 | 1920 | 770 | 3,464 | ... | ... |
| Anglo Norse | 1913 | 10,250 | ... | 510 | ... |
| Anglo Peruvian | 1928 | 10,040 | 43,066 | 368 | 503 |
| Anglo Saxon | 1929 | 9,880 | 18,400 | 370 | 361 |
| Ango | 1913 | 9,082 | 43,100 | ... | 443 |
| Angola | 1912 | 7,350 | 28,121 | 350 | 352 |
| Angora | 1911 | 6,088 | 24,734 | 330 | 386 |
| Angers | 1915 | 3,836 | 23,580 | 170 | 141 |
| Anita | 1918 | 845 | ... | 56 | ... |
| Anita Island | 1920 | 1,200 | 7,092 | 66 | 64 |
| Anita L. M. Russ | 1920 | 3,480 | 12,733 | 230 | 131 |
| Aniwa Maru | 1920 | 3,121 | 14,414 | 17 | 58 |
| Anjou | 1921 | 7,200 | ... | 372 | 359 |
| Ankara | 1907 | 5,100 | 18,000 | 270 | 239 |
| Ankara | 1926 | 4,547 | 50,000 | ... | 262 |
| Anna | 1917 | 5,810 | 34,188 | 438 | 398 |
| Anna | 1919 | 2,420 | 10,320 | 80 | 89 |
| Anna | 1925 | 4,700 | 10,801 | 144 | 167 |
| Anna | 1929 | 875 | 3,040 | 47 | 45 |
| Anna Dalgaard | 1919 | 8,420 | 12,200 | 441 | 428 |
| Anna C. | 1921 | 11,200 | 22,200 | 482 | 486 |
| Anna Knudsen | 1921 | 14,280 | ... | ... | ... |
| Anna Maersk | 1925 | 6,600 | 25,335 | 388 | 490 |
| Anna Sofie | 1928 | 5,100 | ... | 226 | 400 |
| Anna Yasselski | 1908 | 5,080 | 21,200 | 276 | 350 |
| Annapolis | 1922 | 750 | ... | 40 | ... |
| Annapurna | 1924 | 769 | 3,830 | 41 | ... |
| Anneke | 1920 | 750 | ... | 41 | ... |
| Annette | 1913 | 8,373 | ... | 448 | 386 |
| Annavolia | 1913 | 8,373 | 23,400 | ... | ... |
| Annavore | 1921 | 5,536 | 8,220 | 276 | 263 |
| Anneberg | 1902 | 5,190 | 13,800 | 303 | 295 |
| Annelise | 1909 | 862 | ... | 50 | ... |
| Annette | 1907 | 1,200 | 13,200 | 72 | ... |
| Anni Ahrens | 1904 | 1,300 | ... | 62 | ... |
| Annie | 1919 | 1,000 | ... | 58 | ... |
| Annie Christensen | 1907 | 900 | ... | ... | ... |
| Annie Johnson | 1920 | 1,700 | ... | 351 | 349 |
| Annik | 1920 | 4,750 | 16,150 | 204 | 184 |
| Annina | 1904 | 6,650 | 11,385 | 340 | 320 |
| Anniston City | 1921 | 8,800 | ... | 214 | 438 |
| Annunziata | 1908 | 7,850 | ... | 414 | 374 |
| Anselma de Larrinaga | 1913 | 9,300 | 12,960 | 414 | 362 |
| Ansgir | 1921 | 1,850 | ... | ... | ... |
| Anshun | 1920 | 3,088 | 5,281 | 176 | 335 |
| Antalya | 1891 | 1,360 | 5,800 | 68 | ... |
| Antarctic | 1906 | 11,320 | ... | ... | ... |
| Antares | 1906 | 8,300 | ... | ... | ... |
| Ante Topic | 1911 | 7,360 | 13,130 | 386 | 318 |
| Anteo | 1920 | 8,292 | 10,148 | 129 | 363 |
| Antenor | 1925 | 10,925 | ... | 458 | 340 |
| Anthea | 1904 | 8,244 | 15,819 | 432 | 402 |
| Antigone N. Nicholaou | 1920 | 3,220 | 8,340 | 167 | 350 |
| Antilochus | 1921 | 3,000 | 8,098 | 131 | 129 |
| Antilochus | 1929 | 10,238 | ... | ... | ... |
| Antigone | 1920 | 8,450 | 12,611 | 138 | 381 |
| Antigua | 1920 | 4,303 | 20,201 | 190 | 171 |
| Antilles | 1919 | 858 | 3,480 | ... | 58 |

| Nom du Navire | Date de construction | D.W.C. Port en lourd approx. en tonnes | En pieds F.B.C. | En milliers de pieds: Grains | En milliers de pieds: Balles |
|---|---|---|---|---|---|
| Antinous | 1906 | 12,640 | 12,000 | ... | 188 |
| Antiope | 1920 | 6,880 | 24,472 | 358 | 331 |
| Antiope | 1905 | 6,500 | 18,048 | 308 | 301 |
| Antiope | 1923 | 3,212 | 18,800 | 308 | 284 |
| Antiope | 1908 | 10,190 | ... | 327 | 403 |
| Antiope | 1920 | 6,400 | 13,400 | 326 | 401 |
| Antje Gerhardsen | 1913 | 7,915 | 47,100 | 439 | 390 |
| Anton | 1906 | 4,810 | 10,511 | 252 | 290 |
| Anton | 1906 | 1,200 | 8,380 | 65 | ... |
| Antonio | 1921 | 10,430 | 42,050 | 427 | 419 |
| Antonio | 1915 | 8,117 | 18,320 | 340 | 419 |
| Antonio de Satrustegui | 1904 | 5,600 | ... | 238 | ... |
| Antonio Ferrer | 1920 | 1,380 | 3,500 | 61 | 60 |
| Antonio Lopez | 1921 | 6,050 | 18,300 | 300 | 449 |
| Antonios | 1908 | 1,500 | ... | 78 | ... |
| Antonios D. Kydoniefs | 1907 | 6,468 | 17,000 | 371 | 390 |
| Antonios Stathatos | 1920 | 6,730 | 16,210 | 364 | 420 |
| Antonios Vrondissis | 1904 | 4,618 | ... | ... | 300 |
| Antonis Georgandis | 1919 | 6,580 | 14,800 | 314 | 300 |
| Antonis G. Lemos | 1911 | 6,800 | 30,840 | 452 | ... |
| Antrim Coast | 1905 | 1,200 | ... | 60 | ... |
| Antung | 1906 | 4,843 | ... | 320 | 417 |
| Antwerp | 1920 | 800 | ... | 56 | 63 |
| Anvil | 1903 | 1,200 | ... | 58 | ... |
| Anversoise | 1921 | 6,900 | ... | 334 | ... |
| Anversville | 1922 | 4,924 | 15,908 | 203 | 336 |
| Anyox | 1917 | 4,000 | 7,200 | ... | ... |
| Aoba Maru | 1913 | 6,284 | 18,600 | 320 | 345 |
| Aorangi | 1923 | 6,540 | ... | ... | 428 |
| Apapa | 1912 | 868 | ... | 40 | ... |
| Apia | 1918 | 800 | ... | 32 | ... |
| Apollo | 1907 | 4,300 | 15,600 | 190 | 180 |
| Apollonia | 1920 | 4,280 | 27,230 | 224 | 210 |
| Apolonia | 1921 | 2,095 | ... | ... | ... |
| Appalachee | 1920 | 13,000 | ... | ... | ... |
| Appledore | 1929 | 10,050 | 29,280 | 511 | 546 |
| Apsheron | 1923 | 5,540 | ... | ... | ... |
| Apure | 1928 | 4,268 | ... | ... | ... |
| Aquarius | 1920 | 7,000 | 41,800 | 460 | 377 |
| Aquarius | 1909 | 8,250 | ... | ... | ... |
| Aquila | 1921 | 3,035 | 15,200 | 186 | 174 |
| Aquila | 1917 | 3,100 | 7,904 | 139 | 149 |
| Aquileja | 1919 | 6,800 | 45,160 | 390 | 308 |
| Aquilone | 1902 | 737 | 3,800 | 40 | 38 |
| Aquitania | 1914 | 11,430 | 222,200 | 100 | 171 |
| Aquitania | 1906 | 8,640 | 12,200 | ... | 338 |
| Arabia | 1920 | 8,300 | ... | 438 | 418 |
| Arabistan | 1929 | 9,200 | ... | 480 | 498 |
| Aracaju | 1914 | 7,325 | ... | ... | ... |
| Aragon | 1932 | 2,500 | 15,300 | 119 | ... |
| Aragua | 1920 | 1,302 | ... | ... | ... |
| Arakaka | 1927 | 5,800 | ... | ... | ... |
| Aralar Mendi | 1920 | 4,800 | 12,370 | 330 | 231 |
| Aralmo | 1926 | 740 | 4,168 | 44 | 41 |
| Aramis | 1921 | 11,320 | ... | ... | ... |
| Aranda | 1904 | 2,602 | 11,300 | 114 | 188 |
| Arandora Star | 1927 | 9,200 | ... | ... | 480 |
| Arantzazu | 1912 | 3,800 | 25,520 | 143 | 138 |
| Araoaners | 1880 | 1,380 | 8,296 | 339 | 80 |
| Arantza Mendi | 1920 | 1,500 | 16,971 | 327 | 315 |
| Arantzazu Mendi | 1898 | 5,000 | ... | ... | ... |
| Aratanga | 1927 | 3,400 | 15,941 | 455 | 311 |
| Araucania | 1927 | 2,800 | 15,941 | 358 | 281 |
| Araucania | 1920 | 3,800 | 18,951 | 224 | 287 |
| Araya Mendi | 1900 | 3,403 | ... | 332 | 318 |
| Arbutus | 1922 | 2,018 | 3,300 | 96 | 88 |
| Archangelos | 1913 | 4,250 | 10,950 | 516 | 324 |
| Archangelos | 1917 | 7,134 | 3,300 | 497 | 412 |
| Archimede | 1911 | 4,100 | ... | 337 | 311 |
| Arctees | 1916 | 6,300 | 17,200 | 341 | 313 |

D.W.C.—Le port en lourd approximatif du navire en tonnes de 2,240 lbs. (1016 kilos.) pour cargaison et charbon de soutes, chargement au franc-bord d'été en eau salée.

F.B.C.—La capacité approximative en pieds cubes des soutes fixes, mesurée hors membrures et du dessus du vaigrage au dessous des barrots.

Capacité pour Grains.—Le volume des cales en milliers de pieds cubes, mesuré hors membrures et du dessus du vaigrage au dessus des barrots, y compris les écoutilles.

Capacité pour Balles et Colis.—Le volume des cales en milliers de pieds cubes, mesuré en dedans des lattes et du dessus du vaigrage au dessous des barrots, y compris les écoutilles.

Pour les Navires à Installation Frigorifique le volume des cales est pris après la pose de revêtements isolants.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Date of Built. | D.W.C. in tons of 2,240 lbs. | Cubic Capacity in Thousands of Cubic Feet. | | |
|---|---|---|---|---|---|
| | | | In bulk. | Grain. | Bale. |
| | | | F.B. | | |
| Antarius | 1919 | 1,800 | 5,800 | 68 | 92 |
| Antiopa | 1899 | 1,050 | 11,325 | 13 | 69 |
| Antoine | 1901 | 2,300 | 8,600 | ... | 320 |
| Aolus | 1921 | 4,727 | 15,500 | 449 | 414 |
| Apenhall | 1920 | 4,200 | 10,900 | 449 | 400 |
| Apennine | 1920 | 3,412 | 10,257 | 147 | 170 |
| Apennine | 1921 | 2,500 | 6,050 | 155 | 179 |
| Apenus | 1917 | 2,000 | 8,000 | 158 | 119 |
| Apiana | 1920 | 1,024 | 4,400 | 58 | 50 |
| Apiania | 1913 | 3,510 | 14,000 | ... | 174 |
| Apiashir | 1914 | 7,000 | ... | ... | ... |
| Apiaweer | 1913 | 10,000 | ... | ... | ... |
| Apiaweer | 1919 | 700 | 4,000 | 71 | ... |
| Apiri | 1902 | 700 | 3,000 | 80 | 50 |
| Apollolyrk | 1914 | 11,700 | 72,550 | 602 | 800 |
| Apple | 1909 | 700 | 3,100 | 38 | 34 |
| Appleton | 1911 | 8,200 | 13,800 | 351 | 361 |
| Appleville | 1919 | 8,700 | 22,300 | 475 | 447 |
| Appollina | 1911 | 5,600 | ... | 307 | 417 |
| Appollina | 1919 | 6,500 | 40,000 | 307 | 364 |
| Appollina | 1918 | 6,300 | 41,300 | 303 | 311 |
| Appollina | 1907 | 4,400 | ... | 312 | 324 |
| Appollina | 1907 | 1,200 | ... | 86 | 76 |
| Appollina | 1909 | 4,130 | ... | 398 | 313 |
| Apo | 1898 | 4,500 | 12,000 | 219 | 197 |
| Apo | 1905 | 9,200 | 43,000 | 124 | 143 |
| Apo | 1921 | 2,600 | 14,400 | 137 | 115 |
| Apon | 1900 | 10,000 | ... | ... | ... |
| Apomast | 1900 | 900 | ... | 44 | 43 |
| Apong | 1920 | 7,800 | ... | 400 | 371 |
| Apoul | 1907 | 9,150 | 33,900 | 150 | ... |
| Apsin Maru | 1920 | 10,500 | 18,607 | 509 | 510 |
| Apsu | 1900 | 1,610 | 6,300 | 74 | 62 |
| Apsyll | 1906 | 3,700 | 16,700 | 119 | ... |
| Aradar | 1905 | 7,100 | 7,150 | 440 | 400 |
| Aradan Pandolin | 1910 | 7,420 | 14,900 | 407 | 374 |
| Aram | 1901 | 6,100 | 31,000 | 321 | 324 |
| Arabadin | 1920 | 5,600 | 25,600 | 303 | 320 |
| Arago | 1900 | 8,000 | 10,037 | 111 | 198 |
| Aral | 1900 | 3,200 | ... | 160 | 143 |
| Aral | 1909 | 2,600 | 15,000 | 147 | 153 |
| Aragaar | 1906 | 6,111 | 102,900 | 274 | 194 |
| Arija | 1907 | 8,200 | 16,400 | 307 | 311 |
| Arlada Mondi | 1921 | 6,000 | 22,400 | 321 | 302 |
| Arlo | 1920 | 8,000 | ... | ... | ... |
| Arlo | 1907 | 1,065 | 3,040 | 57 | 43 |
| Arlon | 1917 | 8,000 | 10,000 | 190 | 190 |
| Arlotto | 1909 | 8,174 | 7,340 | 401 | 333 |
| Arlta Mondi | 1907 | 8,000 | 40,000 | 419 | 400 |
| Arlanda | 1900 | 8,700 | 70,110 | 570 | 600 |
| Arlanza | 1919 | 9,900 | 42,000 | 346 | 470 |
| Arlanza | 1919 | 7,300 | ... | ... | ... |
| Arlanza Maru | 1900 | 13,475 | 185,000 | 550 | 514 |
| Arlanzan | 1900 | 10,000 | 65,000 | 500 | 503 |
| Arlaja | 1920 | 9,000 | ... | 400 | 314 |
| Arlaiba | 1904 | 5,000 | 31,300 | 280 | 278 |
| Arlanzon | 1909 | 10,000 | 20,000 | ... | 362 |
| Arlanzon | 1907 | 4,810 | 18,100 | 215 | 356 |
| Arlaxo | 1919 | 600 | ... | 24 | ... |
| Arlette | 1920 | 4,700 | 20,100 | 300 | 101 |
| Arlington | 1919 | 5,000 | 10,000 | 170 | ... |
| Arlington | 1915 | 2,400 | ... | ... | ... |
| Arlington Court | 1904 | 3,070 | ... | ... | ... |
| Arlyn | 1910 | 3,141 | 9,071 | 283 | 190 |
| Armadale | 1909 | 8,000 | ... | 320 | 370 |
| Armada | 1920 | 1,600 | ... | ... | 112 |
| Armenior | 1919 | 1,200 | ... | ... | ... |
| Armera | 1900 | 4,000 | 19,170 | 201 | 222 |
| Armbel Mondi | 1920 | 3,372 | ... | 329 | 312 |
| Arno Mondi | 1920 | 8,470 | 30,814 | 519 | 502 |

| Name of Vessel. | Date of Built. | D.W.C. in tons of 2,240 lbs. | Cubic Capacity in Thousands of Cubic Feet. | | |
|---|---|---|---|---|---|
| | | | In bulk. | Grain. | Bale. |
| | | | F.B. | | |
| Arnold Bean | 1920 | 8,200 | 4,140 | 137 | 170 |
| Arnold Morris | 1914 | 8,200 | 7,300 | 154 | 174 |
| Arnotegi Mendi | 1921 | 4,100 | 11,000 | 310 | 300 |
| Aroia Mendi | 1921 | 9,200 | 44,300 | 361 | 316 |
| Aronda | 1917 | 5,000 | 31,400 | 140 | 129 |
| Aroma | 1918 | 1,000 | 24,400 | 300 | 340 |
| Arrawa | 1917 | 5,600 | 22,500 | ... | 327 |
| Arrin | 1920 | 1,000 | 10,000 | 300 | 300 |
| Arta | 1902 | 4,000 | ... | ... | ... |
| Artagan Mendi | 1917 | 9,427 | 9,157 | 449 | 459 |
| Artea Mendi | 1921 | 5,000 | 16,000 | 300 | 340 |
| Artemis | 1905 | 11,300 | 72,000 | 700 | 700 |
| Artemis | 1914 | 3,000 | ... | ... | ... |
| Artemis | 1900 | 1,000 | 4,000 | 40 | 40 |
| Artemisia | 1900 | 10,000 | ... | 300 | 350 |
| Artemisia Pilia | 1900 | 2,300 | 12,300 | 120 | 110 |
| Artemisia | 1900 | 7,300 | 21,100 | 350 | 320 |
| Artemis | 1922 | 2,000 | ... | 140 | 150 |
| Artemis | 1922 | 5,400 | 21,000 | 272 | 250 |
| Arthur Lanemann | 1900 | 4,300 | 9,000 | 230 | 250 |
| Arthur Orr | 1920 | 4,000 | 9,100 | 190 | ... |
| Arthur W. Sewall | 1920 | 5,144 | ... | ... | ... |
| Artilla Mendi | 1921 | 5,000 | 14,000 | 190 | 190 |
| Artigas | 1900 | 7,900 | ... | 420 | 370 |
| Artoldal | 1919 | 2,200 | 6,000 | 200 | 90 |
| Artunda Mendi | 1921 | 4,900 | 14,170 | 350 | 320 |
| Artza Mendi | 1920 | 3,000 | ... | 320 | 300 |
| Arubs | 1900 | 1,700 | 6,000 | 80 | ... |
| Arucas | 1920 | 9,400 | 32,800 | 372 | 350 |
| Arundale | 1910 | 5,200 | 23,900 | 290 | 300 |
| Arwyno | 1900 | 1,000 | 10,800 | 84 | 60 |
| Ary Rubeiro | 1904 | 900 | 4,400 | ... | 30 |
| Aryan | 1920 | 3,300 | ... | ... | ... |
| Asahi Maru | 1914 | 3,400 | 10,000 | ... | 200 |
| Asaka Maru | 1900 | 7,100 | 36,000 | 300 | 310 |
| Asama Maru | 1901 | 7,000 | 30,200 | 407 | 300 |
| Asaman Maru | 1910 | 3,000 | 16,000 | 131 | 141 |
| Asamerica | 1900 | 11,000 | 47,300 | ... | 370 |
| Asamerican | 1911 | 7,000 | 34,000 | 370 | 350 |
| Asgard | 1900 | 3,000 | 10,114 | 170 | ... |
| Asgard | 1904 | 2,000 | 7,000 | 100 | 90 |
| Ashburton | 1920 | 9,000 | ... | 400 | 410 |
| Ashby | 1917 | 9,000 | 14,300 | 300 | 410 |
| Ashland County | 1919 | 4,100 | ... | 190 | 200 |
| Ashlow | 1920 | 8,000 | 8,000 | 400 | 400 |
| Ashley | 1920 | 5,000 | 6,300 | 97 | 90 |
| Ashton | 1920 | 2,000 | 4,000 | 100 | ... |
| Asiaticus | 1900 | 9,300 | 42,700 | 370 | 370 |
| Asia | 1910 | 10,000 | ... | 500 | 500 |
| Asiatic | 1907 | 6,000 | 13,000 | 310 | 300 |
| Asia | 1914 | 4,300 | 17,200 | ... | 320 |
| Asia | 1903 | 8,000 | 13,700 | 320 | 370 |
| Asiatic | 1900 | 900 | 8,100 | ... | ... |
| Ask | 1909 | 1,200 | 7,200 | 70 | 90 |
| Asknes | 1921 | 4,000 | 10,000 | 200 | 200 |
| Askari | 1921 | 700 | 3,000 | 30 | 30 |
| Asmaviki | 1919 | 8,000 | ... | 400 | 370 |
| Asmoladen | 1900 | 4,100 | ... | 200 | 190 |
| Asolo | 1919 | 5,100 | 9,000 | 300 | 190 |
| Asoi | 1900 | 2,000 | 6,200 | 100 | 90 |
| Asowy | 1907 | 5,000 | 8,000 | 180 | 190 |
| Aspay | 1906 | 2,100 | 10,100 | 120 | 90 |
| Aspasia | 1904 | 7,000 | ... | 300 | 300 |
| Aspatria | 1901 | 7,700 | 41,000 | 120 | 200 |
| Aspo | 1900 | 2,200 | ... | 100 | 90 |
| Aspuna | 1900 | 700 | 1,300 | 90 | 90 |
| Aspuna Bolas | 1900 | 9,000 | 7,300 | ... | 90 |
| Assiut | 1919 | 7,100 | 32,200 | 300 | 350 |
| Assola | 1900 | 6,300 | 31,200 | 300 | 300 |
| Assyria | 1914 | 6,000 | 22,000 | 370 | 300 |

**Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.**

(Les renseignements sont donnés d'après l'autorité des Armateurs, sont parvenus et restent approximativement exacts. *Le Lloyd's Register of Shipping* n'est pas responsable de leur exactitude.)

| Nom et Pavillon. | Année de la construction. | Port en lourd approximatif en tonnes de 2,240 kilos. | Capacité cubique. Brute en pieds cubes. | Nettes en milliers de pieds cubes. Vraques. | Nettes en milliers de pieds cubes. Balles. |
|---|---|---|---|---|---|
| Aala | 1909 | 5,000 | 12,900 | 108 | 179 |
| Aala | 1900 | 5,000 | 17,174 | 108 | 140 |
| Abbotts | 1898 | 945 | 3,750 | 50 | — |
| Abir | 1904 | 1,200 | 3,714 | 107 | 105 |
| Acacia | 1920 | 8,000 | — | 474 | 454 |
| Acacia | 1917 | 5,700 | 7,700 | 171 | 165 |
| Acra | 1908 | 6,000 | — | 201 | 200 |
| Acra | 1907 | 4,000 | — | 106 | 102 |
| Acra | 1914 | 5,500 | 10,500 | 179 | 162 |
| Acra | 1907 | 1,000 | 9,000 | 93 | 91 |
| Acra II | 1920 | 8,750 | — | — | — |
| Acra III | 1920 | 7,500 | 16,000 | — | — |
| Adriana | 1904 | 1,200 | 3,400 | 58 | 50 |
| Adrial | 1919 | 13,000 | — | — | — |
| Adriana | 1908 | 700 | 4,200 | 38 | 31 |
| Adrid | 1906 | 2,000 | — | — | — |
| Adrid | 1909 | 1,900 | — | 193 | 99 |
| Adrida | 1909 | 8,000 | 75,416 | 378 | 351 |
| Adriatic | 1911 | 6,000 | 20,000 | 339 | 313 |
| Adriatic | 1911 | 5,150 | 26,000 | — | 119 |
| Adriatic | 1919 | 6,000 | 9,000 | 156 | 148 |
| Aegis Mars | 1904 | 10,000 | — | 180 | 166 |
| Aegis Mars | 1904 | 12,700 | — | 208 | 193 |
| Aegisson Mars | 1904 | 8,400 | 18,000 | 420 | 312 |
| Aeolus | 1901 | 5,400 | 21,700 | 296 | 204 |
| Afrana | 1904 | 2,700 | 11,000 | 128 | 103 |
| Afrocosmos | 1907 | 7,300 | 30,400 | 555 | 534 |
| Afrodisaf | 1920 | 10,000 | — | — | — |
| Afrovenus | 1917 | 9,000 | — | — | — |
| Afrovenus | 1920 | 18,700 | — | — | — |
| Afrotrucksen | 1919 | 10,000 | — | — | — |
| Afrudale | 1920 | 10,000 | — | — | — |
| Afrovenus | 1920 | 10,000 | — | — | — |
| Afwellen | 1904 | 9,500 | — | — | — |
| Afwiling | 1920 | 15,000 | — | — | — |
| Afwilright | 1900 | 15,000 | — | — | — |
| Afwilcard | 1900 | 15,000 | — | — | — |
| Afwinate | 1914 | 8,000 | — | — | — |
| Afwinmarch | 1920 | 18,000 | — | — | — |
| Afwiprince | 1920 | 16,000 | — | — | — |
| Afwiprincess | 1920 | 15,000 | — | — | — |
| Afwiqueen | 1920 | 12,000 | — | — | — |
| Afwirogent | 1920 | 15,000 | — | — | — |
| Afwistar | 1920 | 800 | — | — | — |
| Afwiwalter | 1920 | 15,000 | — | — | — |
| Afwitars | 1920 | 1,200 | — | — | — |
| Afwitemplar | 1920 | 15,000 | — | — | — |
| Afwiviscount | 1920 | 15,000 | — | — | — |
| Afwob | 1920 | 8,500 | 19,000 | 800 | 770 |
| Afwoor | 1920 | 7,000 | — | — | — |
| Afwoow | 1918 | 3,500 | — | 160 | — |
| Afwortor | 1920 | 6,000 | 11,000 | 110 | 102 |
| Afwos II | 1920 | 10,000 | 30,000 | — | 400 |
| Afwoul | 1918 | 9,000 | 21,000 | 220 | 400 |
| Afwow | 1918 | 6,700 | — | 260 | 400 |
| Atlanta City | 1921 | 9,000 | — | 218 | 470 |
| Atlantic | 1918 | 8,300 | 14,000 | 350 | 211 |
| Atlantic | 1920 | 8,700 | 41,000 | 460 | 435 |
| Atlantic | 1904 | 2,000 | 6,000 | 200 | 200 |
| Atlantic | 1904 | 2,000 | 8,500 | 100 | — |
| Atlantic City | 1920 | 10,000 | 15,000 | 511 | 450 |
| Atlantic Gulf | 1919 | 8,100 | — | 180 | 167 |
| Atlantic Mars | 1920 | 9,000 | 20,400 | 440 | 400 |
| Atlantic Sun | 1920 | 10,000 | — | — | — |
| Atlantoon | 1904 | 2,000 | 11,000 | — | 30 |
| Atlantville | 1904 | 8,500 | 19,500 | 361 | 326 |
| Atlantville | 1904 | 6,400 | 21,000 | 267 | 320 |
| Atlas | 1919 | 10,000 | — | — | — |
| Atlas | 1907 | 6,110 | 20,500 | 114 | 200 |
| Atlas | 1907 | 6,000 | 15,000 | 194 | 180 |

| Nom et Pavillon. | Année de la construction. | Port en lourd approximatif en tonnes de 2,240 kilos. | Capacité cubique. Brute en pieds cubes. | Nettes en milliers de pieds cubes. Vraques. | Nettes en milliers de pieds cubes. Balles. |
|---|---|---|---|---|---|
| Atlas | 1900 | 2,000 | — | — | — |
| Atlas | 1909 | 1,750 | 6,200 | 77 | 78 |
| Atlas-Mars | 1920 | 10,000 | 30,000 | 600 | 600 |
| Atle Jarl | 1914 | 1,000 | — | 90 | 80 |
| Atlas | 1920 | 8,000 | — | 150 | 140 |
| Atlas | 1902 | 3,000 | 9,500 | 102 | 200 |
| Atrous | 1911 | 8,000 | 15,000 | — | 400 |
| Atrous Mars | 1920 | 9,000 | 40,000 | — | — |
| Attiki | 1906 | 3,500 | 8,000 | 150 | 150 |
| Attila | 1900 | 11,000 | — | — | — |
| Attu | 1902 | 6,700 | — | — | — |
| Atzori Rondi | 1907 | 3,500 | 10,000 | 104 | 141 |
| Auburn | 1919 | 8,000 | — | 900 | 800 |
| Aud | 1907 | 1,700 | — | 61 | 58 |
| Audacious | 1898 | 2,150 | — | — | — |
| Audax | 1903 | 400 | 3,000 | 39 | — |
| Audax | 1900 | 500 | 5,400 | — | — |
| Audax | 1900 | 5,000 | 7,000 | 100 | 90 |
| Augsburg | 1919 | 9,000 | 30,000 | 400 | 400 |
| August | 1911 | 5,000 | 10,000 | 111 | 90 |
| August Corda | 1910 | 1,400 | — | 66 | 61 |
| August Leonhardt | 1910 | 4,900 | 18,000 | 270 | 300 |
| August Schultze | 1901 | 5,000 | 15,000 | 150 | 200 |
| August Thyssen | 1909 | 3,400 | 16,700 | 150 | 200 |
| Augusta I. | 1909 | 1,800 | — | — | — |
| Augusta La Bourgne | 1910 | 1,800 | 15,000 | 40 | 40 |
| Augustina | 1907 | 3,700 | — | — | — |
| Augustus | 1907 | 10,000 | — | 107 | 97 |
| Augwald | 1900 | 8,000 | 9,000 | 102 | 400 |
| Aus | 1900 | 3,000 | 18,000 | 140 | 130 |
| Ausonia | 1904 | 9,000 | 28,000 | 400 | 400 |
| Ausonia | 1900 | 8,000 | 12,000 | — | 400 |
| Ausonia | 1900 | 1,000 | 10,000 | — | 70 |
| Autopy | 1910 | 8,000 | 75,700 | — | 300 |
| Avachile | 1910 | 8,000 | 14,000 | 47 | 80 |
| Avana | 1900 | 3,000 | — | 140 | 140 |
| Avana | 1900 | 3,000 | — | — | 110 |
| Avanza | 1901 | 10,000 | 47,000 | 400 | 400 |
| Avatral | 1910 | 900 | 3,000 | 90 | 90 |
| Avatralia | 1900 | 10,000 | — | — | — |
| Avatralia | 1910 | 13,000 | 40,000 | 800 | — |
| Avatralia | 1907 | 7,000 | 13,000 | 400 | 300 |
| Avatralian | 1910 | 8,000 | — | 500 | 400 |
| Avatralian | 1910 | 8,000 | — | 400 | 400 |
| Avatol | 1910 | 500 | 2,000 | 27 | — |
| Avatvanger | 1900 | 8,000 | 35,000 | 300 | 200 |
| Avatward | 1900 | 7,000 | — | 400 | 400 |
| Avavegan | 1900 | 8,000 | 10,000 | 150 | — |
| Avala | 1900 | 10,000 | 12,000 | 400 | 400 |
| Avaloe | 1900 | 2,000 | 8,000 | 100 | 110 |
| Avalona I | 1910 | 2,000 | — | — | — |
| Avalona Star | 1907 | 9,000 | — | — | 400 |
| Avantino | 1907 | 8,000 | 16,000 | 400 | 400 |
| Avayron | 1900 | 8,000 | 21,000 | 500 | 400 |
| Avenmore | 1900 | 6,000 | 17,000 | 300 | 400 |
| Avila Star | 1907 | 8,000 | — | — | 400 |
| Avocets | 1900 | 8,000 | 16,000 | — | 400 |
| Avola | 1900 | 8,000 | 14,000 | 400 | 400 |
| Avydos | 1900 | 1,000 | — | 80 | — |
| Awaji Maru | 1900 | 8,000 | 18,000 | — | — |
| Axel Johnson | 1900 | 7,000 | — | 800 | 800 |
| Axenhus | 1900 | 8,000 | 30,000 | 400 | 400 |
| Axmar | 1900 | 900 | — | 80 | — |
| Aya Rondi | 1900 | 3,000 | — | 300 | 300 |
| Ayaki J. Brion | 1907 | 10,000 | — | — | — |
| Aya Rondi | 1900 | 3,000 | — | 300 | 300 |
| Ayala Mars | 1917 | 9,000 | 20,000 | 400 | 400 |
| Ayamonte | 1900 | 1,000 | 6,000 | 50 | 80 |
| Ayoide Hall | 1900 | 8,000 | 7,000 | 100 | 400 |
| Ayton | 1900 | 9,000 | 8,000 | 100 | — |

D.W.C. = Le port en lourd approximatif du navire en tonnes de 2,240 kilos. (1016 kilos.) peut varier avec le chargement de soutes, vivres, eau, etc., et dépend d'où on se sert.

P.B. = La capacité approximative en pieds cubes des soutes frais, nécessaires aux machines et du doage du vaisseau au dessus des barres.

Capacité sous Galeries. = La volume des cales en milliers de pieds cubes, nécessaires aux machines et du doage du vaisseau, au dessus des barres, y compris les entrepôts.

Capacité sous Balles ou Cubes. = Le volume des cales en milliers de pieds cubes, nécessaires au dedans des bâtes et du doage du vaisseau au dessus des barres, y compris les entrepôts.

Pour les Navires à Installation Frigorifique le volume des cales est pris après la pose du revêtement isolant.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Date of Build. | D.W.C. of cargo and bunkers. | Cubic Capacity. In feet. | Cubic Capacity. In thousands of feet. | |
|---|---|---|---|---|---|
| | | | F.B. | Grain. | Bale. |
| Armorie | 1919 | 8,550 | 90,000 | 448 | 410 |
| Arrowmar | 1918 | 500 | 3,150 | ... | 67 |
| Arun | 1906 | 3,914 | 37,140 | ... | 120 |
| Asay-le-Hidoux | 1910 | 6,308 | 70,222 | ... | 228 |
| Aster | 1914 | 6,000 | ... | ... | ... |
| Aster | 1920 | 6,900 | 61,347 | ... | ... |
| Atlantic Mars | 1906 | 7,265 | 8,180 | 357 | 349 |
| B. O. Bojsenn | 1907 | 2,250 | 7,470 | 114 | 130 |
| Baalbeck | 1920 | 5,500 | 9,500 | 205 | 190 |
| Baars | 1907 | 8,027 | 44,700 | 512 | 474 |
| Bathwood | 1919 | 6,800 | 19,800 | 450 | 415 |
| Bacchus | 1921 | 5,140 | 11,500 | 248 | 230 |
| Bachi | 1920 | 5,250 | 21,970 | 358 | 341 |
| Bacoto Palos | 1918 | 5,500 | ... | ... | ... |
| Back Bay | 1920 | 5,292 | ... | ... | 140 |
| Backworth | 1919 | 5,300 | 15,200 | 159 | 184 |
| Baeni | 1912 | 2,300 | 20,970 | 84 | ... |
| Baeria | 1908 | 2,500 | 5,500 | 195 | 173 |
| Bafaweny | 1917 | 5,650 | 19,200 | 174 | 161 |
| Bafalona | 1920 | 6,629 | ... | ... | ... |
| Bafarper | 1920 | 11,000 | 43,122 | ... | ... |
| Bafen | 1922 | 10,900 | 56,100 | 536 | 492 |
| Bafenia | 1913 | 1,229 | 4,800 | 58 | 61 |
| Bafgwian | 1919 | 8,625 | 31,300 | 679 | 630 |
| Bagdad | 1901 | 2,700 | 10,100 | ... | 139 |
| Bahariston | 1909 | 8,800 | ... | 652 | 610 |
| Bahia | 1917 | 7,500 | ... | 640 | 613 |
| Bahia Blanca | 1920 | 950 | 7,600 | 41 | 39 |
| Bahiana | 1908 | 900 | 6,000 | 40 | ... |
| Bahrain | 1922 | 11,700 | ... | ... | ... |
| Bakai Maru | 1921 | 4,000 | 23,820 | 147 | 173 |
| Bakawana | 1920 | 11,242 | 49,400 | 642 | 560 |
| Baja California | 1914 | 2,550 | 11,877 | 226 | 214 |
| Bajamar | 1901 | 2,700 | ... | 201 | 223 |
| Bakersfield | 1919 | 6,542 | ... | 450 | 412 |
| Bakklava | 1920 | 11,500 | ... | ... | ... |
| Balaton | 1919 | 2,300 | 10,147 | 182 | 150 |
| Balboa | 1919 | 8,250 | 12,000 | 554 | 508 |
| Baldbutte | 1919 | 8,298 | ... | ... | ... |
| Balder | 1921 | 2,500 | 10,150 | 141 | 130 |
| Balder | 1921 | 1,600 | ... | 78 | ... |
| Baldhill | 1919 | 9,299 | ... | ... | ... |
| Baldine | 1918 | 7,300 | 23,600 | 360 | 305 |
| Balgowan | 1919 | 10,800 | 14,500 | 600 | 500 |
| Balmarino | 1898 | 500 | 1,700 | 30 | ... |
| Balnoran | 1920 | 8,750 | ... | ... | 304 |
| Balsam | 1919 | 7,450 | 24,440 | 390 | 334 |
| Baltaline | 1920 | 1,500 | 7,000 | ... | 102 |
| Baltasar | 1919 | 1,900 | 9,640 | ... | 88 |
| Baltavia | 1901 | 1,900 | 13,000 | ... | 60 |
| Baltic | 1900 | 2,021 | 8,100 | 171 | 149 |
| Baltic | 1907 | 3,600 | 18,000 | 191 | ... |
| Baltic | 1904 | 3,000 | ... | 150 | 130 |
| Baltic | 1904 | 10,000 | 105,300 | ... | 700 |
| Baltic | 1909 | 13,452 | ... | ... | ... |
| Baltic | 1907 | 1,171 | 4,725 | 61 | 56 |
| Baltista | 1905 | 3,200 | 8,170 | 162 | 133 |
| Baltmar | 1901 | 3,900 | 18,340 | 222 | 219 |
| Baltmor | 1906 | 4,350 | 12,195 | ... | 232 |
| Balto | 1907 | 4,100 | 20,310 | 220 | 210 |

| Name of Vessel. | Date of Build. | D.W.C. of cargo and bunkers. | Cubic Capacity. In feet. | Cubic Capacity. In thousands of feet. | |
|---|---|---|---|---|---|
| | | | F.B. | Grain. | Bale. |
| Baltonia | 1908 | 4,770 | 18,750 | ... | 165 |
| Baltrader | 1919 | 8,350 | 14,930 | ... | 131 |
| Baluchistan | 1919 | 7,481 | 28,000 | 474 | 442 |
| Bamora | 1914 | 4,200 | 20,200 | 173 | 144 |
| Ban Ho Guan | 1911 | ... | ... | ... | 70 |
| Ban Hong Liong | 1906 | 1,600 | 5,600 | ... | ... |
| Banan | 1912 | 1,900 | 21,000 | ... | 91 |
| Bandai Maru | 1921 | 6,804 | 22,000 | ... | 290 |
| Bandar Shahpour | 1927 | 8,000 | 20,970 | 420 | 390 |
| Bandoma | 1908 | 3,800 | 17,721 | 162 | 158 |
| Bandoeng Maru | 1921 | 6,410 | 23,591 | 309 | 274 |
| Bandra | 1914 | 4,800 | 21,094 | 173 | 160 |
| Bandhaire | 1912 | 6,000 | 46,185 | 453 | 417 |
| Bangalore | 1920 | 8,400 | 40,800 | 532 | 474 |
| Bangra | 1919 | 7,000 | ... | 412 | 371 |
| Bankura | 1912 | 4,350 | 20,294 | 173 | 149 |
| Banmark | 1919 | 7,300 | 24,840 | 369 | 297 |
| Bantam | 1920 | 6,665 | 20,250 | 229 | 213 |
| Bantria | 1908 | 3,210 | 5,000 | 200 | 191 |
| Banity | 1904 | 700 | 3,230 | 24 | ... |
| Banyu Maru | 1921 | 3,200 | ... | ... | ... |
| Banyu Maru No. 2 | 1917 | 3,200 | ... | ... | ... |
| Banyu Maru No. 3 | 1918 | 3,200 | ... | ... | ... |
| Banyu Maru No. 6 | 1917 | 3,200 | ... | ... | ... |
| Banyu Maru No. 7 | 1918 | 3,200 | ... | ... | ... |
| Banyu Maru No. 8 | 1918 | 3,200 | ... | ... | ... |
| Banyu Maru No. 10 | 1919 | 3,000 | ... | ... | ... |
| Baoule | 1921 | 7,283 | 60,021 | ... | 224 |
| Baradine | 1921 | 11,170 | 100,000 | 680 | |
| Barada | 1912 | 4,210 | 20,294 | 173 | 148 |
| Barahona | 1921 | 1,100 | 8,200 | 71 | 69 |
| Barbadian | 1919 | 8,250 | 36,045 | 420 | 394 |
| Barbana G. | 1915 | 8,400 | ... | 340 | ... |
| Barbara | 1912 | 6,600 | ... | 404 | 375 |
| Barbara | 1920 | 2,900 | ... | 161 | 135 |
| Barbara G. | 1920 | 700 | ... | ... | ... |
| Barbara Odine | 1919 | 6,173 | 15,700 | 472 | 430 |
| Barbara Marie | 1920 | 8,000 | 8,800 | 460 | 434 |
| Barbarigo | 1920 | 8,000 | ... | 502 | 499 |
| Barbra | 1920 | 8,800 | ... | ... | ... |
| Barbro | 1902 | 3,500 | 11,970 | 177 | 182 |
| Barcelona | 1921 | 5,600 | 29,240 | 320 | 300 |
| Barendrecht | 1915 | 3,100 | 20,200 | 213 | ... |
| Barentsia | 1921 | 11,000 | 83,700 | 823 | 577 |
| Bargates | 1915 | 4,429 | ... | ... | 180 |
| Barfoss | 1911 | 13,700 | ... | ... | ... |
| Barfoot | 1920 | 400 | 2,654 | ... | 22 |
| Bargara | 1912 | 4,310 | 20,294 | 173 | 148 |
| Barletta | 1908 | 1,200 | 5,440 | ... | ... |
| Barletta | 1901 | 1,000 | 3,710 | ... | 69 |
| Barnbek | 1920 | 4,200 | 8,600 | 216 | 205 |
| Barnaur | 1909 | 8,250 | 52,200 | ... | ... |
| Barnevald | 1920 | 6,900 | 44,800 | 502 | 450 |
| Baroda | 1912 | 4,210 | 20,294 | 173 | 148 |
| Baron Allen | 1919 | 4,000 | 7,100 | 179 | 162 |
| Baron Balfaven | 1920 | 10,250 | 23,700 | 574 | 528 |
| Baron Blythswood | 1920 | 8,220 | 28,170 | 527 | 504 |
| Baron Carnegie | 1920 | 6,500 | 12,810 | 219 | 208 |
| Baron Cochrane | 1927 | 5,170 | 14,120 | 306 | 266 |
| Baron Delamey | 1924 | 8,175 | ... | 520 | 500 |
| Baron Dunkenell | 1909 | 8,220 | 28,150 | 527 | 504 |
| Baron Elibank | 1919 | 4,000 | 22,800 | 172 | 162 |
| Baron Erskine | 1920 | 8,240 | 14,350 | 524 | 215 |
| Baron Fairlie | 1920 | 10,200 | 20,700 | 527 | 519 |
| Baron Forbes | 1919 | 4,100 | 17,400 | 202 | 211 |
| Baron Garioch | 1919 | 4,000 | 7,140 | 172 | 162 |
| Baron Glenomar | 1920 | 5,200 | 13,300 | 276 | 211 |
| Baron Graham | 1920 | 5,600 | 13,600 | 292 | 248 |
| Baron Haig | 1920 | 5,795 | 14,600 | 304 | 292 |
| Baron Herries | 1919 | 4,000 | 8,600 | 194 | 192 |

D.W.C.—The approximate deadweight capacity in tons, of 2,240lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

F.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of the cargo spaces are taken after fitting insulation.

## Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.

*(Ces renseignements sont donnés d'après l'autorité des Armateurs, sans garantie et comme approximativement exacts. Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom du Navire | Date de construction | D.W.C. Port en lourd en tonnes | Capacité cubique En pieds P.B. | En milliers de pieds Grains | En milliers de pieds Balles |
|---|---|---|---|---|---|
| Baron Inchcape | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Baron Kelvin | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Baron Kinnaird | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Baron Loudoun | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Baron Lovat | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Baron Mauley | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Baron Murray | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Baron Nairn | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Baron Newlands | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Baron Ogilvy | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Baron Pentland | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Baron Polwarth | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Baron Ramsay | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Baron Ruthven | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Baron Saltoun | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Baron Semple | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Baron Stranraer | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Baron Tweedmouth | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Baron Vernon | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Baron Wemyss | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Baron Yarborough | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Barpeta | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Barra Head | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Barrando | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Barrgrove | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Barris | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Barrington Court | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Barsac | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Barta | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bartava | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bartolo | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Baruya | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Basarabia | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Basil | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Basil | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Basil | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Basse Terre | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bassa Pointe | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Batavia Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Batavier I | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Batavier II | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Batavier III | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Batavier IV | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Batavier V | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Batavier VII | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Batavier VIII | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bathe | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Baton | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Baud | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Baunewell | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Baute | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Baxter Dux | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Baxtergate | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bay State | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bay View | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bayern | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Baynesk | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bayonne | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bayton | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Baytree | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bazias | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Beachcliffe | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Beaconhill | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Beaconlight | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Beaconsol | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Beaconstar | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bealiba | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Beatrice | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Beaufort | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Beaulieu | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

| Nom du Navire | Date de construction | D.W.C. Port en lourd en tonnes | Capacité cubique En pieds P.B. | En milliers de pieds Grains | En milliers de pieds Balles |
|---|---|---|---|---|---|
| Beauly Firth | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Beaumont | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Beaumont | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Beaumont Parks | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Beaverbrae | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Beaverburn | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Beaverdale | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Beaverford | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Beaverhill | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Beechpark | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Beemsterdijk | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Beeston | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Behar | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Beira | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bekasan | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Beldis | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Belfast Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Belfort | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Belfri | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Belgian | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Belgian Gulf | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Belgion | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Belgique | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Belgia | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Belgenland | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Belkee | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bellailsa | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bellasco | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bellatrix | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bellavale | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Belleuckle | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Belle Isle | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Belle Maria | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bellemina | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bellepline | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bellerophon | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bellerose | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bellflower | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bellhaven | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bellingham | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bello | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Belloma | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bellorado | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bellucia | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Belmoira | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Belnor | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Beloma | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Belpamela | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Belpareil | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Belray | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Belridge | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Beltinge | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Belury | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Belvedere | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Belvedere | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Belvidere | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Belvoir | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Benacre | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Benarty | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Benavon | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bencleuch | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Benvorlich | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Benderas | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bendick | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Benedict | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Benefactor | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bengal Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bengasi | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Benguella | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

D.W.C.—Le port en lourd approximatif du navire en tonnes de 2,240 lbs. (1016 kilos) pour cargaison et charbon de soute, chargement au franc-bord d'été en eau salée.

P.B.—La capacité approximative en pieds cubes des soutes fixes, mesurée hors membrures et du dessus de vaigrage au dessous des barrots.

Capacité pour Grains.—Le volume des cales en milliers de pieds cubes, mesuré hors membrures et du dessus de vaigrage au dessous des barrots, y compris les écoutilles.

Capacité pour Balles ou Caisses.—Le volume des cales en milliers de pieds cubes, mesuré en dedans des lattes et du dessus de vaigrage au dessous des barrots, y compris les écoutilles.

Pour les Navires à Installation Frigorifique le volume des cales est pris après la pose du revêtement isolant.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Date of Build. | D.W.C. of cargo and bunkers. | Cubic Capacity. In bale. | Cubic Capacity. In thousands of feet. | |
|---|---|---|---|---|---|
| | | | P.B. | Grain. | Bale. |
| Bengkalis | 1915 | 4,240 | — | — | 41 |
| Bengkok | 1914 | 6,750 | 35,850 | 440 | 414 |
| Bengore Head | 1922 | 4,018 | 13,770 | 273 | 246 |
| Bengt Stark | 1917 | 1,500 | — | 77 | 70 |
| Benkoelen | 1919 | 9,600 | 24,024 | 519 | 460 |
| Benjamin Brewster | 1917 | 8,650 | — | — | — |
| Benjamin Franklin | 1917 | 10,600 | — | 598 | 520 |
| Benkoelen | 1912 | 1,140 | — | — | 52 |
| Benlawers | 1920 | 9,850 | 24,300 | 492 | 440 |
| Benledi | 1920 | 9,850 | 24,300 | 492 | 440 |
| Benlomond | 1914 | 8,130 | 16,170 | 402 | 359 |
| Benlos | 1920 | 5,250 | 8,000 | 113 | 107 |
| Benmaple | 1914 | 8,750 | 8,000 | 112 | — |
| Benmohr | 1920 | 9,250 | 26,330 | 542 | 440 |
| Benmore | 1917 | 9,250 | 21,514 | 503 | 440 |
| Benrinnes | 1914 | 8,150 | 21,000 | 450 | 350 |
| Benrook | 1921 | 9,350 | 25,355 | 475 | 425 |
| Benrowan | 1914 | 7,400 | 22,322 | 509 | 362 |
| Bensdorp | 1919 | 9,000 | — | 375 | 442 |
| Benson Ford | 1924 | 12,000 | 32,000 | 600 | 530 |
| Bente Maersk | 1920 | 4,110 | — | 404 | — |
| Benvanach | 1921 | 9,500 | 41,000 | 496 | 431 |
| Benvenue | 1921 | 9,250 | 36,214 | 492 | 440 |
| Benvorlich | 1919 | 9,000 | 31,170 | 421 | 397 |
| Benwood | 1919 | 6,900 | 19,120 | 349 | 320 |
| Benwyvis | 1920 | 9,250 | 26,211 | 450 | 441 |
| Berchio | 1914 | 2,075 | 7,765 | 150 | 132 |
| Berge | 1912 | 4,051 | 11,270 | 440 | 402 |
| Berk | 1920 | 1,130 | 5,214 | 69 | 50 |
| Berm | 1918 | 1,950 | 15,000 | 99 | 90 |
| Berlaire | 1899 | 2,500 | — | 201 | — |
| Bermagar | 1913 | 9,600 | 28,950 | 592 | 459 |
| Bermagoria | 1919 | 12,450 | 245,500 | 390 | 362 |
| Bermaire | 1919 | 1,900 | 5,412 | 139 | 114 |
| Berge | 1921 | 1,070 | 4,140 | 40 | 33 |
| Bergenhurd | 1918 | 1,200 | 16,290 | 346 | 300 |
| Bergsund | 1912 | 1,900 | 8,750 | 67 | 60 |
| Bering | 1920 | 11,300 | — | 556 | 510 |
| Berk | 1919 | 8,300 | 16,147 | 402 | 350 |
| Berkdale | 1908 | 6,078 | 19,800 | 314 | 294 |
| Berkel | 1920 | 2,500 | 6,750 | 175 | 160 |
| Berkshire | 1920 | 9,600 | 27,300 | 592 | 520 |
| Bernardin de Saint Pierre | 1905 | 7,057 | 22,152 | — | 587 |
| Bernhard Blumenfeld | 1921 | 1,494 | 18,670 | 300 | — |
| Berniela | 1920 | 2,800 | 11,700 | 155 | 140 |
| Berniera | 1922 | 1,600 | 7,150 | 115 | 99 |
| Berore | 1919 | 1,015 | 1,900 | 44 | 41 |
| Berrydale | 1922 | 650 | — | 39 | 30 |
| Berrima | 1912 | 11,730 | 106,500 | — | 560 |
| Berryden | 1908 | 400 | — | — | 33 |
| Berryton | 1909 | 10,000 | — | — | — |
| Berta | 1907 | 2,600 | — | — | — |
| Bertha | 1900 | 1,900 | 12,000 | 35 | — |
| Bertha | 1915 | 1,200 | 1,924 | 32 | 30 |
| Bertha | 1903 | 561 | 1,750 | — | — |
| Bertie H. Hooker | 1904 | 675 | — | — | — |
| Bertil | 1903 | 1,400 | — | — | — |
| Bertly | 1909 | 2,604 | — | 119 | 113 |
| Bertolo | 1900 | 1,400 | 2,000 | 63 | 59 |
| Bertwinskiry | 1919 | 8,980 | 40,600 | 302 | 430 |
| Bertwalden | 1920 | 1,500 | 20,102 | 343 | 306 |
| Beryl | 1906 | 1,000 | — | 31 | 31 |
| Beryl | 1904 | 600 | 2,995 | 39 | — |
| Besiat | 1917 | 11,500 | 20,000 | 600 | 550 |
| Besnel | 1902 | 3,100 | 6,000 | 100 | 101 |
| Besomer | 1920 | 7,100 | 12,000 | — | — |
| Besomer City | 1920 | 3,500 | — | 160 | 129 |
| Bessie | 1904 | 3,475 | 7,140 | 111 | 107 |
| Bessom | 1904 | 3,475 | 7,240 | 140 | 135 |
| Beta | 1917 | 4,900 | 17,100 | — | — |

| Name of Vessel. | Date of Build. | D.W.C. of cargo and bunkers. | Cubic Capacity. In bale. | Cubic Capacity. In thousands of feet. | |
|---|---|---|---|---|---|
| | | | P.B. | Grain. | Bale. |
| Beta | 1900 | 520 | 1,700 | 32 | 30 |
| Beth | 1920 | 2,100 | — | — | — |
| Bethore | 1922 | 10,500 | — | 267 | — |
| Betorion | 1920 | 10,300 | — | — | — |
| Betina | 1920 | 600 | — | — | — |
| Betsy | 1919 | 1,050 | — | 147 | 128 |
| Betty | 1919 | 2,125 | 10,200 | 178 | 162 |
| Betty | 1921 | 4,240 | 8,150 | 140 | 120 |
| Betty II. | 1902 | 3,700 | 15,700 | 251 | 190 |
| Betty Maersk | 1922 | 6,000 | 9,040 | 208 | 184 |
| Betula | 1906 | 3,500 | 12,100 | 122 | 110 |
| Beulah | 1922 | 8,100 | — | 240 | — |
| Beulah | 1909 | 1,140 | 4,250 | 43 | 36 |
| Beuraplena | 1904 | 7,200 | 21,414 | 360 | 304 |
| Beurevijk | 1900 | 4,900 | 20,000 | 325 | 305 |
| Bevers | 1909 | 7,500 | 19,200 | — | 640 |
| Bewerstrangel | 1921 | 500 | — | 20 | 16 |
| Bexhaz | 1919 | 9,241 | 30,000 | 529 | 459 |
| Bexwick | 1920 | 8,325 | — | — | — |
| Bexon | 1921 | 2,000 | 10,320 | 113 | 106 |
| Beyeblaa | 1880 | 800 | 2,246 | 22 | — |
| Bijlhoo | 1920 | 7,825 | — | 600 | 515 |
| Bikoom | 1921 | 7,200 | — | 432 | 412 |
| Bilbaiz | 1919 | 9,450 | 15,400 | 365 | 296 |
| Bilemma | 1904 | 750 | 2,200 | 24 | 20 |
| Bilewell | 1920 | 10,000 | — | — | — |
| Bilewinda | 1912 | 1,134 | — | — | — |
| Bilsby Maersk | 1920 | 9,400 | 16,650 | — | — |
| Bilbao | 1905 | 7,500 | 17,800 | 460 | 434 |
| Bilbeta | 1902 | 5,200 | 21,200 | 114 | — |
| Bilderdijk | 1922 | 9,652 | — | 481 | 440 |
| Bill | 1922 | 2,000 | 5,521 | 400 | 91 |
| Billie | 1920 | 1,000 | 4,200 | 51 | 48 |
| Binah | 1912 | 8,111 | 20,400 | 159 | 148 |
| Binhwala | 1919 | 900 | 4,220 | 42 | 30 |
| Binfield | 1919 | 8,200 | 41,400 | 545 | 414 |
| Binnendijk | 1921 | 9,192 | 41,000 | 521 | 474 |
| Binta | 1920 | 6,600 | — | — | — |
| Binteng | 1918 | 9,124 | — | 400 | 420 |
| Binteng | 1922 | 3,404 | — | 208 | 192 |
| Bintowbra | 1921 | 1,140 | — | — | 82 |
| Binzil | 1917 | 2,900 | 7,400 | 104 | 112 |
| Birchgrove Park | 1900 | 720 | 4,400 | — | — |
| Birchton | 1904 | 2,700 | 6,750 | 81 | — |
| Birgit | 1918 | 3,850 | 8,300 | 140 | 150 |
| Birk | 1920 | 7,500 | — | — | — |
| Birkeby | 1909 | 2,100 | — | 115 | 113 |
| Birkenfels | 1922 | 9,100 | 37,000 | 586 | 454 |
| Birkenhead | 1921 | 12,000 | 16,000 | — | — |
| Birma | 1891 | 822 | — | 32 | — |
| Birmania | 1920 | 6,000 | — | 300 | 264 |
| Birmingham City | 1920 | 9,650 | — | 403 | 396 |
| Birs | 1921 | 3,000 | 8,411 | 130 | 140 |
| Birtley | 1922 | 6,500 | 16,321 | 213 | — |
| Birula | 1907 | 3,200 | 12,211 | 146 | 135 |
| Biskaya | 1921 | 8,750 | — | — | — |
| Biskaya | 1902 | 2,200 | 100 | 183 | 118 |
| Biskra | 1914 | 1,300 | 4,248 | — | 32 |
| Bisley | 1911 | 1,270 | 20,114 | 367 | 402 |
| Bisp | 1899 | 1,300 | 5,700 | — | 42 |
| Bitterfeld | 1920 | 10,600 | 40,900 | 615 | 560 |
| Bizkargi Mendi | 1919 | 4,800 | 11,000 | 250 | 245 |
| Bjerke | 1918 | 3,200 | 10,190 | 190 | 143 |
| Bjørnefjeld | 1904 | 3,500 | 13,970 | 189 | 171 |
| Blaarth | 1903 | 4,000 | 9,000 | 98 | — |
| Blackfield | 1918 | 1,800 | 7,212 | 90 | 82 |
| Black Eagle | 1920 | 7,825 | — | 400 | 423 |
| Black Falcon | 1919 | 7,825 | — | 400 | 423 |
| Black Gull | 1919 | 7,825 | — | 400 | 423 |
| Black Hawk | 1919 | 7,825 | — | 400 | 423 |

D.W.C. = The approximate deadweight capacity in tons of 2,240 lbs., for cargo and bunkers of the vessel when loaded to sub water to the summer freeboard.

P.B. = The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity. = The capacity of cargo spaces, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity. = The capacity of cargo spaces, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of cargo spaces are taken after fitting insulation.

# Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.

*(Ces renseignements sont donnés d'après l'autorité des Armateurs, sans garantie et comme approximativement exacts. Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom du Navire | Date de construction | D.W.C. = Port en lourd pour vapeurs en tonnes | Capacité cubique: En pieds F.B. | En milliers de pieds: Grains | En milliers de pieds: Balles |
|---|---|---|---|---|---|
| Black Heron | 1918 | 7,820 | ... | 450 | 375 |
| Black Point | 1918 | 7,590 | ... | 404 | 316 |
| Black Tern | 1919 | 7,525 | ... | 490 | 372 |
| Blackcock | 1921 | 550 | 6,500 | ... | 37 |
| Blackhill | 1918 | 8,800 | ... | ... | ... |
| Blackwood | 1904 | 890 | 2,540 | 83 | ... |
| Blacktoft | 1919 | 1,800 | 5,200 | 84 | 79 |
| Blackwater | 1907 | 750 | 3,750 | ... | 53 |
| Blairathol | 1924 | 8,600 | 15,900 | 388 | 371 |
| Blairbeg | 1917 | 6,030 | 16,000 | 379 | 326 |
| Blairdevon | 1925 | 5,650 | ... | 290 | 362 |
| Blairgowrie | 1924 | 5,600 | ... | 255 | 360 |
| Blairholm | 1906 | 4,540 | 17,000 | 326 | 321 |
| Blairlogie | 1912 | 5,260 | 16,400 | 257 | 294 |
| Blanche | 1921 | 320 | 2,100 | 16 | ... |
| Blankaholm | 1930 | 4,360 | ... | 215 | 203 |
| Blarney | 1913 | 1,040 | 3,300 | 43 | 62 |
| Blenda | 1908 | 3,800 | 5,350 | 158 | 147 |
| Blenda | 1919 | 280 | ... | ... | ... |
| Blida | 1929 | 5,230 | 14,125 | 304 | 317 |
| Blixfor | 1929 | 1,201 | 3,540 | 79 | 73 |
| Blink | 1917 | 3,210 | 21,334 | 119 | 147 |
| Bloemmersdijk | 1929 | 6,910 | ... | 461 | 408 |
| Blue Galleon | 1926 | 915 | 3,750 | 48 | 40 |
| Blue Peter | 1929 | 8,790 | 43,500 | ... | 370 |
| Blue Sunnes | 1929 | 8,377 | ... | ... | ... |
| Blush Rose | 1918 | 850 | ... | ... | ... |
| Blyth | 1921 | 1,515 | 4,175 | 59 | 59 |
| Bochum | 1929 | 8,611 | 45,060 | 544 | 400 |
| Bockenheim | 1921 | 10,150 | 63,500 | 616 | 572 |
| Bodegraven | 1929 | 8,860 | 41,300 | 545 | 428 |
| Bodon | 1914 | 7,420 | 19,843 | 374 | 347 |
| Boekelo | 1930 | 3,400 | 5,820 | 163 | 152 |
| Boelongan | 1917 | 1,960 | ... | ... | 43 |
| Bogo | 1920 | 1,320 | 5,000 | 107 | 96 |
| Bohemen | 1908 | 6,580 | 33,650 | 663 | 645 |
| Bohemian Club | 1921 | 8,798 | 52,139 | ... | ... |
| Bohol | 1926 | 8,140 | 53,234 | 72 | 67 |
| Bois Soleil | 1919 | 10,600 | 44,818 | 108 | 462 |
| Boka | 1890 | 960 | 5,400 | ... | 45 |
| Bokuyo Maru | 1921 | 12,227 | ... | 427 | 471 |
| Bolbec | 1914 | 2,100 | 3,200 | 94 | ... |
| Bolheim | 1912 | 5,800 | 20,800 | 314 | 302 |
| Bolingbroke | 1917 | 8,400 | 45,450 | 520 | 470 |
| Bolivar | 1920 | 8,200 | ... | 420 | 404 |
| Bolivar | 1907 | 3,600 | ... | ... | ... |
| Bolivar | 1920 | 2,400 | 11,000 | 112 | 103 |
| Bolivia | 1921 | 10,470 | 38,700 | 554 | 544 |
| Bolivian | 1920 | 8,140 | 84,850 | 416 | 392 |
| Bollan | 1918 | 2,850 | 11,376 | 97 | 80 |
| Bolleta | 1894 | 3,000 | ... | 140 | 135 |
| Bolemna | 1918 | 2,800 | ... | 128 | ... |
| Bolton | 1919 | 5,100 | 26,100 | 337 | 314 |
| Boltenhagen | 1918 | 3,400 | 21,618 | 261 | 237 |
| Bolzaneto | 1908 | 3,400 | 15,610 | ... | 119 |
| Bomarsund | 1907 | 7,060 | 23,840 | 301 | 301 |
| Bombardier | 1918 | 780 | 4,807 | 33 | 39 |
| Bombay Maru | 1920 | 6,875 | 18,135 | ... | 409 |
| Bommestad | 1915 | 1,800 | ... | 30 | 97 |
| Bonalbo | 1927 | 1,014 | 4,800 | ... | 52 |
| Bondera | 1921 | 880 | ... | ... | 36 |
| Bondjoer | 1919 | 1,873 | 3,400 | 57 | ... |
| Bondowoso | 1919 | 8,740 | 32,670 | 478 | 451 |
| Boniface | 1928 | 7,780 | 34,520 | 448 | 408 |
| Bonita | 1920 | 5,500 | ... | 301 | 278 |
| Bonn | 1926 | 1,350 | 7,740 | 66 | 56 |
| Bonneville | 1929 | 4,810 | ... | 408 | 405 |
| Bonnington Court | 1929 | 8,262 | ... | ... | ... |
| Bonsheim | 1929 | 8,400 | ... | ... | 408 |
| Bonus | 1904 | 1,170 | 4,720 | 64 | 44 |

| Nom du Navire | Date de construction | D.W.C. = Port en lourd pour vapeurs en tonnes | Capacité cubique: En pieds F.B. | En milliers de pieds: Grains | En milliers de pieds: Balles |
|---|---|---|---|---|---|
| Borbeck | 1923 | 10,200 | 44,500 | ... | ... |
| Bordo | 1921 | 6,300 | ... | ... | ... |
| Bordeaux | 1919 | 750 | 1,820 | ... | 36 |
| Bordeaux Maru | 1925 | 8,611 | ... | 418 | 402 |
| Border Firth | 1914 | 650 | ... | ... | ... |
| Borderland | 1913 | 2,690 | 10,710 | 113 | ... |
| Bordnes | 1908 | 1,800 | 4,430 | 42 | 37 |
| Borevik | 1920 | 3,600 | ... | 123 | 116 |
| Bore | 1927 | 5,000 | 21,000 | 271 | 257 |
| Bore | 1911 | 2,070 | 3,245 | 95 | 90 |
| Bore V. | 1906 | 750 | 3,400 | 41 | 40 |
| Bore VI. | 1919 | 2,100 | ... | ... | ... |
| Bore VII. | 1920 | 1,700 | ... | 78 | ... |
| Bore VIII. | 1915 | 7,200 | 44,280 | ... | 375 |
| Bore IX. | 1919 | 7,200 | ... | 410 | 357 |
| Borea | 1923 | 8,100 | 11,500 | 120 | ... |
| Borch | 1921 | 9,000 | 33,300 | 420 | 392 |
| Borg | 1908 | 2,350 | 11,475 | 184 | ... |
| Borga | 1904 | 640 | 2,600 | 21 | 24 |
| Borgestad | 1924 | 6,725 | ... | 340 | 322 |
| Borgfred | 1917 | 3,203 | 16,130 | ... | 96 |
| Borghild | 1909 | 1,170 | 7,260 | 44 | ... |
| Borgny | 1920 | 3,600 | ... | ... | ... |
| Borinage | 1920 | 8,150 | ... | 428 | 427 |
| Borinquen | 1921 | 4,500 | ... | ... | 226 |
| Borneo | 1908 | 2,500 | ... | ... | ... |
| Bornholm | 1930 | 3,800 | ... | 200 | 175 |
| Bornholm | 1925 | 585 | ... | ... | 30 |
| Boralte | 1920 | 8,660 | 21,712 | 177 | 142 |
| Borthwick | 1920 | 1,440 | 3,300 | 71 | 65 |
| Borussia | 1913 | 1,275 | 4,300 | 53 | 40 |
| Borwell | 1894 | 1,800 | ... | ... | ... |
| Bosnaise | 1923 | 6,100 | 3,850 | 314 | 292 |
| Boschdijk | 1922 | 9,372 | 47,095 | 327 | 426 |
| Boskoop | 1927 | 8,650 | 44,780 | 372 | 417 |
| Bosnia | 1929 | 3,300 | 5,380 | 183 | 176 |
| Bosra | 1919 | 3,625 | 16,250 | 180 | 135 |
| Boston | 1919 | 5,450 | 25,900 | ... | 90 |
| Boston City | 1920 | 4,800 | 17,300 | 272 | 238 |
| Boston Maru | 1919 | 8,717 | 50,320 | 421 | 393 |
| Bosworth | 1919 | 10,800 | 6,300 | 362 | 316 |
| Bath | 1921 | 3,808 | ... | 134 | 134 |
| Bothal | 1920 | 3,830 | ... | 130 | ... |
| Bothnia | 1920 | 3,500 | 3,080 | 189 | 179 |
| Bothnia | 1919 | 2,270 | ... | 198 | ... |
| Bothwell | 1919 | 11,200 | 4,880 | 604 | 413 |
| Botne | 1922 | 1,630 | ... | 72 | ... |
| Botnia | 1918 | 2,800 | 18,813 | 130 | 128 |
| Botnia | 1891 | 1,558 | 6,820 | 64 | 61 |
| Boudjmel | 1921 | 2,190 | 3,050 | 96 | 99 |
| Bougainville | 1919 | 9,050 | 44,400 | ... | 444 |
| Boulac | 1929 | 4,250 | 15,500 | 53 | ... |
| Boulderpool | 1928 | 8,570 | 3,700 | 442 | 448 |
| Bourgas | 1920 | 2,880 | 13,420 | 153 | ... |
| Bourgon | 1919 | 4,300 | 18,400 | 208 | 194 |
| Boussole | 1921 | 6,200 | 20,000 | 230 | 213 |
| Bowden | 1919 | 1,300 | ... | ... | ... |
| Bowling | 1923 | 1,000 | 2,500 | ... | 40 |
| Boxa | 1928 | 5,850 | 30,140 | 319 | ... |
| Brabant | 1907 | 2,900 | 12,115 | 154 | 145 |
| Bracondale | 1918 | 3,000 | ... | 271 | 253 |
| Bradavon | 1918 | 4,150 | 22,220 | 450 | 400 |
| Bradburn | 1920 | 4,600 | 18,340 | 340 | 393 |
| Bradclyde | 1919 | 9,800 | 41,225 | 413 | 418 |
| Braddock | 1919 | 6,741 | 7,060 | 440 | 438 |
| Braddovey | 1927 | 5,700 | 14,376 | 518 | 492 |
| Bradesk | 1927 | 5,790 | 14,323 | 511 | 480 |
| Bradfyne | 1928 | 5,890 | 18,470 | 518 | 478 |
| Bradglen | 1920 | 8,350 | 15,120 | 510 | 486 |
| Braemar | 1907 | 1,600 | 4,780 | 78 | ... |

D.W.C. = Le port en lourd approximatif du navire en tonnes de 2,240 lbs. (1016 kilos) pour cargaison et charbon de soutes, chargement au franc-bord d'été en mer salée.

F.B. = La capacité approximative en pieds cubes des soutes fixes, mesurée hors membrures et du dessus de vaigrage au dessous des barrots.

Capacité pour Grains = Le volume des cales en milliers de pieds cubes, mesuré hors membrures et du dessus de vaigrage au dessous des barrots, y compris les écoutilles.

Capacité pour Balles ou Colis = Le volume des cales en milliers de pieds cubes, mesuré en dedans des lattes et du dessus de vaigrage au dessous des barrots, y compris les écoutilles.

Pour les Navires à Installation Frigorifique le volume des cales est pris après la pose du revêtement isolant.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness).*

| Name of Vessel. | Date of Build. | D.W.C. of cargo and bunkers. | Cubic Capacity. In feet. | Cubic Capacity. In thousands of feet. | |
|---|---|---|---|---|---|
| | | | F.B. | Grain. | Bale. |
| Braga | 1914 | 7,350 | 10,010 | 344 | 311 |
| Braga | 1902 | 900 | 1,030 | 65 | 50 |
| Brakeholm | 1920 | 8,675 | 14,000 | 471 | 435 |
| Bra-Kar | 1919 | 6,600 | ... | 350 | 324 |
| Brelacia | 1921 | 11,420 | ... | ... | ... |
| Brenade | 1920 | 3,540 | 6,675 | 189 | 174 |
| Brand | 1907 | 4,730 | ... | 318 | 291 |
| Brandanger | 1906 | 5,550 | ... | 490 | 451 |
| Brandenburg | 1910 | 3,240 | 6,120 | 167 | 140 |
| Brandenburg | 1899 | 1,200 | ... | 90 | ... |
| Brandon | 1917 | 9,711 | 10,040 | 520 | 490 |
| Brandywine | 1919 | 7,042 | ... | ... | ... |
| Brant County | 1915 | 7,337 | 10,000 | ... | 617 |
| Brantford | 1921 | 7,300 | ... | 630 | 590 |
| Brask | 1918 | 7,400 | 15,000 | 679 | 629 |
| Brata | 1919 | 920 | ... | 54 | 49 |
| Bratsberg | 1907 | 6,600 | 11,000 | 524 | 514 |
| Bratsjenburg | 1900 | 5,000 | 12,000 | 550 | 542 |
| Brave Guar | 1919 | 8,700 | ... | 514 | 477 |
| Bravik | 1907 | 1,410 | 2,000 | 90 | ... |
| Brava | 1899 | 3,450 | 4,000 | 190 | ... |
| Brave I | 1906 | 3,100 | 10,110 | 500 | 90 |
| Brazil Maru | 1919 | 8,000 | 15,400 | 599 | 512 |
| Brazza | 1920 | 6,545 | ... | ... | ... |
| Breakaway | 1901 | 900 | 3,000 | 64 | 59 |
| Breda | 1921 | 8,900 | 16,600 | 771 | 635 |
| Breidfjord | 1921 | 9,722 | 17,000 | 727 | 676 |
| Breitfjelt | 1910 | 1,264 | ... | 69 | 67 |
| Bremenberg | 1919 | 3,270 | 14,000 | ... | 91 |
| Brentham | 1911 | 4,600 | 11,000 | 523 | 206 |
| Bremerhaven | 1920 | 2,181 | 10,500 | 540 | 500 |
| Brenta | 1920 | 8,600 | 16,100 | 414 | 500 |
| Brest | 1901 | 500 | 1,000 | ... | 34 |
| Brewalda | 1919 | 9,300 | 12,900 | 660 | 615 |
| Breyvaen | 1909 | 7,500 | 15,500 | 620 | 600 |
| Briarthorn | 1910 | 500 | 3,320 | 25 | ... |
| Briarwood | 1920 | 8,525 | 19,900 | 700 | 650 |
| Bridgepool | 1919 | 8,000 | 10,000 | 500 | 460 |
| Brier Rose | 1902 | 500 | ... | ... | ... |
| Brightside | 1900 | 500 | 2,000 | 49 | ... |
| Brigida | 1907 | 8,400 | ... | ... | ... |
| Brigitta Maersk | 1906 | 2,100 | 10,100 | 500 | 494 |
| Brika | 1909 | 7,400 | 10,200 | 500 | 452 |
| Brilliant | 1920 | 14,500 | ... | ... | ... |
| Brindisi | 1901 | 1,000 | 3,700 | ... | 60 |
| Brinkburn | 1904 | 2,000 | ... | 110 | 100 |
| Brion | 1901 | 900 | 1,100 | 60 | 60 |
| Briod | 1901 | 1,000 | ... | ... | ... |
| Brisbane Maru | 1901 | 6,725 | ... | 400 | 350 |
| Brisgia | 1914 | 4,300 | 10,014 | 250 | 225 |
| Bristol City | 1901 | 4,965 | 17,000 | 271 | 217 |
| Brita | 1907 | 4,250 | 17,000 | 190 | 190 |
| Brita | 1908 | 3,100 | 8,500 | 97 | 90 |
| Britannia | 1901 | 2,000 | 7,500 | ... | ... |
| Britannia | 1901 | 8,000 | 7,000 | ... | ... |
| Britannia | 1909 | 3,000 | 10,000 | 140 | 140 |
| Britannia | 1899 | 14,000 | 79,000 | ... | 800 |
| Britannia | 1899 | 3,500 | ... | 190 | ... |
| British Admiral | 1909 | 10,000 | ... | ... | ... |
| British Chancellor | 1901 | 10,000 | ... | ... | ... |
| British Channel | 1921 | 10,000 | ... | ... | ... |
| British Chivalry | 1920 | 10,000 | ... | ... | ... |
| British Colony | 1907 | 10,100 | ... | ... | ... |
| British Council | 1904 | 10,000 | 10,500 | ... | ... |
| British Courage | 1904 | 10,000 | ... | ... | ... |
| British Diplomat | 1920 | 9,000 | ... | ... | ... |
| British Dominion | 1908 | 10,000 | ... | ... | ... |
| British Duchess | 1920 | 9,000 | 10,000 | ... | ... |
| British Endeavour | 1907 | 4,500 | ... | ... | ... |
| British Energy | 1901 | 10,000 | 11,700 | ... | ... |

| Name of Vessel. | Date of Build. | D.W.C. of cargo and bunkers. | Cubic Capacity. In feet. | Cubic Capacity. In thousands of feet. | |
|---|---|---|---|---|---|
| | | | F.B. | Grain. | Bale. |
| British Energetic | 1921 | 3,945 | ... | ... | ... |
| British Exhibitor | 1907 | 8,000 | 11,172 | ... | 919 |
| British Faith | 1920 | 10,000 | ... | ... | ... |
| British Fortune | 1920 | 8,100 | 11,000 | ... | ... |
| British Freedom | 1920 | 10,400 | ... | ... | ... |
| British Glory | 1920 | 10,300 | ... | ... | ... |
| British Governor | 1906 | 10,254 | ... | ... | ... |
| British Honour | 1920 | 10,140 | ... | ... | ... |
| British Hope | 1920 | 10,200 | ... | ... | ... |
| British Humor | 1921 | 10,224 | ... | ... | ... |
| British Industry | 1921 | 6,030 | ... | ... | ... |
| British Inventor | 1906 | 11,000 | ... | ... | ... |
| British Judge | 1921 | 10,000 | ... | ... | ... |
| British Justice | 1920 | 10,140 | ... | ... | ... |
| British Loyalty | 1920 | 10,440 | ... | ... | ... |
| British Material | 1921 | 10,194 | 20,000 | ... | ... |
| British Pluck | 1920 | 1,087 | ... | ... | ... |
| British Prestige | 1921 | 10,300 | 21,500 | ... | ... |
| British Pride | 1921 | 10,300 | 21,500 | ... | ... |
| British Prince | 1920 | 11,211 | ... | 160 | 400 |
| British Progress | 1921 | 4,500 | ... | ... | ... |
| British Reliance | 1920 | 10,200 | ... | ... | ... |
| British Reserve | 1921 | 10,300 | ... | ... | ... |
| British Resource | 1921 | 10,300 | 21,722 | ... | ... |
| British Science | 1921 | 10,300 | 21,734 | ... | ... |
| British Splendor | 1921 | 10,300 | 21,734 | ... | ... |
| British Strength | 1921 | 10,300 | 21,734 | ... | ... |
| British Tariff | 1920 | 600 | ... | ... | ... |
| British Tenacity | 1921 | 1,000 | ... | ... | ... |
| British Trader | 1921 | 3,000 | ... | ... | ... |
| British Transport | 1910 | 7,430 | 1,000 | 170 | 249 |
| British Union | 1907 | 10,270 | ... | ... | ... |
| British Valour | 1907 | 10,000 | ... | ... | ... |
| British Venture | 1900 | 6,500 | 21,000 | ... | ... |
| British Viscount | 1901 | 10,000 | ... | ... | ... |
| British Yeoman | 1907 | 10,100 | ... | ... | ... |
| Britt-Marie | 1907 | 5,100 | 11,700 | 200 | 170 |
| Britta | 1921 | 1,800 | 3,100 | 100 | 94 |
| Brittany | 1920 | 7,200 | ... | 400 | 443 |
| Britte | 1920 | 2,000 | 6,250 | 120 | 110 |
| Brixton | 1907 | 2,600 | 4,000 | 100 | ... |
| Bro | 1901 | 1,200 | 4,200 | 55 | ... |
| Broad Arrow | 1919 | 12,000 | ... | ... | ... |
| Broadgrove | 1916 | 600 | ... | 30 | 31 |
| Brockley | 1920 | 2,465 | 4,840 | ... | ... |
| Brockton | 1909 | 2,000 | ... | ... | 150 |
| Brokelm | 1905 | 2,555 | 7,675 | 184 | 150 |
| Bromagrove | 1909 | 2,300 | 7,740 | 160 | 94 |
| Bromley | 1900 | 4,400 | ... | 400 | 431 |
| Bronxville | 1909 | 6,200 | ... | 200 | 460 |
| Brookdale | 1919 | 3,000 | 4,000 | 177 | ... |
| Brookings | 1919 | 4,000 | 15,000 | 177 | 172 |
| Brookton | 1902 | 2,000 | ... | ... | ... |
| Brookwood | 1909 | 6,000 | 25,100 | 667 | 610 |
| Brothfest | 1915 | 5,100 | 14,000 | 40 | ... |
| Brownlands | 1901 | 700 | ... | ... | ... |
| Brown | 1901 | 1,700 | 4,300 | 40 | 60 |
| Brownd | 1916 | 1,002 | 14,000 | 200 | 197 |
| Broughty | 1901 | 500 | 2,200 | 24 | 24 |
| Bruges | 1920 | 600 | ... | 40 | 42 |
| Bruhaire | 1920 | 10,942 | ... | ... | ... |
| Bruia | 1900 | 600 | 2,170 | 40 | 34 |
| Brunswick | 1909 | 14,000 | 20,000 | 500 | ... |
| Brunswick | 1911 | 500 | ... | ... | ... |
| Brunswick | 1910 | 2,600 | 8,400 | 180 | 156 |
| Brush | 1910 | 2,400 | ... | 100 | 172 |
| Brusilov | 1919 | 6,000 | 14,000 | 400 | 400 |
| Brychill | 1907 | 2,000 | 8,000 | 170 | 160 |
| Bryan | 1920 | 6,000 | ... | 300 | 300 |
| Bryanel | 1912 | 6,000 | 22,000 | 420 | 394 |

D.W.C.—The approximate deadweight capacity in tons, of 2,240lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

F.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of cargo spaces are taken after fitting insulation.

## Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.

*(Les renseignements sont donnés d'après l'autorité des Armateurs, sous réserve et comme approximativement exacts. — Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom du navire | Tonnage | Port en lourd approximatif en tonnes | Capacité cubique approximative — Pour marchandises générales, pieds cubes | Pour céréales en vrac, pieds cubes — Tonnes | Balles |
|---|---|---|---|---|---|
| Bryanne | 1917 | 5,500 | 40,000 | 207 | 207 |
| Burnett | 1907 | 7,200 | 14,400 | 370 | 384 |
| Bussenna | 1913 | 6,000 | — | — | — |
| Bungi | 1913 | 7,300 | 15,000 | 380 | — |
| Burnham | 1909 | 1,770 | 7,400 | 75 | 50 |
| Burnett | 1907 | 5,700 | 20,000 | 150 | — |
| Burland | 1900 | 5,750 | 16,750 | 400 | 400 |
| Burns Vista | 1905 | 4,500 | — | 170 | 144 |
| Bunnamatura | 1918 | 4,100 | — | 140 | 142 |
| Burns Aires | 1920 | 8,600 | 12,000 | 254 | 316 |
| Burns Aires | 1907 | 5,200 | 17,500 | 254 | 190 |
| Burns Aires Mars | 1909 | 8,000 | — | 400 | 450 |
| Buffalo Bridge | 1919 | 5,200 | — | 200 | 220 |
| Bulawayo | 1918 | 10,200 | 16,000 | — | 500 |
| Bulgaria | 1904 | 1,100 | 6,000 | 50 | — |
| Bulkavor | 1900 | 3,300 | — | 100 | 90 |
| Bulnes | 1918 | 8,000 | 18,000 | 340 | 350 |
| Bullworth | 1907 | 8,700 | — | — | — |
| Bulymos | 1907 | 8,700 | — | — | — |
| Bungenia | 1900 | 800 | 1,000 | 50 | — |
| Bur | 1907 | 7,200 | 18,200 | 340 | 341 |
| Bur | 1904 | 8,100 | 10,000 | 320 | 140 |
| Burgada | 1902 | 8,300 | 27,200 | 500 | 500 |
| Burlale | 1914 | 7,300 | 16,000 | 440 | 400 |
| Burlewa | 1906 | 6,400 | 10,000 | 230 | 410 |
| Burgenland | 1908 | 9,000 | — | 400 | 350 |
| Burgenlijk | 1901 | 9,400 | 14,000 | 420 | 410 |
| Burgandia | 1899 | 2,500 | 4,000 | 170 | 140 |
| Burial | 1919 | 4,000 | — | 160 | 162 |
| Burma | 1919 | 10,200 | 17,700 | — | 512 |
| Burna | 1912 | 7,400 | 16,000 | 450 | 400 |
| Burnhope | 1909 | 6,000 | 9,000 | 350 | — |
| Burrangiss Graphe | 1910 | 300 | — | 20 | — |
| Burrah | 1909 | 3,000 | 17,000 | 140 | 150 |
| Bury | 1912 | 1,800 | 7,000 | 70 | 60 |
| Burke Mars | 1902 | 3,700 | 6,000 | 150 | 150 |
| Burkwood | 1900 | 3,500 | 12,200 | 160 | — |
| Burnia | 1900 | 1,000 | 3,200 | — | 40 |
| Burnard | 1902 | 1,000 | — | — | — |
| Burnna | 1917 | 6,000 | 12,000 | 200 | 200 |
| Burnshire | 1912 | 8,000 | 21,000 | 400 | 400 |
| Burra | 1920 | 5,400 | 15,300 | 350 | 400 |
| Burt | 1909 | 1,400 | 3,000 | 60 | 40 |
| Burterfly | 1907 | 4,400 | 7,000 | 400 | 400 |
| Burn Mars | 1912 | 8,700 | 30,000 | 400 | 400 |
| Burnbra | 1919 | 2,400 | 3,000 | — | 60 |
| Bylagi | 1916 | 5,300 | 13,000 | 200 | 200 |
| Byron D. Benson | 1922 | 11,000 | — | — | — |
| Byzantion | 1900 | 800 | — | — | — |
| C. A. Bauer | 1913 | 3,000 | 8,000 | 150 | — |
| C. A. Coubold | 1913 | 10,000 | 23,000 | — | — |
| C. A. Larsen | 1918 | 17,000 | 71,000 | — | — |
| C. B. Watson | 1911 | 3,000 | — | — | — |
| C. D. Johnson III | 1917 | 3,000 | 7,000 | 100 | — |
| C. F. Lilgenfeld | 1900 | 8,000 | 27,000 | 500 | 500 |
| C. G. Tiedje | 1900 | 3,000 | 14,000 | 200 | 100 |
| C. J. Burdall | 1907 | 11,000 | 40,000 | — | — |
| C. O. Stillman | 1909 | 20,000 | — | — | — |
| C. W. S. Progress | 1901 | 1,000 | 1,000 | 20 | 20 |
| Cabarita | 1918 | 6,000 | 17,000 | 300 | 300 |

| Nom du navire | Tonnage | Port en lourd approximatif en tonnes | Capacité cubique approximative — Pour marchandises générales, pieds cubes | Pour céréales en vrac, pieds cubes — Tonnes | Balles |
|---|---|---|---|---|---|
| Cabanna | 1904 | 5,000 | 9,000 | 187 | — |
| Cabo Blanco | 1908 | 8,100 | 15,000 | 350 | 400 |
| Cabo Carnoeiro | 1908 | 5,300 | 13,000 | 300 | 300 |
| Cabo Corrente | 1904 | 5,000 | 15,000 | 300 | 300 |
| Cabo Corona | 1905 | 5,100 | 15,000 | 300 | 300 |
| Cabo Cruz | 1919 | 4,900 | 12,000 | 300 | 300 |
| Cabo Cullera | 1902 | 8,700 | 16,000 | 350 | 350 |
| Cabo Espartel | 1920 | 5,000 | 21,000 | 500 | 400 |
| Cabo Everun | 1902 | 6,000 | 14,000 | 300 | 300 |
| Cabo La Plata | 1909 | 5,000 | 14,000 | 300 | 300 |
| Cabo Mayor | 1910 | 5,000 | 14,000 | 300 | 300 |
| Cabo Rio | 1900 | 3,000 | 10,000 | 200 | 200 |
| Cabo Orienal | 1919 | 4,000 | 16,000 | 350 | 300 |
| Cabo Pajos | 1907 | 7,000 | 16,000 | 400 | 400 |
| Cabo Peñas | 1907 | 3,000 | 10,000 | 200 | 200 |
| Cabo Prior | 1905 | 1,000 | 7,000 | 50 | 50 |
| Cabo Quejo | 1907 | 3,000 | 10,000 | 200 | 200 |
| Cabo Quilates | 1907 | 7,000 | 16,000 | 400 | 400 |
| Cabo Quistiro | 1910 | 4,000 | 10,000 | 300 | 300 |
| Cabo Raso | 1900 | 4,000 | 10,000 | 300 | 300 |
| Cabo Roca | 1900 | 4,000 | 10,000 | 300 | 300 |
| Cabo Sacile | 1902 | 4,000 | 10,000 | 300 | 300 |
| Cabo Sacinto | 1909 | 3,000 | 10,000 | 300 | 300 |
| Cabo San Agustin | 1907 | 10,000 | — | 350 | 400 |
| Cabo San Antonio | 1907 | 5,000 | 18,000 | 300 | 300 |
| Cabo San Sebastian | 1900 | 3,000 | 10,000 | 200 | 200 |
| Cabo San Vicente | 1900 | 3,000 | 10,000 | 200 | 200 |
| Cabo Santa Pola | 1907 | 3,000 | 10,000 | 200 | 200 |
| Cabo Santo Tome | 1901 | 10,000 | — | 500 | 400 |
| Cabo Tortosa | 1908 | 3,000 | 11,000 | 200 | 200 |
| Cabo Torres | 1901 | 9,000 | 30,000 | 400 | 400 |
| Cabo Tres Forcas | 1916 | 3,000 | 15,000 | 300 | 300 |
| Cabo Villano | 1900 | 9,000 | 21,000 | 400 | 400 |
| Cabot Tower | 1909 | 3,000 | 8,000 | 300 | 300 |
| Cabotia | 1919 | 9,000 | 21,000 | 400 | 400 |
| Cabotry | 1918 | 3,000 | 14,000 | 300 | 300 |
| Cabanella | 1918 | 3,000 | — | 300 | 300 |
| Cabinpook | 1918 | 3,000 | — | 300 | 300 |
| Cadmus | 1906 | 4,000 | — | — | — |
| Cad Kaber | 1917 | 3,000 | 6,000 | 50 | 50 |
| Caisaawa | 1913 | 8,000 | — | 300 | 300 |
| Cajaarpiona | 1913 | 9,000 | 14,000 | 300 | 400 |
| Calaite | 1913 | 3,000 | — | — | — |
| Calatan | 1919 | 300 | 3,000 | — | 30 |
| Calatta Mora | 1913 | 8,000 | 27,000 | — | — |
| Caldara | 1901 | 300 | 3,000 | 20 | — |
| Calderon | 1919 | 3,000 | 10,000 | 300 | 300 |
| Caldy Light | 1911 | 4,000 | 14,000 | 300 | 300 |
| Calidor | 1907 | 3,000 | 8,000 | 40 | — |
| Calodonian Monarch | 1908 | 9,000 | 15,000 | 400 | 300 |
| Calgarville | 1909 | 16,000 | — | — | — |
| Cali | 1910 | 3,000 | 8,000 | 40 | 40 |
| Calicho | 1913 | 7,000 | 20,000 | — | — |
| California | 1909 | 11,000 | — | 400 | 400 |
| California | 1911 | 26,000 | 30,000 | — | — |
| California | 1900 | 12,000 | 70,000 | 400 | 300 |
| California | 1902 | 8,000 | — | 300 | 400 |
| California | 1918 | 9,000 | 21,000 | 400 | 400 |
| California Standard | 1909 | 10,000 | — | — | — |
| Californian | 1902 | 12,000 | — | 300 | 300 |
| California | 1906 | 2,000 | 27,000 | — | 300 |
| Calliope | 1900 | 10,000 | — | — | — |
| Calliope Leitch | 1900 | 3,000 | 8,000 | — | — |
| Calm | 1908 | 4,000 | 8,000 | 40 | — |
| Calmar | 1901 | 6,000 | — | — | — |
| Calorie | 1906 | 6,000 | — | — | — |
| Calula | 1907 | 1,000 | 10,000 | 300 | 300 |
| Calypso | 1906 | 4,000 | 20,000 | — | 400 |
| Calypso | 1911 | 5,100 | 13,000 | 300 | 300 |
| Camagney | 1901 | 1,000 | — | 40 | 40 |

H.W.C.—Le port en lourd approximatif du navire en tonnes de 2,240 lbs. (1016 kilos.) pour cargaison et charbon de soute, chargement en franc-bord d'été en eau salée.

P.B.—La capacité approximative en pieds cubes des soutes fixes, soustrait leurs couloirs et du dessus de voignage au dessus des barrots.

CAPACITÉ POUR GRAINS.—Le volume des cales en millions de pieds cubes, soustrait leurs couloirs et du dessus de voignage au dessus des barrots, y compris les soutilles.

CAPACITÉ POUR BALLES DE COTON.—Le volume des cales en millions de pieds cubes, soustrait les latas et du dessus de voignage au dessus des barrots, y compris les soutilles.

NOTE — Les NAVIRES À INSTALLATION FRIGORIFIQUE le volume des cales est pris après la pose du revêtement isolant.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Date of Build. | D.W.C. in tons of 2,240 lbs. | Cubic Capacity. In tons. | Cubic Capacity. In thousands of feet. | |
|---|---|---|---|---|---|
| | | | B.H. | Grain. | Bale. |
| Camerapho | 1911 | 5,000 | 12,000 | 140 | 145 |
| Camber State | 1920 | 600 | 4,400 | 34 | |
| Cambrewell | 1904 | 9,325 | 3,434 | | |
| Cambridge | 1912 | 4,800 | 19,472 | 574 | 595 |
| Cambrinian | 1901 | 5,600 | 30,000 | 834 | 915 |
| Cambria | 1911 | 9,500 | — | — | — |
| Cambria | 1891 | 450 | 3,700 | — | 50 |
| Cambrone | 1919 | 5,100 | 28,132 | 959 | 959 |
| Camden | 1902 | 9,800 | 43,439 | — | — |
| Camdon | 1911 | 2,731 | — | 108 | 106 |
| Camerata | 1906 | 4,015 | 18,729 | 409 | 391 |
| Camillo | 1906 | 5,200 | — | — | — |
| Camogli | 1918 | 7,000 | 34,000 | 470 | 454 |
| Camor | 1920 | 3,515 | — | — | — |
| Cameron | 1905 | 712 | — | — | — |
| Campana | 1909 | 7,025 | 11,000 | 221 | 190 |
| Campas | 1892 | 7,873 | — | — | — |
| Campbells | 1905 | 8,456 | — | — | 93 |
| Campbeltown | 1911 | 10,000 | — | — | — |
| Campbeltown | 1919 | 7,870 | — | — | — |
| Campbeltown | 1922 | 7,870 | — | — | — |
| Campion | 1906 | 1,000 | 8,600 | 170 | 94 |
| Canada | 1921 | 9,250 | 12,000 | 334 | 300 |
| Canada | 1920 | 8,180 | 24,000 | 191 | 190 |
| Canadian Beaver | 1921 | 8,944 | 21,194 | 179 | 191 |
| Canadian Bittern | 1921 | 9,000 | 25,000 | 419 | 400 |
| Canadian Carrier | 1920 | 8,171 | 19,000 | 224 | 200 |
| Canadian Challenger | 1921 | 8,441 | — | 369 | 404 |
| Canadian Constructor | 1922 | 10,600 | — | 329 | 423 |
| Canadian Crescent | 1921 | 10,400 | — | 429 | 475 |
| Canadian Farmer | 1920 | 8,965 | 21,921 | 176 | 160 |
| Canadian Highlander | 1921 | 8,420 | — | 420 | 402 |
| Canadian Importer | 1920 | 8,368 | 24,600 | 412 | 350 |
| Canadian Inventor | 1920 | 8,241 | 25,470 | 438 | 399 |
| Canadian Leader | 1921 | 8,292 | 24,757 | 419 | 367 |
| Canadian Mariner | 1920 | 8,360 | 25,300 | 429 | 361 |
| Canadian Miller | 1919 | 8,375 | 25,341 | 456 | 390 |
| Canadian Otter | 1920 | 8,375 | 25,494 | 422 | 392 |
| Canadian Pioneer | 1919 | 8,375 | 26,729 | 436 | 396 |
| Canadian Pirate | 1920 | 8,300 | 21,212 | 436 | 396 |
| Canadian Prospector | 1920 | 8,300 | 24,007 | 419 | 399 |
| Canadian Ranger | 1919 | 8,300 | 23,841 | 412 | 394 |
| Canadian Ranger | 1920 | 8,375 | 25,500 | 394 | 400 |
| Canadian Scottish | 1921 | 8,000 | 25,800 | 414 | 401 |
| Canadian Sculptor | 1919 | 8,391 | 23,341 | 400 | 390 |
| Canadian Spinner | 1919 | 8,300 | 21,713 | 436 | 394 |
| Canadian Transport | 1920 | 7,430 | 4,000 | 375 | 349 |
| Canadian Winner | 1920 | 8,370 | 23,100 | 400 | 390 |
| Canakdine | 1920 | 14,000 | 26,710 | — | — |
| Canalco | 1919 | 9,900 | 22,000 | 176 | 161 |
| Canby | 1911 | 7,500 | 14,000 | 196 | 314 |
| Candiac | 1897 | 4,900 | — | 140 | 161 |
| Candlo | 1914 | 2,450 | 12,900 | 131 | 130 |
| Cane | 1899 | 1,450 | — | 73 | 62 |
| Canmore | 1902 | 1,900 | 6,000 | 106 | 94 |
| Cape | 1913 | 5,000 | 15,190 | 173 | 161 |
| Capecher | 1916 | 600 | 4,500 | — | 34 |
| Capepus | 1903 | 1,900 | 6,500 | 66 | 65 |
| Capeva | 1892 | 1,400 | 4,190 | 73 | 60 |
| Capital | 1916 | 5,175 | 14,000 | — | 195 |
| Capitaine | 1896 | 620 | 3,400 | 33 | 61 |
| Canterbury | 1920 | 140 | — | — | — |
| Canton | 1920 | 10,000 | — | 516 | 507 |
| Canton Mars | 1906 | 8,700 | 11,264 | 140 | 160 |
| Canton Mars | 1909 | 8,400 | 11,200 | 130 | 110 |
| Cap Arcona | 1907 | 11,000 | — | 74 | 80 |
| Cap Corse | 1920 | 3,000 | 10,200 | 84 | 85 |
| Cap Falcon | 1921 | 3,145 | 12,000 | 125 | 119 |
| Cap Ferrat | 1918 | 500 | 4,000 | 34 | 39 |
| Cap Figalo | 1901 | 4,500 | 3,720 | 113 | 106 |

| Name of Vessel. | Date of Build. | D.W.C. in tons of 2,240 lbs. | Cubic Capacity. In tons. | Cubic Capacity. In thousands of feet. | |
|---|---|---|---|---|---|
| | | | B.H. | Grain. | Bale. |
| Cap Lopez | 1906 | 1,000 | 1,110 | 70 | 60 |
| Cap Nord | 1915 | 2,000 | — | 67 | 70 |
| Cap Pasairo | 1902 | 9,250 | 14,100 | — | 192 |
| Cap Polonio | 1914 | 6,000 | — | 230 | 229 |
| Cap St. Jacques | 1921 | 9,250 | 14,000 | — | 192 |
| Cap Tarifa | 1901 | 8,100 | — | — | — |
| Cap Verde | 1921 | 9,250 | 14,400 | — | 400 |
| Capac | 1919 | 6,565 | — | 404 | 477 |
| Cape Comorin | 1912 | 6,500 | 14,500 | 517 | 435 |
| Cape Cornwall | 1918 | 8,500 | 15,750 | 544 | 492 |
| Cape Cowes | 1905 | 6,975 | 17,000 | 387 | 330 |
| Cape Cross | 1919 | 9,750 | 25,200 | 532 | 513 |
| Cape Leeuwin | 1921 | 942 | 9,500 | — | 35 |
| Cape Orangel | 1914 | 8,200 | 11,224 | 404 | 425 |
| Cape Otway | 1915 | 900 | 7,402 | — | 97 |
| Cape St. Agnes | 1919 | 8,300 | 14,421 | 442 | 415 |
| Cape St. Andrew | 1924 | 6,500 | 24,000 | 406 | 447 |
| Cape St. Columbia | 1917 | 6,130 | 15,140 | 600 | 455 |
| Cape St. Francis | 1909 | 5,300 | 29,144 | 414 | 396 |
| Cape St. George | 1924 | 8,904 | 25,000 | 490 | 449 |
| Cape Town Star | 1919 | 8,423 | 28,400 | 440 | 434 |
| Cape Verde | 1919 | 8,500 | 19,000 | 407 | 421 |
| Cape York | 1920 | 8,500 | — | 357 | 444 |
| Cape York | 1921 | 942 | 9,200 | — | 91 |
| Cape of Good Hope | 1920 | 6,000 | — | 505 | 456 |
| Capella | 1920 | 11,620 | — | — | — |
| Capella | 1898 | 1,190 | 3,500 | 40 | 42 |
| Capella | 1900 | 7,625 | — | 400 | 473 |
| Capitaine Bonelli | 1921 | 4,740 | 14,500 | 190 | 173 |
| Capitaine Cuenelle | 1920 | 6,100 | 19,600 | 329 | 324 |
| Capitaine Coulon | 1917 | 5,971 | 11,000 | — | 40 |
| Capitaine Lilleppe | 1921 | 2,100 | — | 117 | — |
| Capitaine Paul Lemerle | 1921 | 7,000 | — | 300 | — |
| Capo Mele | 1919 | 3,600 | — | 160 | — |
| Capo Noli | 1919 | 8,300 | 21,000 | 140 | 134 |
| Capo Nord | 1900 | 6,400 | 66,243 | 501 | 572 |
| Capo Vado | 1906 | 5,100 | — | 430 | — |
| Capodimonte | 1917 | 9,000 | 30,140 | 449 | 518 |
| Caprille | 1911 | 11,720 | — | — | — |
| Capri | 1921 | 2,900 | 14,000 | 122 | 105 |
| Capsa | 1921 | 11,720 | — | — | — |
| Captain A. F. Lucas | 1904 | 4,555 | — | — | — |
| Capulet | 1920 | 11,125 | — | — | — |
| Capulin | 1920 | 7,825 | — | 400 | 372 |
| Cara | 1909 | 2,300 | 6,900 | 157 | 144 |
| Caracas | 1907 | 3,000 | — | — | 130 |
| Caraibe | 1906 | 4,253 | 26,832 | — | 196 |
| Caramania | 1914 | 4,900 | 37,250 | 330 | 350 |
| Caraque | 1921 | 600 | — | — | — |
| Caraze | 1921 | 4,185 | 110,400 | 394 | — |
| Carbek | 1920 | 4,197 | 89,300 | — | 294 |
| Carbiqua Coast | 1913 | 1,024 | 4,400 | 99 | 94 |
| Carbita | 1921 | 11,720 | — | — | — |
| Carbonia | 1921 | 11,720 | — | — | — |
| Carbonia | 1920 | 7,825 | — | 400 | 372 |
| Carbonne | 1907 | 1,250 | 9,000 | — | 99 |
| Carbonit | 1902 | 3,107 | 5,400 | 119 | 116 |
| Carbite | 1921 | 4,000 | 9,327 | 65 | 79 |
| Carbon | 1921 | 1,000 | 14,464 | — | 65 |
| Carbon Milos | 1920 | 9,000 | 13,000 | 515 | 517 |
| Carbonre | 1920 | 6,000 | 28,000 | — | 394 |
| Carbon | 1921 | 3,300 | — | — | — |
| Carcag | 1900 | 1,200 | 13,200 | 72 | — |
| Carbon | 1912 | 700 | — | — | 31 |
| Carl Conde | 1910 | 1,400 | — | 46 | 84 |
| Carl Ecoplin | 1907 | 600 | 1,000 | 40 | — |
| Carl Reuber | 1900 | 600 | 3,300 | 47 | 46 |
| Carl Vinnen | 1907 | 2,000 | — | 131 | 138 |
| Carlbeath | 1904 | 2,420 | 9,900 | 142 | — |
| Carlo | 1901 | 3,000 | 4,400 | — | 140 |

D.W.C.—The approximate deadweight capacity in tons, of 2,240 lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

B.H.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of cargo spaces are taken after fitting insulation.

**Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.**

*(Ces renseignements sont donnés d'après l'autorité des Armateurs, sans garantie et comme approximativement exacts. Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom des Navires | Année de Construction | D.W.C. — Poids en tonnes de 2,240 livres, représentant le chiffre de tonnage | Capacité cubique — Pour cargaison F.B. — Pieds cubes | Pour cargaison — En millions de pieds — Grains | Pour cargaison — En millions de pieds — Balles |
|---|---|---|---|---|---|
| Carlo Martinolich | 1912 | 5,000 | 5,840 | 86 | — |
| Carlisle | 1904 | 5,300 | 9,200 | 157 | — |
| Carlisbolm | 1906 | 6,200 | 11,100 | 185 | 200 |
| Carlisma | 1901 | 1,400 | 6,000 | 68 | 67 |
| Carlton | 1901 | 7,000 | — | 400 | 323 |
| Carmarthen Coast | 1901 | 1,174 | 2,140 | 34 | 74 |
| Carnan | 1900 | 3,000 | 5,000 | 107 | 102 |
| Carnan | 1901 | 1,400 | — | 104 | 114 |
| Carnan Filmana | 1899 | 7,300 | 20,000 | 440 | — |
| Carnaim | 1913 | 750 | 3,300 | 21 | — |
| Carnaro | 1912 | 3,000 | 3,200 | 170 | 118 |
| Carol Dorian | 1907 | 3,000 | 10,300 | 207 | 300 |
| Carolina | 1900 | 3,100 | — | 172 | — |
| Caroline Marck | 1899 | 11,400 | — | — | — |
| Carolina | 1910 | 3,200 | 7,400 | 170 | 167 |
| Carolyn | 1912 | 5,000 | 11,000 | — | 340 |
| Carroll | 1900 | 4,000 | — | — | — |
| Carroll River | 1909 | 11,100 | — | — | — |
| Carpell | 1913 | 7,300 | 20,000 | 500 | — |
| Carpena | 1905 | 7,000 | — | — | — |
| Carpenter | 1909 | 8,000 | 9,100 | 400 | 440 |
| Carpiedi | 1907 | 7,000 | — | 400 | 470 |
| Carrabelle | 1901 | 7,000 | — | 400 | 470 |
| Carrickmacross | 1918 | 500 | 1,600 | 44 | — |
| Carrickmore | 1900 | 750 | — | 28 | — |
| Carrillo | 1911 | 6,500 | — | 172 | 107 |
| Carrier | 1919 | 6,000 | — | 200 | 203 |
| Carrie | 1900 | 1,000 | 2,200 | 43 | 41 |
| Carrowdore | 1914 | 750 | 2,200 | 32 | 33 |
| Cartagena | 1907 | 4,300 | 18,000 | 400 | 337 |
| Cartaredo | 1917 | 1,000 | 4,300 | 40 | 42 |
| Carvaro | 1906 | 3,000 | 14,000 | 214 | 220 |
| Casamance | 1901 | 7,000 | 40,000 | — | 410 |
| Cascadra | 1904 | 3,000 | 6,000 | 102 | — |
| Cascade | 1917 | 6,000 | — | 132 | — |
| Casper | 1907 | 1,000 | — | — | — |
| Casper | 1906 | 900 | 4,400 | 90 | 93 |
| Cassard | 1901 | 3,200 | 9,000 | 124 | 114 |
| Cassel | 1902 | 9,000 | 18,000 | 333 | 407 |
| Cassiner | 1900 | 7,000 | — | 400 | 333 |
| Castana | 1900 | 7,000 | — | 400 | 470 |
| Castelar | 1914 | 3,700 | 10,200 | 140 | 135 |
| Castilla | 1917 | 3,200 | 15,200 | — | 160 |
| Castilla | 1900 | 900 | — | 20 | — |
| Castle Town | 1909 | 5,100 | 6,000 | 224 | 220 |
| Castlehill | 1900 | 600 | 3,000 | 40 | — |
| Castor | 1900 | 12,000 | — | — | — |
| Castor | 1900 | 3,000 | 4,300 | 127 | 119 |
| Castor | 1906 | 1,000 | 3,200 | 90 | 90 |
| Castor | 1903 | 900 | — | 42 | — |
| Castro Alves | 1901 | 3,300 | — | 47 | — |
| Catahoula | 1900 | 7,000 | — | 400 | 470 |
| Catalani | 1909 | 3,000 | — | 120 | 120 |
| Catalina | 1919 | 750 | 4,000 | 68 | 39 |
| Catatumbo | 1900 | 4,000 | — | — | — |
| Caterina Dani | 1911 | 750 | 4,200 | 34 | — |
| Caterina Gerolimich | 1912 | 7,400 | 34,000 | 400 | 400 |
| Caterina Madre | 1904 | 7,300 | — | 370 | 300 |
| Catford | 1919 | 3,000 | 3,200 | — | — |
| Cathay | 1900 | 10,000 | — | 400 | 450 |
| Cathcart | 1900 | 8,000 | 22,100 | 37 | 32 |
| Catherine | 1919 | 5,000 | 10,000 | 150 | 141 |
| Catherine G. Robbins | 1900 | 3,000 | — | — | — |
| Catherine Radcliffe | 1900 | 6,000 | — | — | — |
| Catiliaset | 1919 | 4,700 | — | 400 | 400 |
| Catlewood | 1900 | 10,100 | — | — | — |
| Cato | 1918 | 2,000 | 6,000 | — | 80 |
| Cauanor | 1911 | 9,300 | 14,000 | 300 | — |
| Cauaro | 1901 | 3,000 | — | 320 | — |
| Cauchon | 1910 | 3,000 | 14,000 | 87 | 80 |

| Nom des Navires | Année de Construction | D.W.C. — Poids en tonnes de 2,240 livres, représentant le chiffre de tonnage | Capacité cubique — Pour cargaison F.B. — Pieds cubes | Pour cargaison — En millions de pieds — Grains | Pour cargaison — En millions de pieds — Balles |
|---|---|---|---|---|---|
| Causeway | 1904 | 500 | 3,100 | 50 | — |
| Cautin | 1905 | 4,000 | 25,100 | 200 | 194 |
| Cavalia | 1913 | 3,400 | 16,000 | 140 | 195 |
| Cavalier | 1919 | 3,100 | 10,000 | 200 | 210 |
| Cayo Manzi | 1900 | 2,000 | — | 117 | 107 |
| Cayuga | 1900 | 1,700 | — | 170 | 160 |
| Cazal | 1900 | 2,000 | — | 80 | 80 |
| Cecilia Bacon | 1900 | 3,000 | — | — | — |
| Cedartree | 1900 | 3,700 | 6,700 | 80 | — |
| Cedartree | 1900 | 2,000 | 8,000 | 100 | 90 |
| Cedrington Court | 1918 | 3,100 | — | — | — |
| Celtic | 1900 | 7,700 | — | 410 | 400 |
| Celtic | 1900 | 4,000 | 24,000 | 190 | 190 |
| Celtic | 1911 | 3,000 | 8,000 | 100 | 100 |
| Celtibero | 1910 | 5,000 | 14,000 | 300 | 300 |
| Celtic | 1900 | 5,700 | 20,000 | — | — |
| Celtic | 1907 | 600 | 3,100 | 130 | — |
| Celtibero | 1901 | 6,000 | 32,000 | 160 | 150 |
| Celtic | 1900 | 3,000 | 11,000 | 160 | 140 |
| Celtiber | 1900 | 6,000 | 40,000 | 200 | 300 |
| Celtic | 1900 | 1,200 | 3,000 | 40 | — |
| Celtic Monarch | 1900 | 6,000 | 31,200 | 340 | 400 |
| Celtic Star | 1914 | 9,000 | 44,200 | — | 200 |
| Cemantos Hosein No. 2 | 1919 | 700 | 3,170 | 20 | — |
| Centaur | 1900 | 3,400 | — | 240 | 210 |
| Cephalo | 1913 | 15,000 | 46,000 | — | 600 |
| Cepelle | 1918 | 8,400 | — | — | — |
| Ceramic | 1914 | 19,200 | 140,200 | — | 800 |
| Ceramic | 1900 | 7,200 | — | 410 | 300 |
| Cerne | 1914 | 3,400 | — | 300 | 270 |
| Cerne | 1900 | 1,200 | 8,200 | 42 | 41 |
| Cerne | 1900 | 900 | 3,200 | 34 | 30 |
| Cerigo | 1922 | 1,000 | 12,300 | 110 | 90 |
| Cerinthus | 1900 | 4,000 | 24,000 | — | — |
| Cerne | 1900 | 1,200 | 3,000 | 41 | 30 |
| Cerro Azul | 1921 | 15,500 | — | — | — |
| Cerro Elsen | 1921 | 15,500 | — | — | — |
| Certe | 1918 | 3,000 | 8,100 | 140 | 140 |
| Cervantes | 1918 | 3,100 | 18,000 | 190 | 170 |
| Cesar Mabre | 1900 | 3,000 | 15,000 | 100 | 100 |
| Cesario Comesio | 1899 | 1,200 | 3,200 | 90 | 80 |
| Cetine | 1904 | 1,200 | 8,000 | 80 | — |
| Ceuta | 1900 | 4,000 | 16,000 | 190 | 190 |
| Ceylanes | 1921 | 3,500 | 10,000 | 170 | — |
| Ceylan | 1907 | 4,400 | 31,200 | — | 400 |
| Ceylon | 1911 | 8,000 | 50,200 | 310 | 400 |
| Ceylon Mara | 1904 | 8,100 | 40,000 | — | — |
| Ch. H. Kahn | 1917 | 9,000 | — | — | — |
| Chagres | 1907 | — | 88,100 | 200 | — |
| Chak Sang | 1917 | 8,000 | 16,100 | 140 | 140 |
| Chaldera | 1919 | 3,300 | 20,700 | 160 | 160 |
| Chaldica | 1914 | 3,300 | 20,700 | 160 | 160 |
| Chalis | 1914 | 3,000 | 21,400 | 160 | 160 |
| Chalmers | 1910 | 8,000 | 35,000 | 400 | 400 |
| Challenger | 1919 | 11,000 | 35,700 | 300 | 300 |
| Champetes | 1911 | 3,000 | 13,000 | — | 67 |
| Champlain | 1901 | 8,100 | 114,700 | — | 300 |
| Champlitte | 1904 | 6,200 | 18,000 | — | 200 |
| Chandler | 1900 | 1,000 | 6,000 | 100 | 94 |
| Chang Tai | 1900 | 3,000 | 7,000 | 120 | 110 |
| Chang Tang Mara | 1900 | 600 | 3,000 | 50 | 50 |
| Changte | 1900 | 4,200 | 20,000 | — | 100 |
| Chanset Queen | 1900 | 600 | 3,000 | 40 | 30 |
| Chantala | 1900 | 3,000 | 17,000 | 100 | 100 |
| Chantilly | 1900 | 8,000 | 40,000 | — | 300 |
| Chapleau | 1900 | 1,000 | 8,000 | 100 | 90 |
| Chapuqua | 1900 | 7,000 | 24,000 | 300 | 300 |
| Charlianne | 1900 | 7,000 | 11,000 | 300 | 300 |
| Charmes | 1910 | 8,000 | — | 400 | 400 |
| Charlore | 1910 | 7,000 | 8,000 | 100 | 90 |

D.W.C. = Le poids en lourd approximatif du navire en tonnes de 2,240 lbs. (1016 kilos.) pour cargaison et charbon de soutes, chargement au franc-bord (Ou en cas salin.

F.B. = La capacité approximative en pieds cubes des soutes frais, moins les membrures et du dessus de voignage au dessous des barrots.

Capacité pour Grains. = Le volume des soutes en millions de pieds cubes, moins les membrures et du dessus de voignage, au dessus des barrots, y compris les mouillés.

Capacité pour Balles ou Coton. = Le volume des soutes en millions de pieds cubes, moins en dedans des bates et du dessus de voignage au dessus des barrots, y compris les mouillés.

Pour les Navires à Installation Frigorifique le volume des soutes est pris après la pose du revêtement isolant.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Date of Build. | D.W.C. (of cargo and bunkers). | Cubic Capacity. In feet. P.B. | In thousands of feet. Grain. | Bale. |
|---|---|---|---|---|---|
| Charlbury | 1906 | 5,400 | 26,900 | 478 | 436 |
| Charles | 1904 | 710 | 2,182 | 35 | ... |
| Charles Christensen | 1909 | 5,062 | ... | 494 | 437 |
| Charles E. Harwood | 1913 | 3,170 | 2,600 | ... | ... |
| Charles G. Black | 1921 | 20,402 | 141,180 | 862 | ... |
| Charles H. Cramp | 1920 | 9,600 | ... | 436 | 388 |
| Charles L. Wheeler, Jr. | 1918 | 5,700 | 7,290 | 474 | 363 |
| Charles M. Everest | 1918 | 8,150 | 45,600 | ... | ... |
| Charles Nelson | 1920 | 7,312 | ... | 418 | 412 |
| Charles Pratt | 1916 | 14,900 | ... | ... | ... |
| Charles Roux | 1908 | 1,062 | 12,600 | ... | 33 |
| Charlie Watson | 1920 | 3,108 | ... | ... | ... |
| Charlotte Schroder | 1907 | 7,300 | ... | 68 | ... |
| Charlwood | 1914 | 2,300 | 2,900 | ... | 11 |
| Chartered | 1907 | 3,050 | ... | ... | ... |
| Charterhythe | 1911 | 4,720 | 14,870 | 209 | 364 |
| Chastine Maersk | 1921 | 7,900 | 69,017 | 422 | 393 |
| Chateau Lafite | 1901 | 3,200 | 17,610 | 127 | 120 |
| Chateau Larose | 1900 | 3,300 | 21,200 | 129 | 111 |
| Chateau Latour | 1911 | 3,100 | 11,000 | 122 | 114 |
| Chateau Palmer | 1914 | 3,300 | 11,000 | 120 | 118 |
| Chateau Pavie | 1900 | 3,126 | 13,670 | 127 | 111 |
| Chateau Yquem | 1901 | 3,400 | 13,610 | 127 | 124 |
| Chatham | 1920 | 5,320 | 22,770 | ... | 299 |
| Chatsworth | 1905 | 1,880 | 4,880 | 100 | 94 |
| Chattanooga City | 1921 | 9,580 | ... | 509 | 479 |
| Chatton | 1925 | 5,730 | 30,405 | 388 | 396 |
| Chatwood | 1929 | 4,800 | 13,000 | 209 | ... |
| Chaucer | 1929 | 10,171 | 30,100 | 513 | 467 |
| Chef Mecanicien Mailhol | 1917 | 8,057 | 30,310 | ... | 416 |
| Chefoo Maru | 1910 | 2,450 | 14,580 | ... | ... |
| Chehalis | 1904 | 900 | ... | ... | ... |
| Chelatros | 1911 | 7,200 | 12,600 | 462 | 388 |
| Chelsea | 1925 | 8,300 | 13,600 | 451 | 396 |
| Chelwood | 1929 | 4,250 | 13,010 | 256 | ... |
| Chemnitz | 1929 | 9,290 | 58,237 | 513 | 452 |
| Chemong | 1924 | 2,714 | 3,550 | 143 | 134 |
| Chenango | 1904 | 1,800 | ... | ... | ... |
| Cheniston | 1906 | 6,000 | 15,750 | 431 | 400 |
| Chenonceaux | 1922 | 10,000 | 34,042 | ... | 415 |
| Cheong On | 1905 | 2,100 | ... | 89 | ... |
| Chepstow | 1918 | 8,302 | ... | 473 | 431 |
| Chepita | 1903 | 2,200 | ... | ... | ... |
| Cherbourg | 1921 | 520 | 2,420 | 21 | 21 |
| Cheribon Maru | 1920 | 6,330 | 19,944 | 342 | 259 |
| Chesapeake | 1928 | 12,020 | ... | 519 | ... |
| Cheshire | 1922 | 10,590 | ... | ... | 325 |
| Cheshire Coast | 1915 | 1,270 | 3,600 | 56 | 60 |
| Chester | 1911 | 3,800 | 7,026 | 145 | 132 |
| Chester O. Swain | 1921 | 11,917 | 43,796 | ... | ... |
| Chester Valley | 1918 | 7,825 | ... | 409 | 373 |
| Chetopa | 1919 | 5,200 | ... | 209 | 228 |
| Chevington | 1924 | 2,500 | 5,061 | 149 | ... |
| Chevychase | 1928 | 4,800 | 23,940 | 276 | 190 |
| Cheyenne | 1920 | 12,250 | ... | ... | ... |
| Chiatura | 1908 | 6,400 | 20,920 | 412 | 317 |
| Chian Lee | 1907 | 4,300 | 10,340 | 248 | 286 |
| Chickasaw City | 1920 | 9,670 | ... | 442 | 426 |
| Chief Capilano | 1920 | 14,430 | 73,180 | 601 | 570 |
| Chifuku Maru | 1919 | 9,028 | 26,400 | 446 | 414 |
| Chihaya Maru | 1919 | 2,044 | 3,600 | 94 | 92 |
| Chikugo Maru | 1902 | 3,310 | 17,820 | ... | ... |
| Chikuzen Maru | 1903 | 3,310 | 17,830 | ... | ... |
| Chilbar | 1919 | 1,500 | ... | ... | ... |
| Chile | 1915 | 9,540 | ... | 588 | 533 |
| Chile Maru | 1919 | 9,100 | 20,400 | 449 | 419 |
| Chilka | 1922 | 4,898 | 20,732 | 250 | 278 |
| Chillagoe | 1902 | 1,800 | 6,220 | 103 | ... |
| Chilliwack | 1917 | 1,202 | 1,281 | 43 | ... |
| Chiloe | 1908 | 3,730 | 16,894 | 84 | 86 |
| Chilbell | 1920 | 2,300 | ... | ... | ... |

| Name of Vessel. | Date of Build. | D.W.C. (of cargo and bunkers). | Cubic Capacity. In feet. P.B. | In thousands of feet. Grain. | Bale. |
|---|---|---|---|---|---|
| Chiltern | 1920 | 1,800 | — | — | — |
| Chilton | 1921 | 3,250 | 10,188 | 116 | 102 |
| Chin Hing | 1906 | 2,350 | ... | ... | ... |
| China Arrow | 1920 | 12,200 | ... | ... | ... |
| China Maru | 1920 | 8,572 | 29,812 | 446 | 412 |
| Chincha | 1912 | 3,650 | 21,862 | 478 | 426 |
| Chinde | 1911 | 3,875 | 23,730 | ... | 36 |
| Chindwara | 1912 | 8,075 | 20,690 | 480 | 407 |
| Chindwin | 1910 | 6,860 | 41,640 | ... | 416 |
| Chinese Prince | 1926 | 9,725 | ... | 508 | 505 |
| Chinkoa | 1913 | 8,075 | 25,580 | 481 | 402 |
| Chios | 1912 | 2,600 | 9,030 | 113 | 104 |
| Chios | 1904 | 2,650 | ... | ... | ... |
| Chios | 1908 | 1,121 | ... | ... | ... |
| Chip Hwang | 1906 | 2,620 | 2,340 | 108 | 120 |
| Chipana | 1919 | 3,600 | 22,890 | 149 | 141 |
| Chippewa | 1920 | 3,151 | ... | 173 | 161 |
| Chirikof | 1909 | 8,112 | ... | ... | ... |
| Chiriqui | 1932 | 4,863 | 26,069 | 196 | 181 |
| Chirripo | 1920 | 6,200 | ... | 216 | ... |
| Chishima Maru | 1895 | 1,850 | 12,040 | ... | 78 |
| Chislehurst | 1912 | 4,170 | 18,045 | 219 | 203 |
| Chisone | 1922 | 9,140 | 29,425 | 417 | ... |
| Chiswick Manor | 1919 | 2,500 | 8,175 | 108 | 99 |
| Chitose Maru | 1921 | 8,269 | 18,490 | ... | ... |
| Chitral | 1925 | 10,540 | ... | ... | ... |
| Chiwawa | 1921 | 3,070 | 10,020 | 113 | 106 |
| Chiyo Maru | 1927 | 3,900 | ... | 532 | 514 |
| Chiyoda Maru | 1895 | 1,250 | ... | 13 | 42 |
| Chiyokawa Maru | 1920 | 3,726 | 8,320 | 466 | 461 |
| Chokai Maru | 1920 | 1,807 | 11,909 | 68 | 61 |
| Chojo Maru | 1917 | 2,350 | ... | 533 | 349 |
| Chojun Maru | 1919 | 3,284 | 8,082 | 536 | 335 |
| Chojusan Maru | 1920 | 3,624 | 9,330 | ... | ... |
| Chokai Maru | 1909 | 2,300 | 1,400 | 96 | 92 |
| Chokai Maru No. 2 | 1913 | 2,300 | 1,400 | 84 | 82 |
| Choko Maru | 1920 | 3,300 | ... | 186 | 217 |
| Choshu Maru | 1920 | 10,276 | 22,021 | 625 | 418 |
| Choyo Maru | 1920 | 2,350 | 21,120 | 136 | 132 |
| [illegible] | 1921 | 3,300 | 21,200 | 138 | 144 |
| Chomedy | 1913 | 4,630 | ... | 279 | 259 |
| Chong Lee | 1912 | 2,800 | ... | 123 | ... |
| Chorzow | 1921 | 1,890 | 3,300 | 24 | 23 |
| Chosen Maru | 1911 | 3,119 | 8,624 | 153 | 142 |
| Chosei Maru | 1920 | 2,240 | 15,300 | 102 | ... |
| Choyo Maru | 1919 | 8,800 | 22,590 | ... | 398 |
| Chr. J. Kampmann | 1920 | 4,130 | 9,374 | 225 | 217 |
| Chr. Michelsen | 1903 | 4,500 | ... | ... | ... |
| Chr. Sass | 1924 | 7,570 | ... | 430 | 300 |
| Chr. Th. Boe | 1900 | 5,630 | ... | ... | ... |
| Christel Vinnen | 1922 | 3,200 | ... | 134 | 130 |
| Christiaan Huygens | 1927 | 11,220 | ... | ... | 942 |
| Christian Bors | 1905 | 3,100 | 10,500 | 204 | 154 |
| Christian Holm | 1927 | 13,000 | ... | 620 | ... |
| Christian Krohg | 1917 | 3,800 | 2,780 | 158 | 142 |
| Christiansborg | 1922 | 5,140 | ... | 304 | 279 |
| Christian Fromm | 1895 | 422 | ... | ... | ... |
| Christos Z. | 1900 | 1,620 | 12,000 | 60 | 61 |
| Christy Payne | 1921 | 11,962 | 41,700 | ... | ... |
| Chrysanthi | 1900 | 5,800 | 13,839 | 296 | 278 |
| Chryssi | 1912 | 8,121 | 21,082 | 436 | 409 |
| Chukwa Maru | 1920 | 2,140 | 12,179 | 142 | 132 |
| Chun Lee | 1909 | 1,850 | ... | ... | ... |
| Chung Hwah | 1900 | 8,160 | ... | 445 | 400 |
| Chung Woo | 1904 | 3,000 | 8,800 | 176 | 161 |
| Chungchow | 1906 | 1,800 | ... | 89 | 86 |
| Chuny | 1920 | 3,600 | 9,672 | 181 | 158 |
| Chyebassa | 1907 | 9,150 | 57,536 | 456 | 418 |
| Ciado | 1920 | 6,300 | 15,380 | 299 | 211 |
| Cibao | 1911 | 1,800 | ... | ... | ... |
| Cienfuegos | 1909 | 1,420 | 7,810 | 61 | ... |

D.W.C.—The approximate deadweight capacity in tons, of 2,240 lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

P.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of cargo spaces are taken after fitting insulation.

**Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'au port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.**

*(Ces renseignements sont donnés d'après l'autorité des Armateurs, sous garantie et sonnés approximativement exacts. — Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom du Navire | Pays de Construction | D.W.C. — Port en lourd approximatif en kilogrammes | Capacité cubique — En pieds | Capacité cubique — En mètres cubes — Grains | Capacité cubique — En mètres cubes — Balles |
|---|---|---|---|---|---|
| Chenery | 1913 | 1,318 | 2,200 | 93 | 38 |
| Clarkson | 1919 | 4,500 | 10,900 | 304 | 312 |
| Cleptrom | 1902 | 3,724 | 5,200 | 161 | 47 |
| Cleopatra | 1906 | 750 | — | 54 | — |
| Cleopatra Pyhan | 1909 | 8,712 | — | 454 | 346 |
| Cloie | 1920 | 3,000 | 7,700 | 129 | — |
| Clive | 1912 | 800 | 3,400 | — | 32 |
| Clive Shell | 1901 | 11,731 | — | — | — |
| Clemo | 1919 | 8,100 | 18,600 | 194 | 172 |
| Cleopatra | 1919 | 8,500 | 19,000 | 222 | 306 |
| Cloli | 1909 | 9,000 | — | 232 | — |
| Cloy | 1905 | 4,000 | 22,400 | 214 | 197 |
| Cities Service Denver | 1921 | 12,600 | — | — | — |
| Cities Service Empire | 1919 | 11,900 | — | — | — |
| Cities Service Fuel | 1919 | 8,700 | — | — | — |
| Cities Service Kansas | 1920 | 10,300 | — | — | — |
| Cities Service Maverick | 1920 | 10,300 | — | — | — |
| Cities Service Ohio | 1921 | 10,300 | — | — | — |
| Cities Service Oklahoma | 1920 | 10,300 | — | — | — |
| Cities Service Petrol | 1920 | 13,400 | — | — | — |
| Cities Service Toledo | 1919 | 11,900 | — | — | — |
| Citta di Barletta | 1917 | 1,000 | 3,000 | — | 30 |
| City of Alexandria | 1905 | 1,945 | 33,000 | 957 | 834 |
| City of Alma | 1920 | 9,000 | — | 492 | 432 |
| City of Antwerp | 1896 | 1,300 | 4,700 | 70 | 19 |
| City of Bagdad | 1919 | 11,000 | 32,800 | 651 | 579 |
| City of Baltimore | 1919 | 11,773 | — | 611 | 574 |
| City of Barcelona | 1899 | 9,120 | 32,700 | 577 | 491 |
| City of Bedford | 1904 | 9,672 | 14,470 | 597 | 549 |
| City of Birmingham | 1920 | 9,000 | 19,900 | — | 533 |
| City of Bradford | 1903 | 1,339 | 8,900 | 92 | 54 |
| City of Brussels | 1920 | 900 | 3,300 | — | 43 |
| City of Cambridge | 1901 | 11,170 | 18,000 | 714 | 651 |
| City of Canberra | 1917 | 10,670 | 11,300 | 603 | 501 |
| City of Chattanooga | 1920 | 8,000 | 19,300 | — | 555 |
| City of Christiansand | 1919 | 10,000 | — | 979 | 811 |
| City of Cork | 1901 | 1,250 | 7,300 | — | 46 |
| City of Dalhart | 1920 | 9,500 | — | 490 | 416 |
| City of Dallas | 1919 | 4,040 | — | 179 | 150 |
| City of Dieppe | 1919 | 10,700 | 4,500 | 604 | 503 |
| City of Dublin | 1902 | 1,440 | 6,100 | — | 79 |
| City of Fairbury | 1919 | 7,900 | — | 400 | 379 |
| City of First | 1920 | 7,900 | — | 400 | 379 |
| City of Fort Worth | 1919 | 4,300 | 10,100 | 190 | 147 |
| City of Guildford | 1919 | 8,670 | 18,600 | 498 | 483 |
| City of Hamburg | 1919 | 11,900 | — | 600 | 512 |
| City of Harrard | 1907 | 9,300 | — | 498 | 434 |
| City of Havre | 1919 | 11,900 | — | 600 | 510 |
| City of Hereford | 1907 | 8,270 | 18,800 | 440 | 400 |
| City of Hongkong | 1904 | 11,200 | — | 704 | 450 |
| City of Houston | 1919 | 4,400 | — | 190 | 167 |
| City of Joliet | 1920 | 9,900 | — | 444 | 432 |
| City of Kiaos | 1920 | 9,610 | 21,500 | 502 | 507 |
| City of Kimberley | 1920 | 9,900 | 18,300 | 422 | 340 |
| City of Lancaster | 1904 | 8,130 | 12,700 | 412 | 399 |
| City of Leeds | 1909 | 1,130 | 9,800 | 62 | 44 |
| City of Leicester | 1900 | 8,400 | 11,800 | 394 | 332 |
| City of London | 1907 | 900 | 3,200 | — | 40 |
| City of Mandalay | 1920 | 11,400 | — | 710 | 611 |
| City of Newport News | 1919 | 11,770 | — | 413 | 374 |
| City of Norfolk | 1919 | 11,900 | — | 500 | 503 |
| City of Omaha | 1920 | 8,000 | — | 438 | 414 |
| City of Oxford | 1920 | 2,810 | — | 200 | 171 |
| City of Palermo | 1905 | 3,900 | 21,000 | 302 | 250 |
| City of Perth | 1919 | 10,720 | 18,800 | 437 | 400 |
| City of Philadelphia | 1919 | 4,710 | — | 190 | 182 |
| City of Sarville | 1920 | 8,300 | — | 410 | 400 |
| City of Sombeta | 1920 | 10,900 | 17,200 | 640 | 519 |
| City of Salphery | 1920 | 8,007 | 12,400 | 372 | 324 |
| City of Sydney | 1920 | 10,600 | 11,700 | 640 | 519 |
| City of Vancouver | 1920 | 8,000 | 10,700 | 480 | 322 |
| City of Victoria | 1920 | 8,700 | 14,700 | 480 | 402 |
| City of Westchester | 1920 | 8,500 | 12,500 | 490 | 391 |
| City of Wellington | 1920 | 8,700 | 11,800 | 470 | 321 |
| City of Windsor | 1920 | 11,400 | 14,700 | 580 | 560 |
| City of Windsor | 1920 | — | 8,600 | 190 | — |
| City of Winnipeg | 1919 | 10,200 | 14,400 | 600 | 520 |
| City of Worcester | 1907 | 8,700 | 25,200 | 400 | 400 |
| Ciudad de Barcelona | 1920 | 3,400 | — | 51 | 40 |
| Ciudad de Cadiz | 1920 | 3,600 | — | 117 | 114 |
| Ciudad de Corrientes | 1920 | 600 | — | — | 27 |
| Ciudad de Sevilla | 1920 | 3,200 | — | 114 | 100 |
| Ciudad del Salto | 1919 | 900 | — | 40 | — |
| Clairton | 1919 | 8,700 | 44,400 | 480 | 408 |
| Clan Alpine | 1919 | 9,800 | 47,400 | 470 | 400 |
| Clan Buchanan | 1919 | 8,300 | 37,200 | 420 | 400 |
| Clan Graham | 1919 | 8,300 | 73,100 | 400 | 400 |
| Clan Grant | 1919 | 8,300 | 74,100 | 400 | 400 |
| Clan Lamb | 1919 | 8,300 | 73,000 | 400 | 400 |
| Clan Lowatth | 1919 | 8,300 | 80,100 | 400 | 400 |
| Clan Macbean | 1919 | 8,300 | 77,100 | 400 | 400 |
| Clan Macbeth | 1919 | 7,300 | 34,200 | 350 | 300 |
| Clan Macbrayne | 1919 | 7,300 | 81,100 | 400 | 400 |
| Clan Macbride | 1919 | 7,900 | 85,000 | 400 | 400 |
| Clan Macdougall | 1919 | 8,300 | 83,100 | 400 | 400 |
| Clan Macfadyen | 1919 | 8,300 | 74,100 | 400 | 400 |
| Clan Macfarlane | 1919 | 8,300 | 88,100 | 400 | 400 |
| Clan Macgillivray | 1919 | 8,300 | 82,200 | 400 | 400 |
| Clan Macilwraith | 1919 | 7,400 | 77,900 | 400 | 400 |
| Clan Macindoe | 1919 | 7,300 | 76,400 | 400 | 400 |
| Clan Macinnes | 1919 | 7,700 | 89,400 | 400 | 400 |
| Clan Maciver | 1919 | 7,300 | 78,300 | 400 | 400 |
| Clan Mackay | 1919 | 8,300 | 82,700 | 400 | 400 |
| Clan Mackellar | 1919 | 8,300 | 81,700 | 400 | 400 |
| Clan Mackenzie | 1919 | 8,300 | 81,800 | 400 | 400 |
| Clan Mackinlay | 1919 | 10,000 | 80,000 | 400 | 400 |
| Clan Macneil | 1919 | 8,300 | 84,100 | 400 | 400 |
| Clan Macnab | 1919 | 8,300 | 84,700 | 400 | 400 |
| Clan Macneagitten | 1919 | 8,300 | 80,400 | 400 | 400 |
| Clan Macneil | 1919 | 8,300 | 86,800 | 400 | 400 |
| Clan Macphee | 1919 | 8,300 | 81,000 | 400 | 400 |
| Clan Macphersons | 1919 | 10,400 | 81,300 | 400 | 400 |
| Clan Macquarrie | 1919 | 8,300 | 81,900 | 400 | 400 |
| Clan Macragnart | 1919 | 10,100 | 81,400 | 400 | 400 |
| Clan Macrowith | 1919 | 10,100 | 81,800 | 400 | 400 |
| Clan Macrae | 1919 | 8,100 | 80,800 | 400 | 400 |
| Clan Macwhirter | 1919 | 10,000 | 84,900 | 400 | 400 |
| Clan Malcolm | 1919 | 8,300 | 85,300 | 400 | 400 |
| Clan Mathieson | 1919 | 8,300 | 83,800 | 400 | 400 |
| Clan Menzies | 1919 | 8,400 | 87,300 | 400 | 400 |
| Clan Morrison | 1919 | 8,400 | 87,300 | 400 | 400 |
| Clan Munduck | 1919 | 8,400 | 89,400 | 400 | 400 |
| Clan Murray | 1919 | 8,400 | 89,400 | 400 | 400 |
| Clan Ogilvy | 1919 | 8,300 | 90,000 | 400 | 400 |
| Clan Ramsay | 1919 | 8,400 | 88,900 | 400 | 400 |
| Clan Ross | 1919 | 8,400 | 88,700 | 400 | 400 |
| Clan Sinclair | 1919 | 8,300 | 87,300 | 400 | 400 |
| Clan Skene | 1919 | 8,300 | 88,300 | 400 | 400 |
| Clan Stuart | 1919 | 8,400 | 91,900 | 400 | 400 |
| Clandeboye | 1919 | 700 | 3,000 | 30 | — |
| Clan Urquhart | 1919 | 12,400 | 101,900 | 400 | 400 |
| Clarawell | 1904 | 3,200 | 13,100 | 180 | — |
| Clapham | 1909 | 1,000 | 44,700 | — | — |
| Clara | 1909 | 2,900 | 3,400 | 100 | 100 |
| Clara Cotton | 1920 | 9,000 | 96,200 | 500 | 400 |
| Clara Hinta | 1900 | 1,400 | — | 70 | 50 |
| Clara Kieselmann | 1920 | 6,300 | 18,700 | 300 | — |
| Clara L. M. Ross | 1920 | 9,600 | 11,400 | 400 | 400 |
| Clara Moake | 1920 | 800 | 3,600 | 27 | — |
| Clare | 1919 | 3,100 | 14,900 | — | 400 |

D.W.C. — Le port en lourd approximatif du navire en tonnes de 2,240 lbs. (1016 kilos.) pour marchandises et charbons de soute, ainsi qu'indiqué sur Pavillon d'où ils ont salés.

P.B. — La capacité approximative en pieds cubes des soutes fixes, comprise tous soudrières et du dessus du voyageur au dessus des barriques.

Capacité pour Grains. — Le volume des cales en mètres de pieds cubes, moins tous soudrières et du dessus du voyageur au dessus des barriques, y compris les dunettes.

Capacité pour Balles et Cotton. — Le volume des cales en mètres de pieds cubes, moins en dedans des lattes et du dessus du voyageur au dessus des barriques, y compris les dunettes.

Pour les Navires à Installation Frigorifique le volume des cales est pris après le pose du revêtement isolant.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Date of Build. | D.W.C. of cargo and bunkers. | Cubic Capacity. In bulk. | Cubic Capacity. In compartments of bulk. | |
|---|---|---|---|---|---|
| | | | F.B. | Grain. | Bale. |
| Claus Grassmann-Graf | 1922 | 900 | 3,445 | 96 | 91 |
| Clarenville | 1914 | 900 | 3,050 | 93 | 93 |
| Claudia M. | 1920 | 4,200 | 14,000 | 340 | 310 |
| Claudio | 1921 | 3,800 | | 141 | — |
| Claus Horn | 1921 | 4,200 | | 193 | 175 |
| Claus Richmann | 1920 | 9,000 | 15,251 | 397 | 360 |
| Clearfield | 1917 | 7,200 | 18,730 | 418 | 383 |
| Clearpool | 1917 | 6,940 | 18,600 | 418 | 380 |
| Clearwater | 1920 | 7,400 | | 420 | 373 |
| Clelia Campanella | 1917 | 3,040 | 21,200 | | |
| Clemenceau | 1919 | 3,171 | 15,270 | 178 | 160 |
| Cleopatra | 1921 | 6,218 | 23,210 | 112 | 213 |
| Clerkenston | 1921 | 2,250 | 3,400 | 103 | 97 |
| Clewlander | 1922 | 2,320 | 3,200 | 95 | 85 |
| Clewlay | 1904 | 900 | 2,040 | 95 | |
| Clifford F. Hall | 1906 | 9,500 | — | | |
| Clifford | 1919 | 7,825 | — | 440 | 373 |
| Clintonia | 1917 | 3,350 | 7,300 | 177 | 155 |
| Clio | 1920 | 13,000 | — | — | |
| Clio | 1910 | 4,000 | 11,600 | 311 | 291 |
| Clio | 1920 | 1,040 | 6,000 | 92 | |
| Clione | 1921 | 11,300 | — | | |
| Cloiwell | 1919 | 3,000 | 5,780 | 93 | |
| Clodara | 1920 | 1,850 | 9,000 | 84 | 80 |
| Clonberhall | 1920 | 9,250 | — | 404 | 353 |
| Clonpark | 1909 | 5,900 | 20,780 | 292 | 273 |
| Clyde Mars | 1920 | 6,778 | 5,200 | 220 | 204 |
| Clydebank | 1921 | 6,700 | — | 321 | 449 |
| Clydehill | 1920 | 9,500 | — | — | — |
| Clydevalley | 1900 | 600 | — | — | — |
| Cylonna | 1920 | 7,000 | — | 122 | 140 |
| Coalfax | 1921 | 3,400 | 5,800 | 120 | 113 |
| Coalings | 1919 | 1,900 | 3,600 | — | — |
| Coaso | 1921 | 4,900 | — | — | 219 |
| Coastrace | 1920 | 6,200 | 12,800 | 204 | |
| Coatsworth | 1920 | 3,900 | 10,287 | 190 | 178 |
| Cocoa | 1920 | 8,400 | — | 449 | 406 |
| Cobetas | 1918 | 6,600 | 26,600 | 330 | 318 |
| Cobiepower | 1909 | 5,600 | — | 400 | 356 |
| Cocopola | 1919 | 4,100 | 10,713 | 300 | 190 |
| Cocoleaf | 1918 | 5,600 | 21,700 | 365 | 318 |
| Coda | 1920 | 7,800 | — | 400 | 373 |
| Codinda | 1920 | 7,400 | — | 400 | 373 |
| Cohasset | 1918 | 9,350 | 22,300 | 420 | 400 |
| Coimbra | 1916 | 6,974 | 22,000 | | |
| Coleall | 1919 | 8,400 | — | 449 | 400 |
| Colac | 1920 | 5,400 | 16,800 | 280 | 250 |
| Colbert | 1918 | 7,200 | 20,840 | 420 | 390 |
| Colbrook | 1920 | 6,450 | — | 370 | 320 |
| Cold Harbor | 1920 | 7,400 | — | 400 | 370 |
| Coldair | 1912 | 900 | 6,000 | 42 | 40 |
| Coldcreek | 1919 | 2,400 | — | 400 | 373 |
| Coldwater | 1920 | 7,400 | — | 400 | 373 |
| Collaro | 1907 | 5,300 | 10,000 | 247 | 226 |
| Collaner | 1920 | 7,400 | — | 400 | 373 |
| Collessi | 1907 | 4,200 | — | 236 | 219 |
| Collingsworth | 1920 | 7,400 | — | 400 | 373 |
| Colloli | 1900 | 4,200 | — | 400 | 400 |
| Collogno | 1906 | 5,900 | 20,000 | | |
| Colombo Lafara | 1906 | 1,117 | — | — | 55 |
| Colombia | 1900 | 8,500 | — | — | 600 |
| Colombo | 1917 | 3,300 | 20,800 | 340 | 304 |
| Colon | 1919 | 3,100 | 15,800 | 194 | 173 |
| Colonial Sovereign | 1907 | 3,150 | — | — | — |
| Colorado | 1911 | 7,700 | — | — | — |
| Colorado | 1920 | 4,000 | — | 208 | 190 |
| Colorado Springs | 1919 | 9,900 | — | 513 | 460 |
| Colombia | 1920 | 1,100 | 8,800 | 60 | 56 |
| Colombia | 1920 | 4,000 | — | 400 | — |
| Colombia Mars | 1921 | 8,170 | — | 402 | 403 |

| Name of Vessel. | Date of Build. | D.W.C. of cargo and bunkers. | Cubic Capacity. In bulk. | Cubic Capacity. In compartments of bulk. | |
|---|---|---|---|---|---|
| | | | F.B. | Grain. | Bale. |
| Colyrita | 1920 | 7,400 | 12,200 | 411 | 395 |
| Comber | 1912 | 600 | 3,020 | 50 | — |
| Comeria | 1919 | 10,000 | 3,000 | 250 | 229 |
| Comerio | 1919 | 5,000 | 7,700 | 240 | 227 |
| Comet | 1919 | 14,500 | | | |
| Comerio | 1921 | 4,000 | — | 400 | 400 |
| Comerio | 1919 | 3,200 | — | — | — |
| Comichtank | 1919 | 8,700 | — | 525 | 495 |
| Commerce | 1920 | 7,400 | — | 400 | 373 |
| Commandant Dorimas | 1919 | 3,000 | 22,000 | 157 | 149 |
| Commandant Dorise | 1917 | 9,000 | 20,700 | — | 449 |
| Commandant Henri Rivière | 1919 | 3,000 | 15,000 | 197 | 177 |
| Commandant Rigera | 1917 | 9,000 | 24,300 | — | 450 |
| Commercial Alabama | 1920 | 4,000 | — | 220 | 210 |
| Commercial Bostonian | 1919 | 4,000 | — | 197 | 192 |
| Commercial Floridian | 1920 | 4,000 | — | 202 | 190 |
| Commercial Guide | 1919 | 7,000 | 20,000 | 440 | 419 |
| Commercial Navigator | 1919 | 4,000 | — | 400 | 367 |
| Commercial Orleanian | 1919 | 4,000 | — | 197 | 192 |
| Commercial Pioneer | 1920 | 4,000 | — | — | — |
| Commercial Quaker | 1920 | 4,000 | — | 202 | 190 |
| Commercial Trader | 1919 | 6,500 | 20,000 | 477 | 450 |
| Commercial Road | 1920 | 7,400 | 21,731 | — | 470 |
| Comet | 1919 | 2,000 | 14,000 | 127 | 119 |
| Comeria | 1920 | 10,300 | — | 450 | 424 |
| Compagnie | 1920 | 4,000 | 20,227 | — | 370 |
| Comte de Flandre | 1920 | 6,500 | 21,200 | 510 | 396 |
| Comtesse de Flandre | 1920 | 6,900 | 16,100 | 440 | 396 |
| Comti | 1920 | 11,000 | — | — | — |
| Conchita | 1920 | 3,500 | 9,300 | 217 | — |
| Concordia | 1917 | 4,475 | 27,400 | 469 | 420 |
| Concordia | 1919 | 4,450 | — | — | — |
| Conde | 1919 | 8,120 | — | — | 407 |
| Conde de Abasolo | 1919 | 3,100 | 22,500 | 220 | 212 |
| Conde de Zetera | 1919 | 4,700 | 15,200 | 215 | — |
| Condor | 1920 | 2,400 | — | 412 | 373 |
| Condor | 1904 | 5,300 | 20,000 | 374 | — |
| Condor | 1920 | 1,000 | — | — | — |
| Confidenza | 1920 | 10,000 | — | 440 | 420 |
| Connellie Hall | 1920 | 9,700 | 7,200 | 130 | 120 |
| Connemar | 1920 | 3,700 | 13,200 | 119 | 131 |
| Connors Peak | 1920 | 7,400 | — | 400 | 373 |
| Conotton | 1919 | 3,600 | 19,200 | 174 | 161 |
| Conquistador | 1920 | 7,000 | — | — | — |
| Consett | 1919 | 3,000 | — | — | — |
| Constance Chandler | 1919 | 8,500 | — | 440 | 420 |
| Constantino E. | 1920 | 6,200 | 22,500 | 192 | 182 |
| Consuelo de Heidstra | 1920 | 300 | 2,200 | 10 | 10 |
| Consul Brett | 1920 | 1,700 | 7,300 | 81 | 90 |
| Consul Corda | 1920 | 1,000 | — | 94 | 90 |
| Consul Gerlacus | 1920 | 3,100 | — | 390 | 374 |
| Consul Hatz | 1920 | 3,000 | 18,500 | 154 | — |
| Consul Horn | 1920 | 4,000 | — | 220 | 210 |
| Consul Queen | 1920 | 4,700 | 16,400 | 320 | 332 |
| Consul Pepse | 1920 | 3,000 | — | 95 | — |
| Consumers Power | 1920 | 8,000 | — | — | — |
| Conte Biancamano | 1920 | 7,400 | — | — | 220 |
| Conte di Savoia | 1920 | 10,000 | — | — | — |
| Conte Grande | 1920 | 8,000 | 33,043 | — | — |
| Conte Stefano Tosca | 1920 | 4,400 | 18,470 | 225 | 210 |
| Contessa | 1920 | 4,000 | 14,000 | 190 | 180 |
| Continental Coaster | 1920 | 470 | — | 31 | 29 |
| Contiy | 1919 | 3,875 | 7,200 | 147 | 137 |
| Conza | 1920 | 11,774 | — | — | — |
| Convallaria | 1920 | 3,200 | — | 147 | 132 |
| Coolana | 1920 | 3,500 | 13,500 | 164 | 148 |
| Cooperatata | 1920 | 3,400 | — | — | 190 |
| Coppenamo | 1920 | 3,500 | 22,000 | 187 | 145 |
| Coptic | 1920 | 16,000 | 35,700 | 701 | 661 |
| Coquetdale | 1920 | 3,500 | — | 118 | 107 |

D.W.C.—The approximate deadweight capacity in tons, of 2,240lbs., for cargo and bunkers of the vessel when loaded in salt water to the marked freeboard.

F.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Compartments.—Denotes the capacities of the cargo spaces are taken after fixing bunkers.

**Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.**

*(Les renseignements sont donnés d'après l'autorité des Armateurs, sous réserve si nous approximativement exacts. Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom du Navire. | Année de construction | D.W.C. — Port en lourd approximatif en tonnes de 2,240 lbs. | Capacité cubique. — En pieds cubes. F.B.C. | En millions de pieds. Grains. | Balles. |
|---|---|---|---|---|---|
| Ogoras | 1919 | 3,600 | 22,232 | 149 | 161 |
| Oil Jena | 1909 | 5,200 | 31,211 | 167 | 181 |
| Oira | 1920 | 1,150 | 7,500 | 53 | — |
| Oiseau | 1919 | 2,250 | 13,771 | 123 | 130 |
| Oisel | 1919 | 740 | — | — | 50 |
| Oiselaine | 1919 | 2,000 | 8,200 | 57 | 61 |
| Oisin | 1919 | 3,500 | — | — | — |
| Oitbeach | 1919 | 2,450 | 1,140 | 108 | — |
| Oitbet | 1918 | 800 | — | — | 58 |
| Oitis | 1921 | 11,774 | — | — | — |
| Oitbridge | 1920 | 2,000 | 7,800 | 118 | — |
| Oitbrook | 1919 | 2,340 | 7,940 | 122 | — |
| Oitchester | 1917 | 3,520 | 14,000 | 168 | — |
| Oitcroft | 1918 | 3,520 | 14,900 | 150 | — |
| Oitdale | 1911 | 2,870 | 7,300 | 113 | — |
| Oitdalia | 1916 | 11,412 | — | — | — |
| Oitdilla | 1909 | 3,700 | 18,900 | 160 | 174 |
| Oitdree | 1920 | 3,650 | 8,900 | 160 | — |
| Oitdillera | 1920 | 8,160 | 31,195 | 410 | 380 |
| Oitdoya | 1912 | 3,850 | — | — | 130 |
| Oitfiff | 1919 | 3,650 | 8,500 | 170 | 160 |
| Oitgles | 1919 | 4,500 | 9,450 | 200 | — |
| Oitiadde | 1921 | 8,900 | 42,142 | 410 | 400 |
| Oitiale | 1919 | 1,170 | 4,222 | 35 | 33 |
| Oitie | 1919 | 5,800 | 15,291 | 300 | — |
| Oitmaster | 1920 | 3,800 | 7,300 | 110 | 140 |
| Oitmorant | 1917 | 900 | 6,025 | 90 | 70 |
| Oitnoble | 1910 | 1,400 | 10,000 | — | 80 |
| Oitnile | 1918 | 6,500 | 35,742 | — | 810 |
| Oitner Brook | 1921 | 8,000 | 40,152 | 140 | 470 |
| Oitnes | 1909 | 2,400 | 5,200 | 100 | — |
| Oitnville | 1920 | 8,150 | — | 407 | 400 |
| Oitnsh Coast | 1911 | 770 | 3,600 | — | 90 |
| Oitnsre | 1919 | 3,400 | 22,890 | 110 | 140 |
| Oitnville | 1921 | 6,800 | — | 140 | 270 |
| Oitnss | 1920 | 5,900 | 18,900 | 150 | 200 |
| Oitnsde | 1918 | 3,440 | 19,000 | 140 | 410 |
| Oitnsle | 1909 | 10,000 | — | — | — |
| Oitnsl | 1911 | 4,700 | 32,000 | — | 830 |
| Oitnsle | 1920 | 5,200 | 36,400 | 270 | — |
| Oitnsle | 1918 | 3,300 | 20,400 | 170 | 140 |
| Oitnth | 1908 | 700 | — | 50 | — |
| Oitnston | 1920 | 8,100 | 31,100 | 410 | 400 |
| Oitnss | 1920 | 1,200 | 3,100 | 60 | — |
| Oitnss Prince | 1921 | 3,850 | — | 300 | 330 |
| Oitnsla | 1912 | 2,100 | — | 200 | 300 |
| Oitnsnan | 1918 | 2,900 | 6,600 | 210 | — |
| Oitle II | 1911 | 1,250 | 7,400 | 30 | 30 |
| Oitsen | 1920 | 600 | 2,200 | 30 | — |
| Oitsilanne | 1921 | 8,000 | — | 800 | 400 |
| Oitse | 1919 | 2,000 | 10,700 | 130 | 120 |
| Oitsen | 1921 | 8,500 | 44,340 | 410 | 400 |
| Oitsia | 1918 | 2,150 | 9,500 | 140 | 120 |
| Oitsdam | 1921 | 1,250 | 2,000 | 40 | — |
| Oitsie | 1919 | 1,210 | 7,800 | 90 | 80 |
| Oitsy | 1922 | 1,000 | — | — | — |
| Oitsa | 1921 | 3,150 | 6,200 | 150 | 90 |
| Oitsen | 1919 | 3,300 | 24,300 | 120 | — |
| Oitsing | 1920 | 8,300 | 21,200 | 400 | 430 |
| Oitsa Rice | 1921 | 8,000 | — | — | 340 |
| Oitsada | 1908 | 700 | 3,200 | 40 | — |
| Oitse | 1906 | 2,200 | — | 90 | — |
| Oitstro | 1921 | 400 | — | 40 | 30 |
| Oitsiga | 1919 | 8,700 | — | 800 | 440 |
| Oitsil | 1919 | 8,400 | — | 300 | 400 |
| Oitlin | 1907 | 9,900 | 17,400 | 320 | 140 |
| Oitlsen-Xenos | 1919 | 8,700 | 28,300 | 450 | 400 |
| Oitnsgnna | 1919 | 11,000 | — | 500 | 500 |
| Oitnrtgst | 1909 | 1,000 | 6,400 | 100 | 90 |
| Oitsil | 1919 | 4,100 | 15,300 | 170 | 170 |

| Nom du Navire. | Année de construction | D.W.C. — Port en lourd approximatif en tonnes de 2,240 lbs. | Capacité cubique. — En pieds cubes. F.B.C. | En millions de pieds. Grains. | Balles. |
|---|---|---|---|---|---|
| Oitsus | 1909 | 4,100 | 16,800 | 170 | 170 |
| Oitsto | 1921 | 11,200 | — | — | — |
| Oitz | 1919 | 2,600 | — | 400 | 400 |
| Oitchelsit | 1921 | 2,800 | 15,900 | 170 | 190 |
| Oitgpool | 1920 | 9,100 | 8,800 | 500 | 400 |
| Oitgville | 1921 | 500 | — | — | 30 |
| Oitgsiers | 1921 | 700 | 3,100 | 60 | 50 |
| Oitgsmore | 1919 | 4,100 | 18,800 | 170 | 170 |
| Oitsdon | 1914 | 5,500 | 7,200 | 300 | 300 |
| Oitstead | 1919 | 5,800 | 17,200 | 300 | 400 |
| Oitsfold | 1919 | 4,400 | 19,200 | 400 | 400 |
| Oitsford | 1920 | 9,000 | — | 400 | 400 |
| Oitsil Keys | 1919 | 5,200 | 17,200 | 300 | 400 |
| Oitsk Fisher | 1919 | 1,200 | 8,500 | 60 | — |
| Oitbid | 1920 | 10,000 | 45,900 | 900 | 500 |
| Oitsser | 1921 | 4,000 | 35,100 | 300 | 470 |
| Oitsson | 1921 | 1,500 | — | 40 | 30 |
| Oitsle Isle | 1919 | 4,200 | 15,400 | — | — |
| Oitsle Linda | 1919 | 4,200 | 15,400 | — | — |
| Oitsso | 1919 | 3,000 | — | 60 | — |
| Oitsington Court | 1919 | 8,170 | — | — | — |
| Oitsville | 1919 | 500 | 20,100 | — | — |
| Oitwhill | 1921 | 900 | 8,200 | 50 | — |
| Oitkiness | 1920 | 1,470 | 3,900 | 70 | 50 |
| Oitjaness | 1919 | 8,000 | 36,100 | 300 | 190 |
| Oitlip Hanse | 1920 | 4,200 | 11,800 | — | — |
| Oitgle Creek | 1919 | 9,300 | — | 510 | 470 |
| Oitlaise | 1919 | 5,200 | 20,000 | 300 | 190 |
| Oitnine | 1920 | 9,900 | 12,200 | 270 | — |
| Oitnchal | 1919 | 11,900 | 38,500 | 450 | — |
| Oitnchal Oilos | 1920 | 8,500 | 40,300 | 300 | 350 |
| Oitus | 1917 | 8,200 | 28,150 | 470 | 430 |
| Oofton Hall | 1919 | 5,000 | 18,300 | 400 | 400 |
| Oosebagen | 1921 | 2,700 | 7,800 | 100 | 100 |
| Ooschill | 1919 | 7,400 | 31,900 | 400 | 500 |
| Oostaffia | 1919 | 7,400 | 30,100 | 400 | 500 |
| Opaa City | 1920 | 5,900 | — | 400 | 500 |
| Opaa of Galaia | 1921 | 7,900 | 35,200 | 500 | 500 |
| Opalil | 1919 | 2,500 | — | — | — |
| Opax | 1919 | 6,800 | — | 300 | 300 |
| Opada | 1917 | 5,500 | 14,400 | 300 | 300 |
| Opbs | 1921 | 1,300 | 10,600 | — | 50 |
| Opbs Mara | 1920 | 8,100 | — | — | 400 |
| Opbsen | 1921 | 5,400 | — | 170 | 400 |
| Opbsre | 1920 | 11,400 | 30,000 | 500 | 470 |
| Opcrasser | 1919 | 1,900 | 3,500 | 90 | 80 |
| Opas | 1920 | 8,900 | 30,100 | 400 | 400 |
| Opaberland | 1919 | 8,200 | — | 300 | 300 |
| Opaere | 1919 | 9,900 | — | 400 | 420 |
| Opaen | 1919 | 9,000 | 11,300 | 500 | 450 |
| Opaepe | 1920 | 1,800 | — | — | — |
| Opaier | 1919 | 700 | 6,400 | 30 | 30 |
| Opaiesle | 1919 | 8,000 | 31,200 | 400 | 400 |
| Opartor | 1919 | 7,900 | — | — | — |
| Opabendall | 1919 | 700 | 3,800 | 30 | — |
| Opabendan | 1919 | 700 | 3,800 | 30 | — |
| Opaabaga | 1919 | 3,500 | 12,200 | — | 150 |
| Opaen | 1919 | 8,100 | — | 400 | 300 |
| Opale | 1921 | 8,200 | 32,900 | 500 | 500 |
| Opalope | 1900 | 13,800 | 40,700 | — | 400 |
| Opgeda | 1920 | 2,000 | — | 100 | 100 |
| Opgeas | 1921 | 3,000 | 5,800 | 90 | 80 |
| Opabellar | 1921 | 9,200 | — | — | — |
| Opgeis | 1921 | 7,000 | — | 400 | 400 |
| Opgeis | 1920 | 3,700 | 12,200 | 200 | 200 |
| Opgeias Prince | 1919 | 4,800 | 3,900 | 200 | 200 |
| Opgeas | 1909 | 2,900 | 9,400 | — | 60 |

D.W.C. — Le port en lourd approximatif du navire en tonnes de 2,240 lbs. (1016 kilos) pour cargaison et chaîne de soute, comprenant un tonnage en lourd d'un an ou une année.

F.B. — La capacité approximative en pieds cubes des soutes frais, comprise leurs membrures et du dessus de vaigrage et dessous des barrots.

Capacité pour Grains. — Le volume des cales en millions de pieds cubes, moins leurs membrures et du dessus de vaigrage au dessus des barrots, y compris les ventilles.

Capacité pour Balles ou Coffres. — Le volume des cales en millions de pieds cubes, moins en dedans des lattes et du dessus de vaigrage au dessus des barrots, y compris les ventilles.

Pour les Navires à Installation Frigorifique le volume des cales est pris après la pose du revêtement isolant.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Date of Built. | D.W.C. of cargo and bunkers. | Cubic Capacity. In feet. F.B. | Cubic Capacity. In thousands of feet. Grain. | Cubic Capacity. In thousands of feet. Bale. |
|---|---|---|---|---|---|
| D. B. Hanna | 1920 | 2,100 | 4,100 | 120 | — |
| D. G. Scofield | 1918 | 11,000 | — | — | — |
| D. J. Brown | 1918 | 10,500 | — | — | — |
| D. Mosher | 1920 | 600 | — | 30 | 25 |
| D Artagnan | 1921 | 10,750 | 10,000 | — | 450 |
| D Entrecasteaux | 1922 | 9,500 | 11,190 | — | 450 |
| Dada | 1917 | 1,500 | 24,540 | 60 | — |
| Dairy Gaskin | 1919 | 8,200 | — | 110 | 111 |
| Dagali | 1917 | 1,500 | — | 154 | 143 |
| Daghestan | 1919 | 1,750 | — | 90 | — |
| Dagomans | 1919 | 2,000 | 11,500 | 104 | 141 |
| Dagfred | 1920 | 8,200 | — | 400 | 416 |
| Dagfrid | 1921 | 1,070 | 2,600 | 50 | 51 |
| Daghestan | 1921 | 8,125 | — | — | — |
| Daghild | 1907 | 13,625 | — | — | — |
| Daghild | 1916 | 12,000 | — | — | — |
| Daghord | 1907 | 8,000 | — | — | — |
| Dagmar | 1905 | 3,900 | 14,800 | 137 | 139 |
| Dagmar South | 1909 | 3,200 | — | 129 | 118 |
| Dagny | 1921 | 1,045 | — | 49 | 46 |
| Dagny I. | 1916 | 3,200 | — | — | — |
| Dagö | 1917 | 3,000 | 11,140 | 137 | 143 |
| Dagrun | 1920 | 8,200 | — | 400 | 419 |
| Dahomey | 1921 | 7,042 | 40,057 | — | 572 |
| Daiei Maru No. 3 | 1919 | 2,500 | 5,021 | 90 | — |
| Daibosi Maru | 1920 | 3,400 | — | 132 | — |
| Daibosi Maru No. 5 | 1922 | 3,500 | — | 224 | — |
| Daibosi Maru No. 6 | 1922 | 3,500 | — | 242 | — |
| Daigen Maru No. 3 | 1917 | 2,200 | 6,200 | 140 | 149 |
| Daigen Maru No. 5 | 1917 | 2,200 | — | 100 | 122 |
| Daihokuan Maru | 1921 | 720 | 2,400 | 32 | 32 |
| Daiho Maru No. 1 | 1920 | 3,043 | 11,924 | 149 | 130 |
| Daiho Maru No. 2 | 1920 | 3,750 | 11,400 | — | — |
| Daihokuten Maru | 1920 | 918 | 2,900 | 40 | 32 |
| Daiichi Maru No. 5 | 1922 | 3,870 | 7,160 | 172 | 198 |
| Daiichi Maru | 1919 | 5,000 | 3,140 | 250 | 220 |
| Daisy | 1921 | 1,950 | 8,600 | 57 | — |
| Daisy Freeman | 1900 | 914 | — | — | — |
| Daisy Muller | 1900 | 1,000 | 56,825 | 200 | — |
| Daito Maru | 1919 | 1,500 | 4,000 | — | 50 |
| Daitoku Maru | 1919 | 1,500 | 4,900 | 62 | — |
| Daiyu Maru | 1922 | 4,000 | 29,541 | 191 | 175 |
| Dakar Maru | 1920 | 10,000 | 14,800 | — | — |
| Dakarian | 1921 | 9,000 | 40,500 | 477 | 439 |
| Dakotan | 1912 | 10,000 | — | — | 442 |
| Dakotian | 1922 | 9,000 | 40,500 | 477 | 439 |
| Dalai | 1921 | 2,500 | 7,000 | 127 | 113 |
| Dalaiform | 1911 | 2,400 | — | 120 | 113 |
| Dalaro | 1911 | 6,500 | 13,500 | 322 | 302 |
| Dalbeattie | 1920 | 8,500 | 18,872 | 400 | 430 |
| Dalbeatty | 1921 | 8,500 | 18,872 | 400 | 430 |
| Dalderch | 1920 | 9,500 | 28,143 | 447 | 439 |
| Dalewood | 1921 | 4,000 | 18,300 | 250 | — |
| Dalfram | 1920 | 10,400 | — | 500 | — |
| Dalfram | 1920 | 8,175 | 14,225 | 391 | 410 |
| Dalgoma | 1920 | 9,200 | — | 421 | 404 |
| Dalhanna | 1920 | 9,000 | 29,110 | 447 | 439 |
| Dallam | 1921 | 5,300 | — | 320 | 307 |
| Dalla | 1920 | 4,700 | 11,219 | 170 | 151 |
| Dallington Court | 1919 | 11,000 | — | — | — |
| Dalmany | 1924 | 700 | 1,800 | 18 | — |
| Dalmore | 1907 | 8,400 | 19,900 | 447 | 417 |
| Daloy | 1921 | 11,500 | 60,700 | — | 500 |
| Dalryan | 1920 | 8,175 | 14,225 | 401 | 410 |
| Dalvera | 1921 | 8,400 | 19,900 | 447 | 417 |
| Dalvarnie | 1920 | 8,400 | 19,900 | 447 | 417 |
| Dalwhinnie | 1919 | 1,000 | 4,700 | 63 | 63 |
| Dalworth | 1920 | 7,975 | 20,900 | 474 | 427 |
| Damaon | 1917 | 1,600 | — | — | 61 |
| Dampen | 1922 | 6,100 | — | 190 | 194 |
| Dampfen | 1918 | 3,325 | 10,200 | 161 | 150 |
| Dampfer | 1922 | 2,700 | — | 127 | 127 |
| Dampfwin | 1920 | 2,200 | 7,470 | 120 | 127 |
| Dampfer | 1921 | 2,000 | — | 123 | 120 |
| Damsterdijk | 1920 | 12,500 | — | 577 | 627 |
| Dan | 1918 | 3,100 | 10,200 | 161 | 160 |
| Dan F. Healey | 1924 | 1,600 | 21,640 | 96 | 90 |
| Dana | 1921 | 5,000 | 12,500 | 190 | 180 |
| Dana | 1907 | 721 | 4,131 | 33 | — |
| Dana | 1902 | 600 | — | — | — |
| Danad | 1921 | 8,425 | 8,200 | 113 | — |
| Dandolo | 1921 | 8,000 | 19,510 | 504 | 462 |
| Danfold | 1920 | 2,260 | — | 112 | 107 |
| Dania | 1898 | 5,000 | — | 123 | — |
| Dania | 1905 | 945 | 2,025 | 34 | 32 |
| Daniel Webster | 1919 | 12,900 | 69,650 | 569 | 541 |
| Danmark | 1911 | 16,400 | — | — | — |
| Danmark | 1905 | 12,500 | — | 667 | 600 |
| Dannebrolke | 1919 | 8,000 | — | — | — |
| Danzberg | 1920 | 7,400 | — | 420 | 402 |
| Dante | 1914 | 9,100 | — | 415 | 394 |
| Danzig | 1905 | 1,500 | 9,350 | 62 | 58 |
| Danzig | 1899 | 1,000 | 7,110 | 54 | 48 |
| Daphne | 1910 | 3,500 | 17,800 | 394 | 372 |
| Daphne | 1920 | 2,900 | 15,500 | 339 | — |
| Dara | 1913 | 7,750 | 39,490 | 642 | 599 |
| Darcinia | 1909 | 7,000 | 11,250 | 279 | 320 |
| Darina | 1922 | 9,200 | 40,500 | 422 | 407 |
| Darius | 1917 | 2,064 | 6,291 | 123 | 112 |
| Darius | 1918 | 9,000 | 16,760 | 459 | 423 |
| Darjo | 1921 | 2,150 | — | 113 | 101 |
| Darlford | 1920 | 6,140 | 29,250 | 323 | 309 |
| Darling | 1905 | 4,725 | 16,950 | 256 | 244 |
| Darnewood | 1921 | 2,500 | 11,170 | 159 | — |
| Darshet | 1919 | 6,160 | 13,960 | 350 | 327 |
| Darvagor | 1922 | 10,473 | — | — | — |
| Darvas | 1922 | 1,700 | — | — | 60 |
| Davenport | 1920 | 8,000 | — | 402 | 444 |
| Davenport | 1912 | 900 | — | — | — |
| David Livingstone | 1900 | 5,600 | — | — | — |
| David McIntosh | 1920 | 600 | 2,950 | 34 | — |
| David McKelvy | 1921 | 10,600 | — | — | — |
| Davinian | 1920 | 9,400 | 40,500 | 462 | 427 |
| Daywatt | 1920 | 1,370 | 6,947 | — | 97 |
| Daybrook | 1920 | 8,000 | 15,300 | 200 | 243 |
| Daylight | 1921 | 14,000 | — | 620 | — |
| Daylike | 1917 | 2,000 | — | — | — |
| Darlondan | 1922 | 9,200 | 40,500 | 433 | 408 |
| De Ameles | 1902 | 1,000 | 4,600 | — | 38 |
| De Boom | 1909 | 3,140 | 5,964 | — | 65 |
| De Klerk | 1900 | 3,675 | 13,900 | — | 82 |
| De La Salle | 1921 | 9,632 | 51,900 | — | 259 |
| De Waart | 1912 | 2,100 | 5,964 | — | 66 |
| Dea | 1911 | 4,175 | — | 213 | — |
| Deal | 1920 | 500 | — | — | — |
| Dean Emery | 1919 | 12,000 | — | — | — |
| Dearne | 1919 | 1,104 | 6,400 | 51 | — |
| Debnje | 1916 | 7,500 | 18,900 | 390 | 364 |
| Degwester | 1908 | 2,600 | — | — | — |
| Deer Lodge | 1919 | 9,320 | — | 405 | 442 |
| Deerpool | 1900 | 9,250 | 6,320 | 150 | 436 |
| Deerwood | 1919 | 2,440 | 5,520 | 134 | — |
| Defiance | 1919 | 11,800 | — | 649 | 532 |
| Delaa Hickmers | 1918 | 8,150 | — | — | 400 |
| Delagoa Mars | 1919 | 10,600 | 37,100 | 500 | 486 |
| Delapaz | 1919 | 500 | 1,000 | — | — |
| Delaief | 1920 | 9,400 | — | 400 | 436 |
| Delaware | 1919 | 4,370 | 8,100 | 203 | 224 |
| Delaware | 1902 | 4,000 | 22,200 | 232 | 191 |
| Delaware | 1907 | 2,000 | 12,400 | — | 130 |

D.W.C.—The approximate deadweight capacity in tons, of 2,240 lbs., for cargo and bunkers of the vessel when loaded in salt water in the summer freeboard.

F.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo space, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo space, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of cargo spaces are taken after fitting insulation.

**Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.**

*(Ces renseignements sont donnés d'après l'autorité des Armateurs, sans garantie et comme approximativement exacts. Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom du Navire | Date de construction | D.W.C. = Port en lourd approximatif en tonnes | Capacité cubique: En grains P.P. = pieds cubes | En milliers de pieds: Grains | En milliers de pieds: Balles |
|---|---|---|---|---|---|
| Delaware River | 1920 | 4,250 | — | 140 | 127 |
| Delaware Sun | 1922 | 15,800 | — | — | — |
| Delfinka | 1914 | 5,800 | — | 214 | 209 |
| Delhim | 1919 | 5,325 | — | 243 | 222 |
| Delian | 1914 | 3,060 | 3,740 | 251 | 245 |
| Delilane | 1912 | 1,800 | 4,204 | 90 | 95 |
| Dellsund | 1920 | 7,080 | 27,718 | 375 | 342 |
| Delphinia | 1920 | 10,400 | — | 290 | 477 |
| Delta | 1921 | 7,540 | — | 477 | 444 |
| Deli | 1909 | 1,444 | 8,100 | — | — |
| Delia | 1902 | 4,600 | — | — | — |
| Delia | 1907 | 1,800 | 10,600 | 94 | — |
| Delia | 1920 | 3,720 | 7,600 | 113 | 130 |
| Delilian | 1920 | 6,325 | 45,500 | 277 | 420 |
| Delmira | 1914 | 8,220 | — | 240 | 223 |
| Delmundo | 1919 | 7,320 | — | 406 | 375 |
| Delmonte | 1919 | 7,300 | — | 406 | 375 |
| Delos | 1920 | 8,440 | — | 281 | 253 |
| Delphine | 1908 | 6,225 | — | 324 | — |
| Delphine | 1919 | 729 | — | — | — |
| Delrosa | 1919 | 7,825 | — | 400 | 373 |
| Delvalle | 1919 | 7,825 | — | 400 | 373 |
| Demosthenes | 1917 | 7,350 | 14,515 | 380 | 328 |
| Demosthenes | 1912 | 8,320 | 45,860 | 541 | 426 |
| Dempo | 1920 | 8,750 | — | — | 364 |
| Dench | 1906 | 1,440 | 4,828 | 56 | 64 |
| Denmark Mare | 1920 | 3,688 | 24,400 | 142 | 133 |
| Dennis Rose | 1920 | 3,500 | 4,140 | 180 | — |
| Denpark | 1906 | 3,800 | 28,733 | 397 | 373 |
| Depere | 1920 | 5,355 | — | 326 | 252 |
| Deptford | 1912 | 4,740 | 25,200 | 325 | 300 |
| Député Abel Ferry | 1921 | 3,175 | — | — | — |
| Député Charles Mortier | 1921 | 5,100 | 15,000 | 133 | 136 |
| Député Georges Chaigne | 1921 | 5,100 | 15,000 | 133 | 124 |
| Député Joseph de Bohan | 1921 | 5,100 | 15,000 | 133 | 124 |
| Député Pierre Goujon | 1921 | 5,100 | 15,000 | 133 | 136 |
| Derbyshire | 1920 | 5,850 | — | 355 | 333 |
| Dertaline | 1919 | 10,630 | — | — | — |
| Derindje | 1917 | 4,040 | — | 211 | 237 |
| Deruta | 1912 | 1,350 | — | 46 | — |
| Derodie | 1918 | 10,000 | — | — | — |
| Derwent River | 1912 | 6,080 | 20,490 | 221 | 200 |
| Desio | 1921 | 6,587 | 20,571 | 194 | 201 |
| Desirade | 1920 | 8,070 | 41,238 | — | 403 |
| Deseado | 1914 | 11,300 | 2,600 | 402 | 256 |
| Destro | 1920 | 6,000 | 4,900 | 206 | 250 |
| Detroit Wayne | 1919 | 6,800 | — | 190 | 122 |
| Detroiter | 1920 | 6,585 | 8,350 | 96 | 92 |
| Detroitian | 1920 | 2,668 | — | 78 | 84 |
| Deucalion | 1920 | 4,800 | — | 149 | 128 |
| Deucalion | 1914 | 6,330 | 4,800 | 200 | 198 |
| Deutschland | 1922 | 14,270 | 328,950 | 160 | 418 |
| Deva | 1907 | 5,200 | 24,000 | — | — |
| Devon Coast | 1908 | 1,080 | 4,100 | 58 | 47 |
| Dewsbury | 1910 | 1,240 | 7,416 | 72 | 66 |
| Dewstone | 1901 | 2,190 | 8,200 | 77 | 81 |
| Diadem | 1920 | 6,740 | 17,340 | 400 | 417 |
| Diamantis | 1905 | 3,100 | 7,280 | 230 | 119 |
| Diamant | 1901 | 1,400 | 6,190 | 38 | — |
| Diamant | 1914 | 590 | — | — | — |
| Diamond | 1917 | 450 | 3,300 | 40 | — |
| Diamond Alkali | 1913 | 10,200 | — | — | — |
| Diamond Crystal | 1911 | 8,300 | 37,000 | 403 | 353 |
| Diamond Head | 1919 | 8,290 | — | 441 | 394 |
| Diana | 1920 | 8,710 | 20,200 | 306 | 330 |
| Diana | 1921 | 2,300 | 11,300 | 135 | 180 |
| Diana | 1921 | 8,200 | — | 143 | 430 |
| Diana | 1905 | 1,500 | 7,740 | 58 | 74 |
| Diana | 1911 | 935 | 2,235 | 66 | 78 |
| Diaulo | 1908 | 3,570 | 4,800 | 119 | — |

| Nom du Navire | Date de construction | D.W.C. = Port en lourd approximatif en tonnes | Capacité cubique: En grains P.P. = pieds cubes | En milliers de pieds: Grains | En milliers de pieds: Balles |
|---|---|---|---|---|---|
| Dicto | 1917 | 8,000 | 36,300 | 335 | 313 |
| Dido | 1920 | 5,300 | — | 300 | 345 |
| Digswater | 1920 | 8,268 | 29,290 | 325 | 335 |
| Diga | 1920 | 8,268 | 24,800 | 333 | 322 |
| Dillwyn | 1919 | 10,000 | — | — | — |
| Dilston | 1919 | 3,270 | 7,257 | 356 | — |
| Dilworth | 1919 | 10,190 | — | — | — |
| Dimboola | 1912 | 3,620 | 15,040 | 106 | 169 |
| Dimitrios Chandris | 1909 | 3,830 | — | 392 | 370 |
| Dimitrios G. Thermiotis | 1906 | 7,150 | 15,200 | 330 | 334 |
| Dimitrios N. Bogiazis | 1912 | 6,525 | 8,800 | 330 | 340 |
| Dimitris | 1906 | 5,330 | 13,800 | 361 | 401 |
| Dina | 1907 | 3,925 | 19,000 | [illegible] | 470 |
| Dinaldy's | 1902 | 11,960 | 49,860 | 798 | 483 |
| Dio Fili | 1905 | 6,500 | 45,120 | 300 | 300 |
| Diona | 1920 | 922 | — | — | — |
| Dione | 1920 | 4,700 | 31,218 | 178 | 122 |
| Dionyssios | 1903 | 3,240 | 3,200 | 187 | 173 |
| Dionyssios Stathatos | 1919 | 4,100 | 18,100 | 457 | 365 |
| Dirigo | 1919 | 9,280 | — | — | — |
| Dirphys | 1906 | 3,620 | — | 375 | 308 |
| Diss | 1919 | 3,340 | 14,800 | 104 | 148 |
| District of Columbia | 1921 | 10,300 | — | — | — |
| Divatia | 1914 | 5,000 | 15,460 | 142 | — |
| Divona | 1918 | 6,450 | 4,500 | 104 | 98 |
| Dixiano | 1921 | 8,412 | — | — | — |
| Dixie | 1917 | 3,920 | 42,744 | 325 | 390 |
| Dixie Arrow | 1921 | 12,500 | — | — | — |
| Djambi | 1915 | 10,500 | 47,200 | 526 | 418 |
| Djember | 1915 | 10,300 | 51,250 | 527 | 418 |
| Djemila | 1908 | 5,280 | 20,176 | — | 80 |
| Djoea | 1909 | 3,060 | 12,475 | 307 | 300 |
| Djurjura | 1922 | 3,808 | 27,402 | 304 | 275 |
| Dniepropetrovsk | 1919 | 7,550 | 37,000 | 391 | 337 |
| Dobrida | 1909 | 6,510 | 9,643 | 323 | 277 |
| Docteur Pierre Benoit | 1919 | 11,000 | 40,800 | — | 100 |
| Docera | 1913 | 564 | 1,200 | — | — |
| Dogra | 1914 | 8,221 | 16,748 | — | 410 |
| Doholak | 1902 | 4,400 | 16,150 | 314 | 300 |
| Dokka | 1920 | 1,410 | 8,300 | 78 | 84 |
| Dollart | 1922 | 1,130 | 4,800 | — | — |
| Dolius | 1924 | 7,700 | — | 475 | 474 |
| Dolomite | 1921 | 10,600 | — | 518 | 412 |
| Domingo A | 1920 | 3,230 | — | — | 68 |
| Domingo de Larrinaga | 1920 | 8,000 | 38,890 | 478 | 418 |
| Dominion | 1912 | 4,600 | 41,130 | 366 | 348 |
| Domino | 1919 | 5,100 | — | — | — |
| Domino | 1920 | 8,300 | 1,800 | 180 | 114 |
| Don | 1920 | 4,170 | 20,113 | 100 | 105 |
| Don | 1924 | 1,108 | 6,490 | 51 | — |
| Don Alberto | 1904 | 6,200 | 14,840 | 132 | 132 |
| Don Benjamin Sybille | 1921 | 3,312 | 3,760 | 127 | 145 |
| Don Carlos | 1920 | 3,018 | 12,730 | — | — |
| Don Luis | 1906 | 3,180 | 14,690 | — | — |
| Don Ricardo | 1906 | 3,940 | 43,750 | 167 | 171 |
| Don Thompson | 1920 | 4,150 | 13,400 | — | — |
| Dona Angela | 1919 | 610 | 3,030 | 88 | 95 |
| Donaghmore | 1920 | 900 | 2,230 | 37 | — |
| Donald Stewart | 1920 | 3,300 | — | 100 | — |
| Donator | 1920 | 2,300 | 3,740 | 100 | 108 |
| Donator | 1920 | 3,360 | 5,050 | 133 | — |
| Donax | 1920 | 15,140 | 46,250 | 772 | 801 |
| Donax | 1913 | 5,390 | — | — | — |
| Donatello | 1920 | 5,600 | — | 126 | 133 |
| Donna Lisa | 1919 | 5,150 | — | 133 | 128 |
| Dora | 1919 | 7,400 | — | 400 | 375 |
| Dora | 1919 | 5,320 | 10,280 | 171 | 142 |
| Dora Ahrens | 1901 | 1,300 | — | 60 | — |
| Dora Baltea | 1902 | 5,380 | 24,201 | 322 | 286 |
| Dorchester | 1908 | 3,200 | 25,770 | — | 389 |

D.W.C. — *Le port en lourd approximatif du navire en tonnes de 2,240 lbs. (1016 kilos.) pour cargaison et charbon de soutes, chargement au franc-bord d'été en eau salée.*

P.P. — *La capacité approximative en pieds cubes des soutes fixes, mesurée hors membrures et du dessus du vaigrage au dessous des barrots.*

Capacité pour Grains. — *Le volume des cales en milliers de pieds cubes, mesuré hors membrures et du dessus du vaigrage au dessous des barrots, y compris les écoutilles.*

Capacité pour Balles ou Colis. — *Le volume des cales en milliers de pieds cubes, mesuré en dedans des lattes et du dessus du vaigrage au dessous des barrots, y compris les écoutilles.*

Pour les Navires à Installation Frigorifique *le volume des cales est pris après la pose du revêtement isolant.*

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Date of Build. | D.W.C. of cargo and bunkers. | Cubic Capacity. In feet. F.B. | In thousands of feet. Grain. | Bale. |
|---|---|---|---|---|---|
| Dordrecht | 1920 | 6,147 | — | — | — |
| Dorelia | 1921 | 9,300 | 40,500 | 477 | 489 |
| Doris Mar | 1921 | 12,200 | — | — | 473 |
| Dorke | 1907 | 3,300 | 8,340 | 107 | 94 |
| Dorle | 1911 | 5,600 | 22,195 | 248 | 263 |
| Dorlas | 1921 | 6,750 | 20,197 | 189 | 193 |
| Dorrington Court | 1921 | 7,900 | — | — | — |
| Dora Kellogg | 1920 | 7,400 | — | 490 | 472 |
| Dorothy | 1919 | 7,371 | 19,822 | — | 357 |
| Dorothy Alexander | 1907 | 4,907 | — | — | — |
| Dorothy Odell | 1919 | 6,025 | — | 447 | 452 |
| Dorothy Lackenbach | 1919 | 11,500 | 77,300 | 620 | 589 |
| Dorothy Rose | 1920 | 3,000 | 12,250 | 137 | — |
| Dorothy Westermann | 1919 | 9,000 | 7,200 | 131 | — |
| Dorton Rose | 1921 | 1,400 | — | — | — |
| Dorris | 1918 | 1,400 | 3,300 | 78 | 72 |
| Dorty | 1920 | 3,000 | 11,250 | 107 | 90 |
| Dorsetshire | 1920 | 10,275 | — | 574 | 422 |
| Dorthea | 1921 | 2,150 | 5,400 | 100 | 100 |
| Dos Equis | 1919 | 1,000 | — | — | — |
| Dosco | 1921 | 1,200 | — | 95 | — |
| Dosey | 1919 | 900 | 6,250 | 54 | 47 |
| Dovendea | 1919 | 8,087 | 35,300 | 470 | 439 |
| Dover Mars | 1920 | 4,994 | 3,020 | 334 | 310 |
| Dovrefjell | 1919 | 8,620 | — | — | — |
| Dow Chemical | 1920 | 10,000 | — | — | — |
| Dowlatbawa | 1919 | 2,750 | — | 130 | 172 |
| Down Mars | 1919 | 5,343 | 11,500 | 113 | 107 |
| Drachenfels | 1921 | 9,200 | 99,800 | 532 | 446 |
| Drachenfels | 1908 | 8,500 | 83,100 | 352 | 432 |
| Dragor | 1920 | 2,300 | 8,100 | 113 | 117 |
| Dragos | 1920 | 6,000 | 11,250 | 220 | 210 |
| Dragoon | 1917 | 750 | 3,000 | 32 | — |
| Drakepool | 1920 | 8,600 | 10,000 | 494 | 462 |
| Drachenfelsend | 1903 | 6,250 | 23,325 | 329 | 367 |
| Drachenfeuna | 1919 | 2,600 | 15,400 | 147 | 139 |
| Drenka | 1914 | 10,436 | 95,125 | 808 | 564 |
| Drenaka | 1919 | 1,800 | 14,245 | 160 | 219 |
| Dreamer | 1920 | 6,500 | 87,200 | 520 | 292 |
| Dreamer Castle | 1919 | 7,300 | 19,700 | 451 | 595 |
| Dreaming Alexandrine | 1921 | 1,824 | — | 44 | 38 |
| Dreaming Maid | 1906 | 1,047 | 7,150 | 51 | 55 |
| Dressel | 1904 | 1,050 | — | 83 | 78 |
| Drift | 1904 | 1,420 | — | 58 | — |
| Drottning Sophia | 1921 | 300 | 2,070 | 29 | 27 |
| Drottningholm | 1906 | 7,350 | — | 349 | — |
| Druid Stoke | 1920 | 300 | 2,420 | 27 | — |
| Drumahoe | 1921 | 2,514 | 8,530 | 141 | 134 |
| Drylaw's | 1919 | 2,000 | 8,200 | 88 | 41 |
| Dryden | 1919 | 11,000 | — | 549 | 532 |
| Duba | 1917 | 7,200 | 16,200 | 229 | 234 |
| Dubar | 1921 | 4,420 | 16,045 | 254 | 238 |
| Dublin | 1904 | 800 | 3,700 | — | 70 |
| Dubrovka | 1919 | 6,400 | 14,027 | 243 | 210 |
| Dubrovnik | 1908 | 3,650 | 12,000 | 137 | 124 |
| Dubrul | 1920 | 8,900 | 22,275 | 160 | 150 |
| Duc d'Aumale | 1919 | 1,320 | 10,000 | — | 74 |
| Duc de Brabant | 1921 | 6,750 | 15,000 | 252 | 254 |
| Duchess of Atholl | 1921 | 7,200 | 114,300 | 422 | 446 |
| Duchess of Bedford | 1920 | 7,250 | 114,300 | 422 | 346 |
| Duchess of Richmond | 1920 | 8,840 | 114,300 | 411 | 370 |
| Duchess of York | 1920 | 8,840 | 114,300 | 411 | 374 |
| Duddingston | 1919 | 3,550 | 11,000 | 154 | 144 |
| Dudley Rose | 1920 | 2,000 | 11,300 | 107 | — |
| Duero | 1920 | 1,560 | 16,311 | 120 | 117 |
| Duero | 1921 | 500 | — | 25 | 25 |
| Duisburg | 1920 | 10,200 | — | 612 | 567 |
| Duivendrecht | 1921 | 8,672 | — | — | — |
| Duke of Argyll | 1920 | 900 | 10,000 | — | — |
| Duke of Lancaster | 1920 | 900 | 10,000 | — | — |
| Duke of Rothesay | 1920 | 900 | 10,000 | — | — |
| Dulwich | 1921 | 4,744 | 20,220 | 327 | 320 |
| Dumana | 1920 | 10,400 | — | 511 | 447 |
| Dumfries | 1921 | 6,351 | 15,120 | 301 | 308 |
| Dumont D'Urville | 1919 | 3,000 | 6,000 | 160 | 120 |
| Dumra | 1920 | 3,800 | 28,800 | 310 | 322 |
| Dunara | 1921 | 3,050 | — | 141 | 132 |
| Dundrin | 1919 | 3,000 | — | 274 | 219 |
| Dunbar Castle | 1920 | 7,700 | — | 322 | 413 |
| Dunbritton | 1919 | 8,260 | 16,050 | 302 | 331 |
| Dundrennan | 1919 | 7,200 | 13,300 | 202 | 314 |
| Dundrum Castle | 1919 | 7,800 | 18,700 | 424 | 340 |
| Dundula | 1920 | 3,600 | 14,200 | 303 | 319 |
| Dunelania | 1919 | 9,150 | 4,200 | 328 | 447 |
| Dungarvan | 1920 | 10,000 | — | — | — |
| Dunkerque | 1920 | 3,400 | 42,000 | 314 | 414 |
| Dunant Head | 1921 | 820 | — | — | — |
| Dunrobin | 1920 | 8,875 | 22,400 | 477 | 424 |
| Dunsley | 1920 | 6,750 | 14,100 | 246 | 337 |
| Dunstaffnage | 1921 | 7,800 | 11,200 | 411 | 400 |
| Dunstanburgh | 1912 | 1,200 | 3,000 | — | 46 |
| Dunster Grange | 1920 | 8,525 | — | — | 457 |
| Durvegan | 1872 | 800 | — | — | — |
| Durvegan Head | 1915 | 1,050 | — | 31 | — |
| Duplex | 1914 | 8,027 | 41,400 | — | 459 |
| Duquesne | 1919 | 9,750 | — | 605 | 455 |
| Duraner | 1920 | 13,100 | — | — | — |
| Duranno | 1920 | 2,302 | — | 140 | 158 |
| Durban Mars | 1919 | 13,651 | 54,943 | 306 | 499 |
| Durenda | 1920 | 11,110 | — | 600 | 548 |
| Durham Coast | 1912 | 1,000 | 6,000 | 56 | 52 |
| Durie | 1918 | 740 | 6,602 | 39 | 33 |
| Duratior | 1912 | 8,400 | 14,170 | 310 | 409 |
| Durour | 1920 | 960 | — | — | 42 |
| Dusan Silai | 1906 | 8,700 | 62,900 | 456 | 490 |
| Duskon | 1900 | 600 | 2,250 | — | 24 |
| Dux | 1919 | 1,325 | 8,125 | 91 | 38 |
| Duymaer van Twist | 1921 | 575 | 4,300 | 49 | 64 |
| Dvina | 1922 | 2,300 | 14,150 | 131 | 129 |
| Dwarka | 1922 | 2,000 | — | 126 | 112 |
| Dwarsee | 1920 | 700 | 11,700 | 38 | 33 |
| Dynamo | 1920 | 1,500 | 4,200 | 33 | 30 |
| E. C. Pope | 1905 | 4,000 | — | — | — |
| E. G. Seubert | 1919 | 13,619 | 47,430 | — | — |
| E. J. Bullock | 1920 | 11,019 | 72,894 | — | — |
| E. J. Nicklas | 1920 | 2,500 | — | — | — |
| E. J. Butler | 1921 | 15,100 | 84,238 | — | — |
| E. M. Clark | 1921 | 16,515 | 84,620 | — | — |
| E. M. Delano | 1920 | 4,945 | 11,640 | 200 | 273 |
| E. T. Bedford | 1921 | 15,519 | — | — | — |
| Ea | 1906 | 1,700 | 14,147 | 83 | — |
| Eagle | 1917 | 9,950 | 49,700 | 640 | 570 |
| Eaglesfife Hall | 1920 | 3,700 | 7,430 | 138 | 130 |
| Earlspark | 1920 | 8,640 | 42,621 | 452 | 418 |
| Eastgrove | 1920 | 1,300 | 3,600 | — | 73 |
| East Cape | 1919 | 8,100 | 31,100 | 440 | 411 |
| East Indian | 1919 | 11,000 | 60,000 | 500 | 520 |
| East Side | 1919 | 7,300 | 31,240 | 280 | 316 |
| East Wales | 1920 | 9,300 | 30,000 | 428 | 350 |
| East Wind | 1919 | 9,084 | 31,100 | 440 | 411 |
| Eastborough | 1920 | 8,600 | 32,100 | 460 | 440 |

D.W.C.—The approximate deadweight capacity in tons, of 2,240lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

F.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to outside of frames, to top of ceiling and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of cargo spaces are taken after fitting insulation.

**Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.**

*(Ces renseignements sont donnés d'après l'autorité des armateurs, sont portés et comme approximativement exacts. Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom du Vapeur | Année | D.W.C. | Capacité cubique: En pieds | Capacité cubique: En mètres cubes: Grains | Capacité cubique: En mètres cubes: Balles |
|---|---|---|---|---|---|
| Eastbury | 1909 | 5,000 | — | 864 | 941 |
| Easterling | 1919 | 6,100 | 7,140 | 149 | 441 |
| Eastern Chief | 1917 | 6,775 | 13,080 | 346 | 352 |
| Eastern City | 1917 | 5,120 | 13,141 | 410 | 440 |
| Eastern Coast | 1913 | 1,406 | 4,709 | — | 148 |
| Eastern Crag | 1918 | 6,500 | 17,500 | 394 | 352 |
| Eastern Crown | 1909 | 6,250 | 14,400 | 399 | 449 |
| Eastern Glade | 1919 | 8,500 | — | — | — |
| Eastern Glen | 1909 | 5,121 | — | 435 | 440 |
| Eastern Guide | 1918 | 8,300 | 17,900 | 490 | 517 |
| Eastern King | 1918 | 4,451 | 13,300 | 456 | 497 |
| Eastern Prince | 1909 | 8,000 | — | 788 | 458 |
| Eastern Queen | 1918 | 8,062 | 20,200 | 451 | 416 |
| Eastern Sea | 1918 | 8,057 | 21,104 | 448 | 412 |
| Eastern Shore | 1918 | 13,954 | 37,700 | 520 | 499 |
| Eastern Star | 1917 | 6,450 | 13,500 | 360 | 412 |
| Eastern Sun | 1909 | 13,418 | — | — | — |
| Eastern Star | 1918 | 8,066 | 20,700 | 451 | 416 |
| Eastern Sword | 1909 | 5,152 | — | 341 | 360 |
| Eastern Temple | 1909 | 5,244 | — | 354 | 349 |
| Easterner | 1918 | 9,070 | 20,500 | 451 | 416 |
| Easterner | 1919 | 540 | 8,802 | 42 | 39 |
| Eastgate | 1913 | 7,500 | 15,000 | 456 | 400 |
| Easton | 1918 | 2,000 | — | — | — |
| Eastville | 1911 | 8,500 | 21,900 | 516 | 459 |
| Eastwood | 1911 | 2,500 | 5,510 | 140 | — |
| Ebano | 1920 | 3,561 | — | — | — |
| Ebba | 1900 | 1,600 | 4,500 | 95 | 79 |
| Eberia | 1917 | 940 | — | 75 | 82 |
| Ebenezer | 1918 | 2,150 | 5,200 | 158 | 96 |
| Eberhard | 1913 | 1,150 | 5,000 | 94 | 82 |
| Eberstein | 1904 | 8,037 | — | — | 455 |
| Ebro | 1908 | 1,000 | — | 360 | 340 |
| Ebro | 1921 | 1,325 | 7,150 | 359 | 400 |
| Ecbatan | 1909 | 4,300 | — | — | — |
| Eclipse | 1911 | 11,057 | — | 534 | — |
| Edam | 1921 | 11,440 | 42,500 | 408 | 421 |
| Edavana | 1911 | 2,000 | 14,974 | 390 | 180 |
| Edda | 1918 | 8,332 | 19,700 | 517 | — |
| Edenbrae | 1917 | 1,600 | 11,921 | 116 | 400 |
| Edenhall | 1905 | 1,843 | 7,500 | — | 42 |
| Edenhurst | 1920 | 2,743 | 5,140 | 134 | 119 |
| Edenton | 1904 | 10,078 | — | 518 | 413 |
| Edera | 1917 | 8,075 | 46,275 | 419 | 516 |
| Edera | 1921 | 350 | 2,150 | 20 | — |
| Edgar F. Luckenbach | 1914 | 12,000 | 17,500 | 640 | 500 |
| Edgefield | 1919 | 10,041 | — | 543 | 459 |
| Edgehill | 1919 | 10,044 | — | 514 | 460 |
| Edgemont | 1918 | 10,038 | — | 513 | 460 |
| Edgemoor | 1919 | 10,013 | — | 512 | 459 |
| Edgewater | 1921 | 6,000 | 7,500 | 140 | 157 |
| Edinburg | 1921 | 5,140 | — | 445 | — |
| EDITH | 1913 | 5,146 | 14,124 | — | 217 |
| Edith | 1921 | 2,500 | 8,500 | 180 | 128 |
| Edith | 1918 | 2,441 | 8,640 | 180 | — |
| Edith Rivolda | 1903 | 2,300 | 5,800 | 198 | 132 |
| Edmar | 1919 | 4,000 | — | 344 | 411 |
| Edmonds | 1921 | 5,450 | — | 430 | — |
| Edna | 1905 | 1,200 | — | — | — |
| Edna | 1905 | 1,213 | 1,900 | 44 | 38 |
| Edo | 1919 | 1,150 | — | — | — |
| Edward Grieg | 1921 | 1,400 | 8,028 | 73 | 60 |
| Edward | 1902 | 1,400 | 4,147 | 76 | 60 |
| Edwin Gross | 1919 | 2,200 | — | 90 | 60 |
| Eemsdijk | 1900 | 4,800 | 18,000 | — | — |
| Egbert | 1906 | 1,800 | 5,400 | 78 | — |
| Egnard Mersk | 1907 | 4,710 | 8,500 | 202 | 222 |
| Eh. Simon | 1921 | 5,000 | 9,700 | 490 | 170 |
| Eiward G. Seubert | 1920 | 4,141 | 12,121 | 300 | — |
| Eiward L. Doheny | 1918 | 8,800 | 16,500 | — | — |

| Nom du Vapeur | Année | D.W.C. | Capacité cubique: En pieds | Capacité cubique: En mètres cubes: Grains | Capacité cubique: En mètres cubes: Balles |
|---|---|---|---|---|---|
| Eiward L. Hess | 1920 | 8,816 | — | — | — |
| Eiward Luckenbach | 1918 | 12,300 | 32,214 | 647 | 564 |
| Eiward Payne | 1918 | 7,900 | 19,210 | 567 | 520 |
| Eivin Christensen | 1918 | 3,000 | — | 368 | 400 |
| Eivin T. Douglass | 1920 | 2,000 | — | — | — |
| Eilbeck | 1919 | 9,000 | — | 514 | 458 |
| Eim | 1920 | 2,100 | 5,000 | 142 | 92 |
| Einsidjk | 1914 | 11,000 | 17,000 | 540 | 540 |
| Eintracht | 1918 | 7,200 | 17,700 | 416 | 402 |
| Eiko Mersk | 1920 | 3,130 | 8,050 | 198 | 190 |
| Eilingham | 1919 | 9,000 | — | 514 | 457 |
| Eilna | 1919 | 9,000 | — | 514 | 457 |
| Eilra | 1920 | 3,150 | 8,500 | — | — |
| Eilyelle | 1918 | 9,200 | — | 500 | 540 |
| Eiwdi | 1920 | 500 | 4,400 | — | — |
| Eiyo | 1919 | 4,200 | 11,200 | — | 200 |
| Eiyotaa | 1919 | 1,400 | — | — | — |
| Eiyoy | 1919 | 11,200 | — | — | — |
| Eiholm | 1920 | 3,400 | 7,700 | 114 | 180 |
| Eijanstier | 1919 | 6,110 | 15,100 | 446 | 400 |
| Eijanstine | 1919 | 9,200 | — | 514 | 457 |
| Eijon | 1919 | 500 | — | 32 | — |
| Eijore | 1911 | 4,800 | 12,100 | 300 | 440 |
| Eiovanni | 1919 | 6,500 | — | 516 | 420 |
| Eiyptian | 1920 | 4,400 | 8,600 | 240 | 300 |
| Eiyptian Prince | 1912 | 5,000 | — | 300 | 400 |
| Eiyptian Transport | 1914 | 6,000 | 10,000 | 400 | 400 |
| Eiberson | 1914 | 6,200 | 13,000 | 420 | 400 |
| Eiki | 1918 | 2,800 | 11,500 | 200 | 400 |
| Eiki | 1919 | 2,400 | 1,500 | 120 | 110 |
| Eika | 1920 | 500 | 4,500 | 14 | — |
| Eika III | 1918 | 4,000 | — | 48 | 42 |
| Eiomna | 1910 | 2,000 | 11,000 | 112 | 440 |
| Eiomna | 1911 | 1,000 | — | 40 | — |
| Eir | 1920 | 9,000 | 18,000 | 400 | 400 |
| Eirai Kyriakides | 1919 | 8,000 | 14,400 | 474 | 344 |
| Eirai N. Halia | 1918 | 6,120 | 10,000 | 414 | 400 |
| Eiserack | 1920 | 8,400 | 18,000 | 500 | 400 |
| Eisiorini Nicolaos | 1917 | 10,000 | 15,120 | 340 | 400 |
| Eisiostarchos Iraonitis | 1918 | 6,140 | 11,700 | 410 | — |
| Eisor | 1920 | 1,200 | — | 40 | — |
| Eitan | 1921 | 4,000 | 11,500 | 200 | 190 |
| Eiwrand | 1919 | 4,475 | 1,700 | 147 | 132 |
| El Aleia | 1921 | 10,000 | — | — | — |
| El Bar | 1921 | 2,500 | — | — | — |
| El Cerrito | 1919 | 8,300 | — | 422 | 440 |
| El Coloa | 1919 | 3,000 | 10,000 | — | 170 |
| El Corro | 1920 | 8,000 | — | — | — |
| El Eaoro | 1920 | 4,000 | 12,500 | 400 | 390 |
| El Grillo | 1920 | 10,000 | — | — | — |
| El Hak | 1920 | 1,000 | — | 30 | 30 |
| El Idaho | 1920 | 9,000 | 20,000 | 400 | 500 |
| El Lago | 1920 | 9,000 | 20,000 | 400 | 500 |
| El Libertador | 1920 | 900 | 7,200 | 30 | — |
| El Medina | 1920 | 4,000 | — | — | — |
| El Mirio | 1920 | 11,000 | — | — | — |
| El Oro | 1920 | 10,000 | — | — | — |
| El Paraguayo | 1920 | 9,100 | 16,500 | 448 | — |
| El Regnado | 1920 | 9,000 | — | — | — |
| Elba | 1920 | 3,800 | — | — | — |
| Elba | 1919 | 3,200 | 11,100 | 300 | 440 |
| Elbrus | 1919 | 6,400 | — | — | — |
| Elcano | 1919 | 2,000 | — | — | — |
| Elcano | 1919 | 10,000 | — | 540 | 400 |
| Elcorpack | 1920 | 9,000 | 20,000 | 400 | 400 |
| Elderide | 1919 | 3,200 | — | 320 | 350 |
| Eldrid | 1919 | 2,500 | — | 120 | 140 |
| Eleanor Boling | 1919 | 120 | 1,000 | 30 | — |
| Eleanor Christensen | 1919 | 3,000 | 17,000 | 400 | 400 |
| Electra | 1919 | 1,000 | 3,200 | 40 | 40 |

D.W.C. = Le port en lourd approximatif de navire en tonnes de 2,240 lbs. (1016 kilos.) pour cargaison et charbon de soute, chargement au franc-bord d'été en eau salée.

P.B. = La capacité approximative en pieds cubes des soutes fixes, moteurs bois membrures et du dessus de vaigrage au dessus des barrots.

Capacité pour Grains. = Le volume des cales en millions de pieds cubes, moteurs bois membrures et du dessus de vaigrage au dessus des barrots, y compris les écoutilles.

Capacité pour Balles et Cubic. = Le volume des cales en millions de pieds cubes, moteurs en dehors des bitts et du dessus de vaigrage au dessus des barrots, y compris les écoutilles.

Pour les Navires à Installation Frigorifique le volume des cales est pris après le pose du revêtement isolant.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, or approximately revised. The Society of Lloyd's Register of Shipping is not responsible for the information.)*

| Name of Vessel. | Year of Build | D.W.C. of cargo and bunkers | Cubic Capacity: In feet F.B. | Cubic Capacity: In thousands of feet Grain | Cubic Capacity: In thousands of feet Bale |
|---|---|---|---|---|---|
| Hallbertus K. Vestanes | 1909 | 5,100 | — | 300 | — |
| Hans | 1920 | 5,514 | 10,000 | 324 | — |
| Hengo A. Sylvinfelt | 1902 | 7,250 | 15,172 | 129 | 395 |
| Herd | 1918 | 5,000 | 17,140 | 515 | 462 |
| Herd | 1921 | 5,150 | 8,900 | — | 158 |
| Herd O. Enderssen | 1921 | 5,150 | 14,700 | 324 | 519 |
| Hero | 1920 | 5,900 | 10,700 | 142 | 151 |
| Herscos Maersk | 1920 | 5,900 | 4,200 | 160 | 152 |
| Highlands | 1911 | 5,000 | 12,200 | 350 | 160 |
| Hilda | 1920 | 750 | — | — | — |
| Hovers | 1920 | 5,600 | 8,710 | 120 | 114 |
| Hrinde Charlotte Becker | 1921 | 5,100 | — | 90 | — |
| Hulmer | 1904 | 2,035 | 6,200 | 97 | 95 |
| Hyo | 1918 | 5,150 | 7,100 | 140 | 120 |
| Hy | 1921 | 7,850 | — | 164 | 151 |
| Hyne Dawk | 1902 | 5,600 | 8,400 | — | — |
| Hin | 1921 | 5,200 | 8,400 | 134 | 147 |
| Hima | 1920 | 8,900 | 16,900 | 453 | 362 |
| Hion La Roda Ferrer | 1920 | 504 | — | 23 | 19 |
| Hisabeth | 1920 | 5,550 | 4,200 | 79 | 72 |
| Hisabeth Maersk | 1921 | 5,150 | 8,950 | 164 | 150 |
| Hisabethville | 1921 | 7,200 | 11,810 | 202 | 200 |
| Hisavet | 1922 | 8,500 | 27,450 | 572 | 519 |
| Hion | 1921 | 11,000 | — | — | — |
| Hion Bokulo | 1921 | 8,000 | 20,700 | 366 | 300 |
| Hisha Walker | 1920 | 11,400 | — | — | — |
| Hizabeth | 1920 | 5,150 | — | 228 | 152 |
| Hizabeth Kellogg | 1920 | 7,200 | — | — | — |
| Hizabeth Mohler | 1906 | 7,100 | 13,000 | 204 | 164 |
| Hizabeth River | 1919 | 5,152 | — | 180 | 161 |
| Hlahora | 1919 | 9,604 | — | 314 | 427 |
| Hlkwood | 1920 | 501 | — | — | — |
| Hla | 1920 | 5,521 | 10,722 | 174 | 160 |
| Hla | 1922 | 2,500 | 7,000 | 120 | 119 |
| Hla | 1908 | 2,000 | 13,000 | 65 | — |
| Hla Baim | 1920 | 1,500 | 7,000 | 70 | 65 |
| Hlaroo | 1921 | 5,250 | 16,000 | 190 | 600 |
| Hlavere | 1920 | 2,000 | 7,000 | 140 | 90 |
| Hlen | 1919 | 2,250 | 12,500 | 140 | — |
| Hlen | 1907 | 1,250 | 2,500 | 71 | 60 |
| Hlen | 1921 | 850 | 3,300 | 42 | 40 |
| Hlen Larsen | 1900 | 2,000 | 7,450 | 150 | 140 |
| Hlenga | 1911 | 4,900 | 16,000 | 290 | 180 |
| Hlenia | 1909 | 800 | 4,100 | — | — |
| Hlenor | 1920 | 5,150 | — | 210 | 150 |
| Hlenaborg | 1919 | 1,950 | 4,900 | 116 | 100 |
| Hlendale | 1913 | 8,200 | 28,000 | 516 | 350 |
| Hlin | 1913 | 7,000 | — | 470 | 447 |
| Hlors | 1911 | 4,900 | 16,000 | 300 | 190 |
| Hlonghton | 1919 | 1,200 | 5,000 | 60 | 50 |
| Hlsbank | 1921 | 8,700 | — | 32 | 40 |
| Hmira | 1909 | 5,750 | — | — | — |
| Hmpark | 1920 | 5,000 | 23,300 | 490 | 427 |
| Hmsbank | 1920 | 7,000 | 28,400 | — | — |
| Hmsport | 1919 | 10,014 | — | 232 | 460 |
| Hnsworth | 1924 | 9,000 | — | 420 | 300 |
| Hns | 1909 | 2,500 | — | — | 130 |
| Hnst | 1910 | 2,000 | 5,900 | — | 60 |
| Hpenor | 1917 | 8,000 | 18,000 | — | 340 |
| Hplinston | 1920 | 5,000 | 8,000 | 170 | 160 |
| Hsa | 1920 | 8,100 | — | 242 | — |
| Hsa | 1904 | 1,000 | 5,500 | 50 | 70 |
| Hsa Marta | 1912 | 1,200 | — | 50 | — |
| Hsa Mennell | 1921 | 10,000 | 15,900 | 402 | 430 |
| Hsborg | 1907 | 2,400 | 5,000 | 100 | 112 |
| Hse | 1909 | 2,500 | 8,000 | 120 | 120 |
| Hse | 1900 | 2,000 | 5,000 | 100 | 90 |
| Hse Maller | 1920 | 5,200 | 13,000 | 300 | 90 |
| Hsen | 1900 | 2,500 | 6,000 | 120 | — |
| Hsen | 1907 | 2,100 | 13,000 | 100 | 90 |

| Name of Vessel. | Year of Build | D.W.C. of cargo and bunkers | Cubic Capacity: In feet F.B. | Cubic Capacity: In thousands of feet Grain | Cubic Capacity: In thousands of feet Bale |
|---|---|---|---|---|---|
| Hsoton | 1900 | 5,000 | 10,000 | 150 | 400 |
| Hster | 1902 | 1,000 | — | — | — |
| Hswick Grange | 1903 | 6,400 | 20,000 | 300 | 400 |
| Hswick Hume | 1903 | 6,400 | 20,000 | 300 | 325 |
| Hswick Park | 1900 | 7,500 | — | 300 | 370 |
| Hsvin | 1918 | 8,000 | 20,200 | 440 | 412 |
| Hsvor | 1918 | 5,000 | — | — | — |
| Hsington | 1900 | 5,000 | — | 80 | — |
| Hsvin C. Hale | 1918 | 5,500 | 8,270 | 100 | 110 |
| Hsnand | 1907 | 4,000 | 10,000 | 90 | 90 |
| Hsnand Nobel | 1912 | 6,250 | — | — | — |
| Hsnanda Arcana | 1910 | 11,000 | 13,000 | 720 | 412 |
| Hshanaft | 1909 | 9,250 | — | — | — |
| Hshta | 1909 | 4,340 | 7,200 | 70 | 64 |
| Hshra | 1913 | 9,500 | 22,400 | 467 | 412 |
| Hsmpsney Ad | 1920 | 8,727 | — | 402 | 414 |
| Hsul M. Dolman | 1903 | 4,000 | 12,000 | 80 | — |
| Hsulo Dolman | 1914 | 5,000 | 13,000 | 220 | — |
| Hsulo Frangopl | 1920 | 5,000 | 20,000 | 300 | 342 |
| Hsulo | 1910 | 7,371 | 20,400 | 350 | 320 |
| Hsulo L.D | 1920 | 8,000 | — | 400 | 465 |
| Hsulo Maersk | 1922 | 5,842 | 8,000 | 200 | 216 |
| Hsulo Morandi | 1904 | 5,000 | 10,120 | 112 | — |
| Hsuly | 1902 | 5,000 | 12,200 | 467 | — |
| Hsuna Alexander | 1919 | 5,200 | — | — | 340 |
| Hsuna Maersk | 1920 | 12,750 | — | 612 | — |
| Hsunanal Marrosdin | 1902 | 7,000 | 16,400 | 400 | 312 |
| Hsunaplata | 1920 | 8,200 | 24,720 | 470 | 400 |
| Hsuny Friedrich | 1906 | 7,200 | 19,000 | 370 | 420 |
| Hsuny L. Fors | 1918 | 12,000 | — | — | — |
| Hspire Arrow | 1920 | 5,500 | — | — | — |
| Hspire State | 1920 | 1,000 | — | 140 | — |
| Hspress of Asia | 1913 | 8,100 | 200,120 | — | 410 |
| Hspress of Australia | 1910 | 7,500 | 120,400 | 250 | 270 |
| Hspress of Canada | 1912 | 10,000 | 101,000 | — | 372 |
| Hspress of France | 1913 | 7,000 | 100,000 | — | 350 |
| Hspress of Japan | 1920 | 10,000 | — | — | 400 |
| Hspress of Russia | 1913 | 9,000 | 200,120 | — | 410 |
| Hsstaff | 1920 | 7,000 | 22,270 | 400 | 500 |
| Hsteff | 1901 | 5,000 | 11,000 | 200 | 250 |
| Hsstrom | 1900 | 6,500 | 12,400 | 220 | 500 |
| Hsworth Manor | 1912 | 5,000 | 5,370 | 60 | — |
| Hts | 1900 | 500 | — | 10 | — |
| Hsure | 1910 | 1,200 | 2,000 | 40 | 40 |
| Hsla | 1900 | 500 | 2,000 | 30 | — |
| Hstoria | 1910 | 8,700 | — | 300 | 427 |
| Hstrgi | 1920 | 4,000 | — | — | — |
| Hsuinge | 1920 | 8,200 | 14,220 | 300 | 422 |
| Hsylanl | 1922 | 1,400 | — | 70 | 40 |
| Hsylanl Mars | 1919 | 9,000 | 20,400 | 440 | 410 |
| Hszlen | 1900 | 2,000 | — | — | — |
| Hsylewood | 1910 | 7,000 | 12,000 | 200 | 362 |
| Hsld | 1901 | 1,000 | 4,000 | 30 | 40 |
| Hsld Mary | 1900 | 200 | 3,100 | — | 30 |
| Hsyhoden | 1910 | 1,000 | — | — | — |
| Hsuga | 1910 | 8,000 | 21,000 | 440 | 440 |
| Hsuley City | 1920 | 8,000 | — | 470 | 450 |
| Hsterprise | 1902 | 3,000 | — | — | — |
| Hsterprise | 1905 | 4,000 | — | 70 | — |
| Hsterrose | 1920 | 8,000 | — | — | — |
| Hsuga | 1920 | 3,000 | 5,000 | 60 | 40 |
| Hsuklifte | 1905 | 5,700 | — | 340 | 300 |
| Hsumanuelas C. Enderssen | 1917 | 7,200 | 12,000 | 430 | 400 |
| Hsteness | 1901 | 7,000 | 9,000 | 300 | 300 |
| Hsteno Penna | 1900 | 8,700 | 400 | 440 | — |
| Hsuator | 1901 | 6,000 | 22,200 | 480 | 520 |
| Hsla | 1901 | 5,500 | 20,700 | 300 | 500 |
| Hsudio | 1901 | 6,000 | 12,500 | — | 500 |
| Hsuke | 1900 | 3,000 | 5,400 | 100 | 140 |
| Hsuke | 1921 | 1,000 | 5,700 | 110 | 140 |

D.W.C.—The approximate deadweight capacity in tons of 2,240 lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

F.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to inside of cargo battens to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of cargo spaces are taken after fitting insulation.

## Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus avec indication approximative de leur port en lourd et de leur capacité cubique.

*(Ces renseignements sont donnés d'après l'autorité des Armateurs, sans garantie et comme approximativement exacts. Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom du Navire | Date de construction | D.W.C. = Port en lourd | Capacité cubique: En pieds P.B. | En milliers de pieds: Grains | En milliers de pieds: Balles |
|---|---|---|---|---|---|
| Erato | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ercole | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Erebo | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Erefos-Mosdi | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Erfurt | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Erhen | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Erica | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Erica Möller | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ericus | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Eridan | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Eric Mars | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Erik B. | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Erik Boye | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Erik Larsen | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Erika Fritzen | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Erika Schünemann | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Erikaborg | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Eriksdrind | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Erisgare | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Eritrea | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Erland | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Erland | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Erlangen | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Erling Lindoe | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ermland | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Erna | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Erna | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Erna | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ernani | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ernest H. Meyer | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ernesto Tornquist | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ernstia | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ernst | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ernst Brockelmann | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Eros | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Erpel | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ervia | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ervington Court | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ervington Beauford | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ervikes | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Esbjerg | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Eschenburg | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Eschersheim | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Escolano | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Eskburn | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Eskdalegate | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Eskil | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Esmond | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Esneh | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Espagne | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Espagne | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| España | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| España No. 5 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Esparta | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Esperance | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Esperance Bay | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Esperanza | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Esperos | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Essex | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Essex Abbey | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Essex Druid | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Essex Glade | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Essex Judge | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Essex Lance | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Essex Noble | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Essex Oak | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Esta | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Este | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ester | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ester Thordén | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

| Nom du Navire | Date de construction | D.W.C. = Port en lourd | Capacité cubique: En pieds P.B. | En milliers de pieds: Grains | En milliers de pieds: Balles |
|---|---|---|---|---|---|
| Esther Johnson | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Esther Marie | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Estland | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Eston | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Estrella | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Estrellano | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ethel Edwards | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ethelfreda | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ethiopia | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ethiopian | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Etikyi | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Etolyfina | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Etna | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ettrick | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ettore | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Etzel | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Eubea | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Eugene Grymes | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Eugene V. R. Thayer | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Eugenia | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Eugenia M. Goulandris | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Eugenia S. Embiricos | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Euler | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Eumenedia | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Eupatoria | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Eure | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Europa | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Europa | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Eurus | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Euryades | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Eurybates | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Eurylochus | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Eurymedon | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Eurypylus | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Eusebio Calzada | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Euterpe | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Euthalia | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Euskera | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Eva | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Eva | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Evagoras | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Evandros | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Evangeline | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Evangelistria Topa | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Evangelistos Neophytos | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Evansville | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Evelyn | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Evelyn | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Everalda | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Everanda | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Everalise | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Everene | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Everest | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Everett | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Everett | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Evergreen City | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Everilda | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Everleigh | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Evermore | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Evertsikha | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Evgenia Milosa | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Evi | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Evina | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Evrira | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ewell | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ewy | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Examelia | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Examiner | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Exanthia | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Exbrook | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

D.W.C. = Le port en lourd approximatif du navire en tonnes de 2,240 lbs. (1016 kilos) pour marchandises et charbon de soute, chargement au franc-bord d'été en eau salée.

P.B. = La capacité approximative en pieds cubes des soutes fixes, mesurée hors membrures et du dessus du vaigrage au dessous des barrots.

Capacité pour Grains. = Le volume des cales en milliers de pieds cubes, mesuré hors membrures et du dessus du vaigrage au dessous des barrots, y compris les écoutilles.

Capacité pour Balles ou Colis. = Le volume des cales en milliers de pieds cubes, mesuré au dedans des lattes et du dessus du vaigrage au dessous des barrots, y compris les écoutilles.

Pour les Navires à Installation Frigorifique le volume des cales est pris après la pose du revêtement isolant.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Year of Build. | D.W.C. in tons of 2,240 lbs. | Cubic Capacity. In feet. F.B. | Cubic Capacity. In thousands of feet. Grain. | Cubic Capacity. In thousands of feet. Bale. |
|---|---|---|---|---|---|
| Excelsior | 1919 | 7,925 | — | 610 | 578 |
| Excello | 1919 | 7,925 | — | 610 | 578 |
| Exchange | 1920 | 6,727 | — | 652 | 614 |
| Exchange | 1902 | 2,140 | 12,171 | 80 | 74 |
| Exchange | 1919 | 7,925 | — | 610 | 578 |
| Executive | 1920 | 7,925 | — | 610 | 578 |
| Executive | 1920 | 7,925 | — | 610 | 578 |
| Exford | 1919 | 9,542 | — | 696 | 606 |
| Exhibitor | 1919 | 7,925 | — | 610 | 578 |
| Exiona | 1920 | 9,100 | — | 692 | 642 |
| Exiria | 1919 | 7,925 | — | 610 | 578 |
| Exmoor | 1919 | 7,925 | — | 610 | 578 |
| Exmouth | 1920 | 7,925 | — | 610 | 578 |
| Explorateur Grandidier | 1904 | 17,400 | 46,300 | — | 700 |
| Explorer | 1919 | 9,648 | — | 662 | 660 |
| Export | 1919 | 875 | 3,408 | 44 | 42 |
| Exporter | 1919 | 6,700 | — | 485 | 456 |
| Express | 1919 | 7,925 | — | 610 | 578 |
| Extavia | 1919 | 7,925 | — | 610 | 578 |
| Exton | 1919 | 7,925 | — | 610 | 578 |
| Eyra | 1919 | 8,750 | 23,300 | 475 | 449 |
| F. H. Bedford, Junr | 1920 | 17,400 | — | — | — |
| F. H. Hillman | 1921 | 15,000 | — | — | — |
| F. J. Lockwood | 1917 | 11,316 | 64,300 | 837 | 804 |
| F. Q. Barstow | 1917 | 14,900 | — | — | — |
| F. T. Massey | 1919 | 5,700 | 7,200 | 109 | 103 |
| Fabian | 1919 | 5,470 | 16,085 | 209 | 200 |
| Facio | 1921 | 3,000 | 10,170 | 126 | 110 |
| Fagor | 1918 | 1,600 | — | 30 | 62 |
| Fagerberg | 1919 | 950 | — | 32 | 31 |
| Fagerstrom | 1921 | 4,000 | — | 204 | 195 |
| Fagerstrand | 1900 | 1,700 | 8,221 | 78 | 77 |
| Fagervik | 1903 | 2,600 | 10,250 | 113 | 127 |
| Fagervik | 1902 | 2,600 | — | 140 | 130 |
| Fairfax | 1920 | 2,600 | 22,170 | — | 209 |
| Fairfield | 1918 | 1,020 | 8,840 | 100 | 100 |
| Fairfield City | 1921 | 8,300 | — | 518 | 479 |
| Fairgale | 1919 | 8,110 | — | 190 | 167 |
| Fairland | 1920 | 720 | 8,870 | 22 | — |
| Fairport | 1919 | 6,000 | — | 181 | 172 |
| Fajer | 1906 | 4,656 | 30,700 | 204 | 192 |
| Falcon | 1919 | 4,420 | — | 157 | 141 |
| Falcon | 1907 | 929 | 6,830 | — | 78 |
| Falke | 1909 | 1,500 | — | — | — |
| Falkirk | 1911 | 500 | 40,000 | — | — |
| Falkenhöhe | 1921 | 8,197 | 28,500 | 338 | 441 |
| Falkenstein | 1908 | 3,100 | 10,000 | 145 | 130 |
| Falkoya | 1907 | 1,700 | — | 41 | 92 |
| Falkvik | 1909 | 1,800 | 4,400 | 93 | 86 |
| Falmouth | 1920 | 6,000 | — | 180 | 167 |
| Falsterbo | 1920 | 6,600 | — | 358 | 300 |
| Falstria | 1915 | 6,000 | — | — | — |
| Famaglia | 1904 | 1,300 | 4,200 | 52 | 48 |
| Fanefjeld | 1920 | 2,900 | 8,800 | 194 | 90 |
| Fanernmoor | 1906 | 9,024 | — | 522 | 502 |
| Fanny Brauer | 1921 | 3,400 | 13,740 | 140 | 140 |
| Fano | 1921 | 2,270 | 9,400 | 140 | 149 |
| Fanloft | 1921 | 1,350 | — | 72 | — |
| Faraday | 1921 | 7,200 | — | — | — |
| Farbill | 1921 | 520 | 2,600 | — | 34 |
| Fargo | 1920 | 4,500 | — | 190 | 180 |
| Farnham | 1920 | 9,200 | 10,400 | 211 | 404 |
| Farndale | 1920 | 8,000 | 9,500 | 400 | 434 |

| Name of Vessel. | Year of Build. | D.W.C. in tons of 2,240 lbs. | Cubic Capacity. In feet. F.B. | Cubic Capacity. In thousands of feet. Grain. | Cubic Capacity. In thousands of feet. Bale. |
|---|---|---|---|---|---|
| Farnorth | 1909 | 1,132 | 6,660 | 78 | — |
| Farnworth | 1924 | 8,670 | 35,150 | 400 | 369 |
| Faro | 1917 | 424 | 2,425 | 26 | 26 |
| Farrandoc | 1920 | 2,300 | — | — | — |
| Farrant | 1920 | 1,400 | 8,225 | 91 | 76 |
| Farna | 1912 | 2,000 | 8,700 | 120 | 120 |
| Farna | 1910 | 700 | 4,500 | 51 | 61 |
| Farnesg | 1921 | 5,000 | 14,170 | 137 | 121 |
| Farnham H. San Pedro | 1919 | 3,000 | 21,500 | 191 | — |
| Farrette | 1921 | 1,145 | 3,470 | 32 | 65 |
| Favorit | 1920 | 4,300 | 6,700 | 137 | 131 |
| Favorita | 1906 | 1,600 | 13,000 | 92 | 84 |
| Faxe | 1919 | 6,300 | 19,325 | 319 | 291 |
| Faxfleet | 1916 | 1,120 | 4,800 | — | 70 |
| Fayal | 1907 | 900 | — | — | — |
| Felicia | 1904 | 3,248 | 17,610 | 162 | 143 |
| Felixal | 1919 | 8,017 | 8,800 | 490 | 439 |
| Felsetoo | 1920 | 2,200 | 9,270 | 105 | 104 |
| Felsetoo Schwager | 1920 | 1,100 | 7,200 | 213 | 199 |
| Felse | 1910 | 6,100 | — | — | 491 |
| Felucia | 1904 | 1,300 | — | — | — |
| Felipa | 1905 | 2,316 | 9,120 | 168 | — |
| Felix | 1907 | 3,340 | — | 169 | 154 |
| Felix Dzerjinsky | 1920 | 2,800 | — | — | 190 |
| Felix Fraissinet | 1919 | 5,071 | 15,000 | 260 | 232 |
| Felix Neumann | 1921 | 5,150 | — | 190 | 195 |
| Felix Roussel | 1920 | 10,000 | — | — | 890 |
| Felix Tassaig | 1917 | 8,000 | 61,552 | — | 414 |
| Felix | 1920 | 8,900 | 64,100 | 550 | 509 |
| Felixe | 1917 | 8,850 | — | 524 | 499 |
| Fenelia | 1920 | 5,470 | 11,600 | — | 91 |
| Fenicia | 1919 | 6,000 | — | 178 | 174 |
| Fenja | 1904 | 1,300 | 24,100 | 65 | 60 |
| Fenrik | 1907 | 1,600 | 8,000 | 78 | — |
| Fenlowes | 1919 | 3,512 | 24,800 | 306 | 291 |
| Ferdberg | 1906 | 720 | — | 91 | — |
| Ferenia | 1920 | 6,800 | — | 386 | 362 |
| Ferenada | 1906 | 6,600 | 16,400 | 317 | 300 |
| Ferenado L. de Ybarra | 1919 | 4,300 | 11,300 | 215 | — |
| Ferdinand | 1921 | 7,000 | — | 194 | 414 |
| Ferenloff | 1921 | 7,900 | — | 454 | 416 |
| Ferneto | 1920 | 3,200 | 13,500 | 132 | 145 |
| Fernhill | 1920 | 7,600 | — | 449 | 432 |
| Ferrie | 1920 | — | 8,621 | 119 | — |
| Ferslaas | 1907 | 7,750 | — | 409 | 430 |
| Fersmoor | 1920 | 7,700 | 44,020 | 450 | 426 |
| Fersweed | 1920 | 2,800 | 17,000 | 120 | — |
| Fervata | 1919 | 1,020 | 3,200 | 42 | 39 |
| Ferryhill | 1918 | 1,300 | 6,900 | — | — |
| Fessina | 1913 | 8,400 | — | 348 | — |
| Fesaria | 1906 | 1,120 | 8,100 | 65 | 58 |
| Fidalgo | 1919 | 3,000 | 7,300 | 90 | 92 |
| Fido | 1919 | 2,811 | 7,780 | 147 | 137 |
| Fidonia | 1918 | 2,600 | 10,800 | 101 | 105 |
| Fife | 1920 | 7,600 | 36,000 | 436 | 407 |
| Figge | 1904 | 1,050 | — | 83 | — |
| Figwig | 1903 | 8,133 | 21,300 | — | 197 |
| Filippo Grimaldi | 1920 | 2,600 | — | 112 | 104 |
| Finlagh | 1920 | 9,100 | 34,220 | 317 | 499 |
| Finmo | 1917 | 410 | — | 38 | — |
| Finsbury | 1913 | 8,100 | 22,000 | 424 | 394 |
| Fingal | 1919 | 650 | — | 25 | 21 |
| Finistere | 1900 | 1,216 | 9,000 | 73 | — |
| Fink | 1920 | 1,600 | — | 83 | 78 |
| Finkenau | 1903 | 2,047 | 12,430 | 93 | 89 |
| Finland | 1920 | 2,400 | 7,200 | 131 | 102 |
| Finland | 1906 | 1,800 | 14,000 | 132 | 117 |
| Finlandia | 1906 | 1,320 | 6,212 | 93 | 77 |
| Finn | 1900 | 2,792 | 20,110 | 169 | 153 |
| Finnanger | 1909 | 13,200 | — | — | 417 |

D.W.C.—The approximate deadweight capacity in tons, of 2,240lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

F.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of cargo spaces are taken after fitting insulation.

## Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.

*(Ces renseignements sont donnés d'après l'autorité des Armateurs, sans garantie et comme approximativement exacts. Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom du Navire | Date de Construction | D.W.C. — Port en lourd approximatif en tonnes de 2240 lbs. | Capacité cubique — En pieds, P.B. = Marchandises | En milliers de pieds — Grains | En milliers de pieds — Balles |
|---|---|---|---|---|---|
| [illegible] | 1921 | 1,200 | 4,100 | 57 | 47 |
| [illegible] | 1919 | 2,250 | 15,000 | 648 | 551 |
| [illegible] | 1909 | 800 | ... | 51 | 31 |
| [illegible] | 1918 | 4,800 | 16,000 | 415 | 461 |
| [illegible] | 1914 | 6,020 | ... | 550 | 505 |
| [illegible] | 1923 | 2,575 | ... | 300 | 90 |
| [illegible] | 1920 | 1,200 | 4,462 | 90 | 76 |
| [illegible] | 1919 | 11,600 | 19,041 | ... | 552 |
| [illegible] | 1917 | 2,800 | 11,140 | 131 | 124 |
| [illegible] | 1920 | 10,920 | ... | ... | ... |
| [illegible] | 1920 | 8,750 | 11,760 | 605 | 445 |
| [illegible] | 1919 | 8,060 | 11,931 | 560 | 530 |
| [illegible] | 1920 | 6,500 | 14,130 | 515 | 274 |
| [illegible] | 1920 | 11,018 | 38,000 | ... | ... |
| [illegible] | 1921 | 1,100 | ... | 60 | 47 |
| [illegible] | 1909 | 1,207 | 3,600 | ... | 41 |
| [illegible] | 1917 | 4,225 | 8,213 | 201 | 299 |
| [illegible] | 1917 | 2,600 | ... | ... | ... |
| Flandre | 1914 | 4,161 | 72,000 | ... | 120 |
| Flandria | 1909 | 1,350 | 6,075 | ... | 77 |
| Flashlight | 1920 | 1,330 | ... | ... | ... |
| [illegible] | 1901 | 2,270 | 5,081 | 102 | ... |
| [illegible] | 1900 | 2,320 | 1,718 | 91 | 83 |
| [illegible] | 1900 | 800 | ... | ... | ... |
| Flint 2 | 1918 | 3,670 | ... | 425 | 432 |
| [illegible] | 1921 | 990 | 4,000 | 85 | ... |
| [illegible] | 1919 | 8,800 | 15,000 | 475 | 459 |
| Flora | 1918 | 5,110 | 47,418 | 257 | 209 |
| Flora | 1920 | 3,260 | 7,900 | 201 | 180 |
| Flora | 1921 | 3,361 | 4,800 | 181 | 159 |
| Flora | 1909 | 1,190 | 4,700 | 79 | 73 |
| Florence | 1906 | 800 | ... | 36 | ... |
| Florence D. | 1919 | 4,150 | ... | 180 | 202 |
| Florence Luckenbach | 1917 | 8,260 | 30,000 | 465 | 427 |
| Florence Olsen | 1918 | 3,600 | ... | ... | ... |
| [illegible] | 1917 | 7,100 | 11,020 | 125 | 118 |
| Florentine | 1921 | 3,100 | 13,000 | 479 | 355 |
| Florida | 1920 | 8,830 | 51,000 | 390 | 339 |
| Florida Maru | 1920 | 9,174 | ... | ... | ... |
| Floridian | 1919 | 8,305 | 52,815 | ... | ... |
| [illegible] | 1920 | 6,800 | ... | 455 | 418 |
| Flottbek | 1920 | 3,130 | 7,047 | 125 | 103 |
| [illegible] | 1920 | 3,800 | 15,600 | 148 | 159 |
| [illegible] | 1911 | 7,250 | 35,000 | 442 | 401 |
| Fluor | 1918 | 1,194 | 5,470 | 52 | ... |
| Fluor Spar | 1918 | 2,430 | ... | 400 | 372 |
| [illegible] | 1902 | 4,200 | 10,500 | 66 | 59 |
| Flying Irishman | 1920 | 330 | ... | 20 | 20 |
| Flying Welshman | 1911 | 330 | ... | 20 | 20 |
| Flying Scotsman | 1920 | 320 | ... | 20 | 22 |
| [illegible] | 1921 | 3,250 | 2,400 | 160 | 149 |
| [illegible] | 1918 | 320 | 8,000 | 50 | ... |
| [illegible] | 1900 | 1,200 | ... | ... | ... |
| [illegible] | 1920 | 1,300 | ... | ... | — |
| [illegible] | 1904 | 1,560 | 6,430 | 67 | ... |
| [illegible] | 1901 | 4,350 | 11,600 | ... | ... |
| Folda | 1904 | 1,060 | ... | 51 | 49 |
| Foo Kong | 1907 | 1,200 | ... | 44 | ... |
| Foo Lee | 1906 | 3,050 | ... | ... | ... |
| Foo Shing | 1900 | 3,100 | 10,272 | 169 | 153 |
| Foo Tong | 1919 | 3,550 | ... | 104 | 99 |
| [illegible] | 1920 | 3,000 | ... | 475 | 349 |
| Forbes Hauptmann | 1920 | 3,800 | ... | ... | 407 |
| [illegible] | 1900 | 800 | ... | ... | ... |
| [illegible] | 1921 | 7,300 | ... | 425 | 361 |
| [illegible] | 1921 | 12,500 | ... | 520 | 600 |
| Foreland | 1911 | 3,410 | 2,147 | 116 | 118 |
| Foreland | 1919 | 3,620 | 14,000 | 330 | 317 |
| [illegible] | 1920 | 1,210 | 6,150 | 55 | 46 |
| Forest King | 1919 | 3,800 | ... | 123 | 118 |
| Formosa | 1920 | 8,000 | 55,000 | 560 | 365 |
| Formosa | 1921 | 10,600 | ... | 575 | 590 |
| Formosa | 1921 | 8,287 | 73,210 | ... | 570 |
| [illegible] | 1921 | 6,180 | ... | 59 | 59 |
| [illegible] | 1920 | 860 | 4,000 | 60 | 59 |
| [illegible] | 1919 | 1,200 | 4,000 | 50 | 66 |
| Fort Archambault | 1919 | 8,470 | 11,843 | 476 | 387 |
| Fort Armstrong | 1920 | 5,625 | ... | 260 | 256 |
| Fort Dinger | 1919 | 8,250 | 11,850 | 439 | 402 |
| Fort de Beaumont | 1919 | 8,207 | 17,800 | ... | 402 |
| Fort de Beuville | 1919 | 8,207 | 18,000 | ... | 402 |
| Fort de Troyon | 1919 | 8,207 | 18,179 | ... | 399 |
| Fort de Vaux | 1919 | 8,207 | 18,179 | ... | 411 |
| Fort George | 1919 | 3,050 | 8,243 | 139 | ... |
| Fort Lamy | 1919 | 6,220 | ... | 431 | 414 |
| Fort Médine | 1919 | 8,250 | 61,420 | 436 | 400 |
| Fort Morgan | 1902 | 1,300 | 4,700 | 44 | ... |
| Fort St. George | 1912 | 4,800 | — | ... | 341 |
| Fort Wayne | 1918 | 8,700 | ... | 430 | 410 |
| Forth | 1920 | 1,210 | 7,300 | 54 | 50 |
| Forthbank | 1920 | 8,257 | 13,800 | 525 | 458 |
| Forthbridge | 1920 | 8,325 | 21,680 | 547 | 491 |
| Fortuna | 1920 | 4,600 | 7,418 | 219 | 201 |
| Fortuna | 1920 | 4,200 | 30,713 | 176 | 155 |
| Fortuna | 1920 | 800 | ... | 30 | ... |
| [illegible] | 1908 | 6,220 | 38,750 | 510 | 152 |
| [illegible] | 1908 | 4,230 | 14,000 | ... | 334 |
| [illegible] | 1900 | 5,430 | 58,004 | 297 | 272 |
| [illegible] | 1900 | 7,800 | ... | 305 | 473 |
| [illegible] | 1919 | 6,190 | 13,600 | 580 | 330 |
| [illegible] | 1910 | 8,100 | 32,000 | 475 | 422 |
| [illegible] | 1920 | 9,220 | ... | 530 | 579 |
| Fram | 1907 | 4,750 | 8,800 | 302 | 275 |
| Framlington Court | 1924 | 8,640 | ... | ... | ... |
| [illegible] | 1921 | 1,240 | 4,200 | 48 | 52 |
| France M. | 1909 | 8,500 | 17,000 | 390 | 361 |
| France | 1912 | 6,500 | 210,300 | ... | 74 |
| France Maru | 1919 | 9,050 | 38,600 | 446 | 410 |
| Frances | 1917 | 8,210 | 20,500 | 330 | 431 |
| Frances Massey | 1917 | 4,080 | 21,670 | 480 | 431 |
| [illegible] | 1909 | 1,800 | 4,000 | 101 | 86 |
| Francesco Morosini | 1920 | 1,062 | ... | 18 | 17 |
| Francesco Pepate | 1920 | 3,603 | 18,721 | 271 | 201 |
| Francis E. Powell | 1920 | 10,220 | 33,348 | ... | ... |
| Francis Garnier | 1900 | 1,175 | 2,458 | 67 | — |
| [illegible] | 1920 | 10,112 | 136,718 | 519 | 579 |
| [illegible] | 1891 | 1,221 | ... | ... | ... |
| Frangoula B. Goulandris | 1919 | 9,400 | 32,000 | 527 | 449 |
| Frank B. Baird | 1920 | 2,970 | ... | ... | ... |
| Frank G. Drum | 1921 | 10,205 | 43,400 | ... | — |
| Frank H. Buck | 1914 | 12,500 | 10,095 | ... | — |
| Frank H. Goodyear | 1911 | 12,156 | ... | ... | — |
| Frank J. Petersen | 1918 | 3,720 | 17,500 | 130 | 150 |
| Frankea | 1920 | 12,200 | 83,119 | 599 | 636 |
| Frankenwald | 1920 | 8,730 | 64,300 | 562 | 481 |
| Frankfort | 1909 | 4,220 | 29,600 | 419 | 377 |
| Frankfort | 1914 | 1,300 | 6,000 | 48 | 77 |
| Franklin K. Lane | 1920 | 11,010 | ... | ... | ... |
| [illegible] | 1904 | 2,150 | ... | 150 | 90 |
| Franz | 1909 | 2,950 | ... | 175 | 160 |
| Franz | 1924 | 1,775 | 5,003 | 96 | 90 |
| Franz Basil | 1900 | 2,300 | 9,231 | 138 | 141 |
| Franz Haniel | 1911 | 3,250 | 6,109 | 160 | ... |
| Franz Jürgens | 1920 | 3,800 | 16,320 | ... | 154 |
| Franz Rudolf | 1920 | 3,500 | 13,000 | 117 | 160 |
| Frasca | 1920 | 2,300 | 9,960 | 105 | 109 |
| [illegible] | 1920 | 11,000 | 28,800 | 221 | 573 |
| Fred | 1907 | 7,811 | 16,810 | 410 | 380 |
| Fred Baxter | 1917 | 3,200 | ... | ... | ... |
| Fred. W. Green | 1919 | 3,900 | 17,220 | 180 | 140 |

D.W.C.—Le port en lourd approximatif du navire en tonnes de 2,240 lbs. (1016 kilos) pour soutes et charbon de soutes, chargement au franc-bord d'été en eau salée.

P.B.—La capacité approximative en pieds cubes des soutes fixes, mesurée hors membrures et du dessus du vaigrage au dessous des barrots.

Capacité pour Grains.—Le volume des cales en milliers de pieds cubes, mesuré hors membrures et du dessus du vaigrage au dessus des barrots, y compris les écoutilles.

Capacité pour Balles ou Caisses.—Le volume des cales en milliers de pieds cubes, mesuré en dedans des lattes et du dessus du vaigrage au dessous des barrots, y compris les écoutilles.

Pour les Navires à Installation Frigorifique le volume des cales est pris après la pose du revêtement isolant.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Date of Build. | D.W.C. of cargo and bunkers. | Cubic Capacity. In feet. | Cubic Capacity. In thousands of feet. | |
|---|---|---|---|---|---|
| | | | P.B. | Grain. | Bale. |
| Fred. W. Weller | 1917 | 10,000 | — | — | — |
| Fredavore | 1918 | 1,600 | 4,200 | 78 | — |
| Fredberg | 1917 | 1,425 | — | — | — |
| Fredon | 1902 | — | — | 95 | 92 |
| Fredrenberg | 1907 | 3,500 | 8,148 | 194 | 191 |
| Frederic R. Kellogg | 1917 | 11,000 | 16,400 | — | — |
| Frederik VIII. | 1910 | 7,400 | 9,200 | 864 | 824 |
| Frederiksberg | 1918 | 3,000 | 8,000 | 214 | 145 |
| Fredhem | 1903 | 2,720 | 6,300 | 200 | 190 |
| Fredsaas | 1917 | 1,000 | 2,100 | 71 | 65 |
| Fredsee | 1900 | 2,225 | 15,770 | 150 | 107 |
| Fredrika | 1905 | 5,600 | 15,000 | 117 | 112 |
| Fredville | 1907 | 1,900 | 4,800 | 92 | — |
| Freeland | 1919 | 124 | 9,000 | 94 | — |
| Freeman | 1918 | 3,500 | 15,300 | 330 | 310 |
| Freiesleben | 1907 | 10,000 | 17,300 | 725 | 651 |
| Freimall | 1900 | 1,600 | 6,110 | 93 | 72 |
| Freiner 0 | 1891 | 1,450 | 8,100 | 91 | — |
| Frej | 1900 | 600 | 3,000 | 90 | — |
| Frejs | 1921 | 1,200 | 5,300 | 60 | 60 |
| Frekhaven | 1920 | 1,400 | — | — | — |
| Fremont | 1918 | 8,500 | 19,000 | 423 | 400 |
| Fremont City | 1919 | 8,000 | — | 300 | 330 |
| Fremont Star | 1919 | 10,000 | 32,200 | — | 330 |
| Frey | 1914 | 1,700 | 3,000 | 94 | 89 |
| Freya | 1921 | 1,900 | — | 111 | 100 |
| Frida | 1907 | 1,600 | — | 92 | 41 |
| Frida Horn | 1920 | 4,200 | — | 314 | 147 |
| Frode | 1918 | 5,400 | — | 194 | 171 |
| Frode Holder | 1911 | 1,000 | 4,140 | 94 | 61 |
| Frolinghaven | 1902 | 4,000 | 25,100 | — | 300 |
| Frosland | 1909 | 3,000 | 20,000 | 600 | 183 |
| Frosland | 1904 | 1,112 | 7,900 | 60 | 62 |
| Fruges | 1907 | 9,200 | 31,700 | 500 | 350 |
| Frugs | 1892 | 1,000 | 8,300 | 80 | 81 |
| Frumaire | 1920 | 11,200 | — | — | — |
| Frutaro | 1900 | 900 | 6,700 | 70 | — |
| Frutero | 1909 | 2,000 | 1,500 | — | — |
| Fruvo | 1917 | 1,200 | — | 57 | — |
| Fryhjof Blake | 1905 | 6,645 | 16,100 | 400 | 400 |
| Fritzoe | 1920 | 900 | — | — | — |
| Frode | 1918 | 3,700 | 10,500 | 190 | 180 |
| Frode | 1917 | 1,000 | 3,000 | 40 | — |
| Fromme | 1906 | 600 | 2,200 | 30 | 30 |
| Frontenac | 1920 | 10,000 | — | — | — |
| Frost | 1920 | 3,741 | 22,900 | 130 | 118 |
| Fryken | 1921 | 3,600 | 5,600 | 134 | 131 |
| Fuente | 1920 | 1,600 | — | — | — |
| Fu Wo | 1922 | 500 | — | 30 | 30 |
| Fuji Maru | 1919 | 3,500 | — | — | — |
| Fujiwa Maru | 1921 | 12,000 | — | — | — |
| Fuki Maru | 1913 | 3,000 | 5,013 | 132 | 100 |
| Fukiai Maru | 1920 | 6,450 | — | 400 | 372 |
| Fukko Maru | 1921 | 6,000 | — | 300 | 300 |
| Fukui Maru | 1913 | 6,000 | 15,000 | 344 | 317 |
| Fukuoka Maru | 1920 | 3,000 | 8,600 | 162 | 144 |
| Fukuto Maru | 1918 | 6,500 | 13,000 | 229 | — |
| Fukugyo Maru | 1918 | 3,000 | 4,500 | — | 80 |
| Fulgor | 1903 | 3,700 | — | 142 | — |
| Fulham | 1904 | 3,500 | 81,275 | 300 | 300 |
| Fullerton Rose | 1905 | 2,000 | — | — | 100 |
| Fulton | 1905 | 1,250 | — | 90 | — |
| Fumi Maru | 1901 | 3,600 | 9,000 | — | 120 |
| Furet Sellow | 1900 | 18,100 | 61,200 | 825 | 624 |
| Fusan Maru | 1902 | 3,100 | 16,000 | — | 100 |
| Fushiki Maru | 1909 | 1,000 | — | 50 | — |
| Fushimi Maru | 1914 | 12,000 | 66,500 | — | — |
| Fushimi Maru | 1902 | 2,000 | 13,000 | 200 | 192 |
| Fusijama | 1920 | 3,100 | — | — | 107 |
| Fusi Maru | 1908 | 3,000 | — | 133 | 119 |

| Name of Vessel. | Date of Build. | D.W.C. of cargo and bunkers. | Cubic Capacity. In feet. | Cubic Capacity. In thousands of feet. | |
|---|---|---|---|---|---|
| | | | P.B. | Grain. | Bale. |
| Fujiko Maru | 1919 | 800 | — | — | — |
| Fylingdale | 1918 | 6,750 | 14,000 | 300 | 310 |
| Fylla | 1906 | 1,200 | 2,750 | 42 | 43 |
| Fyrland | 1911 | 1,300 | 13,100 | 80 | 40 |
| G. Harrison Smith | 1920 | 10,000 | 60,000 | — | — |
| Gaasterland | 1921 | 11,000 | — | 370 | 313 |
| Gabriel Quinc' ban | 1919 | 3,200 | 9,000 | 140 | 128 |
| Gabriella | 1920 | 3,200 | 13,750 | 124 | 113 |
| Gadir | 1910 | 475 | 3,140 | 82 | — |
| Gaeta | 1921 | 10,100 | 45,000 | 500 | 462 |
| Gaiseppe | 1921 | 6,100 | 15,000 | 441 | 400 |
| Gaiseppe | 1900 | 3,400 | — | 271 | — |
| Galis | 1917 | 1,440 | 6,700 | 90 | — |
| Galaxum | 1911 | 100 | 2,150 | — | — |
| Galata | 1919 | 200 | 6,200 | 30 | — |
| Gale | 1919 | 750 | — | 34 | — |
| Galgewater | 1921 | 9,600 | 35,000 | 350 | 350 |
| Galicia | 1903 | 7,100 | 46,440 | 250 | 228 |
| Galilea | 1921 | 5,300 | 15,500 | 190 | 142 |
| Gallia | 1921 | 3,015 | 12,000 | 140 | 124 |
| Gallia | 1920 | 2,700 | 10,000 | 125 | 113 |
| Gallio | 1919 | 10,200 | 104,170 | — | 300 |
| Galliot | 1917 | 8,100 | 27,500 | 440 | 430 |
| Gallipoli | 1890 | 1,200 | 7,120 | — | — |
| Gallium | 1921 | 2,000 | 7,900 | 110 | 114 |
| Galloto | 1917 | 2,900 | 10,500 | — | — |
| Galvea | 1919 | 2,400 | 11,000 | 650 | 500 |
| Gamaris | 1920 | 3,110 | 15,000 | 400 | 400 |
| Gambala | 1919 | 6,300 | 20,700 | 400 | 400 |
| Gambiro | 1919 | 6,200 | 16,300 | 440 | 400 |
| Gambia River | 1911 | 6,000 | 40,000 | 400 | 300 |
| Gamaoko | 1920 | 2,100 | — | — | — |
| Gand | 1919 | 6,000 | 16,200 | 400 | 470 |
| Gauda | 1907 | 8,000 | 24,120 | 300 | — |
| Gandara | 1919 | 6,200 | 16,300 | 400 | 400 |
| Gange | 1922 | 6,000 | — | 420 | 370 |
| Gangfoed | 1921 | 1,400 | — | 70 | — |
| Ganior | 1921 | 3,300 | 10,700 | 140 | 147 |
| Gantoon | 1902 | 3,200 | — | 120 | — |
| Gangrandee | 1917 | 4,400 | 5,800 | 240 | 250 |
| Gapera | 1919 | 1,400 | — | — | — |
| Garada | 1919 | 6,170 | 15,500 | 440 | 430 |
| Garbeta | 1921 | 8,670 | 15,800 | 450 | 410 |
| Gard | 1921 | 4,300 | — | 300 | 192 |
| Gardebdi | 1900 | 3,600 | 15,200 | 160 | — |
| Gardenia | 1919 | 6,000 | — | — | — |
| Gargoyle | 1921 | 8,947 | 30,450 | — | — |
| Garibaldi | 1902 | 2,000 | — | 47 | — |
| Garlinge | 1916 | 3,000 | 4,000 | 171 | 150 |
| Garm | 1902 | 3,100 | 8,000 | 80 | 82 |
| Garnada | 1920 | 8,110 | 17,000 | 150 | 400 |
| Garnet | 1920 | 3,500 | 7,000 | 120 | 150 |
| Garnet Hallage | 1920 | 10,000 | — | — | — |
| Garnet | 1911 | 10,500 | 30,000 | — | 400 |
| Garonne | 1899 | 1,000 | 7,000 | 100 | 80 |
| Garrynale | 1907 | 6,700 | 20,700 | 215 | 215 |
| Garsdoon | 1921 | 3,100 | 13,140 | 170 | 190 |
| Gartbreatan | 1911 | 6,500 | 15,400 | 190 | 175 |
| Gartmore | 1902 | 2,900 | 5,000 | 140 | 120 |
| Gaseony | 1921 | 7,200 | — | 470 | 300 |
| Gaslight | 1920 | 3,300 | — | — | — |

D.W.C.—The approximate deadweight capacity in tons, of 2,240lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

P.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The Capacity of cargo space, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo space, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of cargo spaces are taken after fitting insulation.

# Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.

(Ces renseignements sont donnés d'après l'autorité des Armateurs, sous garantie et comme approximativement exacts. *Le Lloyd's Register of Shipping* n'est pas responsable de leur exactitude.)

| Nom du Navire | Année de construction | D.W.C. — Port en lourd approximatif en tonnes de 2,240 lbs. | Capacité cubique — Pied cubique P.B. | Capacité cubique — Balles de pied Grains | Capacité cubique — Balles de pied Balles |
|---|---|---|---|---|---|
| Gaaiada | 1905 | 5,600 | 11,700 | 900 | 850 |
| Gainsboro | 1910 | 900 | — | 40 | — |
| Galway City | 1900 | 4,725 | — | 800 | 650 |
| Gallania | 1907 | 4,400 | 10,000 | — | 700 |
| Galton | 1905 | 2,000 | — | 350 | 180 |
| Gaula | 1900 | 2,100 | 12,750 | 38 | 32 |
| Gaulois | 1905 | 3,200 | — | 100 | 100 |
| Gautatyr | 1906 | 1,100 | — | — | — |
| Gavioda | 1917 | 500 | — | — | 32 |
| Gaza | 1919 | 7,700 | — | 950 | 670 |
| Gazaan | 1905 | 5,800 | 18,200 | 540 | 500 |
| Gebaara | 1919 | 10,500 | — | — | — |
| Geddington Court | 1909 | 11,000 | — | — | — |
| Gefion | 1913 | 900 | 3,320 | 90 | 70 |
| Gelderbik | 1900 | 10,900 | 17,300 | 720 | 600 |
| Gelaba | 1905 | 5,400 | 4,700 | 300 | 300 |
| Gelderland | 1910 | 8,000 | 15,200 | 140 | 120 |
| Gellivare | 1905 | 3,112 | 14,000 | 140 | 120 |
| Gelria | 1914 | 4,200 | 120,120 | 300 | 300 |
| Gelle | 1920 | 900 | 4,200 | 35 | — |
| General Mitchell | 1920 | 1,012 | 5,000 | 80 | 60 |
| General v. d. Heyden | 1920 | 1,050 | 8,000 | 80 | 70 |
| General van Geen | 1920 | 1,000 | 5,500 | 90 | 80 |
| General van Heutsz | 1920 | 1,000 | 5,500 | 90 | 80 |
| General Vongerich | 1920 | 1,000 | 5,000 | 80 | 70 |
| General Artigas | 1920 | 8,100 | 16,500 | 450 | 400 |
| General Bonaparte | 1920 | 5,800 | 18,000 | 50 | 30 |
| General Dumesnil | 1920 | 7,000 | 16,000 | — | 600 |
| General Gaussin | 1920 | 8,400 | — | — | — |
| General Lee | 1920 | 8,000 | 41,900 | 170 | 150 |
| General Markham | 1920 | 5,000 | — | — | — |
| General M. H. Sherman | 1920 | 8,000 | — | — | — |
| General Montagne | 1920 | 8,100 | 44,500 | — | 700 |
| General Mott | 1921 | 12,000 | 61,000 | 190 | 170 |
| General Osorio | 1920 | 9,000 | — | 300 | 300 |
| General Pico de Andrada | 1919 | 3,100 | 5,000 | 40 | 30 |
| General Pershing | 1920 | 8,000 | 41,000 | 170 | 140 |
| General San Martin | 1920 | 8,100 | 46,000 | 400 | 300 |
| General Sherman | 1920 | 8,000 | 41,000 | 170 | 150 |
| General von Steuben | 1920 | 8,100 | — | 300 | 270 |
| General Yorck | 1920 | 8,000 | 41,700 | — | 300 |
| General W. C. Gorgas | 1919 | 5,200 | 31,200 | 400 | 300 |
| General Greater Buenaventura | 1919 | 6,000 | 29,000 | 300 | 300 |
| Generale Pittaluga | 1920 | 5,000 | 34,000 | 400 | 300 |
| Generoso Lykes | 1919 | 6,000 | 29,000 | 400 | 300 |
| Genes Mary | 1919 | 10,000 | 35,000 | 300 | 300 |
| Genova | 1919 | 6,000 | 33,000 | 300 | 300 |
| Genovese F. | 1919 | 6,000 | 33,000 | 300 | 300 |
| Genua | 1920 | 6,000 | 33,000 | 300 | 300 |
| Georg | 1877 | 400 | — | 50 | — |
| George F. Baird | 1911 | 10,000 | — | — | — |
| George O. Henry | 1917 | 10,000 | 30,000 | — | — |
| Geo. H. Jones | 1919 | 10,000 | — | — | — |
| George J. Goulandris | 1920 | 2,200 | 14,000 | 100 | 100 |
| George L. Eaton | 1920 | 2,300 | 7,000 | 100 | 100 |
| George L. Gates | 1917 | 2,200 | — | — | — |
| George M. Emerson | 1920 | 10,000 | — | 400 | 300 |
| George M. Lykes | 1920 | 7,000 | 30,000 | 300 | 300 |
| George W. Brown | 1919 | 3,700 | 10,500 | — | — |
| George W. Reed | 1920 | 3,200 | — | 200 | — |
| George Washington | 1914 | 9,000 | — | 900 | 800 |
| Georgeanna | 1919 | 3,400 | 3,900 | — | 300 |
| Georgian | 1921 | 800 | — | — | — |
| Georgian et Hurt | 1919 | 3,200 | — | 200 | 200 |
| Georgia | 1920 | 5,000 | 20,000 | 300 | 300 |
| Georgia | 1920 | 4,000 | 8,000 | 300 | 300 |
| Georgian | 1920 | 10,000 | 40,000 | 500 | 500 |
| Georgian | 1919 | 6,000 | 30,000 | — | — |
| Georgio | 1920 | 10,000 | — | 600 | 600 |
| Georgia | 1920 | 9,000 | 40,000 | — | 400 |

| Nom du Navire | Année de construction | D.W.C. — Port en lourd approximatif en tonnes de 2,240 lbs. | Capacité cubique — Pied cubique P.B. | Capacité cubique — Balles de pied Grains | Capacité cubique — Balles de pied Balles |
|---|---|---|---|---|---|
| Georgii | 1920 | 5,000 | — | 300 | 300 |
| Georgios G | 1919 | 5,000 | 27,000 | 300 | 300 |
| Georgios Kouvelos | 1920 | 700 | 3,100 | 32 | — |
| Georgios Kyriakides | 1920 | 7,000 | 35,000 | 400 | 300 |
| Georgios Nicolaos | 1920 | 7,000 | 34,000 | 400 | 400 |
| Gera | 1920 | 7,000 | 30,000 | 450 | 400 |
| Geraldine Mary | 1920 | 8,000 | 34,000 | 500 | 400 |
| Gerania | 1920 | 5,000 | 30,000 | 400 | 400 |
| Gerania | 1920 | 5,000 | 25,000 | 300 | 300 |
| Gerd | 1907 | 3,500 | 22,000 | 100 | 100 |
| Gerda | 1907 | 4,000 | 19,000 | 100 | 100 |
| Gerda | 1901 | 1,000 | 4,000 | 100 | 80 |
| Gerda Kinnaman | 1910 | 600 | 2,000 | 20 | 20 |
| Gerda Toft | 1920 | 3,000 | 7,000 | 200 | 100 |
| Gerdina | 1900 | 3,000 | 7,000 | 200 | 100 |
| Gerdsholm | 1904 | 10,000 | 34,000 | 500 | 400 |
| Gerhartse | 1919 | 7,000 | 34,000 | 600 | 500 |
| Gerrad | 1914 | 7,000 | 35,000 | 600 | 500 |
| Gertrad | 1891 | 2,000 | 4,000 | 100 | — |
| Gertrad | 1908 | 3,000 | — | 100 | 100 |
| Gertrad | 1902 | 500 | — | 20 | — |
| Gertrad Blum | 1907 | 9,000 | 6,000 | 120 | 100 |
| Gertrad Ryck | 1901 | 400 | 6,000 | — | 80 |
| Gertrude Kolinge | 1900 | 7,000 | — | — | — |
| Gertrude Maersk | 1900 | 8,000 | — | 100 | 100 |
| Gerti | 1900 | 300 | — | — | — |
| Gerulia | 1901 | 1,000 | 6,000 | 70 | 70 |
| Gharlada | 1910 | 6,100 | 6,000 | 100 | 100 |
| Ghazi Ali | 1910 | 1,100 | 3,000 | — | — |
| Ghazna II | 1910 | 8,000 | — | — | — |
| Ghel Kabir | 1901 | 700 | 6,000 | — | 60 |
| Ghel Lorjas | 1900 | 1,100 | 6,000 | 100 | 80 |
| Gibraltar | 1910 | 7,000 | 15,000 | 300 | 300 |
| Gideon's | 1914 | 10,000 | 48,000 | 400 | 400 |
| Gifu Maru | 1901 | 6,000 | 14,000 | 300 | 250 |
| Gilda | 1908 | 500 | 3,000 | — | 40 |
| Gilda Anchetilla | 1909 | 1,000 | 7,000 | 40 | 30 |
| Gilbrance | 1901 | 8,000 | 23,000 | — | 300 |
| Gimle | 1906 | 2,000 | — | 90 | — |
| Gina | 1908 | 2,000 | 13,000 | 100 | — |
| Giannis Le Borgne | 1902 | 3,000 | 4,000 | 100 | — |
| Giaolin | 1909 | 3,000 | 23,000 | 100 | 100 |
| Giaour Mary | 1907 | 4,000 | 17,000 | 200 | 200 |
| Giacchino Lanza | 1901 | 4,000 | 23,000 | 100 | 100 |
| Giorgio | 1907 | 1,000 | — | — | — |
| Giralda | 1909 | 9,000 | — | 100 | — |
| Giraldi | 1899 | 900 | 5,000 | 50 | — |
| Giraldo | 1909 | 3,000 | 6,000 | 100 | 100 |
| Giada Ottendorf | 1900 | 2,000 | 4,000 | — | 90 |
| Giuseppe Dorado | 1900 | 1,000 | 6,000 | 70 | — |
| Giuseppe Lura | 1907 | 3,000 | 7,000 | 100 | — |
| Giuseppina Ottendorf | 1900 | 3,000 | — | — | — |
| Giuro Mitsuoka | 1900 | 6,000 | 20,000 | 200 | 200 |
| Giustata | 1910 | 6,000 | — | — | — |
| Gladys | 1900 | 3,000 | 3,000 | — | 100 |
| Gladiado | 1900 | 6,000 | 14,000 | 200 | 200 |
| Glaciadina | 1910 | 2,700 | 9,000 | 100 | — |
| Glaciers | 1900 | 8,000 | 25,000 | 300 | 90 |
| Glaciosa | 1900 | 4,000 | 20,000 | 200 | 200 |
| Glarvan | 1900 | 10,000 | — | — | — |
| Glasgow | 1900 | 3,000 | — | 100 | — |
| Glasgow Mary | 1910 | 9,000 | 30,000 | 400 | 400 |
| Glasiana | 1901 | 400 | — | — | — |
| Glasia | 1900 | 2,000 | — | — | — |
| Gladiaya | 1900 | 1,400 | 4,000 | 40 | — |
| Gladiar | 1910 | 400 | 3,000 | 30 | 30 |
| Glen Haven | 1900 | 1,200 | — | 50 | — |
| Glen Tower | 1900 | 1,000 | 3,000 | — | — |
| Glen Tyl | 1900 | 1,100 | — | — | — |
| Glen Wade | 1910 | 4,000 | 10,000 | 200 | 200 |

D.W.C. — Le port en lourd approximatif en tonnes de 2,240 lbs. (1018 kilos) pour cargaison et charbon de soute, chargement au franc-bord d'été en eau salée.

P.B. — La capacité approximative en pieds cubes des soutes frigo, moteurs, hors soutes et du dunnage de calage en dessous des barrots.

Capacité pour Grains. — Le volume des soutes en millions de pieds cubes, moteurs hors soutes et du dunnage de calage en dessous des barrots, y compris les moutilles.

Capacité pour Balles ou Grain. — Le volume des soutes en millions de pieds cubes, moteurs en dedans des lattes et du dunnage de calage au dessous des barrots, y compris les moutilles.

Pour les Navires à Installation Frigorifique le volume des soutes où prix après la pose du revêtement isolant.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Year of Build. | D.W.C. in tons of 2,240 lbs. | Cubic Capacity. In cub. ft. P.B. | Cubic Capacity. In thousands of feet. Grain. | Cubic Capacity. In thousands of feet. Bale. |
|---|---|---|---|---|---|
| Glenamoy | 1918 | 10,500 | — | 570 | 548 |
| Glenapp | 1906 | 12,500 | — | 540 | 504 |
| Glenarch | 1903 | 500 | — | 24 | — |
| Glenarde | 1903 | 7,200 | 13,400 | 303 | 302 |
| Glenbeg | 1903 | 10,000 | — | 750 | 698 |
| Glencaldine | 1903 | 925 | 2,100 | — | — |
| Glendaan | 1909 | 1,000 | — | 443 | 413 |
| Glenden | 1914 | 900 | 2,000 | 32 | 31 |
| Glenden | 1909 | 2,700 | — | 420 | 394 |
| Glenfly | 1908 | 2,500 | 6,800 | 102 | — |
| Glengarry | 1902 | 12,200 | — | 753 | 698 |
| Glenlifer | 1911 | 13,175 | 66,400 | 720 | 662 |
| Glenlee | 1906 | 9,000 | — | 660 | 614 |
| Glenloe | 1909 | 8,000 | — | 427 | 445 |
| Glenmoran | 1917 | 900 | 2,300 | 41 | — |
| Glenmore | 1906 | 8,000 | — | 700 | 658 |
| Glenogle | 1899 | 10,000 | — | 749 | 664 |
| Glenpool | 1913 | 9,000 | — | — | — |
| Glenrose | 1905 | 2,700 | 3,200 | 180 | 170 |
| Glenshiel | 1899 | 14,700 | 17,200 | 490 | 449 |
| Glenshook | 1901 | 500 | 1,200 | 24 | — |
| Glenshiel | 1901 | 10,000 | — | 710 | 652 |
| Glenworth | 1902 | 9,500 | 16,840 | 567 | 502 |
| Gloria | 1900 | 5,200 | 12,200 | 390 | 391 |
| Gloria | 1899 | 8,500 | — | — | 498 |
| Gloria | 1899 | 3,300 | — | — | — |
| Gloria | 1906 | 2,300 | 14,800 | 180 | 184 |
| Gloria de Larrinaga | 1908 | 9,800 | 18,400 | 608 | 496 |
| Gloucester Coast | 1913 | 1,200 | 8,031 | 40 | 38 |
| Gloucestershire | 1910 | 9,800 | 15,700 | — | 625 |
| Gluckia | 1903 | 6,400 | 24,400 | — | — |
| Gluckauf | 1902 | 2,700 | 10,000 | 114 | — |
| Gluckauf | 1907 | 1,000 | — | 47 | 49 |
| Gluckstang | 1906 | 3,000 | 22,275 | 160 | 150 |
| Glymel | 1908 | 3,100 | — | 130 | 131 |
| Glyn | 1896 | 1,000 | — | — | — |
| Glyness | 1905 | 1,600 | 8,300 | 72 | 60 |
| Glynrhyd | 1912 | 3,800 | 8,100 | 170 | — |
| Goalpara | 1918 | 8,100 | 3,400 | 424 | 399 |
| Goathland | 1920 | 6,000 | 11,000 | 270 | 251 |
| Gobelas | 1899 | 9,000 | 9,400 | — | 507 |
| Godfrey B. Hale | 1919 | 4,100 | 10,600 | 214 | 212 |
| Gottfried Bueren | 1911 | 9,000 | 11,400 | 460 | 450 |
| Gothem | 1909 | 120 | — | 23 | — |
| Gothia Mara | 1907 | 3,900 | 20,100 | 160 | 150 |
| Gogovale | 1907 | 9,000 | 20,400 | 519 | 479 |
| Gogra | 1918 | 6,100 | 15,800 | 440 | 390 |
| Gokenara Mara | 1900 | 2,500 | 6,700 | 102 | 102 |
| Gol | 1896 | 1,500 | 1,000 | 83 | 70 |
| Golconda | 1919 | 8,100 | 16,400 | 640 | 607 |
| Gold Bluff | 1901 | 11,100 | — | — | — |
| Goldback | 1902 | 9,400 | 6,500 | 139 | 132 |
| Goldcrest | 1904 | 500 | 1,500 | 20 | 20 |
| Golden Dawn | 1909 | 8,500 | — | 470 | 447 |
| Golden Gloid | 1908 | 8,500 | — | 470 | 442 |
| Golden Coast | 1900 | 8,500 | — | 450 | 402 |
| Golden Cross | 1919 | 9,300 | — | 490 | 391 |
| Golden Dragon | 1905 | 10,000 | — | — | — |
| Golden Eagle | 1919 | 9,000 | 11,200 | 440 | 390 |
| Golden Fleece | 1919 | 8,500 | 15,200 | 464 | 410 |
| Golden Harvest | 1920 | 8,400 | — | 467 | 417 |
| Golden Star | 1921 | 10,000 | — | — | — |
| Golden Horn | 1919 | 9,200 | — | 516 | 472 |
| Golden Kaari | 1919 | 8,200 | — | 460 | 419 |
| Golden Mountain | 1920 | 9,400 | — | 520 | 470 |
| Golden Peak | 1919 | 9,600 | — | 532 | 480 |
| Golden River | 1919 | 9,700 | — | 540 | 490 |
| Golden Roll | 1919 | 6,700 | — | 340 | 300 |
| Golden Sea | 1904 | 7,200 | 13,200 | 477 | 492 |
| Golden Star | 1919 | 9,200 | — | 514 | 479 |

| Name of Vessel. | Year of Build. | D.W.C. in tons of 2,240 lbs. | Cubic Capacity. In cub. ft. P.B. | Cubic Capacity. In thousands of feet. Grain. | Cubic Capacity. In thousands of feet. Bale. |
|---|---|---|---|---|---|
| Golden State | 1920 | 9,000 | — | — | — |
| Golden Tide | 1919 | 9,400 | — | 502 | 454 |
| Golden Wall | 1919 | 9,400 | — | 502 | 454 |
| Golden West | 1919 | 6,800 | — | 401 | 398 |
| Goldenfels | 1914 | 11,140 | 15,100 | 950 | 919 |
| Goldsmith | 1907 | 9,700 | — | — | — |
| Goleta | 1907 | 1,140 | 20,900 | 102 | 102 |
| Gonzalo Velez | 1913 | 2,600 | 15,071 | 157 | 145 |
| Gondal | 1909 | 1,900 | 14,200 | 120 | 117 |
| Gonsenville | 1913 | 3,400 | — | 137 | — |
| Gonzenheim | 1914 | 8,000 | 15,200 | 495 | 444 |
| Goodly | 1919 | 900 | 4,100 | 49 | 49 |
| Goodwood | 1909 | 8,600 | 24,900 | 447 | 412 |
| Goolistan | 1909 | 11,700 | 23,300 | 600 | — |
| Goola | 1901 | 1,500 | — | 71 | — |
| Gorton Mandi | 1913 | 8,913 | 8,700 | 368 | 350 |
| Gosfaden | 1909 | 8,800 | — | 450 | 438 |
| Gotia | 1916 | 3,910 | 10,500 | 198 | 191 |
| Gotra | 1921 | 2,600 | 9,194 | 135 | 119 |
| Gotha Mara | 1903 | 8,722 | 20,172 | 395 | — |
| Gotlar | 1909 | 9,000 | 24,200 | 464 | 403 |
| Gotaland | 1909 | 4,000 | 14,200 | 220 | 212 |
| Gotaberg | 1901 | 1,000 | — | 48 | — |
| Gotenhof | 1914 | 2,900 | 8,600 | 103 | 90 |
| Gothia | 1907 | 7,874 | 16,900 | 412 | 348 |
| Gothe | 1899 | 900 | 3,800 | 50 | 49 |
| Gothia | 1916 | 2,100 | 20,300 | 140 | 128 |
| Gothia | 1903 | 4,000 | 7,300 | 180 | 160 |
| Gothic Star | 1908 | 8,400 | 24,000 | — | 290 |
| Gotta | 1902 | 1,500 | — | 73 | — |
| Gotland | 1909 | 3,000 | — | 160 | 200 |
| Gottfried | 1909 | 5,500 | 10,000 | 107 | — |
| Gottfried Poppe | 1909 | 3,700 | — | 160 | 157 |
| Gottingen | 1907 | 8,711 | 18,400 | 490 | 437 |
| Gottlieb | 1905 | 5,600 | 16,500 | 171 | 158 |
| Governor General A. Harvey | 1921 | 2,100 | 17,200 | 84 | 63 |
| Governor General Chaney | 1921 | 1,200 | — | 48 | — |
| Governor General Lamont | 1921 | 1,157 | — | 60 | — |
| Governor General Merlin | 1906 | 1,000 | 13,100 | — | 39 |
| Governor General Paul Boas | 1906 | 600 | 1,670 | — | 35 |
| Governor General Paul Dumas | 1919 | 2,400 | — | — | — |
| Governor General Pignot | 1914 | 2,600 | — | — | — |
| Governor General Rolphe | 1902 | 2,100 | 16,800 | 100 | — |
| Governor General Van Velzeboven | 1906 | 912 | 3,612 | — | 30 |
| Gowan | 1907 | 2,500 | 8,700 | 175 | 159 |
| Gowanstream | 1918 | 2,200 | — | 140 | 100 |
| Governor John Lind | 1919 | 5,270 | 7,900 | 350 | 322 |
| Goweia | 1909 | 600 | 3,300 | 35 | 30 |
| Gowna Mara | 1919 | 4,040 | 10,100 | 250 | 200 |
| Graafield | 1906 | 5,500 | 9,000 | 121 | 149 |
| Graceland | 1920 | 8,100 | 14,500 | 414 | 371 |
| Gracia | 1921 | 8,770 | 16,800 | 432 | 420 |
| Gradiva | 1917 | 6,200 | 14,500 | 194 | 165 |
| Graemlee | 1921 | 9,400 | 16,200 | 410 | 390 |
| Graemoor | 1920 | — | — | 142 | — |
| Grafa | 1920 | 2,000 | — | 102 | 90 |
| Grangeb | 1920 | 6,000 | — | 190 | 170 |
| Grangeb | 1920 | 2,500 | 6,250 | 130 | 120 |
| Grady | 1920 | 2,000 | 4,400 | 132 | — |
| Grandfire | 1919 | 5,000 | 13,500 | 202 | 180 |
| Grandon | 1912 | 9,000 | 16,000 | 421 | 390 |
| Grasset | 1920 | 2,000 | 6,750 | 102 | 92 |
| Grasfos | 1912 | 2,000 | 6,700 | 104 | 100 |
| Grangemouth | 1908 | 1,200 | 4,100 | 72 | 60 |
| Grangepark | 1919 | 8,200 | 16,000 | 427 | 390 |
| Grangeberg | 1905 | 7,000 | 10,500 | 350 | 301 |
| Grant | 1918 | 11,000 | 8,000 | 48 | 46 |
| Granola | 1905 | 1,600 | — | — | — |
| Grania | 1907 | 4,000 | 22,000 | 204 | 196 |
| Granville | 1900 | 9,000 | — | 514 | 419 |

D.W.C.—The approximate deadweight capacity in tons, of 2,240lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

P.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo space, in thousands of cubic feet, measured to outside of frames, to top of ceiling and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo space, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of cargo space are taken after fitting insulation.

**Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessous, avec indication approximative de leur port en lourd et de leur capacité cubique.**

*(Les renseignements ont donné d'après l'autorité des Armateurs, sous réserve et comme approximativement exacts. Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom du Navire | Pavillon | D.W.C. — Port en lourd approximatif en tonnes de 2,240 lbs. | Capacité cubique — En pieds cubes P.B. — Bourrement | Capacité cubique — En millièmes de pieds Grains | Capacité cubique — En millièmes de pieds Balles |
|---|---|---|---|---|---|
| Gradin | [illegible] | 3,600 | 11,170 | 133 | ... |
| Gravesmoor | [illegible] | 4,220 | 10,200 | 203 | 108 |
| Greville | [illegible] | 4,200 | 7,100 | ... | 56 |
| Grey | [illegible] | 800 | 4,900 | ... | ... |
| Grey Barton | [illegible] | 2,900 | ... | 103 | 106 |
| Grimsby | [illegible] | 3,500 | 11,200 | 159 | 117 |
| Great City | [illegible] | 10,000 | 32,500 | 551 | 447 |
| Greenland | [illegible] | 5,000 | 3,150 | 95 | ... |
| Greenhope | [illegible] | 2,800 | 10,400 | 100 | 104 |
| Greenhall | [illegible] | 3,000 | 8,200 | 108 | 93 |
| Greenland | [illegible] | 2,250 | 14,100 | ... | 114 |
| Greenock | [illegible] | 4,000 | 21,100 | 303 | 200 |
| Gregalia | [illegible] | 3,000 | 20,500 | 495 | 204 |
| Gregory Zisovoff | [illegible] | 3,000 | 10,370 | 159 | 146 |
| Greif | [illegible] | 2,200 | ... | ... | ... |
| Greihead | [illegible] | 7,000 | 24,200 | 402 | 900 |
| Greniard | [illegible] | 3,000 | 16,800 | 232 | 119 |
| Greta | [illegible] | 4,500 | 9,700 | 153 | 160 |
| Greta | [illegible] | 1,700 | 11,400 | ... | ... |
| Greta | [illegible] | 300 | ... | 33 | ... |
| Greta Thorbjörn | [illegible] | 3,700 | ... | 169 | 140 |
| Grimsfield | [illegible] | 14,000 | ... | ... | ... |
| Grimsmoor | [illegible] | 8,700 | 11,800 | 400 | 407 |
| Grimsmoor | [illegible] | 3,000 | 10,400 | 155 | 171 |
| Grosshow Müller | [illegible] | 1,000 | ... | 61 | ... |
| Grove | [illegible] | 3,500 | 44,500 | 700 | 900 |
| Grow | [illegible] | 3,000 | 3,700 | 194 | 170 |
| Guy County | [illegible] | 3,000 | 17,400 | 800 | 600 |
| Guyfriars | [illegible] | 1,000 | 7,000 | 37 | ... |
| Guyperial | [illegible] | 1,100 | ... | ... | ... |
| Guyskin Gaste | [illegible] | 3,700 | ... | 300 | 400 |
| Gwinfetta | [illegible] | 2,000 | ... | ... | ... |
| Gwynn | [illegible] | 225 | ... | ... | ... |
| Gyllen | [illegible] | 3,000 | 41,300 | ... | 170 |
| Gyllin | [illegible] | 3,000 | 3,100 | 193 | ... |
| Gyna | [illegible] | 2,700 | 10,300 | 300 | 100 |
| Gypsy | [illegible] | 400 | ... | ... | ... |
| Gypsum | [illegible] | 3,000 | 4,000 | 90 | ... |
| Gyo | [illegible] | 7,000 | 90,500 | 204 | 220 |
| Gyoku | [illegible] | 4,100 | 4,000 | 200 | 200 |
| Gyra | [illegible] | 8,000 | 70,000 | ... | 225 |
| Gyung | [illegible] | 3,500 | 9,000 | 200 | 200 |
| Gyungsan | [illegible] | 1,100 | ... | ... | ... |
| Gyungsin | [illegible] | 1,200 | 5,000 | ... | 100 |
| Gyunlaud | [illegible] | 3,000 | 3,100 | 130 | 90 |
| Gyunsaud | [illegible] | 3,000 | 11,200 | 120 | ... |
| Gyunsiberb | [illegible] | 11,500 | ... | 470 | 410 |
| Gyuvelberb | [illegible] | 1,000 | ... | ... | ... |
| Gyuzerb | [illegible] | 1,000 | ... | ... | ... |
| Gyuzlow | [illegible] | 1,000 | 3,500 | 95 | 50 |
| Gyzeio | [illegible] | 3,000 | 3,700 | 100 | 90 |
| Gyzlyeda | [illegible] | 9,000 | 30,000 | 140 | 400 |
| Gwalchegge | [illegible] | 6,000 | 40,000 | ... | 500 |
| Gwanchi | [illegible] | 500 | 2,100 | 30 | 20 |
| Gwen | [illegible] | 3,000 | 8,100 | 190 | 160 |
| Gwenja | [illegible] | 4,000 | 32,100 | 200 | 200 |
| Gwynnyd | [illegible] | 4,000 | ... | 180 | 187 |
| Gulnaudrb | [illegible] | 7,000 | 31,100 | 700 | 470 |
| Gudrid | [illegible] | 2,000 | ... | 100 | 80 |
| Guiran | [illegible] | 2,700 | 7,000 | 150 | 180 |
| Gulrun | [illegible] | 1,000 | 3,700 | 60 | 40 |
| Guiron Moren | [illegible] | 7,700 | 28,700 | 400 | 350 |
| Gulier | [illegible] | 4,000 | 11,000 | 200 | 150 |
| Gunder | [illegible] | 4,000 | 9,000 | 600 | 200 |
| Gunlow Rose | [illegible] | 300 | ... | ... | ... |
| Gunlow | [illegible] | 2,300 | 11,200 | 300 | 300 |
| Gurrill | [illegible] | 1,000 | 8,000 | 90 | 40 |
| Gugrillas | [illegible] | 500 | ... | ... | ... |
| Guido Brunner | [illegible] | 4,000 | 7,200 | 60 | 40 |
| Guillermo Schula | [illegible] | 4,000 | ... | 100 | ... |

| Nom du Navire | Pavillon | D.W.C. — Port en lourd approximatif en tonnes de 2,240 lbs. | Capacité cubique — En pieds cubes P.B. — Bourrement | Capacité cubique — En millièmes de pieds Grains | Capacité cubique — En millièmes de pieds Balles |
|---|---|---|---|---|---|
| Gulnha | [illegible] | 8,000 | ... | 202 | ... |
| Gunn | [illegible] | 3,000 | 14,000 | 95 | 50 |
| Gunigunda | [illegible] | 1,000 | ... | ... | ... |
| Gunnera | [illegible] | 1,000 | 5,200 | 60 | 40 |
| Gunnione | [illegible] | 8,000 | 8,000 | 200 | 170 |
| Gunlburg | [illegible] | 8,000 | ... | 500 | 475 |
| Gulf of Mentor | [illegible] | 12,000 | ... | ... | ... |
| Gulf of Venezuela | [illegible] | 10,000 | ... | ... | ... |
| Gulfbird | [illegible] | 10,000 | ... | ... | ... |
| Gulfbreeze | [illegible] | 8,000 | ... | ... | ... |
| Gulfcoast | [illegible] | 7,000 | ... | ... | ... |
| Gulfcrest | [illegible] | 10,100 | 10,000 | ... | ... |
| Gulfgate | [illegible] | 10,000 | ... | ... | ... |
| Gulfgrove | [illegible] | 12,000 | ... | ... | ... |
| Gulfking | [illegible] | 8,000 | 10,700 | ... | ... |
| Gulfland | [illegible] | 7,000 | ... | ... | ... |
| Gulfight | [illegible] | 7,000 | ... | ... | ... |
| Gulfmaid | [illegible] | 7,000 | ... | ... | ... |
| Gulfol | [illegible] | 7,000 | ... | ... | ... |
| Gulfpoint | [illegible] | 10,100 | ... | ... | ... |
| Gulfprince | [illegible] | 8,000 | 10,700 | ... | ... |
| Gulfquay | [illegible] | 8,000 | ... | ... | ... |
| Gulfstar | [illegible] | 10,000 | ... | ... | ... |
| Gulfstream | [illegible] | 7,000 | ... | ... | ... |
| Gulftrade | [illegible] | 10,100 | 1,000 | ... | ... |
| Gulfwing | [illegible] | 10,000 | ... | ... | ... |
| Gulkeny | [illegible] | 2,000 | ... | 84 | 90 |
| Gull | [illegible] | 4,100 | 20,000 | 200 | 600 |
| Gulleur | [illegible] | 700 | ... | 30 | 40 |
| Gullberg | [illegible] | 800 | 4,000 | 40 | 40 |
| Gullpool | [illegible] | 8,000 | 11,000 | 100 | 400 |
| Gulzow | [illegible] | 1,700 | ... | 90 | ... |
| Gumersindo Zuiguera | [illegible] | 4,700 | 10,500 | 270 | 300 |
| Gunborg | [illegible] | 3,900 | 6,100 | 200 | 190 |
| Gunda | [illegible] | 3,600 | 10,300 | 300 | 400 |
| Gunda | [illegible] | 3,000 | 7,000 | 200 | 400 |
| Gundong Bogwell | [illegible] | 3,000 | 10,000 | 110 | 400 |
| Gundar | [illegible] | 4,000 | 10,000 | ... | ... |
| Gundala | [illegible] | 8,700 | 27,000 | 600 | 400 |
| Gunguer | [illegible] | 3,000 | 21,000 | 400 | 500 |
| Gunhild | [illegible] | 1,000 | 4,000 | 30 | ... |
| Gunhild | [illegible] | 1,000 | 4,000 | 30 | 30 |
| Gunlig | [illegible] | 4,000 | 3,000 | 90 | 90 |
| Gunner | [illegible] | 1,700 | 6,200 | 70 | 70 |
| Gunner | [illegible] | 1,700 | 4,000 | 80 | 90 |
| Gunnarre | [illegible] | 4,000 | ... | 300 | 300 |
| Gunnel | [illegible] | 6,000 | 8,000 | 300 | 400 |
| Gunny | [illegible] | 3,000 | 8,000 | 200 | 100 |
| Gunrill | [illegible] | 3,000 | ... | 90 | ... |
| Gunver | [illegible] | 1,000 | 4,000 | 90 | 70 |
| Gurtn | [illegible] | 9,000 | 14,000 | 400 | 800 |
| Gustaf Adolf | [illegible] | 1,400 | 13,000 | 60 | 60 |
| Gustaf E. Broker | [illegible] | 9,000 | ... | ... | ... |
| Gustaf Wasa | [illegible] | 2,000 | ... | 110 | 100 |
| Gustaf Wasa | [illegible] | 600 | 2,000 | 20 | 20 |
| Gustav Diederichsen | [illegible] | 9,000 | 14,000 | 400 | 600 |
| Gustav Schindler | [illegible] | 2,000 | ... | ... | ... |
| Gyrene | [illegible] | 4,000 | 16,000 | ... | 100 |
| Gyda | [illegible] | 5,000 | ... | 100 | 100 |
| Gyde | [illegible] | 9,000 | ... | ... | ... |
| Gymerto | [illegible] | 8,000 | 40,000 | 500 | ... |
| Gyneth Mora | [illegible] | 8,000 | 20,000 | 400 | 400 |

D.W.C. — Le port en lourd approximatif des navires en tonnes de 2,240 lbs. (1016 kilos.) pour cargaison et charbon de soute, chaudières au franc-bord d'été en eau salée.

P.B. — La capacité approximative en pieds cubes des soutes (bas, moyens, hors membrures et du dessus de vaigrage au dessus des barres).

Capacité pour Grains. — Le volume des cales en millièmes de pieds cubes, moyens hors membrures et du dessus de vaigrage, au dessus des barres, y compris les tonnelles.

Capacité pour Balles et Cubes. — Le volume des cales en millièmes de pieds cubes, moyen en dedans des bâtes et du dessus de vaigrage au dessus des barres, y compris les tonnelles.

Pour les Navires à Installation Frigorifique le volume des cales est pris après la pose du revêtement isolant.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for the correctness.)*

| Name of Vessel. | Year of Build. | D.W.C. of cargo and bunkers. | Cubic Capacity. In bulk. | Cubic Capacity. In thousands of cubic feet. | |
|---|---|---|---|---|---|
| | | | F.B. | Grain. | Bale. |
| H. C. Folger | 1919 | 11,[illegible] | [illegible] | | |
| H. F. Alexander | 1918 | 2,[illegible] | | | 147 |
| H. H. Rogers | 1918 | 11,900 | | | |
| H. J. Kyvig | 1921 | 1,[illegible] | | 80 | 72 |
| H. M. Flagler | 1919 | 11,700 | | | |
| H. M. Storey | 1921 | 12,[illegible] | | | |
| H. T. Harper | 1921 | 4,[illegible] | | | |
| H. W. Barber | 1919 | 1,[illegible] | | | |
| Haakon Jarl | 1920 | 1,[illegible] | [illegible] | 87 | 72 |
| Haarlagre | 1918 | 3,[illegible] | 3,[illegible] | 190 | 160 |
| Haarlem | 1920 | 3,[illegible] | 3,[illegible] | 252 | 222 |
| Haarlem | 1917 | 1,[illegible] | 12,[illegible] | [illegible] | |
| Habana | 1921 | 6,[illegible] | 21,[illegible] | 290 | 232 |
| Hachiro Maru | 1921 | 3,[illegible] | 23,[illegible] | 174 | 156 |
| Hada County | 1921 | 8,[illegible] | 29,[illegible] | 113 | 113 |
| Hadjiotis | 1920 | 8,[illegible] | 20,[illegible] | 180 | 151 |
| Hadleigh | 1920 | 10,[illegible] | 19,[illegible] | 111 | 111 |
| Hadnal | 1919 | 9,[illegible] | | | |
| Hadrian | 1921 | 1,[illegible] | 2,[illegible] | [illegible] | 30 |
| Hafnerid | 1921 | 2,[illegible] | 3,[illegible] | 111 | 111 |
| Hafnia | 1920 | 2,[illegible] | | | |
| Hafnia | 1918 | 1,[illegible] | | | 69 |
| Hafkor | 1921 | 2,[illegible] | | | 57 |
| Hags | 1918 | 6,100 | | 88 | |
| Hagen | 1918 | 8,[illegible] | | | |
| Hagen | 1921 | 9,[illegible] | 10,[illegible] | 110 | 190 |
| Haghra | 1917 | 931 | 1,[illegible] | 41 | 34 |
| Haggregate | 1918 | 8,[illegible] | 11,[illegible] | 194 | 154 |
| Hagno | 1919 | 4,[illegible] | 10,[illegible] | 202 | 176 |
| Hagood | 1919 | 10,100 | | | |
| Hague | 1919 | 1,[illegible] | 13,[illegible] | | |
| Hague Maru | 1920 | 6,[illegible] | 14,[illegible] | 611 | 612 |
| Hagura Maru | 1920 | 3,[illegible] | 11,[illegible] | 290 | 265 |
| Hahira | 1920 | 10,[illegible] | 41,[illegible] | | |
| Hai Chow | 1906 | 1,[illegible] | 7,[illegible] | 96 | 89 |
| Hai Hing | 1920 | 8,[illegible] | | 178 | 162 |
| Hai Ping | 1907 | 3,[illegible] | 13,[illegible] | 139 | 133 |
| Hai Shang | 1914 | 8,[illegible] | 9,[illegible] | 271 | 233 |
| Hai Shen | 1907 | 3,[illegible] | 13,[illegible] | | |
| Haibing | 1908 | 3,[illegible] | 9,[illegible] | 129 | 117 |
| Haibori | 1920 | 3,[illegible] | 8,[illegible] | [illegible] | [illegible] |
| Haig Rose | 1920 | 1,[illegible] | | | |
| Haimon | 1917 | 8,[illegible] | 27,[illegible] | [illegible] | [illegible] |
| Haipa | 1918 | 1,[illegible] | | 32 | |
| Haiyang | 1919 | 3,[illegible] | 10,[illegible] | 132 | 131 |
| Hakefjord | 1907 | 1,[illegible] | | [illegible] | [illegible] |
| Hakkai Maru | 1919 | 7,[illegible] | 13,[illegible] | 247 | 202 |
| Hakodate Maru | 1919 | 8,[illegible] | 13,[illegible] | 144 | 196 |
| Hakone Maru | 1921 | 11,[illegible] | 27,[illegible] | | |
| Hakonosen Maru | 1919 | 9,[illegible] | | 129 | 179 |
| Hakusaki Maru | 1922 | 11,[illegible] | | | |
| Hakusi Maru | 1918 | 2,[illegible] | 16,[illegible] | | |
| Hakuhasan Maru | 1920 | 9,[illegible] | | 324 | 440 |
| Hakusan Maru | 1921 | 11,[illegible] | [illegible] | 340 | 420 |
| Hakusan Maru | 1920 | 3,[illegible] | 14,[illegible] | 112 | 102 |
| Hakushika Maru | 1917 | 11,[illegible] | 27,[illegible] | 159 | 121 |
| Hakushin Maru | 1914 | 2,[illegible] | 7,[illegible] | 84 | 67 |
| Hakutaisei Maru | 1918 | 11,[illegible] | 27,[illegible] | 524 | 447 |
| Hakutetsu Maru No. 7 | 1921 | 1,[illegible] | 8,[illegible] | 32 | 27 |
| Hakyo Maru | 1920 | 592 | | | |
| Halbeath | 1921 | 3,[illegible] | 9,[illegible] | 181 | |
| Haldin | 1920 | 2,[illegible] | | 112 | |
| Halewise | 1919 | 7,[illegible] | 21,[illegible] | 402 | 372 |
| Halfdan | 1919 | 2,[illegible] | 4,[illegible] | 117 | 119 |
| Halistis | 1921 | 2,[illegible] | | | |
| Hallasey | 1920 | 8,[illegible] | 23,[illegible] | 196 | 204 |
| Halland | 1919 | 3,[illegible] | 5,[illegible] | 179 | 96 |
| Hallanger | 1919 | 12,[illegible] | | | |
| Hallanza | 1919 | 3,[illegible] | | 191 | 179 |
| Haller | 1921 | 2,[illegible] | 10,[illegible] | 136 | 111 |

| Name of Vessel. | Year of Build. | D.W.C. of cargo and bunkers. | Cubic Capacity. In bulk. | Cubic Capacity. In thousands of cubic feet. | |
|---|---|---|---|---|---|
| | | | F.B. | Grain. | Bale. |
| Halle | 1921 | 9,[illegible] | [illegible] | 119 | 101 |
| Hallingdal | 1920 | 1,[illegible] | | [illegible] | [illegible] |
| Halo | 1920 | 10,[illegible] | | | |
| Halo | 1919 | 2,[illegible] | | | |
| Halse | 1916 | 8,[illegible] | | 196 | 171 |
| Halsey | 1920 | 10,[illegible] | | | |
| Halsta | 1914 | 800 | 2,[illegible] | | |
| Halvard Brett | 1921 | 1,[illegible] | 1,[illegible] | 79 | 77 |
| Halvfan | 1921 | 2,[illegible] | | 97 | 97 |
| Hamburg Maru | 1920 | 8,[illegible] | 11,[illegible] | 411 | 371 |
| Hamburgo | 1920 | 1,[illegible] | | | 77 |
| Hamdale | 1919 | 8,[illegible] | 13,[illegible] | 542 | 467 |
| Hamla | 1920 | 7,[illegible] | 22,[illegible] | 349 | 334 |
| Hamlin F. McCormick | 1919 | 1,247 | 4,[illegible] | 203 | 220 |
| Hamon | 1920 | 8,[illegible] | 31,[illegible] | 347 | |
| Hammarn | 1920 | 3,[illegible] | | 334 | 304 |
| Hammershus | 1920 | 8,[illegible] | 16,[illegible] | 307 | 344 |
| Hampden | 1919 | 7,[illegible] | 16,[illegible] | 309 | |
| Hampshire Coast | 1919 | 1,[illegible] | 4,[illegible] | 49 | 41 |
| Hampton Roads | 1920 | 4,[illegible] | | 192 | 190 |
| Hamsterley | 1920 | 3,[illegible] | 14,[illegible] | 157 | 191 |
| Hanasaki Maru | 1921 | 2,[illegible] | 5,[illegible] | | |
| Hanau | 1921 | 9,[illegible] | 30,[illegible] | 127 | 194 |
| Handong | 1921 | 8,[illegible] | | 312 | 209 |
| Hang Hing | 1921 | 9,[illegible] | 22,[illegible] | 115 | 199 |
| Hankow Maru | 1919 | 6,[illegible] | 23,[illegible] | 296 | 272 |
| Hanley | 1920 | 11,[illegible] | | | |
| Hanna Gorda | 1920 | 5,[illegible] | | 323 | 141 |
| Hannah | 1919 | 1,[illegible] | | 20 | |
| Hannington Court | 1922 | 8,[illegible] | | | |
| Hanover | 1919 | 8,[illegible] | 42,[illegible] | 469 | 412 |
| Hanso | 1920 | 8,[illegible] | 19,[illegible] | 130 | 121 |
| Hanover | 1920 | 10,[illegible] | | 329 | 330 |
| Hans Arp | 1920 | 3,[illegible] | 8,[illegible] | 219 | 224 |
| Hans Brage | 1922 | 3,[illegible] | 17,[illegible] | 176 | 169 |
| Hans Carl | 1919 | 220 | 1,[illegible] | 74 | 22 |
| Hans Egede | 1920 | 720 | 4,[illegible] | 36 | 37 |
| Hans Lonsdorfd | 1921 | 8,[illegible] | | 169 | 90 |
| Hans Marek | 1916 | 3,[illegible] | 8,[illegible] | | 112 |
| Hans Tavera | 1919 | 3,[illegible] | 12,[illegible] | 132 | 111 |
| Hansa | 1920 | 7,[illegible] | | | |
| Hansa | 1917 | 3,[illegible] | 3,[illegible] | 106 | 99 |
| Hanse | 1920 | 1,[illegible] | 7,[illegible] | 80 | 84 |
| Hansburg | 1921 | 3,[illegible] | 11,[illegible] | 214 | 204 |
| Hansemat | 1920 | 11,[illegible] | | | |
| Hanse | 1921 | 1,[illegible] | 11,[illegible] | 80 | 93 |
| Hapurnada | 1922 | 1,[illegible] | | 59 | 33 |
| Haruda Maru | 1922 | 8,[illegible] | 17,[illegible] | 191 | |
| Haruda Maru No. 7 | 1917 | 1,[illegible] | 3,[illegible] | 92 | 80 |
| Harald | 1920 | 1,[illegible] | 7,[illegible] | 132 | 177 |
| Haraldsvang | 1921 | 1,[illegible] | | 212 | 244 |
| Harberton | 1920 | 4,[illegible] | 13,[illegible] | 174 | 143 |
| Harcourt | 1920 | 2,[illegible] | 9,[illegible] | 117 | |
| Hardenberg | 1922 | 3,[illegible] | | 273 | 214 |
| Hardwicke Grange | 1921 | 8,[illegible] | | 321 | |
| Hardy | 1919 | 1,[illegible] | 4,[illegible] | 82 | 80 |
| Harendhill | 1919 | 4,[illegible] | 3,[illegible] | 400 | 432 |
| Harlaw | 1919 | 4,[illegible] | 5,[illegible] | | 94 |
| Harlyn | 1921 | 8,[illegible] | 9,[illegible] | 132 | 132 |
| Harmatian | 1920 | 8,[illegible] | 24,[illegible] | 461 | 424 |
| Harmodius | 1919 | 4,[illegible] | 18,[illegible] | 430 | 394 |
| Harmonic | 1920 | 8,[illegible] | 24,[illegible] | 461 | 424 |
| Harmonides | 1920 | 8,[illegible] | 18,[illegible] | 430 | 394 |
| Harmony | 1921 | 1,[illegible] | 1,[illegible] | | |
| Harold Walker | 1921 | 11,[illegible] | 18,[illegible] | | |
| Harpa | 1921 | 3,[illegible] | | | |
| Harpagus | 1920 | 8,[illegible] | 27,[illegible] | 419 | 422 |
| Harpalyce | 1920 | 8,[illegible] | 27,[illegible] | 419 | 422 |
| Harpalion | 1920 | 8,[illegible] | 21,[illegible] | 461 | 421 |
| Harpefjell | 1920 | 3,[illegible] | 9,[illegible] | 180 | |

D.W.C.—The approximate deadweight capacity in tons of 2,240lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

F.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of cargo spaces are taken after fitting insulation.

**Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.**

*(Ces renseignements sont donnés d'après l'autorité des Armateurs, sont partiels et comme approximativement exacts. Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom du Navire | Année de construction | D.W.C. — Port en lourd approximatif en tonnes | Capacité en balles — En pieds cubes — P.S. — Pieds cubes | Capacité en balles — En mètres et pieds — Mètres | Capacité en balles — En mètres et pieds — Pieds |
|---|---|---|---|---|---|
| Harpendene | 1920 | 8,000 | 11,111 | 400 | 422 |
| Harperley | 1920 | 8,000 | 10,111 | 416 | 402 |
| Harpon | 1907 | 8,000 | 10,114 | 111 | 333 |
| Harpoon | 1920 | 9,400 | — | — | — |
| Harriet | 1902 | 1,000 | 1,100 | 111 | 33 |
| Harrisburg | 1918 | 1,000 | — | 60 | 22 |
| Harrogate | 1901 | 1,000 | 1,150 | 117 | 37 |
| Harry Brown | 1918 | 5,500 | 12,711 | 441 | — |
| Harry G. Seidel | 1920 | 17,400 | — | — | — |
| Harry Luckenbach | 1919 | 13,500 | 17,700 | 600 | 500 |
| Harry Yates | 1919 | 10,800 | — | — | — |
| Hartbridge | 1907 | 8,000 | 11,000 | 512 | 140 |
| Hartfield | 1919 | 8,000 | 11,100 | 400 | 125 |
| Hartmile | 1904 | 4,500 | 7,140 | 340 | 117 |
| Haruna Maru | 1920 | 11,400 | 17,200 | — | — |
| Haruna Maru | 1920 | 4,800 | 11,000 | 410 | 230 |
| Harvester | 1920 | 9,300 | — | — | — |
| Hashemi | 1919 | 700 | 3,400 | 70 | 29 |
| Hasselburg | 1917 | 1,000 | 10,000 | 40 | 30 |
| Hasting | 1918 | 1,000 | — | 40 | — |
| Hatarasu | 1917 | 10,400 | 12,200 | 520 | 110 |
| Hatsan | 1920 | 8,000 | 11,100 | 500 | 111 |
| Hatsuzuru | 1918 | 10,000 | 8,100 | 500 | 114 |
| Hatsuzuru | 1918 | 11,000 | 10,000 | 500 | 100 |
| Hatshole | 1917 | 9,000 | 20,700 | 440 | 110 |
| Hattorsa | 1917 | 7,400 | 21,900 | — | 500 |
| Haugar | 1900 | 2,000 | — | 140 | 100 |
| Haugesund | 1921 | 10,000 | 18,700 | 500 | 500 |
| Haukefjell | 1921 | 6,100 | 11,300 | 190 | — |
| Haulerwijk | 1904 | 3,100 | 10,000 | 400 | 111 |
| Haurakl | 1907 | 10,000 | — | — | 110 |
| Havana | 1907 | 6,300 | — | 171 | 111 |
| Havana Maru | 1900 | 8,700 | 14,200 | 410 | 400 |
| Havbor | 1900 | 11,400 | — | — | — |
| Havbore | 1919 | 5,000 | — | 410 | 90 |
| Havdrot | 1906 | 3,100 | — | 110 | 110 |
| Havel | 1899 | 10,700 | — | 600 | 400 |
| Havelland | 1921 | 9,000 | 16,100 | 500 | 400 |
| Havfru | 1921 | 11,000 | — | — | — |
| Havmestar | 1919 | 700 | 4,400 | 40 | 30 |
| Havölar | 1917 | 7,000 | 10,400 | — | 300 |
| Havsky | 1919 | 1,300 | — | 12 | — |
| Havsla | 1900 | 2,400 | 4,600 | 110 | — |
| Havö | 1911 | 7,000 | — | 410 | 300 |
| Havors | 1902 | 8,000 | 7,700 | 110 | — |
| Havre | 1904 | 8,100 | — | — | — |
| Havre Maru | 1920 | 8,700 | 11,000 | 440 | 400 |
| Haves | 1900 | 3,100 | 3,200 | 120 | 110 |
| Haveses | 1920 | 9,400 | — | — | — |
| Haweian | 1919 | 8,300 | 3,200 | 120 | 100 |
| Hawaiian Standard | 1921 | 1,000 | — | — | — |
| Hawkings | 1919 | 6,000 | 9,400 | 300 | 100 |
| Hayle | 1900 | 300 | 1,300 | 11 | — |
| Haytor | 1905 | 1,300 | 4,300 | 70 | 40 |
| Haiwatha | 1919 | 9,100 | 10,110 | 400 | 400 |
| Hazelwood | 1917 | 8,000 | 10,100 | 500 | 300 |
| Hatchfield | 1919 | 8,300 | 11,000 | 400 | 400 |
| Hatchwater | 1907 | 8,000 | 2,000 | 300 | 300 |
| Hebble | 1904 | 1,000 | 6,000 | 61 | — |
| Hebburn | 1904 | 4,400 | 10,300 | 300 | — |
| Hebe | 1900 | 2,000 | 7,200 | 300 | — |
| Hebe | 1908 | 1,700 | 3,400 | 120 | 110 |
| Hebe | 1905 | 1,000 | — | 40 | — |
| Hebe | 1903 | 900 | 3,000 | 60 | 30 |
| Hebe | 1906 | 800 | — | — | — |
| Hecht | 1904 | 1,300 | 6,400 | 70 | 30 |
| Heckmee | 1908 | 1,200 | 3,100 | 30 | 20 |
| Hector | 1904 | 11,200 | — | 800 | 300 |
| Hedda | 1900 | 3,000 | 10,000 | 110 | 30 |
| Hedderaheim | 1921 | 7,800 | 10,700 | 400 | 300 |

| Nom du Navire | Année de construction | D.W.C. — Port en lourd approximatif en tonnes | Capacité en balles — En pieds cubes — P.S. — Pieds cubes | Capacité en balles — En mètres et pieds — Mètres | Capacité en balles — En mètres et pieds — Pieds |
|---|---|---|---|---|---|
| Hedrun | 1905 | 4,200 | 12,300 | 200 | 300 |
| Hedwig | 1905 | 3,400 | 12,600 | 120 | 110 |
| Heemskerk | 1918 | 3,000 | 11,200 | — | 300 |
| Heffron | 1918 | 9,000 | — | 300 | 300 |
| Hegira | 1919 | 11,000 | — | 300 | 400 |
| Heian Maru | 1920 | 10,000 | — | 400 | 400 |
| Heian Maru | 1921 | 8,000 | 11,000 | 300 | 300 |
| Heidelberg | 1921 | 9,200 | — | 300 | 300 |
| Heinz | 1900 | 1,000 | 4,300 | 30 | 40 |
| Heijin Maru | 1919 | 4,000 | 12,000 | 300 | 300 |
| Heijin Maru | 1919 | 3,200 | 3,100 | — | — |
| Helle | 1921 | 1,000 | — | 40 | 70 |
| Helmdal | 1901 | 3,300 | — | 100 | 100 |
| Helmdal | 1914 | 900 | 10,000 | 40 | 40 |
| Helmei Maru | 1919 | 8,000 | 10,000 | 300 | 300 |
| Helmerort | 1920 | 8,700 | — | 300 | 300 |
| Helma | 1900 | 1,200 | — | 400 | 300 |
| Helmas Maru | 1919 | 8,000 | 12,000 | 300 | 300 |
| Helmrich Arp | 1920 | 6,400 | 8,100 | 300 | 300 |
| Helmrich Grossmerwart | 1911 | 800 | 3,100 | 30 | 40 |
| Helmrich Pohlen | 1921 | 4,200 | 7,200 | 200 | 200 |
| Helmrich Schmidt | 1909 | 8,400 | 11,400 | 300 | 300 |
| Helmrich v Blohmann | 1900 | 17,400 | — | — | — |
| Helms Harp | 1900 | 3,100 | — | 300 | 300 |
| Helms W. Kunstmann | 1900 | 4,400 | 3,200 | 300 | 300 |
| Helre | 1917 | 1,200 | 4,400 | 60 | 60 |
| Helryo Maru | 1919 | 2,000 | 8,000 | 30 | — |
| Helyei Maru No. 6 | 1919 | 700 | — | 20 | — |
| Helyei Maru No. 7 | 1919 | 7,000 | — | 300 | 300 |
| Helyei Maru No. 13 | 1920 | 8,700 | 12,000 | 300 | 300 |
| Hekla | 1907 | 1,400 | — | 30 | 30 |
| Hektor | 1921 | 8,000 | 17,000 | 300 | 300 |
| Hekturta | 1920 | 15,400 | 10,000 | — | 400 |
| Helbion | 1900 | 3,000 | 14,700 | — | 300 |
| Helcion | 1914 | 8,300 | — | — | — |
| Helder | 1900 | 8,100 | — | 300 | 300 |
| Helder | 1900 | 1,400 | 10,000 | 80 | 60 |
| Helen | 1900 | 8,900 | 10,100 | — | 400 |
| Helen Whitney | 1900 | 8,100 | — | 400 | 400 |
| Helena Fastbanne | 1900 | 7,000 | 10,000 | 300 | 300 |
| Helena Lopez | 1900 | 7,000 | 12,300 | 370 | 300 |
| Helena | 1900 | 2,000 | 11,000 | 300 | 300 |
| Helenas | 1900 | 8,700 | 14,200 | — | 300 |
| Helga Bilge | 1900 | 8,300 | 8,800 | 300 | 300 |
| Helge | 1900 | 8,700 | 11,000 | 300 | 300 |
| Helios | 1900 | 3,200 | 10,000 | 300 | 300 |
| Helios | 1900 | 3,300 | 10,000 | 300 | — |
| Helios | 1900 | 3,300 | — | — | — |
| Helle | 1900 | 1,000 | 4,000 | 30 | — |
| Helka | 1900 | 4,000 | 10,000 | 300 | — |
| Helle | 1900 | 3,700 | 8,000 | 300 | 300 |
| Helles | 1900 | 8,000 | 12,000 | 300 | 300 |
| Helmale | 1900 | 8,100 | 13,000 | 300 | 300 |
| Helmg Otto | 1900 | 8,200 | 11,000 | 300 | 300 |
| Helmond | 1900 | 7,400 | 10,000 | 80 | 30 |
| Helmsdale | 1900 | 700 | 1,000 | 40 | 30 |
| Helmsley | 1900 | 9,200 | 1,300 | 400 | 300 |
| Helmsdale | 1900 | 7,300 | 10,000 | 300 | 300 |
| Helmwood | 1900 | 8,000 | 11,000 | 300 | — |
| Helmut | 1900 | 8,000 | 10,000 | 300 | 300 |
| Helmut | 1900 | 3,000 | — | 300 | 300 |
| Hong-Ohan | 1917 | 3,400 | 7,000 | 100 | 100 |
| Hongtet | 1920 | 1,200 | 12,000 | 80 | 60 |
| Hanning Ji | 1904 | — | — | 100 | 100 |
| Henri Dotnas | 1900 | 3,200 | 12,700 | 80 | — |
| Henri Dumarais | 1900 | 8,100 | 10,000 | — | — |
| Henri Jaspar | 1900 | 8,200 | 10,000 | 300 | 300 |
| Henri Mory | 1900 | 3,400 | — | 100 | — |
| Henrik | 1900 | 3,000 | — | 40 | 40 |
| Henrik Ibsen | 1900 | 7,400 | 10,000 | 400 | 300 |

D.W.C. — Le port en lourd approximatif du navire en tonnes de 2,240 lb. (1016 kilos.) pour cargaison et charbon de soute, chargement au franc-bord d'été en eau salée.

P.S. — La capacité approximative en pieds cubes des soutes fixes, moteurs leurs soutes et du dessus de voiturage au dessus des barres.

Capacité pour Grains. — Le volume des cales en mètres du pieds cubes, moteurs leurs soutes et du dessus de voiturage au dessus des barres, y compris les coutilles.

Capacité pour Balles ou Cubes. — Le volume des cales en mètres du pieds cubes, moteurs en dedans des barres et du dessus de voiturage au dessus des barres, y compris les coutilles.

Pour les Navires à Installation Frigorifique le volume des cales est pris après la pose des revêtements isolants.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Date of Build. | D.W.C. of cargo and bunkers. | Cubic Capacity. In bulk. P.B. | Cubic Capacity. In thousands of feet. Grain. | Cubic Capacity. In thousands of feet. Bale. |
|---|---|---|---|---|---|
| Henry | 1907 | 800 | — | 24 | — |
| Henry Clay | 1918 | 10,300 | 30,995 | 321 | 327 |
| Henry D. Whitin | 1901 | 7,300 | 20,422 | 314 | 331 |
| Henry Dupont | 1922 | 14,187 | — | — | — |
| Henry Ford II | 1924 | 12,000 | 35,000 | 600 | 560 |
| Henry Hess | 1924 | 6,000 | — | — | — |
| Henry Keswick | 1921 | 500 | 16,300 | — | 35 |
| Henry Lutgens | 1920 | 2,000 | 10,232 | 112 | 106 |
| Henry R. Dawes | 1918 | 7,300 | 21,000 | — | — |
| Henry S. Grove | 1921 | 8,417 | 22,000 | 650 | 309 |
| Henry Stanley | 1909 | 1,650 | — | — | — |
| Henry Tegner | 1913 | 3,050 | 8,424 | 191 | 118 |
| Henry Ward | 1922 | 1,150 | 3,800 | — | — |
| Heranda | 1909 | 8,000 | 23,500 | — | 372 |
| Hera | 1902 | 3,124 | — | 96 | — |
| Heraklides | 1910 | 12,000 | 42,340 | 741 | 691 |
| Herakleia | 1922 | 5,304 | 11,300 | 150 | 148 |
| Herakles | 1910 | 7,300 | 23,300 | 374 | 352 |
| Herangar | 1920 | 8,300 | — | 470 | 410 |
| Herbert G. Wylie | 1912 | 8,000 | 27,000 | — | — |
| Herbert L. Pratt | 1918 | 10,122 | 40,000 | — | — |
| Herbjørn | 1929 | 11,000 | — | — | — |
| Hercules | 1903 | 6,650 | 15,000 | 258 | 320 |
| Hercules | 1909 | 4,220 | 10,730 | 190 | 219 |
| Hercules | 1914 | 8,150 | 22,000 | 347 | 330 |
| Herdsfield | 1898 | 1,300 | — | — | 93 |
| Herefordshire | 1905 | 8,200 | 16,000 | — | 342 |
| Herlas | 1920 | 1,250 | — | 57 | — |
| Herlofa | 1913 | 8,000 | 16,400 | 149 | 156 |
| Hermada | 1907 | 7,100 | 11,300 | 401 | 440 |
| Herman F. Whitin | 1919 | 9,624 | 21,000 | 440 | 432 |
| Herman French | 1909 | 7,394 | 11,322 | 274 | 313 |
| Hermann | 1902 | 540 | 2,031 | 40 | 34 |
| Hermes | 1914 | 5,078 | — | — | — |
| Hermes | 1890 | 4,520 | 4,905 | 259 | 362 |
| Hermes | 1920 | 4,520 | 10,726 | 229 | 446 |
| Hermes | 1909 | 1,400 | 3,622 | 74 | — |
| Hermione | 1909 | 7,500 | — | — | — |
| Hernod | 1925 | 2,300 | 10,250 | 116 | 111 |
| Herna | 1918 | 800 | 3,050 | — | 62 |
| Herolmand | 1901 | 1,400 | — | — | 81 |
| Hero | 1919 | 2,000 | — | — | 91 |
| Hero | 1921 | 1,400 | 3,100 | 80 | 75 |
| Heron | 1919 | 8,420 | — | — | — |
| Heron | 1905 | 2,750 | 11,600 | 335 | 651 |
| Heron | 1920 | 1,000 | 2,900 | — | 100 |
| Heron | 1879 | 1,200 | — | — | — |
| Herrin | 1917 | 2,100 | — | — | — |
| Herrin Maersk | 1920 | 2,400 | 11,278 | 128 | 177 |
| Herval | 1920 | 1,600 | 3,670 | 102 | 178 |
| Hervar | 1921 | 2,000 | — | 87 | 67 |
| Hesione | 1915 | 7,500 | 46,500 | 403 | 503 |
| Hesperia | 1919 | 6,000 | 21,100 | 416 | 377 |
| Hesperides | 1919 | 8,000 | 21,300 | 460 | 378 |
| Hesperus | 1921 | 8,618 | 24,400 | 314 | 339 |
| Hessa | 1919 | 3,500 | 8,233 | 185 | 178 |
| Hessen | 1922 | 11,350 | 33,471 | 283 | 524 |
| Hesta | 1909 | 4,270 | 10,126 | 190 | 168 |
| Hestmanden | 1911 | 1,200 | 6,210 | 61 | 56 |
| Heston | 1920 | 4,150 | 19,000 | 202 | 196 |
| Heworth | 1921 | 4,215 | 15,630 | 222 | 216 |
| Hibernia | 1920 | 1,200 | 5,500 | 100 | 90 |
| Hide Maru | 1920 | — | — | 412 | 316 |
| Hidefjord | 1920 | 11,200 | — | — | — |
| Highcliffe | 1917 | 6,300 | 19,300 | 329 | 300 |
| Highfield | 1918 | 4,300 | 8,000 | 91 | 93 |
| Highland Brigade | 1919 | 9,017 | — | — | 377 |
| Highland Chieftain | 1919 | 9,020 | — | — | 370 |
| Highland Coast | 1918 | 1,370 | 3,900 | — | 61 |
| Highland Monarch | 1919 | 9,070 | — | — | 377 |

| Name of Vessel. | Date of Build. | D.W.C. of cargo and bunkers. | Cubic Capacity. In bulk. P.B. | Cubic Capacity. In thousands of feet. Grain. | Cubic Capacity. In thousands of feet. Bale. |
|---|---|---|---|---|---|
| Highland Patriot | 1920 | 9,000 | — | — | 412 |
| Highland Prince | 1919 | 7,600 | 21,900 | 401 | 393 |
| Highland Warrior | 1920 | 10,000 | 76,000 | 441 | 410 |
| Highlander | 1918 | 900 | 3,239 | 76 | — |
| Highlee | 1920 | 2,300 | — | 432 | 373 |
| Hikawa Maru | 1899 | 10,000 | — | 434 | 469 |
| Hilary | 1921 | 5,750 | 22,212 | 291 | 279 |
| Hild | 1919 | 2,200 | 10,170 | 94 | 80 |
| Hilda | 1923 | 1,064 | 1,254 | 84 | 93 |
| Hilda Knudsen | 1920 | 14,100 | — | — | — |
| Hilde | 1920 | 9,500 | — | 135 | 130 |
| Hilde | 1904 | 1,900 | — | 100 | — |
| Hilde | 1907 | 750 | 3,086 | 31 | 35 |
| Hildebrand | 1911 | 8,600 | 24,600 | 156 | 344 |
| Hildegard | 1906 | 8,240 | 17,213 | 319 | 262 |
| Hildegunn | 1916 | 2,800 | — | 116 | 142 |
| Hilfers | 1920 | 2,455 | 8,272 | 100 | — |
| Hilma | 1911 | 8,900 | 24,190 | 248 | 222 |
| Himalaya | 1918 | 8,200 | — | — | 422 |
| Hin Sang | 1905 | 5,296 | 8,443 | 203 | 228 |
| Hinckley | 1920 | 7,633 | 24,800 | 300 | 250 |
| Hindanger | 1919 | 6,500 | — | 325 | 360 |
| Hindpool | 1919 | 8,650 | 9,132 | 495 | 445 |
| Hindskolm | 1918 | 2,170 | 5,700 | 104 | 150 |
| Hindustan | 1919 | 8,200 | 31,741 | 436 | 398 |
| Hinnoy | 1920 | 6,550 | — | 349 | 354 |
| Hino Maru | 1920 | 4,253 | — | 216 | 193 |
| Hinrich Peters | 1909 | 1,600 | — | 73 | 68 |
| Hiram | 1895 | 3,150 | 12,370 | 474 | 415 |
| Hirano Maru | 1914 | 1,300 | — | 75 | — |
| Hird | 1918 | 8,300 | — | — | — |
| Hiro Maru | 1907 | 650 | 3,300 | 34 | 13 |
| Hirondelle | 1905 | 1,132 | 3,731 | 91 | 69 |
| Hirondo | 1908 | 3,100 | 12,570 | 176 | 152 |
| Hisayoshi Maru | 1908 | 1,200 | 9,465 | 22 | — |
| Hiyama Maru | 1919 | 6,414 | 18,857 | 304 | 321 |
| Hiyoshi Maru | 1918 | 3,000 | — | — | 142 |
| Hizen Maru | 1901 | 1,000 | — | 34 | — |
| Hjerthein | 1905 | 2,494 | 3,000 | 164 | 140 |
| Hobsons Bay | 1922 | 11,170 | — | 731 | 692 |
| Hochwart | 1926 | 3,500 | — | 170 | 160 |
| Hofuku Maru | 1919 | 9,007 | 29,600 | 449 | 411 |
| Hogger | 1922 | 5,250 | 30,000 | 259 | 234 |
| Hogland | 1911 | 7,000 | 21,000 | 306 | 325 |
| Hogstad | 1917 | 1,000 | 6,500 | 47 | 48 |
| Hohenfels | 1925 | 5,400 | 26,500 | 257 | 250 |
| Hohenstein | 1917 | 6,900 | 17,177 | 370 | 300 |
| Hokenstein | 1906 | 8,200 | — | — | 320 |
| Hokung | 1900 | 3,775 | — | — | — |
| Hojo Maru | 1920 | 3,433 | — | — | — |
| Hokkai Maru | 1904 | 2,100 | 17,126 | 139 | 247 |
| Hoko Maru | 1920 | 3,900 | 7,400 | — | — |
| Hokoku Maru | 1920 | 10,000 | — | 432 | 423 |
| Hokushin Maru | 1916 | 200 | 3,000 | 40 | — |
| Hokuto Maru | 1903 | 3,000 | 17,000 | 242 | — |
| Hokuyo Maru | 1919 | 5,650 | 19,600 | — | — |
| Holbrook | 1918 | 3,875 | 22,500 | 148 | 140 |
| Holbure Head | 1921 | 100 | 3,500 | 43 | — |
| Holland | 1919 | 1,950 | 10,450 | 112 | 108 |
| Holland | 1901 | 1,300 | 6,500 | 66 | 63 |
| Holland | 1923 | 1,000 | 3,528 | — | 67 |
| Holland Maru | 1920 | 9,000 | 28,600 | 448 | 412 |
| Holmdene | 1921 | 7,300 | — | — | — |
| Holmlea | 1909 | 6,100 | 8,029 | 460 | 434 |
| Holmwood | 1921 | 9,500 | 19,900 | 472 | 441 |
| Hologlen | 1918 | 600 | — | 29 | 29 |
| Holstein | 1911 | 8,500 | 42,250 | 454 | 460 |
| Holsteinia | 1904 | 1,120 | — | 63 | 73 |
| Holthe | 1899 | 4,200 | 16,000 | 329 | 340 |
| Holyhead | 1907 | 9,000 | 24,250 | 472 | 444 |

D.W.C.—The approximate deadweight capacity in tons, of 2,240lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

P.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of cargo spaces are taken after lining insulation.

**Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus avec indication approximative de leur port en lourd et de leur capacité cubique.**

*(Les renseignements sont donnés d'après l'autorité des Armateurs, sous réserve et comme approximativement exacts. Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom du Navire | Date de Construction | P.W.L. Port en lourd approximatif en tonnes | Capacité cubique. Pour grains. P.R. | Pour balles et ballots. Grains. | Balles. |
|---|---|---|---|---|---|
| Holywood | 1907 | 5,000 | 5,605 | 119 | — |
| Homeville | 1920 | 6,100 | 10,900 | 321 | 332 |
| Homefort | 1919 | 8,200 | 8,347 | 400 | 350 |
| Homefire | 1920 | 1,011 | 1,241 | 91 | 79 |
| Homefield | 1918 | 700 | — | 77 | — |
| Homerie | 1902 | 11,700 | 22,200 | — | 600 |
| Homemile | 1924 | 7,000 | 12,100 | 410 | 394 |
| Homewood | 1907 | 5,100 | 8,720 | 56 | 51 |
| Honfedel | 1917 | 5,000 | 10,400 | 199 | 222 |
| Honfleur | 1909 | 8,000 | 10,200 | — | 500 |
| Honfleur | 1913 | 5,000 | — | 93 | 92 |
| Hong Kong | 1909 | 6,000 | 10,400 | 355 | 304 |
| Honiton Mare | 1920 | 9,700 | 10,900 | 479 | 417 |
| Honor | 1919 | 8,250 | — | 917 | 420 |
| Honourable | 1901 | 5,000 | 7,400 | 320 | 214 |
| Hoorel | 1909 | 7,000 | 10,800 | 679 | 574 |
| Hooghly | 1911 | 8,748 | 16,000 | — | 410 |
| Hopland | 1918 | 1,747 | 9,004 | 99 | 90 |
| Hopkwood | 1920 | 8,200 | 10,000 | 420 | — |
| Hop | 1919 | 5,200 | 8,000 | 198 | 60 |
| Hop Sang | 1901 | 5,200 | 10,310 | 125 | 510 |
| Hopeway | 1909 | 6,750 | 12,870 | 340 | 514 |
| Hopedale | 1909 | 6,750 | 12,870 | 340 | 514 |
| Hopemount | 1920 | 11,210 | — | — | — |
| Hopetor | 1920 | 8,200 | 10,200 | 927 | 410 |
| Horsham | 1906 | 700 | — | — | — |
| Horton Lackenbach | 1919 | 10,000 | 10,000 | 841 | 370 |
| Horace E. Baxter | 1917 | 5,000 | — | — | — |
| Horal Mare | 1919 | 7,000 | 107,500 | 200 | 340 |
| Horatius | 1919 | 11,270 | 16,700 | — | 710 |
| Horeja | 1909 | 7,500 | 17,400 | 400 | 377 |
| Horden | 1919 | 9,000 | 16,300 | — | — |
| Horel Mare | 1907 | 400 | 5,500 | — | — |
| Horn Shell | 1921 | 11,500 | — | — | — |
| Horsekamb | 1919 | 5,500 | 11,600 | 199 | 190 |
| Horsel Mare | 1919 | 1,000 | — | — | — |
| Horsrata | 1924 | 11,400 | 76,300 | 735 | 600 |
| Horse | 1909 | 1,000 | 12,870 | 98 | 90 |
| Horseferry | 1900 | 1,500 | 3,600 | 93 | 90 |
| Horsley | 1901 | 8,300 | 15,170 | 310 | 141 |
| Horsa | 1900 | 8,200 | 14,171 | 93 | — |
| Horsag | 1902 | 8,700 | 32,111 | 340 | 300 |
| Horta Mare | 1909 | 5,000 | 10,407 | 161 | 110 |
| Hortensa | 1913 | 5,300 | — | — | 140 |
| Hors | 1912 | 500 | — | — | — |
| Horra | 1902 | 10,300 | 27,000 | 394 | 473 |
| Hostler | 1919 | 10,300 | — | — | — |
| Hosta | 1916 | 7,400 | 25,100 | 350 | 310 |
| Hosagar | 1920 | 6,000 | — | 400 | 494 |
| Hotelman Mare | 1919 | 8,011 | 10,914 | 477 | 400 |
| Hotsa Mare | 1914 | 1,700 | 5,300 | 73 | — |
| Hour | 1922 | 1,600 | 3,120 | 99 | 90 |
| Hou Tai Sing | 1909 | 5,300 | 10,000 | 113 | 100 |
| Hou Lee | 1916 | 1,200 | — | — | — |
| Hou Tsungsah | 1919 | 5,300 | 6,000 | — | 92 |
| Hou Chow | 1917 | 5,000 | 8,417 | 120 | 114 |
| Hu Ta | 1900 | 5,000 | — | 91 | — |
| Hu Ao | 1905 | 5,000 | — | — | 114 |
| Hua Shan | 1909 | 5,000 | — | 300 | 300 |
| Hua-Shan Mare | 1906 | 5,000 | 11,130 | 128 | 120 |
| Huelalai | 1920 | 5,000 | 21,700 | 90 | 86 |
| Huaso | 1906 | 5,700 | 27,100 | — | 120 |
| Huibantone | 1921 | 1,100 | 3,140 | 58 | 50 |
| Huhort | 1919 | 6,000 | 10,320 | 300 | 300 |
| Huhort Schafer | 1919 | 5,000 | — | 121 | — |
| Huikowil | 1908 | 1,000 | — | — | 90 |
| Hugo Fortunah | 1908 | 5,400 | 10,940 | 147 | 130 |
| Hugolin | 1919 | 10,800 | — | — | — |
| Hugonnet | 1919 | 10,800 | — | — | — |
| Hugonnet | 1899 | 5,000 | 9,430 | 150 | 132 |

| Nom du Navire | Date de Construction | P.W.L. Port en lourd approximatif en tonnes | Capacité cubique. Pour grains. P.R. | Pour balles et ballots. Grains. | Balles. |
|---|---|---|---|---|---|
| Hugueto | 1899 | 5,000 | 9,100 | 100 | 92 |
| Hulda Marsk | 1912 | 1,000 | 8,000 | 95 | 74 |
| Hulda Thorden | 1900 | 1,000 | — | 170 | 150 |
| Humber Arch | 1920 | 8,000 | 16,100 | 321 | 474 |
| Humbrage | 1909 | 400 | 8,300 | 80 | 50 |
| Hung Lee | 1902 | 900 | — | — | — |
| Hunnanworth | 1919 | 3,000 | 7,710 | 120 | 194 |
| Hurunui | 1920 | 13,000 | 71,100 | 800 | 800 |
| Hurrie | 1920 | 8,400 | — | 140 | 120 |
| Hurter | 1921 | 1,400 | 6,400 | 96 | 87 |
| Hurulof | 1907 | 2,100 | — | 49 | — |
| Hwa Tai | 1909 | 5,700 | 9,200 | 170 | 150 |
| Hwah Pang | 1909 | 1,700 | — | — | 96 |
| Hwah Pang | 1906 | 4,000 | — | — | 100 |
| Hwah Wah | 1905 | 4,000 | 10,500 | 277 | 250 |
| Hwah Wy | 1909 | 7,000 | — | — | 214 |
| Hwah Yik | 1909 | 7,000 | — | 271 | 247 |
| Hybert | 1901 | 5,700 | — | 470 | 440 |
| Hydra | 1909 | 5,700 | 9,400 | 500 | 500 |
| Hydra II | 1919 | 8,000 | — | — | 97 |
| Hyperion | 1902 | 7,342 | 17,900 | 400 | 500 |
| Hyperagon | 1919 | 1,700 | — | — | — |

| Nom du Navire | Date de Construction | P.W.L. Port en lourd approximatif en tonnes | Capacité cubique. Pour grains. P.R. | Pour balles et ballots. Grains. | Balles. |
|---|---|---|---|---|---|
| I. C. White | 1920 | 10,500 | — | — | — |
| I. W. White | 1920 | 8,700 | 8,100 | 194 | 180 |
| Ian Mahonisk | 1920 | 9,000 | — | 214 | 198 |
| Iaor | 1907 | 3,700 | 21,200 | 140 | — |
| Ibi | 1902 | 700 | 7,200 | — | 66 |
| Ickburn Mare | 1920 | 8,000 | — | 400 | 394 |
| Iceland | 1914 | 8,100 | 12,400 | 225 | 170 |
| Ichnusa | 1920 | 1,100 | 4,300 | 77 | 55 |
| Icona | 1907 | 2,500 | — | — | — |
| Ida Dimonthal | 1921 | 3,700 | — | 104 | 120 |
| Ida Forth | 1904 | 1,111 | 4,207 | — | 87 |
| Ida Cordova | 1921 | 12,200 | — | — | — |
| Ida Mare | 1916 | 7,300 | 24,100 | 573 | 534 |
| Idaho | 1919 | 1,000 | — | — | — |
| Idarwald | 1921 | 8,000 | 18,200 | 400 | 410 |
| Idamenon | 1909 | 8,000 | — | 371 | 320 |
| Idaret | 1917 | 1,500 | — | 90 | 77 |
| Idra | 1909 | 900 | 3,200 | 91 | — |
| Ignacio Agundo | 1909 | 4,500 | 8,300 | 214 | — |
| Ignitor | 1907 | 3,900 | — | — | — |
| Igotz Mendi | 1919 | 7,300 | 9,700 | 400 | 300 |
| Igora | 1921 | 4,000 | 10,800 | 181 | 170 |
| Ikbal | 1909 | 5,500 | — | 300 | 291 |
| Ikoma Mare | 1920 | 5,000 | 10,410 | 300 | 280 |
| Ikomeno Mare | 1919 | 5,000 | 10,400 | 344 | 315 |
| Ilca | 1920 | 5,000 | — | — | — |
| Illingworth | 1907 | 8,500 | 17,000 | 434 | 400 |
| Illinois | 1911 | 9,000 | — | — | — |
| Illinois | 1917 | 8,000 | 16,400 | 427 | 394 |
| Illinois | 1920 | 8,000 | — | 434 | 410 |
| Ilmar | 1911 | 9,000 | 21,200 | 448 | 390 |
| Ilmatar | 1920 | 1,000 | 13,000 | 72 | 60 |
| Ilmenau | 1922 | 9,000 | 10,200 | 410 | 390 |
| Ilona Romano | 1907 | 4,000 | 14,000 | 840 | 300 |
| Ilotia | 1908 | 1,700 | — | 90 | — |
| Ilsa | 1920 | 4,000 | 11,000 | 400 | 380 |
| Ilse | 1920 | 700 | — | 49 | 50 |

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Date of Build. | D.W.C. of cargo and bunkers. | Grain Capacity. In feet. | Grain Capacity. In thousands of feet. | |
|---|---|---|---|---|---|
| | | | P.B. | Grain. | Bale. |
| Ian L. M. Ross | 1905 | 3,100 | 11,200 | 137 | 127 |
| Ianostia | 1906 | 10,000 | 34,470 | 221 | 190 |
| Ibantour Heath | 1908 | 3,119 | 6,040 | 110 | ... |
| Irvington Court | 1919 | 5,000 | ... | ... | ... |
| Ina | 1920 | 10,000 | ... | ... | ... |
| Inanda | 1921 | 1,000 | 11,200 | 88 | 82 |
| Inino Maru | 1919 | 1,250 | ... | ... | 88 |
| Inlay | 1919 | 9,571 | ... | ... | ... |
| Inola | 1907 | 910 | ... | ... | ... |
| Inperia | 1919 | 700 | 1,400 | 50 | 38 |
| Imperial | 1906 | 3,700 | 22,870 | ... | 94 |
| Imperial | 1924 | 912 | 3,000 | ... | ... |
| Imperial Prince | 1902 | 11,200 | ... | 594 | 527 |
| Imperial Transport | 1921 | 11,500 | ... | ... | ... |
| Imperial Valley | 1924 | 6,400 | 18,000 | 300 | 621 |
| Inpenyal | 1913 | 3,114 | 12,246 | ... | ... |
| Inport | 1902 | 1,000 | 3,200 | ... | 55 |
| Ina Lotte Blumenthal | 1921 | 5,775 | ... | 154 | 139 |
| Inche Maru | 1907 | 6,300 | 32,435 | ... | ... |
| Ina | 1915 | 2,000 | 8,373 | ... | 84 |
| Inalite | 1908 | 6,300 | ... | ... | ... |
| Inamore | 1920 | 6,300 | 37,300 | 300 | 492 |
| Inbalbaliven | 1905 | 900 | ... | ... | 46 |
| Inbaccha | 1920 | 2,100 | 10,100 | 200 | 250 |
| Inbaco | 1907 | 6,600 | 43,612 | 214 | 207 |
| India | 1920 | 16,300 | ... | 802 | 744 |
| India Arrow | 1921 | 12,550 | ... | ... | ... |
| India Mara | 1920 | 9,172 | 29,400 | 449 | 422 |
| Indian City | 1913 | 10,000 | 17,400 | 600 | 472 |
| Indian Prince | 1917 | 9,000 | 12,900 | 449 | 440 |
| Indiana | 1913 | 8,000 | ... | ... | 490 |
| Indianapolis | 1919 | 22,300 | 92,300 | 571 | 542 |
| Indiesin | 1908 | 7,000 | 13,813 | 429 | 411 |
| Indina | 1920 | 8,700 | ... | 440 | 420 |
| Indier | 1918 | 8,120 | 17,100 | 459 | 474 |
| Indivesti | 1900 | 1,127 | 5,918 | 50 | ... |
| Indoak | 1921 | 8,800 | 19,700 | 618 | 624 |
| Indona | 1901 | 800 | 3,500 | 45 | 46 |
| Industria | 1909 | 5,100 | 19,400 | 340 | 310 |
| Ines Corrado | 1919 | 8,130 | 20,810 | 439 | 404 |
| Inga | 1900 | 3,500 | 6,000 | 160 | 172 |
| Inga | 1921 | 3,000 | 5,200 | 197 | 174 |
| Inga I. | 1908 | 1,050 | 6,000 | 90 | 60 |
| Ingaro | 1908 | 8,000 | 21,340 | 157 | 171 |
| Ingo Maersk | 1921 | 8,400 | 21,200 | 133 | 119 |
| Ingeborg S. | 1924 | 1,800 | ... | 111 | 102 |
| Ingar | 1922 | 2,000 | 4,000 | 112 | 108 |
| Ingar | 1920 | 500 | ... | 30 | ... |
| Ingar Elizabeth | 1906 | 1,200 | 11,200 | 42 | ... |
| Ingaren | 1911 | 8,000 | 33,100 | 610 | 556 |
| Ingarium | 1912 | 7,000 | 16,625 | 500 | 455 |
| Ingarita | 1905 | 6,000 | 14,000 | 313 | ... |
| Ingarlo | 1899 | 1,700 | ... | 107 | 124 |
| Ingarture | 1920 | 1,700 | 12,300 | 100 | 118 |
| Ingbert N. Vinnengel | 1911 | 6,200 | 6,500 | 300 | 332 |
| Ingas | 1908 | 5,700 | 44,027 | 350 | 303 |
| Ingeda | 1920 | 6,000 | 16,400 | 340 | 313 |
| Ingerse | 1922 | 6,500 | ... | ... | ... |
| Ingria | 1905 | 7,000 | ... | 400 | 427 |
| Ingrid Mara | 1909 | 1,110 | ... | 200 | 240 |
| Ingrid Thorden | 1920 | 3,300 | 20,000 | 132 | 133 |
| Ingvall | 1899 | 1,400 | ... | 74 | ... |
| Inhaemane | 1913 | 3,410 | ... | 183 | 194 |
| Inhauf | 1907 | 1,500 | ... | 44 | ... |
| Inland | 1909 | 3,800 | 19,600 | 160 | 134 |
| Inna | 1910 | 600 | 8,900 | 70 | ... |
| Innesmoor | 1920 | 8,000 | ... | 400 | 450 |
| Inniko | 1919 | 5,700 | 31,870 | 430 | 330 |
| Ino | 1900 | 600 | ... | 30 | ... |
| Inocencio Figueredo | 1900 | 1,500 | ... | ... | ... |

| Name of Vessel. | Date of Build. | D.W.C. of cargo and bunkers. | Grain Capacity. In feet. | Grain Capacity. In thousands of feet. | |
|---|---|---|---|---|---|
| | | | P.B. | Grain. | Bale. |
| Inselstadt | 1918 | 9,457 | 72,500 | ... | 539 |
| International | 1919 | 9,261 | ... | 250 | 170 |
| Intrepido | 1921 | 900 | ... | ... | ... |
| Inuakima Maru No. 1 | 1916 | 700 | 2,700 | 30 | ... |
| Inuakima Maru No. 4 | 1920 | 700 | 2,700 | 40 | ... |
| Inverlia | 1919 | 8,000 | 14,000 | 340 | 401 |
| Inver | 1919 | 8,000 | ... | ... | ... |
| Invercoder | 1919 | 8,000 | 40,000 | ... | ... |
| Invernes | 1918 | 2,910 | 9,000 | 105 | 123 |
| Inverbank | 1918 | 9,700 | ... | 520 | 480 |
| Invercarlin | 1920 | 2,300 | 5,027 | ... | ... |
| Invergarry | 1920 | 10,000 | ... | ... | ... |
| Invergiana | 1918 | 10,000 | ... | ... | ... |
| Inverpool | 1920 | 900 | 1,100 | ... | ... |
| Inverrosa | 1920 | 2,300 | 5,027 | ... | ... |
| Inverrylin | 1920 | 2,300 | 5,027 | ... | ... |
| Invincible | 1919 | 11,000 | ... | 600 | 502 |
| Ioannis Carras | 1912 | 6,174 | 7,659 | 219 | 249 |
| Ioannis Coryodilos | 1908 | 5,150 | 27,300 | 354 | 320 |
| Ioannis E. Tsangaras | 1902 | 7,300 | 30,900 | ... | 317 |
| Ioannis Frangos | 1918 | 6,700 | 34,700 | 420 | 340 |
| Ioannis M. Embiricos | 1904 | 6,600 | ... | 702 | 554 |
| Ioannis Nomikos | 1899 | 600 | ... | ... | ... |
| Ioannis P. Goulandris | 1910 | 6,800 | 14,800 | 350 | 320 |
| Ioannis Valis | 1919 | 6,800 | 9,373 | 350 | 350 |
| Ioannis Voyadjis | 1920 | 400 | ... | 30 | ... |
| Ioculus | 1916 | 2,000 | 7,300 | ... | ... |
| Iocoma | 1912 | 2,147 | 9,500 | ... | ... |
| Iodo | 1920 | 5,172 | 21,200 | 400 | 290 |
| Iodo | 1902 | 12,270 | 95,184 | ... | 560 |
| Iodo Star | 1917 | 6,800 | 34,250 | ... | 300 |
| Iowa | 1906 | 16,115 | 38,200 | ... | 434 |
| Iowa | 1920 | 8,900 | ... | 460 | 417 |
| Iowa | 1911 | 10,200 | ... | ... | 480 |
| Ipanema | 1921 | 4,000 | 22,410 | 266 | 244 |
| Ipigenia | 1906 | 4,670 | ... | 210 | ... |
| Ipok | 1908 | 900 | 3,300 | 50 | ... |
| Ipswich | 1919 | 8,000 | ... | ... | 390 |
| Iraca | 1920 | 3,200 | ... | ... | ... |
| Irati | 1894 | 3,000 | 15,000 | 150 | 190 |
| Irene | 1917 | 6,150 | ... | 325 | 294 |
| Irene | 1899 | 3,000 | 9,000 | 134 | ... |
| Irene | 1919 | 1,850 | 2,900 | 120 | 110 |
| Irene | 1899 | 470 | 3,400 | 30 | 27 |
| Irene Maria | 1921 | 3,200 | 9,400 | 113 | 141 |
| Irene S. Embiricos | 1907 | 7,800 | ... | 450 | 430 |
| Irini | 1909 | 6,400 | ... | ... | ... |
| Irinna | 1917 | 3,200 | 15,500 | ... | 184 |
| Iris | 1907 | 7,600 | 9,900 | 434 | 500 |
| Iris | 1919 | 5,148 | ... | ... | ... |
| Iris | 1906 | 5,200 | ... | ... | ... |
| Iris | 1920 | 1,200 | ... | 60 | 64 |
| Iris | 1920 | 1,000 | 4,400 | 51 | 50 |
| Irishenk | 1920 | 4,000 | ... | 207 | 192 |
| Irland | 1920 | 3,000 | ... | 200 | 170 |
| Irma | 1893 | 1,000 | ... | 78 | ... |
| Irma Schindler | 1905 | 6,900 | ... | ... | ... |
| Irmgard | 1911 | 1,200 | ... | 40 | ... |
| Iron Baron | 1911 | 5,300 | ... | 354 | 302 |
| Iron Chief | 1916 | 7,370 | 10,000 | 374 | 342 |
| Iron Crown | 1920 | 6,170 | 36,500 | 334 | 306 |
| Iron Knob | 1918 | 6,170 | ... | 334 | 308 |
| Iron Master | 1920 | 6,170 | ... | 334 | 309 |
| Iron Monarch | 1914 | 7,300 | 36,400 | 340 | 319 |
| Iron Prince | 1920 | 6,170 | ... | 334 | 300 |
| Iron Warrior | 1920 | 6,170 | 16,200 | 322 | 304 |
| Irogania | 1907 | 3,300 | ... | ... | 192 |
| Irrawaddy | 1899 | 6,700 | 13,500 | 332 | 302 |
| Irrawadi | 1919 | 1,700 | 5,100 | 52 | ... |
| Irvington | 1919 | 6,828 | ... | 479 | 420 |

D.W.C.—The approximate deadweight capacity in tons of 2,240lbs., for cargo and bunkers of the vessel when loaded to sub water in the summer freeboard.

P.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo space, in thousands of cubic feet, measured to outside of frames, to top of ceiling and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo space, in thousands of cubic feet, measured to inside of cargo bottom, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of cargo space are taken after fitting insulation.

**Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.**

*(Ces renseignements sont donnés d'après l'autorité des Armateurs, sans garantie et comme renseignement utile. Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom du Navire | Date de construction | D.W.C. Port en lourd approximatif en tonnes | Capacité cubique: En pieds F.B. | En milliers de pieds: Grains | En milliers de pieds: Balles |
|---|---|---|---|---|---|
| Isa | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Isaac T. Mann | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Isabel Moller | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Isabela | [illegible] | [illegible] | [illegible] | | [illegible] |
| Isadora | [illegible] | [illegible] | [illegible] | [illegible] | |
| Isar | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Isbjorn | [illegible] | [illegible] | ... | [illegible] | ... |
| Ise Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Isen | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Iserlohn | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ishin Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Isidoros Cambouropoulos | [illegible] | [illegible] | [illegible] | [illegible] | |
| Isis | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Iskra | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Iskra | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Isla de Gran Canaria | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Isla de Tenerife | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Island | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Island King | [illegible] | [illegible] | ... | [illegible] | [illegible] |
| Island Queen | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Isleworth | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Islington | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Isly | [illegible] | [illegible] | ... | ... | ... |
| Ismail | [illegible] | [illegible] | ... | [illegible] | |
| Isobel | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Isshin Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Issa I | [illegible] | [illegible] | ... | ... | |
| Istikbal | [illegible] | [illegible] | [illegible] | [illegible] | ... |
| Istina | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Istok | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ita | [illegible] | [illegible] | [illegible] | [illegible] | ... |
| Ita | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Itaiuba | [illegible] | [illegible] | ... | [illegible] | [illegible] |
| Italian Prince | [illegible] | [illegible] | ... | [illegible] | [illegible] |
| Italy Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Itanage | [illegible] | [illegible] | ... | [illegible] | [illegible] |
| Itapagé | [illegible] | [illegible] | ... | [illegible] | [illegible] |
| Itapé | [illegible] | [illegible] | ... | [illegible] | [illegible] |
| Itapuhy | [illegible] | [illegible] | ... | [illegible] | [illegible] |
| Itaquy | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Itaperi | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Itatinga | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ithaki | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ithakos | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Itonoro | [illegible] | ... | [illegible] | [illegible] | [illegible] |
| Itsuuki Maru | [illegible] | [illegible] | ... | ... | ... |
| Itsukushima Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ivan | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ivanhoe | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Iver | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ivernia | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ivo Bache | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Iwai Maru | [illegible] | [illegible] | ... | ... | ... |
| Iwar | [illegible] | [illegible] | ... | [illegible] | ... |
| Iwate Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Iwatesan Maru | [illegible] | [illegible] | ... | [illegible] | [illegible] |
| Ixion | [illegible] | [illegible] | [illegible] | ... | [illegible] |
| Iyo Maru | [illegible] | [illegible] | [illegible] | ... | ... |
| Izabran | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Izgled | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Izmir | [illegible] | [illegible] | [illegible] | ... | [illegible] |
| Izrada | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Izvor | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

| Nom du Navire | Date de construction | D.W.C. Port en lourd approximatif en tonnes | Capacité cubique: En pieds F.B. | En milliers de pieds: Grains | En milliers de pieds: Balles |
|---|---|---|---|---|---|
| J. A. Moffett | [illegible] | [illegible] | ... | ... | ... |
| J. A. Moffett, Jr. | [illegible] | [illegible] | ... | ... | ... |
| J. A. Mowinckel | [illegible] | [illegible] | ... | ... | ... |
| J. B. Aug. Kessler | [illegible] | [illegible] | ... | ... | ... |
| J. B. John | [illegible] | [illegible] | ... | [illegible] | ... |
| J. B. Paddon | [illegible] | [illegible] | ... | ... | ... |
| J. B. Stetson | [illegible] | [illegible] | ... | ... | ... |
| J. C. Donnell | [illegible] | [illegible] | [illegible] | ... | ... |
| J. C. Fitzsimmons | [illegible] | [illegible] | | ... | ... |
| J. C. Jacobsen | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| J. C. la Cour | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| J. Duncan | [illegible] | [illegible] | ... | ... | ... |
| J. E. O'Neil | [illegible] | [illegible] | [illegible] | ... | ... |
| J. Floyd Massey, Jr. | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| J. F. Schoellkopf, Jr. | [illegible] | [illegible] | ... | ... | ... |
| J. F. V. | [illegible] | [illegible] | ... | [illegible] | ... |
| J. H. Senior | [illegible] | [illegible] | | ... | ... |
| J. L. Luckenbach | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| J. M. Danziger | [illegible] | [illegible] | [illegible] | ... | ... |
| J. N. Pew | [illegible] | [illegible] | | ... | ... |
| J. W. Van Dyke | [illegible] | [illegible] | [illegible] | | |
| Jaarstroom | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Jacatra | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Jack | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Jacob Christensen | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Jacob Luckenbach | [illegible] | [illegible] | [illegible] | ... | [illegible] |
| Jacoba | [illegible] | [illegible] | ... | [illegible] | ... |
| Jacobus | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Jacobus Fritzen | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Jacob Hendrikx | [illegible] | [illegible] | ... | [illegible] | |
| Jacox | [illegible] | [illegible] | | [illegible] | [illegible] |
| Jacques Cartier | [illegible] | [illegible] | [illegible] | | [illegible] |
| Jacques Schiaffino | [illegible] | | [illegible] | [illegible] | [illegible] |
| Jadera | [illegible] | [illegible] | | [illegible] | [illegible] |
| Jadora | [illegible] | [illegible] | [illegible] | [illegible] | |
| Jadran | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Jaederen | [illegible] | [illegible] | [illegible] | [illegible] | ... |
| Jagersfontein | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Jaguar Girl | [illegible] | [illegible] | [illegible] | [illegible] | |
| Jakob Maersk | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Jakot | [illegible] | [illegible] | | [illegible] | [illegible] |
| Jalabala | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Jaladuta | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Jalajyoti | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Jalapa | [illegible] | [illegible] | | | |
| Jalapalaka | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Jalaputra | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Jalarashmi | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Jalatarang | [illegible] | [illegible] | [illegible] | [illegible] | ... |
| Jalavarna | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Jalavihar | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Jalavijaya | [illegible] | [illegible] | ... | [illegible] | [illegible] |
| Jamaica Merchant | [illegible] | [illegible] | [illegible] | ... | [illegible] |
| Jamaica Pioneer | [illegible] | [illegible] | | ... | [illegible] |
| Jamaica Planter | [illegible] | [illegible] | [illegible] | ... | [illegible] |
| Jamaica Producer | [illegible] | [illegible] | [illegible] | ... | [illegible] |
| Jamaica Settler | [illegible] | [illegible] | [illegible] | ... | [illegible] |
| Jamaïque | [illegible] | [illegible] | [illegible] | | [illegible] |
| James Davidson | [illegible] | [illegible] | ... | [illegible] | [illegible] |
| James Dunford | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| James Elwood Jones | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| James Griffiths | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| James McGee | [illegible] | [illegible] | ... | ... | ... |
| James River | [illegible] | [illegible] | ... | [illegible] | [illegible] |
| Jan | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Jan | [illegible] | [illegible] | [illegible] | ... | [illegible] |
| Jan | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Jan Pieterszoon Coen | [illegible] | [illegible] | [illegible] | ... | [illegible] |
| Janaki | [illegible] | [illegible] | [illegible] | [illegible] | ... |
| Jane | [illegible] | [illegible] | [illegible] | ... | [illegible] |

D.W.C.—Le port en lourd approximatif du navire en tonnes de 2,240 lbs. (1016 kilos) pour cargaison et charbon de soute, et s'appliquant au franc-bord d'été en eau salée.

F.B.—La capacité approximative en pieds cubes des grains fins, mesurée hors membrures et du dessus de vaigrage au dessous des barrots.

Capacité pour Grains.—Le volume des cales en milliers de pieds cubes, mesuré hors membrures et du dessus de vaigrage au dessus des barrots, y compris les écoutilles.

Capacité pour Balles ou Caisses.—Le volume des cales en milliers de pieds cubes, mesuré en dedans des lattes et du dessus de vaigrage au dessous des barrots, y compris les écoutilles.

Pour les Navires à Installation Frigorifique le volume des cales est pris après la pose du revêtement isolant.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Date of Build. | D.W.C. all cargo and bunkers. | Cubic Capacity. In bulk. P.B. | Cubic Capacity. In thousands of feet. Gross. | Cubic Capacity. In thousands of feet. Bale. |
|---|---|---|---|---|---|
| Jane Maersk | 1920 | 11,775 | — | — | — |
| Janelow | 1920 | 8,600 | — | — | — |
| Janina | 1918 | 8,900 | 11,770 | 517 | 515 |
| Janie Faulbaums | 1907 | 4,500 | 10,900 | 258 | 252 |
| Janowan | 1902 | 1,000 | 4,900 | — | 55 |
| Japan | 1911 | 8,900 | 21,220 | 919 | 895 |
| Japan Arrow | 1920 | 12,100 | — | — | — |
| Japanese Prince | 1920 | 9,750 | — | 850 | 791 |
| Japara | 1920 | 4,400 | 20,250 | 225 | 215 |
| Jargoon | 1920 | 594 | 2,000 | 43 | — |
| Jari | 1900 | 1,000 | 3,650 | 50 | 92 |
| Jari | 1900 | 500 | — | 38 | — |
| Jarrie | 1917 | 500 | — | 35 | 30 |
| Jarvanne | 1904 | 1,800 | — | — | — |
| Jasen | 1912 | 5,200 | 16,500 | 999 | 950 |
| Jala-Mendi | 1900 | 7,200 | 9,100 | 341 | 322 |
| Java | 1921 | 10,170 | — | 882 | 832 |
| Java | 1900 | 8,775 | 14,500 | 830 | 800 |
| Java Arrow | 1921 | 10,500 | — | — | — |
| Javanese Prince | 1920 | 9,750 | — | 850 | 800 |
| Jean | 1919 | 7,215 | 37,000 | 270 | 252 |
| Jean de Bethencourt | 1909 | 5,200 | 5,100 | 162 | — |
| Jean Depaste | 1919 | 900 | 4,300 | 43 | 41 |
| Jean Jadot | 1919 | 9,200 | 20,900 | 340 | 327 |
| Jean Laborde | 1920 | 5,650 | — | — | 230 |
| Jean Weems | 1919 | 5,620 | 10,800 | 192 | 180 |
| Jeanne Schaffer | 1922 | 5,700 | 4,900 | 97 | 96 |
| Jeannette | 1919 | 635 | 2,575 | 29 | — |
| Jeannette | 1919 | 635 | — | — | 96 |
| Jeannette Skinner | 1917 | 4,000 | 19,100 | 676 | 650 |
| Jebangor | 1920 | 9,000 | — | 502 | 450 |
| Jed Davis | 1921 | 8,600 | — | — | — |
| Jefferson Myers | 1921 | 11,750 | — | 600 | 550 |
| Jekangir | 1919 | 5,500 | 20,200 | 300 | 274 |
| Jellicoe Rose | 1920 | 1,200 | — | — | — |
| Jellina | 1909 | 2,600 | 5,100 | 210 | 191 |
| Jelo | 1920 | 4,200 | 7,700 | 90 | 90 |
| Jenny | 1919 | 6,900 | — | 650 | — |
| Jenny | 1902 | 1,000 | 3,300 | 74 | — |
| Jenny | 1917 | 1,400 | 3,300 | 79 | 72 |
| Jerusalem | 1917 | 2,500 | 7,000 | 114 | 106 |
| Jerusalem | 1905 | 1,675 | 4,317 | 95 | 90 |
| Jerwick | 1920 | 3,600 | 8,700 | 129 | 122 |
| Jersey City | 1920 | 10,000 | 21,500 | 507 | 450 |
| Jervaulx Abbey | 1909 | 837 | 3,050 | 61 | 58 |
| Jervis Bay | 1922 | 11,900 | — | 749 | 690 |
| Jessie Maersk | 1920 | 3,800 | 5,500 | 162 | 150 |
| Jessmore | 1921 | 4,300 | 37,200 | 370 | 337 |
| Jethlack | 1920 | 5,400 | — | — | — |
| Jethou | 1905 | 7,200 | 11,800 | 400 | 360 |
| Jeypore | 1920 | 8,175 | 17,900 | 447 | 430 |
| Jiaka Maru | 1919 | 7,200 | 25,100 | — | 395 |
| Jinju Maru | 1919 | 8,950 | 20,500 | 324 | 302 |
| Jinkei Maru | 1918 | 5,000 | — | 302 | 290 |
| Jinsen Maru | 1921 | 5,200 | 4,400 | 56 | — |
| Jiul | 1919 | 5,800 | 7,800 | 321 | 290 |
| Joao Alfredo | 1901 | 1,200 | 14,500 | — | 420 |
| Joao Belo | 1902 | 7,000 | 45,000 | 203 | 290 |
| Joaquim del Pielago | 1902 | 500 | 3,000 | 31 | 30 |
| Johalsvik | 1914 | 6,900 | — | 396 | 350 |
| John Ross | 1921 | 800 | — | — | — |
| Johan de Witt | 1920 | 6,775 | 20,200 | — | 350 |
| Johan Jonassen | 1920 | 2,070 | 6,600 | 121 | 115 |
| Johan Hagge | 1914 | 2,100 | — | 110 | 100 |
| Johann Ahrens | 1905 | 1,350 | — | — | 50 |
| Johann Blumenthal | 1917 | 3,400 | 11,540 | 158 | 136 |
| Johann Wessels | 1919 | 8,050 | 16,200 | 450 | 411 |
| Johanna | 1913 | 5,200 | — | 80 | — |
| Johanna | 1904 | 4,710 | 4,600 | 353 | 319 |
| Johanne Jansen | 1900 | 7,300 | 10,000 | 360 | 317 |
| Johannis Maersk | 1921 | 3,300 | 3,600 | 161 | 150 |
| Johnga Maru | 1906 | 8,000 | 20,715 | 410 | 380 |
| John A. Easberger | 1921 | 1,162 | — | — | — |
| John Adams | 1919 | 12,500 | — | 660 | 541 |
| John Bakke | 1920 | 8,100 | — | 430 | 410 |
| John Charrington | 1920 | 3,450 | 6,400 | 113 | 104 |
| John D. Archbold | 1921 | 21,057 | — | — | — |
| John G. Wanem | 1917 | 10,500 | — | — | — |
| John Geha | 1919 | 5,245 | 14,900 | 134 | 130 |
| John H. Price | 1917 | 3,750 | 6,600 | 136 | 127 |
| John J. Boland | 1907 | 9,500 | — | — | — |
| John J. O'Hagan | 1919 | 3,300 | 19,000 | 128 | 120 |
| John J. Stamscher | 1921 | 2,300 | — | — | — |
| John Jay | 1921 | 12,850 | — | 649 | 610 |
| John Mullen | 1921 | 1,019 | — | — | — |
| John P. Pedersen | 1921 | 8,375 | — | — | — |
| John Selder | 1921 | 900 | — | 40 | 37 |
| John Shaw | 1914 | 2,200 | 6,200 | 107 | — |
| John Worthington | 1921 | 11,800 | — | — | — |
| Johnke Maru | 1917 | 3,300 | 21,350 | 159 | 149 |
| Johnstha | 1914 | 500 | 3,700 | 47 | 44 |
| Jole Fusio | 1906 | 6,967 | — | — | — |
| Jolee | 1920 | 7,825 | — | 400 | 215 |
| Jolly Angela | 1919 | 900 | 2,500 | 29 | 28 |
| Jonancy | 1921 | 5,545 | 15,300 | 255 | 219 |
| Jonge Anthony | 1921 | 5,000 | 13,300 | 160 | 148 |
| Jonge Elizabeth | 1921 | 5,492 | 15,000 | 149 | 139 |
| Jonge Jacobus | 1921 | 5,000 | 13,300 | 160 | 148 |
| Jonge Johanna | 1919 | 5,497 | 15,000 | 149 | 139 |
| Jorunn | 1906 | 3,100 | 8,000 | 100 | 149 |
| Jose | 1900 | 1,600 | — | 67 | — |
| Jose de Larrinaga | 1920 | 8,300 | 16,300 | 407 | 368 |
| José Maria | 1921 | 300 | — | — | — |
| Josefina | 1920 | 5,107 | 25,410 | 171 | — |
| Josefina Thorden | 1921 | 9,761 | 22,200 | — | — |
| Joseph H. Francis | 1918 | 15,525 | — | — | — |
| Joseph Soep | 1920 | 14,400 | — | — | — |
| Josephine Charlotte | 1919 | 5,200 | 72,514 | 375 | 351 |
| Josephine Gray | 1921 | 2,200 | 7,240 | 161 | 155 |
| Josiah Macy | 1917 | 8,750 | — | — | — |
| Josian | 1921 | 6,500 | 20,142 | 167 | 166 |
| Jotenfjell | 1918 | 4,000 | 13,210 | 167 | — |
| Joyce Llewellyn | 1921 | 2,150 | — | 100 | — |
| Juan | 1909 | 1,600 | — | 79 | 77 |
| Juan De Astigarraga | 1920 | 6,000 | 25,110 | 260 | 245 |
| Juan Manuel Urquijo | 1904 | 2,220 | — | 130 | — |
| Juan Sebastian Elcano | 1920 | 6,200 | 47,672 | — | — |
| Jualito | 1921 | 1,970 | 10,800 | — | — |
| Judge Hart | 1921 | 2,900 | — | — | — |
| Jufuku Maru | 1919 | 8,150 | 27,100 | 451 | 414 |
| Jug | 1919 | 2,500 | — | — | — |
| Jugoslavija | 1921 | 4,250 | 9,000 | 423 | 397 |
| Julee Henry | 1900 | 9,300 | 12,000 | — | 150 |
| Julia Luckenbach | 1917 | 12,250 | 85,250 | 627 | 564 |
| Juliana | 1904 | 2,200 | 15,000 | 125 | — |
| Juliane | 1921 | 2,150 | 8,000 | 130 | 120 |
| Juliette | 1904 | 2,314 | 9,120 | 127 | — |
| Julius Hugo Stinnes 27 | 1921 | 5,400 | 13,100 | 160 | 152 |
| Julius Schindler | 1921 | 2,250 | — | — | — |
| Julius Thomsen | 1907 | 910 | 10,000 | 35 | 32 |
| Junagra | 1913 | 2,500 | 11,300 | 120 | 112 |
| Junana | 1920 | 9,000 | — | 475 | 450 |
| Juna | 1907 | 2,140 | — | 100 | 90 |
| Junak | 1922 | 2,200 | 8,200 | 100 | 104 |
| Juno | 1902 | 5,600 | 17,800 | 190 | 170 |
| Juno | 1912 | 5,300 | — | — | — |
| Juno | 1909 | 2,170 | 16,000 | 147 | 140 |
| Juno | 1921 | 1,800 | — | 64 | — |
| Jusyo Maru | 1919 | 8,300 | 26,150 | 430 | 391 |
| Jupiter | 1899 | 3,150 | 18,000 | 180 | 150 |

D.W.C.—The approximate deadweight capacity in tons of 2,240lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

P.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Gross Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of cargo spaces are taken after fitting insulation.

**Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité utique.**

*(Les renseignements sont donnés d'après l'ordre des Armateurs, sont parfois et sont approximativement exacts. Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom des Navires | Tonnage | Port en lourd approximatif en tonnes de 2,240 lbs. | Capacité approximative des soutes | | |
|---|---|---|---|---|---|
| | | | Pieds cubes | Mètres cubes | Barrels |
| Jupiter | 1890 | 5,000 | — | 155 | — |
| Jupiter | 1901 | 450 | — | 30 | — |
| Jupiter | 1917 | 500 | — | — | — |
| Juta | 1920 | 3,200 | 6,990 | 115 | 144 |
| Jutta Tugo | 1912 | 4,270 | — | — | — |
| Justin | 1918 | 9,700 | 22,470 | 475 | 479 |
| Justina | 1921 | 3,318 | 5,130 | 117 | — |
| Justina | 1907 | 3,895 | 4,215 | 147 | 148 |
| Jutland | 1920 | 10,150 | 21,750 | 561 | 547 |
| Jylland | 1912 | 2,900 | — | 300 | 340 |
| Jyrmal | 1920 | 11,000 | — | — | — |
| Jylland | 1920 | 1,170 | — | 90 | 94 |
| K. J. Luckenbach | 1918 | 11,400 | 84,300 | 621 | 594 |
| K. Kitsilaiw | 1907 | 7,000 | 10,720 | 400 | 370 |
| K. Lyras | 1908 | 4,900 | 15,000 | 399 | 392 |
| K. H. Kingsbury | 1921 | 10,000 | — | — | — |
| Kabalo | 1917 | 8,000 | 16,400 | 390 | 320 |
| Kalinda | 1917 | 8,200 | 19,800 | 457 | 404 |
| Kalyto | 1921 | 2,900 | 11,800 | 313 | 130 |
| Kalistian | 1921 | 8,870 | 30,600 | 519 | 519 |
| Kaga Maru | 1919 | 7,120 | 22,500 | — | — |
| Kalika | 1902 | 1,600 | 1,720 | — | 71 |
| Kai | 1921 | 2,000 | 8,415 | 190 | 140 |
| Kain Kaudem | 1921 | 11,250 | — | — | — |
| Kaitaka Maru | 1917 | 5,019 | 12,015 | 224 | 224 |
| Kajo Maru | 1919 | 2,500 | 11,600 | 80 | 87 |
| Kalao Maru | 1920 | 3,477 | 13,581 | — | — |
| Kalkoni | 1914 | 7,000 | 32,400 | — | 214 |
| Kalgya Maru | 1919 | 13,968 | 90,242 | 560 | 590 |
| Kamei | 1924 | 2,500 | 4,800 | — | 31 |
| Kamenewa | 1918 | 3,479 | 10,100 | — | 110 |
| Kamera | 1920 | 3,140 | 19,600 | 160 | 120 |
| Kamaga | 1920 | 3,000 | — | — | 217 |
| Kamoan | 1921 | 4,000 | — | — | — |
| Kanya Maru | 1921 | 4,600 | 14,200 | 340 | 310 |
| Kanya Maru | 1908 | 5,000 | 11,200 | 310 | 310 |
| Kamo-L-Hind | 1914 | 7,000 | 22,000 | — | 251 |
| Kaiko Maru | 1914 | 8,000 | 29,000 | 412 | 230 |
| Kaiko Maru | 1916 | 700 | — | 30 | 30 |
| Kaiko | 1916 | 7,000 | 16,000 | — | 210 |
| Kaiwa | 1908 | 8,000 | 22,700 | — | 130 |
| Kaiwaru | 1918 | 5,000 | 25,800 | — | 250 |
| Kaiwa | 1916 | 5,000 | 9,000 | 600 | — |
| Kakoriki | 1920 | 3,000 | 4,000 | — | 14 |
| Kako Maru | 1921 | 9,000 | 28,800 | 311 | 400 |
| Kako Maru | 1921 | 7,000 | 25,900 | 300 | 400 |
| Kako Maru | 1921 | 5,000 | 17,000 | 290 | 270 |
| Kalwati | 1920 | 3,000 | 7,000 | 310 | 90 |
| Kaiet | 1917 | 5,000 | 17,000 | 306 | — |
| Kaiberti | 1916 | 10,000 | — | 475 | 400 |
| Kalapha | 1916 | 8,000 | 17,000 | 360 | 300 |
| Kalia | 1916 | 4,000 | 19,000 | 471 | 350 |
| Kalawao Zado | 1920 | 2,000 | — | — | 130 |
| Kalicpi | 1916 | 9,000 | — | 450 | 300 |
| Kalmar | 1900 | 1,500 | — | — | 90 |
| Kalmarsund IX | 1921 | 1,000 | 4,000 | 90 | 70 |
| Kalmarsund X | 1917 | 1,000 | 8,000 | 80 | 70 |
| Kalmia | 1921 | 11,000 | 30,000 | 400 | — |
| Kalonda | 1904 | 7,700 | 30,000 | 300 | 300 |
| Kalpaka | 1918 | 3,000 | 21,000 | 100 | 110 |
| Kalia | 1900 | 1,000 | — | 47 | 44 |

| Nom des Navires | Tonnage | Port en lourd approximatif en tonnes de 2,240 lbs. | Capacité approximative des soutes | | |
|---|---|---|---|---|---|
| | | | Pieds cubes | Mètres cubes | Barrels |
| Kambala | 1913 | 7,000 | 21,000 | 390 | 350 |
| Kambara | 1913 | 6,500 | 19,000 | 400 | 350 |
| Kamchatka | 1919 | 3,000 | — | 140 | 100 |
| Kamchatka | 1919 | 3,000 | — | 140 | 100 |
| Kamaran | 1922 | 3,000 | 12,000 | 300 | 300 |
| Kamir | 1919 | 7,000 | 27,000 | 370 | 350 |
| Kana | 1919 | 2,000 | 12,000 | — | 40 |
| Kano Maru | 1919 | 8,000 | 31,000 | — | — |
| Kamona | 1921 | 3,000 | 10,000 | — | 90 |
| Kanpar | 1921 | 2,000 | 6,000 | 47 | — |
| Kanas | 1919 | 3,000 | 8,000 | 100 | 100 |
| Kanning | 1919 | 2,000 | 9,000 | 100 | — |
| Kana | 1919 | 5,000 | 27,000 | 400 | 350 |
| Kanagawa Maru | 1920 | 6,000 | 19,000 | — | — |
| Kanda Maru | 1920 | 2,700 | — | 100 | 100 |
| Kandara | 1921 | 2,700 | 9,000 | 100 | — |
| Kanjo Maru | 1919 | 3,000 | 11,000 | — | 110 |
| Kanko Maru | 1921 | 4,000 | 20,000 | 400 | 300 |
| Kankyo Maru | 1919 | 3,500 | 14,000 | 300 | 300 |
| Kanna | 1921 | 2,000 | 10,000 | — | 110 |
| Kanoh | 1921 | 1,000 | — | 40 | 30 |
| Kanotaki Maru | 1921 | 7,000 | 29,000 | 350 | — |
| Kantara | 1921 | 5,000 | 20,000 | 350 | 300 |
| Kaiback | 1921 | 3,500 | 10,000 | — | — |
| Kapana | 1920 | 3,000 | 11,000 | 300 | 300 |
| Kapara | 1921 | 1,000 | 3,000 | 30 | — |
| Kapetan Stratis | 1920 | 4,000 | 14,000 | 300 | 300 |
| Kapetan | 1921 | 2,000 | — | — | — |
| Karachi Maru | 1919 | 9,000 | 28,000 | 400 | 400 |
| Karadenis | 1921 | 3,000 | 20,000 | — | 400 |
| Karagola | 1921 | 3,000 | 16,000 | 300 | 300 |
| Karanan | 1920 | 10,000 | 34,000 | 700 | 600 |
| Karanja | 1921 | 3,000 | — | 400 | 400 |
| Karapera | 1921 | 6,000 | 40,000 | 300 | 300 |
| Kare | 1921 | 2,000 | 8,000 | 100 | 100 |
| Karen | 1921 | 2,000 | 3,000 | 100 | 100 |
| Karen | 1921 | 1,000 | 4,000 | 40 | — |
| Karepo | 1920 | 3,000 | 12,000 | 300 | 300 |
| Karolin | 1921 | 6,000 | 22,000 | — | 400 |
| Karl | 1919 | 700 | — | 30 | — |
| Karla | 1918 | 2,000 | 10,000 | 100 | — |
| Karl Luckenbach | 1921 | 2,000 | — | — | — |
| Karla | 1920 | 1,000 | 4,000 | 40 | 30 |
| Karlander | 1914 | 3,000 | — | 100 | 100 |
| Karlsruhe | 1907 | 10,000 | 30,000 | 300 | 300 |
| Karlsruhe | 1901 | 1,000 | 3,000 | 40 | 30 |
| Karlovik | 1919 | 3,000 | 20,000 | 100 | 100 |
| Karma | 1917 | 1,000 | 3,000 | 30 | 30 |
| Karnay | 1921 | 4,000 | 15,000 | 100 | 100 |
| Karra | 1921 | 6,000 | 18,000 | 300 | 300 |
| Karrigt | 1921 | 2,000 | 13,000 | 100 | 100 |
| Kasado Maru | 1921 | 3,000 | — | 30 | — |
| Kasagi Maru | 1921 | 3,000 | 20,000 | 300 | 100 |
| Kashima Maru | 1919 | 11,000 | 70,000 | — | — |
| Kashiwatsu | 1919 | 2,000 | — | 400 | 300 |
| Kasho Maru | 1919 | 8,000 | 30,000 | 400 | 300 |
| Kasko | 1921 | 1,000 | 4,000 | 100 | 100 |
| Kasuga | 1919 | 8,000 | 19,000 | 300 | 300 |
| Kasuga-Wick | 1921 | 400 | 2,000 | — | — |
| Kasson | 1921 | 8,000 | — | — | 350 |
| Katagin | 1919 | 2,000 | 11,000 | 400 | 300 |
| Kasselholm | 1921 | 8,000 | 22,000 | 300 | 400 |
| Katsuo Maru | 1919 | 3,000 | 10,000 | — | — |
| Katsuo Maru | 1919 | 3,000 | — | 90 | — |
| Katsuga | 1917 | 8,000 | 27,000 | 400 | 400 |
| Kato | 1914 | 9,000 | 30,000 | 400 | 400 |
| Kato | 1909 | 4,000 | 10,000 | 300 | 300 |
| Kato | 1904 | 700 | — | 30 | — |
| Katowitsch | 1921 | 4,000 | — | — | — |
| Katerina | 1909 | 1,000 | 10,000 | 100 | 100 |

D.W.C.—Le port en lourd approximatif du navire en tonnes de 2,240 lbs. (1016 kilos.) pour marchandises et charbon de soutes, réservoirs et lest compris et non inclus.

P.B.—La capacité approximative en pieds cubes des soutes frais, comprenant leurs couloirs et du dessus de voiturage au dessus des barrots.

Capacité pour Stratifiés.—Le volume des soutes en mètres de pieds cubes, comprenant leurs couloirs et du dessus de voiturage au dessus des barrots, y compris les cornillons.

Capacité pour Balles et Cubes.—Le volume des soutes en mètres de pieds cubes, comprenant les balles et du dessus de voiturage au dessus des barrots, y compris les cornillons.

Pour les Navires à Installation Frigorifique.—Le volume des soutes est pris après la pose des revêtements isolants.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Date of Build. | D.W.C. of cargo and bunkers. | Cubic Capacity. In feet. P.B. | In thousands of feet. Grain. | Bale. |
|---|---|---|---|---|---|
| Kathara | 1905 | 4,146 | 18,410 | 165 | — |
| Kathleen | 1902 | 5,084 | — | — | — |
| Kathleen O. | 1905 | 1,879 | 9,100 | 73 | — |
| Katholm | 1907 | 2,775 | 3,730 | 160 | 151 |
| Katie Moller | 1919 | 5,100 | 2,900 | 264 | 244 |
| Katie Moller | 1902 | 2,300 | 14,400 | 119 | 100 |
| Katina | 1912 | 7,365 | 28,510 | 418 | 355 |
| Katina | 1909 | 2,700 | 12,200 | 104 | 114 |
| Katinge | 1909 | 4,555 | 8,300 | 214 | 204 |
| Katoa | 1912 | 2,613 | 15,180 | — | 190 |
| Katoke | 1911 | 1,085 | 15,470 | 40 | — |
| Katori Maru | 1912 | 11,300 | 18,700 | — | — |
| Katowice | 1921 | 2,450 | — | — | — |
| Katrina Luckenbach | 1919 | 11,215 | 56,900 | 467 | 394 |
| Katsura Maru | 1909 | 9,187 | 48,700 | — | 378 |
| Katsuragi Maru | 1903 | 9,473 | — | 423 | 362 |
| Katsuura Maru | 1914 | 2,327 | 13,400 | 132 | 117 |
| Kattegat | 1909 | 4,700 | — | — | — |
| Kattegatt | 1908 | 3,210 | — | 172 | 156 |
| Katwalda | 1907 | 1,320 | 16,110 | 245 | 202 |
| Katwijk | 1901 | 2,212 | 7,130 | 112 | — |
| Katy | 1921 | 10,650 | — | — | — |
| Kaulbi | 1902 | 3,200 | 24,900 | 250 | 241 |
| Kaupanger | 1920 | 2,218 | — | 130 | 112 |
| Kauro | 1905 | 4,230 | 16,130 | 220 | 172 |
| Kavak | 1909 | 4,115 | 27,430 | 401 | 337 |
| Kawachi Maru | 1907 | 7,800 | 35,820 | — | — |
| Kawatori | 1919 | 3,500 | 24,900 | — | 218 |
| Kayenna | 1907 | 6,650 | 14,900 | 470 | 341 |
| Kearsarge | 1891 | 4,600 | 8,100 | 205 | — |
| Keata | 1901 | 6,900 | 42,230 | 370 | 331 |
| Kedoe | 1901 | 6,150 | — | 387 | 336 |
| Keemun | 1902 | 12,400 | 38,700 | — | 650 |
| Keiaa Maru | 1903 | 5,600 | 18,800 | 130 | 108 |
| Keibaku Maru | 1919 | 9,024 | 29,400 | 326 | 308 |
| Keilehaven | 1918 | 1,200 | — | — | — |
| Keiun Maru | 1920 | 2,955 | 8,900 | 124 | 114 |
| Keiyan Maru | 1907 | 3,746 | 18,600 | 130 | 110 |
| Kejserinde Dagmar | 1906 | 2,700 | 12,200 | 100 | 120 |
| Kekerange | 1919 | 1,100 | 23,300 | — | 230 |
| Kelantan | 1921 | 112 | 3,150 | 19 | 12 |
| Kelbergen | 1914 | 4,850 | 33,600 | 400 | 308 |
| Kelet | 1911 | 7,400 | 37,400 | 422 | 369 |
| Kelsbaum | 1920 | 7,600 | 38,900 | 346 | 330 |
| Kellerwald | 1920 | 4,000 | 18,200 | 162 | 122 |
| Kem | 1920 | 4,400 | 8,600 | 127 | 127 |
| Kemi | 1909 | 3,500 | 20,800 | 141 | 120 |
| Kemmel | 1914 | 7,900 | 37,100 | 418 | 352 |
| Kenilworth | 1919 | 9,240 | 30,000 | 370 | 432 |
| Kenja Maru | 1905 | 4,250 | 16,000 | 208 | 204 |
| Kenkerry | 1917 | 6,000 | 33,200 | 344 | 325 |
| Kennare | 1920 | 1,600 | — | 333 | 303 |
| Kennemerland | 1906 | 6,500 | 20,400 | 141 | 307 |
| Kenneth Hawkefield | 1919 | 2,400 | 10,800 | 159 | — |
| Kenwin | 1920 | 1,420 | — | 100 | 114 |
| Kenrix | 1921 | 900 | — | 81 | 39 |
| Kensington Court | 1907 | 8,000 | — | — | — |
| Kentucian | 1900 | 8,500 | — | — | 433 |
| Kentucky | 1921 | 9,029 | 40,000 | — | 333 |
| Kentucky | 1921 | 8,900 | — | 314 | 319 |
| Kentucky | 1903 | 3,700 | 6,000 | 219 | 205 |
| Kentwood | 1904 | 3,350 | 11,170 | 148 | — |
| Kenya | 1900 | 4,170 | — | 449 | 410 |
| Kepong | 1919 | 5,000 | 14,800 | 121 | — |
| Kerat | 1907 | 3,484 | 6,900 | 120 | 112 |
| Kergoulen | 1902 | 6,612 | 76,212 | — | 339 |
| Kerkenkwen | 1920 | 7,433 | 34,840 | 300 | 250 |
| Kerkplein | 1921 | 8,300 | 5,500 | 413 | 330 |
| Kerna | 1920 | 7,470 | 32,000 | 374 | 300 |
| Kerry Head | 1913 | 1,500 | 4,300 | 19 | — |

| Name of Vessel. | Date of Build. | D.W.C. of cargo and bunkers. | Cubic Capacity. In feet. P.B. | In thousands of feet. Grain. | Bale. |
|---|---|---|---|---|---|
| Kerrymore | 1921 | 900 | — | 36 | — |
| Kervegan | 1922 | 5,183 | 14,200 | — | 137 |
| Kewanee | 1919 | 5,900 | 19,300 | — | — |
| Keytar | 1921 | 2,630 | — | — | — |
| Keybell | 1912 | 2,310 | 6,200 | 118 | 106 |
| Keytingham | 1909 | 6,230 | 17,150 | 222 | 210 |
| Keyano | 1911 | 2,450 | — | — | — |
| Keyair | 1914 | 2,450 | 6,120 | 118 | 114 |
| Keyport | 1909 | 2,450 | 6,000 | 121 | 123 |
| Keystale | 1920 | 2,430 | — | — | — |
| Keyvere | 1919 | 2,500 | 6,021 | 119 | 114 |
| Keyweet | 1909 | 2,450 | 6,434 | 121 | 121 |
| Khandalla | 1921 | 6,602 | 46,414 | 200 | 160 |
| Kharkov | 1912 | 12,024 | 59,000 | 424 | 502 |
| Khasi | 1907 | 4,210 | — | 283 | 239 |
| Khemeru | 1924 | 9,420 | 38,720 | 300 | 333 |
| Khoistan | 1921 | 900 | 10,020 | 39 | 35 |
| Kia Ora | 1907 | 11,210 | 63,800 | 534 | 533 |
| Kiang Wo | 1901 | 1,250 | 5,040 | 100 | 91 |
| Kidderpore | 1921 | 8,200 | 30,200 | — | 294 |
| Kiel | 1921 | 6,023 | 18,229 | 206 | 204 |
| Kien Kan | 1904 | 1,500 | 13,000 | 70 | 66 |
| Kihaku Maru | 1919 | 9,100 | 34,400 | 180 | 411 |
| Kijew | 1917 | 9,150 | — | — | 320 |
| Kiku Maru | 1904 | 5,000 | 22,400 | 340 | 321 |
| Kikukori Maru | 1906 | 9,320 | 13,040 | 200 | — |
| Kildale | 1920 | 6,000 | 18,000 | 323 | 246 |
| Kilcranny | 1921 | 750 | 2,500 | — | 24 |
| Kilcrany | 1921 | 750 | 3,127 | — | 33 |
| Kilsaw | 1922 | 8,500 | 18,000 | 422 | 300 |
| Kilvey | 1908 | 710 | 2,162 | 33 | — |
| Kim | 1920 | 9,900 | 20,800 | — | — |
| Kimi Maru | 1914 | 5,600 | 14,000 | 130 | 320 |
| Kinara | 1904 | 220 | 2,000 | 27 | 24 |
| Kinai Maru | 1920 | 10,141 | — | 402 | 327 |
| Kinderdijk | 1918 | 11,000 | 57,000 | 600 | 540 |
| Kindia | 1919 | 1,800 | 14,300 | 180 | 154 |
| Kinder | 1920 | 1,210 | 3,000 | — | 66 |
| Kine Maru | 1920 | 3,200 | 8,300 | 112 | 100 |
| King | 1919 | 4,300 | 10,000 | 112 | 120 |
| King | 1919 | 750 | 3,400 | 40 | — |
| King Alfred | 1919 | 8,500 | 30,170 | 400 | 420 |
| King Arthur | 1919 | 9,270 | — | 400 | 429 |
| King Hadfyn | 1919 | 11,000 | 41,000 | 400 | 440 |
| King Olf | 1920 | 6,300 | 18,450 | 300 | 410 |
| King David | 1919 | 6,900 | 21,400 | 350 | — |
| King Edgar | 1920 | 6,000 | — | 300 | 450 |
| King Edward | 1919 | 8,100 | 33,000 | 440 | 350 |
| King Egbert | 1920 | 6,000 | — | 400 | 450 |
| King Gorel | 1919 | 8,300 | — | 400 | 450 |
| King Idwal | 1920 | 8,300 | — | — | — |
| King John | 1920 | 8,270 | — | 400 | 420 |
| King Lud | 1920 | 8,270 | — | 400 | 420 |
| King Neptune | 1920 | 8,270 | — | 400 | 420 |
| King Robert | 1920 | 9,200 | 37,400 | 400 | 440 |
| King Stephen | 1920 | 9,180 | 30,420 | 400 | 400 |
| King William | 1920 | 9,150 | 29,420 | 400 | 400 |
| Kings County | 1919 | 9,200 | 14,000 | 400 | 400 |
| Kingsbury | 1919 | 6,900 | 18,000 | 300 | 300 |
| Kingstown | 1919 | 710 | 2,000 | 32 | — |
| Kingswood | 1919 | 6,600 | 22,671 | 400 | 440 |
| Kini | 1919 | 1,710 | 10,000 | 40 | 40 |
| Kinkasan Maru | 1911 | 8,200 | 19,500 | 200 | 300 |
| Kinko Maru | 1917 | 1,900 | — | — | — |
| Kinnaird Head | 1921 | 500 | 2,400 | 30 | 24 |
| Kinnine | 1906 | 6,100 | 30,000 | 267 | 240 |
| Kinryu Maru | 1905 | 7,300 | 16,000 | 200 | 300 |
| Kinsale | 1922 | 1,000 | 4,400 | 41 | 30 |
| Kinsen Maru | 1905 | 7,200 | 19,500 | 300 | 290 |

D.W.C.—The approximate deadweight capacity in tons, of 2,240lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

P.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo space, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo space, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of cargo spaces are taken after fitting insulation.

## Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.

*(Ces renseignements sont donnés d'après l'Annuaire, mais parfois et toujours approximativement seuls. Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom du Navire. | Année de Construction. | D.W.C. — Port en lourd approximatif en tonnes de 2,240 lbs. | Capacité cubique. — Bal. grains. — P.R. — | Capacité cubique. — Bal. grains. — Balles en sacs des grains. — Cordes. | Capacité cubique. — Bal. grains. — Balles en sacs des grains. — Balles. |
|---|---|---|---|---|---|
| Kinas | 1909 | 441 | 6,300 | 17 | — |
| Kot Mara | 1909 | 500 | — | 35 | 32 |
| Kotka Mara | 1919 | 3,000 | 12,300 | 310 | 314 |
| Krinkjent Mara | 1921 | 8,724 | — | 346 | 319 |
| Kirkcaldy | 1900 | 543 | 3,000 | 22 | 24 |
| Kirkfonte | 1907 | 3,000 | 10,800 | 154 | 142 |
| Kirkpool | 1906 | 3,700 | 8,600 | 450 | 411 |
| Kirkwood | 1909 | 8,400 | 27,300 | 780 | 724 |
| Kirsta | 1908 | 2,500 | — | — | 127 |
| Kirsten Maersk | 1909 | 2,900 | 8,000 | 191 | 178 |
| Kirwan | 1921 | 8,800 | 31,800 | 912 | 917 |
| Kisa | 1920 | 7,000 | 5,000 | 110 | 112 |
| Kitbourquelles | 1918 | 7,000 | — | 440 | 472 |
| Kitha Mara | 1907 | 3,000 | 8,600 | 112 | 111 |
| Kitkun Mara | 1919 | 3,500 | 13,300 | 170 | 170 |
| Kissop | 1919 | 8,000 | 19,600 | 473 | 423 |
| Kistna | 1914 | 1,874 | — | 107 | 101 |
| Kitkata Mara | 1902 | 8,500 | 35,100 | 775 | 788 |
| Kitano Mara | 1908 | 6,200 | 90,800 | — | — |
| Kitagawa | 1919 | 9,700 | — | 490 | 442 |
| Kitty Taylor | 1909 | 8,500 | 8,200 | 401 | 402 |
| Kivilan | 1902 | 3,300 | 13,400 | 146 | 139 |
| Kitchenkara | 1903 | 3,000 | 5,400 | 112 | 86 |
| Kitchenkara | 1910 | 800 | 3,000 | 35 | 40 |
| Klang | 1912 | 1,141 | 4,000 | 33 | — |
| Klada | 1901 | 1,750 | 6,200 | 90 | — |
| Klipfontein | 1909 | 8,100 | 35,300 | 405 | 417 |
| Knight Companion | 1919 | 11,500 | 50,000 | — | 606 |
| Knowlton | 1903 | 3,900 | 8,600 | 130 | — |
| Knoxville City | 1901 | 8,500 | — | 119 | 119 |
| Kaud | 1900 | 3,000 | 7,600 | 103 | 107 |
| Kaud Villemoes | 1900 | 2,500 | 8,600 | — | — |
| Knut | 1901 | 3,000 | 5,500 | 113 | 90 |
| Knut | 1920 | 3,000 | 3,800 | 35 | 41 |
| Knut Hansen | 1911 | 8,000 | 14,900 | 275 | 300 |
| Knut Jarl | 1906 | 6,000 | 13,500 | 300 | 236 |
| Kobad | 1909 | 10,000 | — | — | — |
| Kobe | 1901 | 7,200 | 17,700 | 316 | 324 |
| Kochi Mara | 1920 | 4,000 | 14,300 | 249 | 225 |
| Kofuman | 1902 | 3,400 | 9,000 | 60 | — |
| Kohan Mara | 1918 | 9,000 | 31,800 | 616 | 611 |
| Kogan Mara | 1919 | 8,000 | 33,900 | 716 | 711 |
| Kohatan | 1920 | 8,000 | — | 600 | 620 |
| Kohsan Mara | 1919 | 8,400 | 40,600 | 650 | 670 |
| Kokolyn | 1901 | 1,700 | 3,800 | 50 | 54 |
| Kokura Mara | 1920 | 9,100 | — | 607 | 601 |
| Kokyo Mara | 1919 | 4,700 | 19,000 | 310 | 302 |
| Kojun Mara | 1917 | 5,500 | 8,000 | 160 | 150 |
| Koki Mara | 1920 | 8,500 | 46,400 | 670 | 599 |
| Koko Mara | 1920 | 3,000 | 13,500 | — | — |
| Kokuryo Mara | 1921 | 4,700 | 16,000 | 410 | 420 |
| Kola | 1904 | 4,200 | 13,400 | 170 | 170 |
| Kola | 1904 | 1,879 | — | 100 | 110 |
| Kolbaghen | 1913 | 200 | 3,000 | 39 | 34 |
| Kolgrim | 1905 | 3,100 | — | 108 | 106 |
| Kollskegg | 1913 | 3,000 | 22,500 | 120 | 140 |
| Kola | 1900 | 10,000 | 46,900 | 547 | 600 |
| Kolong | 1909 | 8,000 | — | — | — |
| Kolodal | 1902 | 1,800 | 8,000 | 108 | 100 |
| Kolomarea | 1920 | 4,800 | — | 202 | 220 |
| Komeda | 1907 | 3,000 | 8,000 | — | 160 |
| Komet | 1912 | 1,800 | 10,700 | — | — |
| Komet Mara | 1920 | 3,800 | 15,000 | 160 | 170 |
| Kong Alf | 1900 | 1,000 | 2,600 | 40 | 38 |
| Kong Hjorr | 1901 | 1,000 | — | 40 | 30 |
| Kong Erik | 1908 | 1,000 | 4,000 | — | 35 |
| Kong Frode | 1904 | 1,000 | — | 40 | 42 |
| Kong Gudrod | 1909 | 1,000 | 3,800 | — | 35 |
| Kong Harfagr | 1906 | 900 | 7,200 | 40 | 35 |
| Kong Harald | 1900 | 900 | 3,000 | — | 30 |

| Nom du Navire. | Année de Construction. | D.W.C. — Port en lourd approximatif en tonnes de 2,240 lbs. | Capacité cubique. — Bal. grains. — P.R. — | Capacité cubique. — Bal. grains. — Balles en sacs des grains. — Cordes. | Capacité cubique. — Bal. grains. — Balles en sacs des grains. — Balles. |
|---|---|---|---|---|---|
| Kong Magnus | 1911 | 8,000 | 15,000 | 420 | — |
| Kong Sing | 1900 | 3,100 | 8,400 | 33 | 30 |
| Kong Sigurd | 1920 | 1,800 | 5,000 | 72 | 60 |
| Kongsfjord | 1917 | 800 | — | — | — |
| Kongsnes Mara | 1907 | 8,000 | 8,000 | 400 | 400 |
| Kongsberg | 1901 | 1,000 | 3,000 | 47 | — |
| Konigin | 1901 | 1,000 | 4,000 | 47 | 50 |
| Konigstein | 1907 | 11,000 | 28,000 | 900 | 854 |
| Konigin Elisabeth | 1909 | 8,700 | 15,000 | 800 | 754 |
| Konisia | 1907 | 8,000 | 13,000 | 700 | 700 |
| Konan Mara | 1909 | 8,000 | — | 700 | 700 |
| Konai Seiyu | 1909 | 8,000 | 10,000 | 700 | 700 |
| Konsul P. Dumenberge | 1906 | 3,000 | 20,000 | 200 | 200 |
| Konya | 1900 | 1,000 | 3,100 | 60 | 70 |
| Koolga | 1910 | 1,200 | 4,000 | 90 | 80 |
| Koolga | 1909 | 3,700 | 13,100 | 400 | 400 |
| Koolinda | 1909 | 9,000 | — | — | 700 |
| Koomilva | 1909 | 4,000 | 14,000 | 300 | 300 |
| Kora | 1900 | 1,000 | 3,000 | 60 | 60 |
| Koranni | 1914 | 3,000 | 11,000 | — | 100 |
| Korea Prince | 1917 | 4,000 | 3,000 | 400 | 400 |
| Korei Mara | 1904 | 8,000 | — | 300 | 300 |
| Korisk | 1909 | 4,500 | 12,000 | 300 | 300 |
| Korokong | 1909 | 1,000 | 3,000 | 90 | 70 |
| Korolford | 1902 | 3,400 | 8,500 | 100 | 100 |
| Korolola | 1909 | 3,000 | — | 200 | 200 |
| Korsvik | 1909 | 1,000 | 3,000 | 40 | — |
| Koryo Mara | 1909 | 1,000 | 3,500 | — | 30 |
| Koryo Mara | 1916 | 10,000 | — | 600 | 500 |
| Koryo Mara | 1919 | 8,000 | 31,000 | 100 | 100 |
| Koscrinko | 1910 | 3,000 | — | 70 | 60 |
| Kosha Mara | 1917 | 2,900 | 7,700 | 100 | 100 |
| Kosha Mara | 1904 | 800 | 3,000 | 40 | — |
| Koshiro Mara | 1907 | 3,000 | 10,000 | 270 | 300 |
| Kosmos II | 1901 | 14,000 | — | — | — |
| Kosoku Mara | 1916 | 3,100 | 14,000 | 300 | 300 |
| Kosmik | 1908 | 8,000 | 17,700 | 300 | 300 |
| Kostanti | 1911 | 8,500 | 30,700 | 600 | 610 |
| Koster | 1907 | 1,000 | 3,000 | 70 | 70 |
| Kotti | 1901 | 8,700 | 18,000 | 300 | 300 |
| Kotirma | 1902 | 4,000 | 14,000 | 300 | 300 |
| Kota Agung | 1920 | 9,000 | — | 300 | 400 |
| Kota Baru | 1919 | 9,000 | — | 300 | 400 |
| Kota Dedo | 1919 | 9,000 | — | 300 | 400 |
| Kota Intan | 1917 | 9,000 | — | 300 | 400 |
| Kota Raja | 1917 | 9,000 | — | 300 | 400 |
| Kotka | 1919 | 2,170 | 3,700 | 90 | — |
| Kotkas | 1919 | 4,000 | 18,000 | — | 100 |
| Kotobiro Mara | 1918 | 9,700 | 38,000 | 800 | 800 |
| Kotomo | 1908 | 4,000 | 9,000 | 200 | 190 |
| Kotor | 1904 | 2,700 | 8,000 | 100 | 100 |
| Kotowsky | 1909 | 800 | — | 30 | — |
| Kotsu Mara | 1916 | 9,000 | 14,000 | 300 | 300 |
| Kouang Si | 1909 | 9,700 | 19,000 | 900 | 900 |
| Kowa Mara No. 3 | 1912 | 800 | 3,700 | — | 30 |
| Kovda | 1908 | 3,000 | 8,000 | 100 | 100 |
| Koyetra | 1918 | 9,000 | 11,000 | 100 | 100 |
| Kochai | 1910 | 1,000 | 3,000 | — | 90 |
| Koyasu Mara | 1907 | 3,000 | — | 100 | 100 |
| Koyo Mara | 1918 | 11,000 | 30,000 | — | — |
| Koyo Mara | 1919 | 4,700 | 19,000 | — | 470 |
| Krakow | 1909 | 3,000 | — | — | — |
| Krakow | 1907 | 8,000 | 10,000 | — | 800 |
| Krallingen | 1917 | 3,000 | — | 100 | 90 |
| Kralinn Marija | 1906 | 2,000 | 10,000 | — | — |
| Kramer Oskado | 1911 | 3,000 | 15,000 | 200 | 200 |
| Krawkowia | 1909 | 3,000 | 9,000 | 300 | 270 |
| Kreta | 1909 | 3,000 | — | 200 | 200 |
| Kreuzen | 1909 | 1,000 | — | 50 | 50 |
| Kriss | 1911 | 700 | 3,000 | 40 | 40 |

# Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, or approximately revised. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Date of Build. | D.W.C. of cargo and bunkers. | Cubic Capacity. In cus. F.B. | Cubic Capacity. In thousands of cub. Grain. | Cubic Capacity. In thousands of cub. Bale. |
|---|---|---|---|---|---|
| Kristalds | 1899 | 3,000 | 10,150 | 133 | 130 |
| Kristian I. | 1904 | 1,000 | ... | 25 | 23 |
| Kristprins Olav | 1899 | 1,700 | 12,211 | 95 | 90 |
| Kristprinsessen Margareta | 1911 | 6,320 | 4,817 | 305 | 310 |
| Kristprinsessen Martha | 1909 | 300 | ... | ... | 15 |
| Krosvidden | 1904 | 3,135 | ... | 141 | 140 |
| Krovner | 1900 | 3,000 | ... | 141 | ... |
| Krsickaa | 1906 | 600 | 4,300 | 29 | 24 |
| Krumb | 1905 | 2,130 | 8,321 | 97 | 95 |
| Krym | 1907 | 3,300 | ... | ... | 110 |
| Kuala | 1911 | 900 | 1,820 | 41 | ... |
| Kuba | 1909 | 4,261 | ... | 194 | 210 |
| Kubra | 1907 | 4,325 | 10,130 | 230 | 235 |
| Kul | 1907 | 1,900 | 5,300 | 91 | 95 |
| Kuldiga | 1906 | 2,900 | 12,200 | 130 | 140 |
| Kulim | 1871 | 900 | ... | 29 | ... |
| Kulmerland | 1905 | 10,000 | ... | 514 | 502 |
| Kuma Maru | 1911 | 8,141 | 25,800 | 514 | 482 |
| Kumanon | 1905 | 6,000 | 7,100 | 240 | 242 |
| Kumsang | 1900 | 9,025 | 27,500 | 424 | 412 |
| Kun Hung | 1900 | 4,100 | 5,414 | 190 | 224 |
| Kung Wo | 1911 | 3,250 | 11,670 | 146 | 195 |
| Kunsbolm | 1905 | 3,200 | 17,200 | 192 | 210 |
| Kurama Maru | 1911 | 10,192 | ... | 470 | 532 |
| Kurosawa Maru | 1911 | 5,202 | ... | 440 | 502 |
| Kurlaiana | 1909 | 3,400 | 20,400 | 440 | 470 |
| Kurotake Maru | 1911 | 8,000 | 13,300 | 473 | 494 |
| Kurtalin | 1904 | 5,100 | 9,914 | 300 | 340 |
| Kurland | 1914 | 3,100 | 5,300 | 115 | 105 |
| Kurmark | 1900 | 5,065 | 15,111 | 348 | 320 |
| Kurokuni Maru | 1905 | 6,000 | 11,962 | 418 | 390 |
| Kurue | 1909 | 4,015 | 10,300 | ... | 199 |
| Kurt Harvey Sommer | 1904 | 1,200 | 4,000 | 80 | 80 |
| Kurumba | 1907 | 2,000 | 5,000 | ... | 140 |
| Kurzeme | 1909 | 800 | ... | ... | ... |
| Kustos | 1904 | 1,100 | 8,000 | 60 | ... |
| Kut Wo | 1909 | 3,242 | 8,000 | 140 | 210 |
| Kutsang | 1903 | 3,000 | 12,700 | 215 | 220 |
| Kwei Hung | 1907 | 3,300 | 16,110 | 110 | 210 |
| Kwang Fuh | 1906 | 3,300 | 12,200 | 160 | 440 |
| Kwangtse | 1907 | 1,300 | ... | ... | ... |
| Kwanmi Maru | 1900 | 11,774 | 24,400 | 610 | 550 |
| Kwanto Maru | 1900 | 10,772 | 24,400 | 601 | 555 |
| Kwato Maru | 1904 | 2,500 | 11,922 | 90 | 90 |
| Kwazu Maru | 1907 | 6,000 | 11,922 | 350 | 360 |
| Kwang Sui | 1902 | 900 | ... | ... | ... |
| Kwang Tung | 1904 | 900 | ... | ... | ... |
| Kyanite | 1907 | 750 | ... | 30 | ... |
| Kyle Firth | 1900 | 500 | ... | ... | 30 |
| Kyloe | 1900 | 4,000 | 12,570 | 210 | 190 |
| Kyma | 1902 | 6,000 | 18,110 | 360 | ... |
| Kyoda Maru | 1904 | 1,862 | 6,300 | 70 | ... |
| Kyoda Maru No. 16 | 1906 | 2,000 | ... | ... | ... |
| Kyoda Maru No. 28 | 1906 | 700 | ... | ... | ... |
| Kyoda Maru No. 31 | 1906 | 1,400 | ... | ... | ... |
| Kyoda Maru No. 35 | 1906 | 2,603 | ... | ... | ... |
| Kyogle | 1902 | 900 | 4,000 | ... | 30 |
| Kyokuei Maru | 1910 | 10,001 | 21,817 | 424 | 470 |
| Kyphissia | 1903 | 3,500 | 10,200 | 310 | 300 |
| Kyra-Panagia | 1872 | 900 | ... | ... | ... |
| L. A. Christensen | 1905 | 7,000 | ... | 414 | 414 |
| L. J. Drake | 1914 | 9,500 | ... | ... | ... |
| L. M. Bowers | 1905 | 12,500 | ... | 520 | 522 |
| L'Aquila | 1904 | 4,000 | 1,200 | ... | 40 |
| La Boerbonnesa | 1904 | 8,000 | 12,000 | ... | 300 |

| Name of Vessel. | Date of Build. | D.W.C. of cargo and bunkers. | Cubic Capacity. In cus. F.B. | Cubic Capacity. In thousands of cub. Grain. | Cubic Capacity. In thousands of cub. Bale. |
|---|---|---|---|---|---|
| La Bona | 1910 | 11,000 | ... | ... | ... |
| La Cuna | 1902 | 900 | ... | ... | ... |
| La Guaira | 1921 | 8,121 | ... | 414 | 405 |
| La Concepcion | 1921 | 3,220 | ... | ... | ... |
| La Fuse | 1921 | 3,000 | 10,800 | ... | 360 |
| La Franca | 1900 | 900 | 4,174 | ... | 37 |
| La Germania | 1906 | 3,455 | 13,817 | ... | 440 |
| La Gaudia | 1906 | 600 | 3,300 | 30 | 42 |
| La Helen | 1914 | 10,000 | ... | 406 | ... |
| La Kalloway | 1910 | 400 | 2,900 | 20 | 25 |
| La Kenger | 1904 | 2,115 | 10,900 | 182 | 118 |
| La Kepod | 1907 | 1,750 | ... | ... | ... |
| La Pulma | 1904 | 400 | 3,820 | 28 | 30 |
| La Paz | 1900 | 8,190 | ... | ... | 460 |
| La Plasenia | 1921 | 11,000 | ... | ... | ... |
| La Plata Maru | 1906 | 7,214 | ... | 217 | 242 |
| La Parisma | 1901 | 7,000 | ... | ... | ... |
| La Rochefoucauld | 1903 | 3,000 | ... | ... | ... |
| La Salina | 1921 | 2,257 | ... | ... | ... |
| Lacaenas | 1922 | 200 | ... | 32 | ... |
| Lab | 1912 | 1,000 | ... | 95 | 34 |
| Labelle County | 1904 | 5,800 | ... | 196 | 173 |
| Labetre | 1914 | 3,025 | ... | 400 | 212 |
| Labor | 1900 | 630 | 1,200 | ... | ... |
| Lackenby | 1920 | 9,000 | 6,424 | 341 | 402 |
| Lacunia | 1922 | 12,300 | 16,711 | 462 | 496 |
| Lacunda | 1917 | 9,000 | 13,291 | 330 | 400 |
| Lady Ampthrior | 1922 | 400 | 3,000 | 25 | 26 |
| Lady Anley | 1908 | 5,213 | 11,300 | 224 | 232 |
| Lady Brepda | 1910 | 5,170 | 14,000 | 455 | 456 |
| Lady Carlew | 1908 | 375 | 1,124 | ... | 24 |
| Lady Cleo | 1918 | 3,878 | 12,000 | 400 | 400 |
| Lady Connaught | 1906 | 1,120 | 6,468 | ... | 46 |
| Lady Dogleas-Pender | 1907 | 1,200 | 16,500 | ... | ... |
| Lady Dorothy | 1914 | 232 | 4,000 | 30 | 30 |
| Lady Drake | 1920 | 8,210 | 16,074 | 400 | 372 |
| Lady Emerald | 1919 | 7,984 | 11,034 | 336 | 380 |
| Lady Gertrude Cochrane | 1914 | 450 | 4,347 | 35 | 35 |
| Lady Glen | 1900 | 1,000 | 3,220 | 40 | 40 |
| Lady Hawkins | 1909 | 6,210 | 16,474 | 400 | 377 |
| Lady Isobel | 1921 | 2,600 | 5,900 | 192 | 94 |
| Lady Kerry | 1906 | 400 | 1,174 | ... | 24 |
| Lady Lennox | 1917 | 1,275 | 7,951 | ... | 44 |
| Lady Louth | 1906 | 745 | 4,400 | 41 | ... |
| Lady Martin | 1915 | 2,000 | 7,440 | 144 | 140 |
| Lady Meath | 1908 | 1,500 | 5,430 | 144 | 134 |
| Lady Munster | 1906 | 1,180 | 6,800 | ... | 38 |
| Lady Nelson | 1906 | 9,700 | 16,819 | 396 | 317 |
| Lady Olga | 1907 | 1,000 | ... | 47 | 39 |
| Lady Wimborne | 1903 | 1,000 | 13,190 | 90 | 42 |
| Laertes | 1919 | 7,600 | 21,000 | ... | 600 |
| Lafayette | 1909 | 6,000 | ... | ... | 190 |
| Lafonia | 1919 | 7,800 | ... | 400 | 420 |
| Lafian | 1908 | 6,000 | 20,000 | 360 | 320 |
| Lagalgia | 1908 | 5,000 | ... | 207 | 400 |
| Lagashead | 1920 | 8,117 | ... | 320 | 434 |
| Laguria | 1917 | 7,200 | ... | 273 | 300 |
| Lagunas | 1907 | 9,212 | 21,000 | 604 | 684 |
| Lagunilla | 1907 | 2,207 | ... | ... | ... |
| Lahn | 1907 | 12,700 | 17,500 | 749 | 472 |
| Lahaina | 1901 | 8,000 | 14,800 | 407 | 40 |
| Lahamma | 1906 | 11,000 | 14,900 | 398 | 440 |
| Lahore | 1920 | 8,200 | 20,200 | ... | 504 |
| Laindona | 1909 | 5,870 | ... | 240 | 272 |
| Laiss | 1908 | 700 | ... | 29 | ... |
| Lairdsbrin | 1909 | 650 | 2,150 | 32 | 25 |
| Lairdsbrook | 1903 | 1,017 | 4,140 | 41 | 30 |
| Lairdstars | 1903 | 700 | 7,120 | 35 | ... |
| Lairdscastle | 1906 | 765 | 6,000 | 32 | ... |
| Lairdsferry | 1910 | 610 | 3,140 | 32 | ... |

D.W.C.—The approximate deadweight capacity in tons, of 2,240 lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

F.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to low of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of cargo spaces are taken after fitting insulation.

**Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.**

*(Ces renseignements sont donnés d'après l'autorité des Armateurs, sous garantie et comme approximativement exacts. Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom du Navire | Date de Construction | D.W.C. — Port en lourd approximatif en tonnes | Capacité cubique — En pieds (P.B. = pieds cubes) | En milliers de pieds — Grains | En milliers de pieds — Balles |
|---|---|---|---|---|---|
| Lairdsford | 1885 | 550 | 4,600 | 59 | ... |
| Lairdsglen | 1914 | 580 | 5,950 | 43 | ... |
| Lairdsgrove | 1898 | 620 | 5,200 | 61 | ... |
| Lairdshighlander | 1898 | 800 | 7,820 | 65 | ... |
| Lairdshill | 1921 | 824 | 3,880 | 104 | ... |
| Lairdsloch | 1896 | 660 | 6,840 | 57 | ... |
| Lairdsmoor | 1913 | 780 | 6,700 | 53 | ... |
| Lairdspool | 1896 | 660 | 6,400 | 59 | ... |
| Lairdsrock | 1898 | 520 | 6,050 | 53 | ... |
| Lairdsrose | 1902 | 610 | 6,200 | 61 | ... |
| Lairdsvale | 1898 | 660 | 6,800 | 66 | ... |
| Lake Benbow | 1919 | 3,500 | 16,914 | 174 | 160 |
| Lake Chelan | 1919 | 2,952 | 7,200 | 154 | ... |
| Lake Fairfax | 1919 | 4,125 | ... | 188 | 161 |
| Lake Fandango | 1920 | 4,050 | ... | 188 | 161 |
| Lake Fannin | 1919 | 4,125 | ... | 188 | 163 |
| Lake Fenn | 1920 | 4,050 | ... | 188 | 167 |
| Lake Fernalde | 1919 | 4,100 | ... | 188 | 162 |
| Lake Fitch | 1919 | 4,330 | ... | 197 | 150 |
| Lake Flagon | 1919 | 4,125 | ... | 188 | 162 |
| Lake Flatte | 1920 | 4,050 | ... | 185 | 161 |
| Lake Frances | 1919 | 2,800 | 7,800 | 131 | ... |
| Lake Gatewood | 1919 | 4,007 | ... | 202 | 196 |
| Lake George | 1917 | 4,150 | ... | 116 | ... |
| Lake Gitledge | 1919 | 4,150 | ... | 190 | 162 |
| Lake Girth | 1919 | 4,155 | ... | 193 | 162 |
| Lake Gorin | 1919 | 3,500 | 16,488 | 174 | 162 |
| Lake Miraflores | 1921 | 4,200 | ... | 197 | 156 |
| Lake Ormoc | 1919 | 3,200 | 16,808 | 160 | 116 |
| Lake Owens | 1919 | 3,200 | 16,160 | 156 | 116 |
| Lake Traverse | 1918 | 2,880 | 15,990 | 111 | 105 |
| Lake Tretis | 1920 | 4,000 | ... | 190 | 167 |
| Lakedon | 1908 | 6,000 | ... | ... | ... |
| Lakewood | 1918 | 720 | ... | 58 | 51 |
| Lakina | 1912 | 2,400 | ... | ... | ... |
| Lalita | 1918 | 749 | 6,691 | 32 | 29 |
| Lary | 1920 | 2,500 | 4,300 | 117 | 111 |
| Lamartine | 1916 | 3,147 | 50,437 | ... | 202 |
| Lamoriciere | 1921 | 1,456 | 28,190 | 60 | 73 |
| Lampas | 1918 | 8,800 | ... | ... | ... |
| Lanark | 1919 | 4,600 | ... | 190 | 195 |
| Lanarka | 1902 | 2,374 | 4,520 | 141 | 134 |
| Lancashire | 1917 | 9,420 | 44,604 | ... | 475 |
| Lancashire Coast | 1921 | 1,218 | 6,670 | 25 | 56 |
| Lancaster | 1918 | 10,330 | 70,127 | 536 | 464 |
| Lancaster Castle | 1918 | 9,000 | ... | 448 | 412 |
| Lancastria | 1922 | 10,000 | 108,114 | 425 | 395 |
| Lancastrian Prince | 1921 | 5,800 | ... | 267 | 236 |
| Lancer | 1908 | 2,000 | 4,260 | 100 | 92 |
| Lancing | 1898 | 11,000 | ... | 540 | 253 |
| Lancing | 1908 | 900 | 4,100 | 37 | ... |
| Landes | 1920 | 2,010 | 6,260 | 126 | 116 |
| Landfort | 1921 | 1,800 | 7,300 | ... | ... |
| Landlow | 1920 | 1,450 | 8,480 | 51 | 52 |
| Lanena | 1920 | 1,530 | 11,400 | 70 | 74 |
| Langanger | 1920 | 14,915 | ... | 690 | ... |
| Langleebrook | 1920 | 9,900 | 42,254 | 445 | 413 |
| Langleeburg | 1920 | 9,234 | 21,436 | 236 | 419 |
| Langleegorse | 1927 | 9,040 | 32,680 | 432 | 395 |
| Langleemere | 1924 | 9,040 | 32,910 | 218 | 297 |
| Langleeridge | 1920 | 9,300 | 29,350 | 214 | 278 |
| Langleetarn | 1929 | 9,303 | 31,830 | 320 | 279 |
| Langness | 1921 | 1,480 | 6,700 | 73 | 61 |
| Lanrick | 1920 | 1,550 | 12,290 | 73 | 72 |
| Lansing | 1900 | 6,048 | — | — | ... |
| Laomedon | 1912 | 8,540 | 48,120 | ... | 401 |
| Lapérouse | 1911 | 5,286 | 22,145 | ... | 214 |
| Lapeyrade | 1920 | 4,820 | 27,844 | 219 | 214 |
| Lapland | 1908 | 11,665 | 106,785 | ... | 414 |
| Lapponia | 1898 | 1,840 | 4,250 | 75 | ... |

| Nom du Navire | Date de Construction | D.W.C. — Port en lourd approximatif en tonnes | Capacité cubique — En pieds (P.B. = pieds cubes) | En milliers de pieds — Grains | En milliers de pieds — Balles |
|---|---|---|---|---|---|
| Lara | 1919 | 4,125 | ... | 197 | 161 |
| Laranche | 1920 | 3,575 | 16,280 | 127 | 102 |
| Larch | 1897 | 1,675 | 2,637 | 260 | 477 |
| Larchberg | 1915 | 6,800 | 15,420 | 465 | 356 |
| Largo | 1919 | 4,600 | 10,890 | 194 | 195 |
| Largo | 1913 | 2,300 | 80,730 | 104 | ... |
| Largo | 1912 | 900 | 4,300 | 59 | 54 |
| Largo Bay | 1921 | 11,090 | ... | 714 | 710 |
| Laristan | 1921 | 9,900 | ... | ... | ... |
| Larpool | 1924 | 6,800 | 26,300 | 273 | 252 |
| Larry Doheny | 1921 | 10,500 | ... | ... | ... |
| Lars Kruse | 1922 | 2,150 | 8,990 | 102 | 106 |
| Lars Magnus Trozelli | 1920 | 6,170 | 40,942 | 180 | 120 |
| Larsa | 1904 | 990 | 1,250 | 47 | 42 |
| Lasbek | 1920 | 1,337 | 8,710 | 191 | 116 |
| Lasaef | 1919 | 720 | 4,250 | 39 | ... |
| Lasoma | 1908 | 1,025 | 7,050 | 104 | 36 |
| Latouche | 1913 | 2,511 | ... | ... | 120 |
| Laura C. | 1922 | 4,450 | ... | 186 | 320 |
| Laura Lears | 1912 | 4,649 | 27,144 | ... | 401 |
| Laura Marsh | 1917 | 3,356 | 4,374 | 152 | ... |
| Laura Maryland | 1920 | 6,300 | ... | 230 | 202 |
| Laurelwood | 1920 | 10,152 | ... | ... | ... |
| Laurie | 1919 | 3,607 | 10,480 | 138 | 160 |
| Laurientenn | 1917 | 3,080 | 13,060 | 90 | 90 |
| Laurits Swenson | 1920 | 9,350 | ... | 471 | 887 |
| Lautaro | 1921 | 9,050 | ... | 454 | 450 |
| Lautrefels | 1921 | 9,100 | 38,800 | 125 | 368 |
| Lavada | 1920 | 5,450 | ... | 299 | 256 |
| Laverock | 1898 | 1,455 | 40,080 | ... | 44 |
| Lavington Court | 1920 | 10,410 | 87,394 | 599 | 508 |
| Lawhauth | 1920 | 7,800 | 19,088 | 418 | 392 |
| Lawrenden | 1920 | 2,388 | ... | ... | ... |
| Le Havre | 1906 | 3,425 | ... | ... | 148 |
| Le Marlier | 1920 | 3,140 | ... | 171 | ... |
| Le Norvégien | 1919 | 1,250 | 3,670 | 66 | 59 |
| Le Rhin | 1920 | 3,149 | ... | 196 | ... |
| Le Scorff | 1907 | 840 | ... | 37 | ... |
| Le Tell | 1901 | 2,300 | 1,740 | 115 | ... |
| Lebec | 1921 | 10,800 | ... | ... | ... |
| Leconte de Lisle | 1922 | 7,420 | 34,300 | ... | 435 |
| Leda | 1920 | 13,312 | 40,890 | 561 | 508 |
| Leda | 1908 | 1,726 | 9,220 | 97 | 85 |
| Leda | 1920 | 1,400 | 14,470 | 73 | 67 |
| Ledbury | 1912 | 6,420 | 22,000 | 367 | 354 |
| Lee Sang | 1917 | 4,775 | 11,130 | 119 | 208 |
| Leeds City | 1927 | 8,385 | 18,840 | 338 | 476 |
| Leegtwater | 1922 | 6,148 | 29,560 | 232 | 331 |
| Leerdam | 1921 | 11,400 | 63,349 | 808 | 331 |
| Leersum | 1914 | 6,050 | 14,918 | 396 | 356 |
| Leetsung | 1908 | 2,120 | ... | ... | 95 |
| Leeuwarden | 1920 | 1,230 | 1,280 | ... | 106 |
| Legazpi | 1904 | 4,580 | 34,238 | 199 | 175 |
| Legia | 1920 | 4,579 | 38,598 | 320 | 418 |
| Lehigh | 1919 | 7,825 | ... | 409 | 352 |
| Leif | 1920 | 2,050 | ... | 108 | 148 |
| Leikanger | 1922 | 7,500 | ... | 443 | 409 |
| Leila | 1918 | 1,400 | ... | 73 | ... |
| Leipzig | 1889 | 1,035 | 7,110 | 54 | 52 |
| Leise Maersk | 1921 | 4,670 | 21,000 | 225 | 213 |
| Lemastang | 1915 | 4,225 | ... | ... | 194 |
| Lena | 1920 | 10,300 | ... | 453 | 108 |
| Lempira | 1916 | 5,100 | 22,250 | ... | 238 |
| Lemuel Burrows | 1917 | 12,400 | ... | 600 | 575 |
| Lena Luckenbach | 1920 | 10,825 | 40,000 | 579 | 146 |
| Lena Petersen | 1900 | 3,500 | 7,060 | 159 | 141 |
| Lenfield | 1924 | 6,100 | ... | 324 | 316 |
| Lenin | 1898 | 1,672 | ... | 86 | ... |
| Lennie | 1920 | 3,230 | ... | 139 | 121 |
| Leona | 1897 | 3,800 | 4,530 | — | 96 |

D.W.C.—Le port en lourd approximatif du navire en tonnes de 2,240 lbs. (1016 kilos.) pour cargaison et combustible, chargé au franc-bord d'été en eau salée.

P.B.—La capacité approximative en pieds cubes des soutes fixes, mesurée hors membrures et du dessus de vaigrage au dessous des barrots.

Capacité pour Grains.—Le volume des cales en milliers de pieds cubes, mesuré hors membrures et du dessus du vaigrage au dessus des barrots, y compris les écoutilles.

Capacité pour Balles ou Colis.—Le volume des cales en milliers de pieds cubes, mesuré en dedans des lattes et du dessus du vaigrage au dessous des barrots, y compris les écoutilles.

Pour les Navires à Installation Frigorifique le volume des cales est pris après la pose de revêtement isolant.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Date of Build. | D.W.C. of cargo and bunkers. | Cubic Capacity. In feet. | Cubic Capacity. In thousands of feet. | |
|---|---|---|---|---|---|
| | | | P.B. | Grain. | Bale. |
| Lea | 1920 | 1,800 | 6,400 | 80 | 72 |
| Leaf y Castillo | 1915 | 600 | 3,000 | 50 | 50 |
| Leonardo Palomba | 1900 | 1,000 | — | — | — |
| Leonhard Bliem | 1919 | 800 | — | 35 | — |
| Leopoldo E. Cambaceres | 1917 | 7,500 | 12,200 | 640 | 620 |
| Leonora | 1920 | 2,000 | — | 147 | — |
| Leopold de Waal | 1902 | 1,200 | 9,900 | 90 | — |
| Leopolis | 1920 | 1,000 | 5,300 | 60 | 56 |
| Lepanto | 1919 | 1,000 | 16,400 | 900 | 804 |
| Lepsa | 1920 | 2,100 | 11,100 | 412 | 360 |
| Lerida | 1919 | 1,700 | — | — | — |
| Leshan | 1920 | 5,000 | 13,000 | 600 | 170 |
| Leuria | 1920 | 900 | 2,000 | 40 | — |
| Leuropa | 1921 | 2,000 | 7,000 | 320 | — |
| Leuta | 1919 | 1,800 | 5,500 | 112 | — |
| Leutra | 1906 | 4,500 | 9,500 | 210 | 190 |
| Leuthwarth | 1918 | 1,000 | 3,171 | 60 | — |
| Levinia | 1920 | 5,000 | — | — | — |
| Leto | 1909 | 9,000 | 2,700 | 112 | 100 |
| Lett | 1908 | 1,200 | — | 60 | — |
| Lettonia | 1900 | 4,000 | — | 120 | — |
| Leuna | 1907 | 6,000 | 47,700 | 950 | 917 |
| Levant Arrow | 1921 | 12,000 | — | — | — |
| Levante | 1911 | 7,500 | 17,500 | 600 | 600 |
| Leverbridge | 1908 | 7,000 | 20,000 | 900 | 860 |
| Leveroyal | 1911 | 8,500 | 17,000 | 600 | 600 |
| Levenses | 1900 | 1,000 | 12,190 | 80 | 80 |
| Leverhoney | 1900 | 10,000 | — | 600 | 600 |
| Lewis K. Thurlow | 1913 | 5,100 | 31,700 | 800 | 800 |
| Lewis Luckenbach | 1919 | 14,000 | 100,000 | 600 | 700 |
| Lexa Marsh | 1914 | 3,000 | 3,400 | 60 | 70 |
| Lex | 1890 | 1,000 | 3,000 | 70 | — |
| Lexmere | 1906 | 600 | 6,400 | 90 | 80 |
| Lexus | 1900 | 7,000 | 17,400 | 500 | 500 |
| Lexus | 1900 | 3,000 | 7,000 | 100 | 110 |
| Liberator | 1918 | 11,000 | 22,100 | 600 | 670 |
| Liberia | 1906 | 500 | 3,700 | 80 | — |
| Libertador | 1918 | 3,000 | — | — | — |
| Liberty | 1918 | 9,000 | — | 140 | 130 |
| Liberty Glo | 1919 | 7,000 | 60,000 | 600 | 570 |
| Libra | 1900 | 3,100 | 6,400 | 90 | 90 |
| Lichtenfels | 1909 | 10,000 | 65,000 | 700 | 900 |
| Lichtenstein | 1900 | 2,100 | — | — | 300 |
| L'Ida | 1900 | 6,100 | 21,000 | 300 | 300 |
| Lido | 1900 | 1,000 | 3,000 | 60 | 70 |
| Liebenfels | 1921 | 9,000 | 28,000 | 500 | 600 |
| Liebe | 1921 | 10,000 | — | — | — |
| Liechtenstein | 1900 | 1,000 | 10,000 | 100 | 90 |
| Lieutenant de la Tour | 1900 | 6,000 | 28,000 | — | 600 |
| Lieutenant de Hissenay | 1917 | 8,000 | 10,000 | — | 600 |
| Lieutenant St. Leubert Bid | 1918 | 9,000 | — | — | — |
| Liliard | 1900 | 3,000 | — | 100 | 170 |
| Lightbourne | 1900 | 9,000 | — | — | — |
| Lightfoot | 1900 | 3,000 | 10,000 | 100 | 100 |
| Lignaire | 1900 | 5,000 | — | — | — |
| Ligur | 1900 | 1,000 | 7,000 | 90 | 80 |
| Ligure | 1900 | 1,000 | 7,000 | 50 | 50 |
| Ligueria | 1900 | 7,000 | 31,700 | 900 | 900 |
| Lilas | 1900 | 1,000 | — | 100 | — |
| Lilbern | 1900 | 2,000 | 10,000 | 100 | 90 |
| Lilac | 1900 | 3,000 | 4,000 | 100 | 100 |
| Lilian Miller | 1900 | 7,000 | — | 100 | 800 |
| Lillebarg | 1900 | 3,000 | 4,200 | 100 | 100 |
| Lillebark | 1900 | 1,000 | — | 70 | — |
| Lilemar | 1900 | 1,000 | 10,000 | 90 | 80 |
| Lilian | 1900 | 1,000 | — | 300 | 300 |
| Lilian | 1900 | 900 | 4,000 | 90 | — |
| Lilian Luckenbach | 1900 | 11,000 | 72,000 | 900 | 900 |
| Lilio Matthiessen | 1900 | 1,000 | 4,000 | 70 | — |
| Lilly | 1900 | 1,000 | 3,000 | 70 | — |

| Name of Vessel. | Date of Build. | D.W.C. of cargo and bunkers. | Cubic Capacity. In feet. | Cubic Capacity. In thousands of feet. | |
|---|---|---|---|---|---|
| | | | P.B. | Grain. | Bale. |
| Lily | 1900 | 1,000 | 4,000 | 70 | 70 |
| Lima | 1900 | 4,000 | 7,000 | 100 | 100 |
| Lima | 1900 | 4,700 | 27,000 | 400 | 400 |
| Lima | 1900 | 100 | 300 | — | — |
| Lima Mara | 1900 | 10,000 | 83,000 | 900 | 900 |
| Limahow | 1900 | 2,000 | — | — | 100 |
| Limana | 1900 | 8,000 | — | — | — |
| Limon | 1900 | 6,000 | — | 400 | 400 |
| Lina Kaustanas | 1900 | 4,000 | 18,000 | 300 | 100 |
| Lina Malkovis | 1900 | 1,000 | — | — | — |
| Lincoln Ellsworth | 1900 | 7,000 | — | 300 | — |
| Linda | 1900 | 1,000 | 6,000 | 80 | 70 |
| Linderbank | 1900 | 9,000 | 11,000 | 500 | 400 |
| Linderfels | 1900 | 10,000 | 22,000 | 700 | 600 |
| Lindenfels | 1900 | 1,000 | 3,000 | 30 | 70 |
| Linge | 1900 | 3,000 | 8,700 | 400 | 400 |
| Lingestroom | 1900 | 1,000 | 3,000 | 60 | 60 |
| Linnell | 1900 | 10,000 | 24,000 | 500 | 500 |
| Linnie | 1900 | 9,000 | 34,000 | — | 600 |
| Linnel | 1900 | 5,000 | — | 400 | 400 |
| Linnet | 1900 | 8,000 | 18,000 | — | 300 |
| Linth | 1900 | 3,000 | 15,000 | 100 | 100 |
| Lippe | 1900 | 12,000 | 40,000 | 800 | 500 |
| Lipi | 1900 | 9,000 | 14,000 | 300 | 300 |
| Lisa | 1900 | 300 | — | — | — |
| Liseth | 1900 | 5,000 | 18,000 | 300 | 300 |
| Lisbeth | 1900 | 900 | — | 40 | — |
| Lisbeth Corda | 1900 | 1,000 | — | 80 | 90 |
| Lisbon | 1900 | 3,000 | 15,000 | 300 | 300 |
| Lisbon | 1900 | 2,700 | 3,000 | 300 | 300 |
| Lisbon Mara | 1900 | 10,000 | 41,000 | 500 | 500 |
| Lise | 1900 | 10,000 | — | — | — |
| Lisela | 1900 | 3,000 | — | — | — |
| Lisken | 1900 | 1,000 | 7,000 | 90 | 80 |
| Lisa | 1900 | 9,000 | — | 300 | — |
| Lissa | 1900 | 3,000 | 12,000 | 300 | 300 |
| Lista | 1900 | 2,000 | 8,000 | 300 | 300 |
| Listran | 1900 | 800 | 3,000 | 40 | 80 |
| Litorna | 1900 | 7,000 | 15,000 | — | 300 |
| Litoga | 1900 | 2,000 | — | — | — |
| Liv | 1900 | 4,000 | — | 300 | 300 |
| Liverpool Mara | 1900 | 9,000 | 26,000 | 400 | 400 |
| Livingston | 1900 | 3,000 | — | — | — |
| Livingston Roe | 1900 | 11,000 | — | — | — |
| Lizaijana | 1900 | 500 | 3,000 | 20 | 30 |
| Llanaelf | 1900 | 2,000 | — | 90 | 90 |
| Llanberis | 1900 | 6,000 | — | — | — |
| Llandilo | 1900 | 6,000 | — | — | — |
| Llanfair | 1900 | 6,000 | — | — | — |
| Llangibby Castle | 1900 | 6,000 | — | 400 | 400 |
| Llangollen | 1900 | 6,000 | — | — | — |
| Llanover | 1900 | 6,000 | — | — | — |
| Llantrisant Abbey | 1900 | 3,000 | 3,000 | 300 | 400 |
| Llanwern Major | 1900 | 3,000 | 4,000 | 300 | 300 |
| Llanwern | 1900 | 6,000 | — | — | — |
| Llodio | 1900 | 900 | — | — | — |
| Lo Yang Mara | 1900 | 2,000 | — | — | — |
| Lobos | 1900 | 9,000 | — | — | 400 |
| Lochbroom | 1900 | 900 | 3,000 | 40 | 40 |
| Lochee | 1900 | 1,000 | 4,000 | 40 | 40 |
| Lochnagar | 1900 | 900 | 4,000 | 30 | — |
| Lockgeel | 1900 | 8,000 | 40,000 | 400 | 300 |
| Loda | 1900 | 2,000 | 8,000 | 100 | 100 |
| Lofoten | 1900 | 700 | 8,000 | — | 30 |
| Log | 1900 | 2,000 | 7,000 | 100 | 100 |
| Loke | 1900 | 4,000 | 11,000 | 200 | 200 |
| Loke | 1900 | 2,000 | 9,000 | 100 | — |
| Loke | 1900 | 2,000 | 12,000 | 60 | 70 |
| Lolin | 1900 | 6,000 | 23,000 | 300 | 300 |
| Lolita A. | 1900 | 3,000 | 6,000 | 100 | 100 |

D.W.C.—The approximate deadweight capacity in tons, of 2,240lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

P.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of cargo spaces are taken after fitting insulation.

**Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.**

*(Les renseignements sont donnés d'après l'autorité des Armateurs, sont présumés et comme approximativement exacts. Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom du navire | Pays | Port en lourd approximatif en tonnes | Capacité cubique: Pieds cubes | Capacité cubique: Mètres cubes |
|---|---|---|---|---|
| Lakeworth | USA | 3,200 | 16,000 | 140 |
| Lam | USA | 2,000 | 2,400 | 57 |
| Lamar | USA | 8,100 | 13,200 | 425 |
| Langport | USA | 10,700 | 14,000 | — |
| Lana | USA | 2,400 | — | 130 |
| London Citizen | USA | 8,600 | 11,200 | 402 |
| London Corporation | USA | 8,600 | 11,000 | 410 |
| London Exchange | USA | 8,700 | — | 444 |
| London Merchant | USA | 11,100 | — | 414 |
| London Trader | USA | 900 | — | 36 |
| Longwood | USA | 10,200 | — | — |
| Longyear | USA | 3,900 | 8,600 | 210 |
| Lorain | USA | 8,700 | — | 446 |
| Lorna | USA | 8,600 | 16,700 | 400 |
| Lord Strathcona | USA | 11,200 | 19,000 | 526 |
| Lorenzo W. Rogers | USA | 8,100 | 14,000 | 412 |
| Lorna L. M. Hess | USA | 2,200 | 4,200 | 99 |
| Lorraine | USA | 9,800 | 11,400 | 502 |
| Lotus | USA | 9,000 | — | 490 |
| Louis | USA | 1,200 | 3,600 | 64 |
| Lulga | USA | 8,100 | — | 477 |
| Lumina | USA | 3,000 | 8,300 | 140 |
| Luzerne | USA | 8,000 | 16,500 | 461 |
| Los Angeles | USA | 11,000 | — | — |
| Lusitania | USA | 8,100 | — | 542 |
| Luxembourg | USA | 8,900 | — | 421 |
| Lyldur | USA | 8,100 | — | 40 |
| Lyle | USA | 2,200 | — | 419 |
| Lyle Helm | USA | 1,400 | 6,200 | 75 |
| Lyle Louisiana | USA | 1,000 | — | — |
| Lynden | USA | 1,200 | — | 21 |
| Lynge | USA | 1,100 | 1,500 | 40 |
| Lynn de Gour | USA | 5,100 | 10,400 | 140 |
| Lynn Freeman | USA | 5,000 | 14,300 | 411 |
| Lynn Mariner | USA | 1,200 | 10,400 | 414 |
| Lynn Shield | USA | 3,300 | 14,000 | 470 |
| Lynnhaven | USA | 4,300 | — | — |
| Lyolia | USA | 8,000 | 22,114 | — |
| Lyman | USA | 3,100 | — | 141 |
| Lyon | USA | 900 | 3,400 | 19 |
| Lyons | USA | 3,400 | 10,600 | 50 |
| Lyrical | USA | 4,000 | — | 111 |
| Lysakkers | USA | 3,400 | 8,600 | 400 |
| Lysaden | USA | 3,717 | 11,700 | 502 |
| Lysfjord | USA | 2,346 | 1,400 | — |
| Lysvik | USA | 600 | — | 20 |
| Lysland | USA | 1,200 | 1,400 | 40 |
| Lysnes | USA | 400 | 1,200 | — |
| Lysovsky | USA | 3,600 | — | 503 |
| Lysis | USA | 1,000 | 18,200 | — |
| Lyteria | USA | 2,000 | — | 58 |
| Lytesk | USA | 3,000 | 8,000 | 400 |
| Lytesk | USA | 2,100 | 7,200 | 120 |
| Lytrion | USA | 9,000 | — | — |
| Lyusaia | USA | 11,000 | — | — |
| Lyusto | USA | 11,000 | 7,200 | 500 |
| Lyusta | USA | 8,000 | — | — |
| Lychana | USA | 6,200 | 8,300 | 200 |
| Lychana | USA | 5,200 | — | 400 |
| Lycia C | USA | 6,000 | — | 400 |
| Lycoris | USA | 2,000 | — | — |
| Lyeiro | USA | 5,000 | — | — |
| Lyelle de Lattrage | USA | 8,000 | 10,000 | 400 |
| Lyelton | USA | 8,100 | 11,000 | 500 |
| Lynn W. Holmes | USA | 8,000 | 8,000 | 200 |
| Lynthe | USA | 6,000 | — | — |
| Lyn Enterprise | USA | 800 | 4,000 | — |
| Ludwig Kolberg | USA | 500 | — | — |
| Ludwig Pepper | USA | 1,000 | 4,700 | 90 |
| Ludwig | USA | 1,200 | 11,400 | 40 |

| Nom du navire | Pays | Port en lourd approximatif en tonnes | Capacité cubique: Pieds cubes | Capacité cubique: Mètres cubes |
|---|---|---|---|---|
| Ludvig | USA | 600 | 8,700 | 50 |
| Luella | USA | 3,000 | — | — |
| Luna Ile | USA | 1,200 | 16,200 | 90 |
| Lunet | USA | 2,400 | 12,200 | 400 |
| Lunet Assaum | USA | 4,100 | 2,000 | 200 |
| Lupine | USA | 600 | 4,000 | 20 |
| Luis Adam | USA | 3,400 | 12,800 | 200 |
| Luis Gomez de los Cobos | USA | 3,200 | 4,000 | 120 |
| Lusitania | USA | 3,000 | 15,900 | — |
| Lusenfeld | USA | 2,000 | — | 110 |
| Lulwell | USA | 1,400 | 4,900 | 50 |
| Lumberman | USA | 4,100 | 11,200 | 400 |
| Lumberville | USA | 3,000 | — | — |
| Luke | USA | 1,400 | 4,000 | 80 |
| Lundby | USA | 4,000 | — | 200 |
| Lung Shan | USA | 3,000 | — | — |
| Lunale | USA | 9,000 | — | — |
| Luno | USA | 11,000 | — | 500 |
| Lupeau | USA | 8,000 | 12,000 | 400 |
| Lusitania | USA | 9,000 | — | — |
| Lutetia | USA | 8,000 | 100,000 | — |
| Lutetia | USA | 8,000 | 16,000 | — |
| Lutine | USA | 4,000 | 17,000 | 400 |
| Luxembourg | USA | 9,000 | 16,000 | 400 |
| Luzzi | USA | 3,000 | — | 400 |
| Luzzi | USA | 8,000 | — | — |
| Lyder Hagen | USA | 8,000 | — | 200 |
| Lydia | USA | 3,000 | — | 80 |
| Lyonnais | USA | 3,000 | 21,000 | — |
| Lyrique | USA | 8,000 | 32,000 | 400 |
| Lyndurst E. Gear | USA | 7,000 | 14,000 | 400 |
| Lysendfjord | USA | 7,000 | — | 400 |
| Lysaksog | USA | 3,000 | 14,000 | 200 |
| Lysgrend | USA | 1,500 | 6,000 | 80 |
| Lyse Rogle | USA | 1,000 | 4,000 | 40 |
| Lystus Grange | USA | 7,000 | 7,000 | 200 |
| Lycus Mars | USA | 11,000 | 42,000 | 400 |
| Lyra | USA | 4,000 | 4,000 | 80 |
| Lys | USA | 3,000 | — | — |
| Lysaker | USA | 1,000 | — | — |
| Lysefjord | USA | 1,000 | — | 70 |
| Lysland | USA | 1,000 | 4,000 | 80 |
| M. C. Hulse | USA | 3,000 | 12,700 | 400 |
| M. F. Mount | USA | 9,700 | — | — |
| M. O. Stoddard | USA | 800 | 4,700 | 40 |
| M. J. Craig | USA | 700 | 3,100 | 30 |
| Maas | USA | 2,000 | 7,000 | 200 |
| Maas | USA | 1,000 | 3,000 | 40 |
| Maasdam | USA | 11,000 | 17,000 | 400 |
| Maastricht | USA | 8,000 | — | 200 |
| Maasdijk | USA | 6,000 | 16,000 | 300 |
| Maasland | USA | 8,000 | 16,000 | 400 |
| Maastricht | USA | 1,000 | 4,000 | 40 |
| Mabella | USA | 3,000 | 6,000 | 100 |
| Macaria | USA | 8,000 | 16,000 | — |
| Macaroni Mars | USA | 8,000 | 12,000 | 200 |
| Macdonald | USA | 1,000 | 7,000 | 50 |

**D.W.C.** — Le port en lourd approximatif du navire en tonnes de 2,240 lbs. (1016 kilos.) pour cargaison et chaudière de soute, charbonnage et transbordement d'huile en vrac.

**P.B.** — La capacité approximative en pieds cubes des soutes fixes, nouvelle hors membrures et du dessus de voyage en dessous des barrots.

**Capacité pour Grains.** — Le volume, en pieds cubes, moins les membrures et du dessus de voyage en dessous des barrots, y compris les cornières.

**Capacité pour Balles et Coffres.** — Le volume des soutes en pieds cubes, moins en dedans des lattes et du dessus de voyage au dessous des barrots, y compris les cornières.

**Pour les Navires à Installations Frigorifiques** le volume des soutes est pris après la pose du revêtement isolant.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Date of Build. | D.W.C. of cargo and bunkers. | Cubic Capacity. In feet. | Cubic Capacity. In thousands of feet. Grain. | Cubic Capacity. In thousands of feet. Bale. |
|---|---|---|---|---|---|
| Manchuria | 1911 | 8,200 | — | 173 | 152 |
| Mandalay | 1904 | 6,600 | 17,300 | 304 | 270 |
| Mandalena | 1902 | 6,015 | 21,300 | 324 | 294 |
| Mandonia | 1901 | 7,300 | 8,400 | 104 | 93 |
| Manchester | 1901 | 5,100 | 16,800 | 411 | 408 |
| Manhattan | 1903 | 3,900 | 8,100 | 130 | 120 |
| Manoris | 1906 | 4,271 | 16,870 | — | 345 |
| Marian | 1907 | 3,000 | 8,300 | 144 | 99 |
| Marcia | 1911 | 11,700 | — | — | — |
| Marcella | 1909 | 3,900 | 6,040 | 115 | 103 |
| Marella | 1907 | 900 | 2,700 | 37 | — |
| Mabel | 1911 | 5,600 | 24,300 | 525 | 465 |
| Mabia | 1909 | 7,900 | 17,900 | 700 | 600 |
| Middleton Grove | 1911 | 8,200 | 16,300 | 405 | 400 |
| Mango Lowelitya | 1907 | 3,100 | — | 100 | — |
| Maiwen | 1911 | 8,200 | 34,300 | 749 | 600 |
| Maiwen | 1911 | 4,200 | 9,200 | 104 | — |
| Malo | 1909 | 1,500 | 3,500 | 41 | — |
| Malaura | 1902 | 14,900 | 61,500 | 891 | 900 |
| Malaula | 1907 | 700 | — | 33 | — |
| Madras City | 1911 | 8,200 | 23,600 | 423 | 400 |
| Madras Mara | 1911 | 6,181 | 20,200 | 300 | 300 |
| Madrid | 1902 | 7,874 | 28,300 | 591 | 548 |
| Madrya | 1911 | 6,200 | 17,700 | 110 | 172 |
| Maduro | 1911 | 11,000 | 35,700 | 500 | 600 |
| Magellanes | 1905 | 9,200 | 21,400 | — | — |
| Magellanes | 1908 | 4,700 | 16,900 | 94 | 33 |
| Magda | 1904 | 6,400 | — | 311 | — |
| Magdala | 1901 | 11,900 | — | — | — |
| Magdalena | 1909 | 7,100 | — | 391 | 300 |
| Magdalena | 1902 | 5,000 | — | 300 | 300 |
| Magdalena B. de Garcia | 1901 | 4,200 | 16,912 | 300 | 110 |
| Magdalena Vianna | 1903 | 5,300 | — | 300 | 300 |
| Magellan | 1903 | 10,900 | 36,800 | 400 | 500 |
| Magistral | 1904 | 6,200 | 14,400 | 200 | 300 |
| Magnavia | 1904 | 7,900 | — | 400 | 400 |
| Magna | 1901 | 1,200 | 6,000 | 100 | 120 |
| Magnet | 1912 | 1,000 | 15,700 | 400 | 100 |
| Magnhild | 1899 | 1,400 | — | 70 | — |
| Magnus | 1900 | 3,500 | 7,200 | 200 | 91 |
| Magog | 1902 | 2,900 | 6,400 | 100 | — |
| Magurio | 1910 | 800 | 2,200 | 30 | — |
| Magyar | 1902 | 4,700 | 12,300 | 300 | 220 |
| Mahagi | 1909 | 5,700 | 21,400 | 300 | 300 |
| Mahana | 1912 | 15,200 | 75,200 | 700 | 700 |
| Mahano | 1900 | 3,000 | 10,870 | — | 300 |
| Mahia | 1912 | 11,115 | 75,200 | 700 | 600 |
| Mahdel | 1900 | 600 | 1,800 | — | 50 |
| Mahent | 1902 | 11,000 | 45,700 | 400 | 500 |
| Mahronda | 1900 | 11,000 | 45,700 | 400 | 500 |
| Mahsor | 1902 | 11,000 | 44,400 | 400 | 500 |
| Mahsheena | 1911 | 8,200 | — | — | — |
| Mai | 1900 | 2,500 | 6,000 | 100 | — |
| Maidan | 1900 | 17,000 | 61,400 | 900 | 600 |
| Maidra Gracia | 1900 | 7,500 | — | 400 | 500 |
| Maidstone | 1904 | 2,000 | — | 400 | 300 |
| Maidstone | 1909 | 500 | 3,500 | — | 47 |
| Maigrie | 1904 | 500 | 4,500 | 41 | 17 |
| Mailand | 1901 | 3,200 | 3,900 | 75 | 69 |
| Maiman | 1900 | 11,000 | 76,300 | 700 | 600 |
| Maiapo | 1904 | 8,500 | 18,300 | 170 | 400 |
| Main | 1907 | 11,000 | 18,900 | 700 | 600 |
| Main | 1908 | 1,400 | 6,900 | 64 | 41 |
| Mandy Hill | 1901 | 3,900 | 8,700 | 100 | 100 |
| Maine | 1903 | 5,100 | 17,000 | 500 | 400 |
| Maine | 1905 | 2,700 | 6,800 | 100 | 400 |
| Mainoke | 1904 | 1,300 | — | — | — |
| Mainotis | 1908 | 3,000 | 7,300 | 110 | 100 |
| Mairi Dolfrewen | 1901 | 2,000 | 10,800 | 93 | — |
| Mairo | 1904 | 700 | — | 22 | — |

| Name of Vessel. | Date of Build. | D.W.C. of cargo and bunkers. | Cubic Capacity. In feet. | Cubic Capacity. In thousands of feet. Grain. | Cubic Capacity. In thousands of feet. Bale. |
|---|---|---|---|---|---|
| Maiwara | 1908 | 800 | 1,181 | 46 | 40 |
| Maize | 1906 | 6,300 | 27,000 | 500 | 500 |
| Maj | 1909 | 2,700 | — | 125 | — |
| Maja | 1910 | 11,400 | — | — | — |
| Maja | 1902 | 3,200 | 8,400 | 150 | 150 |
| Majkan | 1900 | 500 | 1,600 | 30 | — |
| Majestic | 1905 | 10,000 | 110,300 | — | 50 |
| Major | 1910 | 1,200 | 4,500 | 94 | 62 |
| Major Wheeler | 1904 | 6,200 | 7,000 | 300 | 300 |
| Majorca | 1903 | 1,600 | — | 73 | 48 |
| Makatea | 1903 | 600 | 4,000 | — | 37 |
| Makawee | 1903 | 5,300 | 19,800 | 320 | 320 |
| Makawoli | 1909 | 4,300 | — | — | — |
| Makeya | 1910 | 4,200 | — | — | — |
| Makiki | 1912 | 8,500 | 17,800 | 513 | 504 |
| Makis | 1906 | 6,000 | 19,900 | 300 | 304 |
| Makna | 1909 | 5,500 | 19,800 | 270 | 250 |
| Makaria | 1909 | 4,000 | — | — | 400 |
| Mala | 1909 | 5,500 | — | 320 | 300 |
| Malabar | 1904 | 11,900 | — | — | — |
| Malacca | 1910 | 10,300 | — | — | — |
| Malacca Maru | 1900 | 8,300 | 46,400 | 416 | 300 |
| Malaga | 1901 | 5,500 | 13,200 | 164 | 141 |
| Malaka | 1909 | 800 | 3,400 | 50 | 46 |
| Malama | 1903 | 5,500 | 30,000 | 370 | 350 |
| Malang | 1909 | 6,500 | — | 250 | 300 |
| Malange | 1904 | 6,000 | 23,200 | 370 | 325 |
| Malatica | 1904 | 3,300 | 14,700 | 300 | 340 |
| Malaya | 1905 | 13,400 | — | 600 | 627 |
| Malaja | 1904 | 200 | 4,200 | 38 | — |
| Malayan Prince | 1908 | 6,700 | — | 400 | 300 |
| Malchow | 1908 | 6,000 | — | — | 350 |
| Malda | 1902 | 11,000 | 38,700 | 510 | 462 |
| Malika | 1910 | 10,300 | 38,700 | — | 430 |
| Malin | 1900 | 4,400 | — | 300 | 300 |
| Malini | 1902 | 1,000 | — | 60 | 35 |
| Malkah | 1902 | 1,200 | — | — | — |
| Mall | 1910 | 2,600 | 7,700 | 147 | 132 |
| Mallawah | 1910 | 6,000 | — | — | 250 |
| Malleah | 1910 | 700 | 3,400 | — | 30 |
| Malmanger | 1900 | 10,300 | — | — | — |
| Malmo | 1910 | 6,700 | 14,400 | 300 | 350 |
| Malga | 1907 | 14,300 | 90,200 | — | 700 |
| Malolo | 1907 | 8,500 | — | — | — |
| Maloiz | 1900 | 900 | 2,500 | 42 | — |
| Malta Mara | 1910 | 4,700 | 30,300 | 400 | 300 |
| Malton | 1900 | 2,000 | — | — | — |
| Malva | 1905 | 700 | 8,200 | 44 | 30 |
| Malvina | 1907 | 11,600 | — | — | — |
| Mamari | 1911 | 10,500 | 72,000 | — | 400 |
| Mampeko | 1910 | 5,100 | 25,700 | 300 | 350 |
| Mamara | 1907 | 11,000 | — | — | — |
| Mana | 1900 | 5,500 | — | 370 | 370 |
| Manaawy | 1900 | 7,500 | — | 400 | 400 |
| Manatee | 1900 | 8,500 | — | 400 | 400 |
| Manchester | 1901 | 900 | 2,700 | — | — |
| Manchester Brigade | 1911 | 8,200 | 25,600 | 451 | 441 |
| Manchester Civilian | 1911 | 8,000 | 25,000 | 425 | 400 |
| Manchester Division | 1910 | 8,200 | 25,600 | 441 | 441 |
| Manchester Exporter | 1910 | 8,600 | 26,000 | 400 | 400 |
| Manchester Zeno | 1910 | 8,100 | 25,000 | 400 | 400 |
| Manchester Merchant | 1904 | 6,900 | 8,900 | 300 | 300 |
| Manchester Producer | 1910 | 10,000 | 30,500 | 500 | 450 |
| Manchester Regiment | 1902 | 11,400 | 19,000 | 400 | 400 |
| Manchester Spinner | 1910 | 8,000 | 8,700 | 400 | 400 |
| Manchuria | 1910 | 5,000 | 10,000 | 90 | — |
| Manchuria | 1900 | 8,300 | 18,000 | — | 500 |
| Manchuria Prince | 1912 | 8,200 | 31,100 | 570 | 600 |
| Mandala | 1910 | 10,000 | 30,000 | 470 | 400 |
| Mandalay | 1911 | 8,500 | 22,000 | — | 400 |

D.W.C.—The approximate deadweight capacity in tons, of 2,240 lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

F.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo space, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cubic Capacity.—The capacity of cargo space, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of cargo space are taken after fitting insulation.

## Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.

*(Ces renseignements sont donnés d'après l'autorité des Armateurs, sans garantie si sinon approximativement exacts; Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom du Navire | Date de construction | D.W.T. | Capacité cubique: En vrac F.B. | En milliers de pieds: Grains | Balles |
|---|---|---|---|---|---|
| Mandasan Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mandasor | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mandeville | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mandrake | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Manela | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mangalore | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mangan | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mangola | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mangore | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Manistee | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Manju Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Manko Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Manshu Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mantua | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Manu | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Manuel | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Manuel Arnus | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Manuel Calvo | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Manuela | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Manuela C. de R. | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Manukai | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Manulani | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Maori | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Maple | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Maplecourt | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Maplegrove | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Maplewood | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mapocho | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mar Baltico | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mar Blanco | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mar Cantabrico | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mar Caribe | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mar Caspio | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mar Negro | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mar Rojo | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Maracaibo | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Maracay | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Marama | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Maraval | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Marcel | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Marcella | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Maréchal Foch | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Maréchal Gallieni | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Margaret | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Margaret Dollar | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

| Nom du Navire | Date de construction | D.W.T. | Capacité cubique: En vrac F.B. | En milliers de pieds: Grains | Balles |
|---|---|---|---|---|---|
| Margaret Johnson | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Margaret Lykes | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Margareta | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Margareta | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Margarethe Cords | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Margarita | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Margarita | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Margit | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Margot | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Margrete | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Margrethe | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mari | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mari | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mari Chandris | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mari Dolores | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Maria | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Maria | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Maria | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Maria | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Maria Amalia | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Maria Amelia | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Maria Christina | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Maria de Larrinaga | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Maria Luisa | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Maria R. | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Maria Toft | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Maria Victoria | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Marian Otis Chandler | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mariana | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Marianne | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Marianne | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Marianne | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Marie | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Marie | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Marie Bakke | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Marie Ferdinand | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Marie Leonhardt | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Marie Llewellyn | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Marie Louise Le Borgne | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Marie Louise Schiaffino | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Marie-Thérèse-Le Borgne | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mariette Pacha | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Marigo L. | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Marion Moller | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Marion Traber | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mariposa | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

D.W.T. — Le port en lourd approximatif du navire en tonnes de 2,240 lbs. (1016 kilos) pour cargaison et charbon de soute, chargement au franc-bord d'été en eau salée.

F.B. — La capacité approximative en pieds cubes des soutes fixes, mesurée hors membrures et du dessus de vaigrage au dessous des barrots.

Capacité pour Grains — Le volume des cales en milliers de pieds cubes, mesuré hors membrures et du dessus du vaigrage au dessus des barrots, y compris les écoutilles.

Capacité pour Balles ou Colis — Le volume des cales en milliers de pieds cubes, mesuré en dedans des lattes et du dessus de vaigrage au dessous des barrots, y compris les écoutilles.

Pour les Navires à Installation Frigorifique le volume des cales est pris après la pose du revêtement isolant.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel | Year of Build | D.W.C. of cargo and bunkers | Cubic capacity: In feet | Cubic capacity: In thousands of feet | |
|---|---|---|---|---|---|
| | | | F.B. | Grain | Bale |
| Margarita | 1919 | 1,900 | 10,000 | ... | ... |
| Martaba | 1902 | 870 | ... | 44 | 41 |
| Martabon | 1919 | 1,950 | 11,150 | 615 | 578 |
| Marti | 1919 | 8,600 | ... | ... | ... |
| Martia | 1919 | 5,477 | ... | 234 | 140 |
| Martia | 1918 | 940 | | 50 | ... |
| Martjory | 1908 | 5,610 | 33,594 | 318 | 140 |
| Marx | 1900 | 3,425 | 8,750 | 120 | 100 |
| Marxhof | 1920 | 11,000 | 70,000 | 419 | 391 |
| Marxlyn | 1918 | 5,130 | 16,435 | 349 | 324 |
| Marwood | 1906 | 3,120 | 5,330 | 161 | ... |
| Mary | 1918 | 1,840 | 5,990 | 89 | 81 |
| Mara | 1917 | 540 | 8,400 | 39 | 33 |
| Maras | 1918 | 8,740 | ... | 611 | 418 |
| Maras | 1918 | 8,242 | 8,539 | 163 | ... |
| Marcodirio | 1920 | 5,500 | 8,570 | 195 | 166 |
| Marea | 1900 | 7,600 | ... | 327 | 600 |
| Marcelan | 1913 | 6,000 | 23,300 | 272 | 234 |
| Marere | 1907 | 21,000 | ... | ... | 775 |
| Marens | 1909 | 3,324 | 10,280 | 116 | 111 |
| Marcelo Paterno | 1917 | 7,500 | 19,000 | 647 | 430 |
| Marcela | 1912 | 7,700 | 27,195 | 618 | 500 |
| Marcasite | 1902 | 7,250 | 15,075 | 489 | 391 |
| Marcasite Coalmethow | 1907 | 6,040 | 12,150 | 321 | 290 |
| Marpesia | 1900 | 3,230 | 11,471 | 160 | 150 |
| Marpesia | 1907 | 9,700 | ... | ... | ... |
| Marques de Chavarri | 1918 | 4,290 | 12,320 | 215 | ... |
| Marques de Comillas | 1904 | 6,200 | 40,700 | ... | ... |
| Marques de Urquijo | 1904 | 5,200 | 24,900 | 190 | ... |
| Marrakech | 1913 | 4,000 | 42,750 | ... | 175 |
| Mars | 1903 | 3,940 | 25,100 | 550 | 445 |
| Mars | 1902 | 2,100 | ... | ... | ... |
| Mars | 1909 | 1,000 | ... | 40 | 45 |
| Mars | 1918 | 980 | 4,000 | 45 | 41 |
| Mars | 1909 | 650 | 3,000 | 32 | ... |
| Marsa | 1919 | 7,340 | 34,200 | 375 | 340 |
| Marsdon | 1919 | 4,650 | 18,575 | 211 | ... |
| Marsella | 1919 | 2,230 | 8,120 | 152 | ... |
| Marsella | 1901 | 1,190 | 3,300 | 60 | 50 |
| Marsland | 1920 | 7,450 | ... | 419 | 392 |
| Marslow | 1908 | 7,900 | ... | 417 | 391 |
| Marsodok | 1919 | 4,586 | ... | 270 | 236 |
| Marsoum | 1912 | 5,000 | 8,200 | 157 | 147 |
| Marta | 1908 | 2,000 | ... | 119 | ... |
| Marta | 1879 | 600 | 4,790 | ... | ... |
| Marta | 1913 | 600 | ... | 31 | ... |
| Marta Junquera | 1919 | 640 | 3,900 | 34 | 31 |
| Marte | 1917 | 7,840 | 34,193 | 347 | 320 |
| Martha | 1919 | 700 | 3,000 | ... | ... |
| Martha Hendrik Fisser | 1911 | 8,775 | 32,300 | 430 | 406 |
| Martha Washington | 1908 | 6,500 | ... | 302 | 229 |
| Marthara | 1908 | 8,300 | 17,250 | 437 | 419 |
| Martins | 1905 | 8,318 | 9,120 | 402 | ... |
| Martin Curl | 1918 | 2,300 | 6,000 | 139 | 119 |
| Martin Goldschmidt | 1902 | 3,500 | 17,100 | 176 | 162 |
| Martinas | 1918 | 2,320 | 9,120 | 157 | ... |
| Martinero | 1911 | 5,333 | 28,620 | 227 | 210 |
| Martin | 1904 | 3,800 | 15,800 | 184 | ... |
| Maruta | 1906 | 3,900 | ... | ... | ... |
| Marvja | 1905 | 2,319 | 9,120 | 102 | ... |
| Marvja y Amoro | 1902 | 6,850 | 19,000 | 248 | 213 |
| Marvel | 1903 | 2,100 | 13,000 | 100 | 90 |
| Marwick Head | 1920 | 550 | 3,100 | 30 | ... |
| Mary | 1924 | 1,850 | 6,020 | 80 | 70 |
| Mary | 1903 | 7,840 | ... | 612 | 613 |
| Mary | 1918 | 3,200 | 10,900 | 135 | 120 |
| Mary | 1908 | 3,000 | 6,200 | 135 | ... |
| Mary | 1909 | 2,250 | 6,500 | 108 | ... |
| Mary D. | 1900 | 7,900 | ... | 418 | 373 |
| Mary Lackenbach | 1900 | 7,900 | ... | ... | ... |

| Name of Vessel | Year of Build | D.W.C. of cargo and bunkers | Cubic capacity: In feet | Cubic capacity: In thousands of feet | |
|---|---|---|---|---|---|
| | | | F.B. | Grain | Bale |
| Mary Muller | 1900 | 4,810 | 14,000 | 220 | 200 |
| Mary Skinner | 1900 | 4,000 | ... | ... | ... |
| Maryland | 1919 | 8,600 | 14,770 | ... | 254 |
| Maryland | 1915 | 7,200 | 49,000 | 320 | 302 |
| Maryland | 1913 | 6,200 | 38,770 | 440 | 400 |
| Maryland | 1900 | 2,400 | 18,000 | 170 | 160 |
| Marylebone | 1906 | 1,720 | 17,024 | 95 | 87 |
| Marylyn | 1900 | 7,300 | 9,700 | 170 | 240 |
| Masoch | 1903 | 4,300 | 5,900 | 111 | 100 |
| Masbobra | 1909 | 15,000 | 34,320 | 690 | 630 |
| Masampor | 1907 | 7,900 | 33,100 | ... | ... |
| Masirah | 1919 | 10,207 | 41,270 | 460 | 410 |
| Masella | 1920 | 6,402 | 149,104 | ... | ... |
| Masera | 1916 | 7,220 | ... | ... | ... |
| Masesar | 1900 | 8,000 | ... | ... | ... |
| Masiyandrea | 1900 | 6,250 | 10,270 | 265 | 219 |
| Masala | 1919 | 13,270 | 49,440 | 530 | 490 |
| Mata Hari | 1915 | 3,000 | ... | 55 | 50 |
| Matadi | 1919 | 8,110 | 47,420 | 351 | 300 |
| Matakana | 1920 | 10,000 | 70,007 | 735 | 650 |
| Matang | 1908 | 1,000 | ... | ... | 70 |
| Matarua | 1902 | 12,340 | ... | 532 | 629 |
| Matalang | 1908 | 1,910 | 6,432 | 90 | 82 |
| Matala | 1919 | 6,300 | 46,700 | 195 | 180 |
| Matbaa | 1904 | 8,000 | 25,700 | 306 | 300 |
| Mathoura | 1919 | 11,200 | 94,200 | 605 | 550 |
| Mathew Luckenbach | 1919 | 8,700 | ... | ... | 490 |
| Matherstone | 1902 | 12,000 | ... | ... | ... |
| Matilda | 1920 | 6,270 | 15,000 | 564 | 519 |
| Matilda | 1902 | 1,300 | 14,000 | 80 | ... |
| Matilde Maersk | 1921 | 6,500 | 3,000 | 190 | 117 |
| Matiana | 1922 | 11,000 | 20,750 | 650 | 602 |
| Matias Cousins | 1920 | 3,000 | 13,640 | 131 | 122 |
| Matignon | 1920 | 6,170 | 23,700 | 568 | 510 |
| Matilde | 1900 | 2,200 | 9,000 | 102 | 100 |
| Matiatook | 1914 | 11,200 | ... | ... | ... |
| Matra | 1906 | 11,475 | 46,244 | 650 | 590 |
| Matsuura | 1919 | 6,720 | ... | ... | ... |
| Matsumoto Maru | 1921 | 13,475 | 62,055 | 540 | 490 |
| Matsura Maru | 1922 | 5,500 | 10,000 | 323 | 294 |
| Matsura Maru | 1919 | 1,800 | ... | ... | 60 |
| Matsuye Maru | 1921 | 10,442 | 62,051 | 540 | 490 |
| Matsuwa | 1923 | 9,000 | ... | 443 | 401 |
| Maud Llewellyn | 1921 | 2,150 | ... | 100 | ... |
| Maudie | 1900 | 7,700 | 11,044 | 419 | 382 |
| Maui | 1917 | 8,000 | ... | ... | ... |
| Mauly | 1920 | 8,700 | ... | 495 | ... |
| Mauna Ala | 1919 | 9,947 | 17,000 | 547 | 514 |
| Mauna Loa | 1920 | 1,000 | ... | 64 | 67 |
| Mauralo | 1921 | 10,110 | ... | ... | 161 |
| Mauawili | 1921 | 10,110 | ... | ... | 161 |
| Maunganui | 1911 | 9,430 | ... | ... | 436 |
| Maur | 1912 | 1,900 | 2,320 | 92 | 85 |
| Maurana | 1904 | 4,000 | 16,000 | 191 | ... |
| Maurania | 1907 | 9,447 | 201,000 | 69 | 63 |
| Maurice Hone | 1920 | 8,500 | 8,120 | 198 | ... |
| Maurice Tracy | 1918 | 4,200 | ... | 188 | ... |
| Mauritz | 1915 | 2,350 | ... | 118 | 112 |
| Mauritz | 1918 | 2,600 | ... | 108 | 100 |
| Mauseng | 1920 | 5,110 | ... | 235 | 219 |
| Mavis | 1920 | 1,955 | 4,140 | ... | 66 |
| Mawatta | 1904 | 1,214 | 10,575 | 58 | 50 |
| Max Albrecht | 1920 | 8,000 | ... | ... | ... |
| Max H. Broad | 1900 | 3,700 | ... | ... | ... |
| Max Wolf | 1917 | 8,000 | 46,043 | 479 | 447 |
| Maxanna | 1905 | 2,318 | 9,120 | 102 | ... |
| Maya | 1906 | 5,000 | 45,000 | ... | ... |
| Maya Maru | 1921 | 3,900 | 20,459 | 200 | 180 |
| Mayachi Maru | 1916 | 5,140 | 15,700 | 140 | 140 |
| Mayan | 1918 | 4,000 | ... | 170 | 150 |

D.W.C. = The approximate deadweight capacity in tons, of 2,240 lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

F.B. = The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity = The capacity of cargo space, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity = The capacity of cargo space, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of cargo space are taken after fitting insulation.

**Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.**

*(Ces renseignements sont donnés d'après l'autorité des Armateurs, sans garantie et comme approximativement exacts. Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom du Navire | Date de construction | D.W.C.—Port en lourd | Capacité cubique En pieds F.B. | En milliers de pieds Grains | Balles |
|---|---|---|---|---|---|
| Maryland Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Marzemar | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mayfair | [illegible] | [illegible] | ... | ... | ... |
| Mayon | [illegible] | [illegible] | ... | [illegible] | [illegible] |
| Mavis | [illegible] | [illegible] | ... | [illegible] | [illegible] |
| Maryvale | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Maywood | [illegible] | [illegible] | [illegible] | [illegible] | ... |
| Mazama | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mazatec | [illegible] | [illegible] | [illegible] | ... | ... |
| Mazatlan | [illegible] | [illegible] | ... | [illegible] | [illegible] |
| Mascot | [illegible] | [illegible] | ... | ... | ... |
| Meadcliffe Hall | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Meadford | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Meandros | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mécanicien Moutte | [illegible] | [illegible] | ... | [illegible] | ... |
| Mécanicien Principal Carvin | [illegible] | [illegible] | ... | [illegible] | ... |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Medea | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Medea | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | ... |
| Medina | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Medjerda | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Medjerda | [illegible] | [illegible] | ... | ... | ... |
| Medmenham | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | ... | [illegible] |
| Meerkerk | [illegible] | [illegible] | [illegible] | ... | [illegible] |
| Meg Merrilies | [illegible] | [illegible] | ... | ... | ... |
| Megantic | [illegible] | [illegible] | [illegible] | ... | [illegible] |
| [illegible] | [illegible] | [illegible] | ... | [illegible] | ... |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Meidai Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Meigen Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Meikai Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Meisei Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | ... | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Meisei Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Meiwa Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | ... | [illegible] |
| [illegible] | [illegible] | [illegible] | ... | ... | ... |
| [illegible] | [illegible] | [illegible] | [illegible] | ... | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | ... |
| [illegible] | [illegible] | [illegible] | [illegible] | ... | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | ... | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | ... | ... | ... |
| Melpomene | [illegible] | [illegible] | ... | ... | ... |
| Melrose | [illegible] | [illegible] | [illegible] | [illegible] | ... |
| Melrose | [illegible] | [illegible] | [illegible] | [illegible] | ... |
| Melrose Abbey | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | ... | [illegible] | ... |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Melville | [illegible] | [illegible] | ... | [illegible] | ... |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | ... | [illegible] | [illegible] |
| Memphis | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Memphis City | [illegible] | [illegible] | ... | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mendian | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | ... | [illegible] | [illegible] |
| Menhir Braz | [illegible] | [illegible] | [illegible] | [illegible] | ... |
| Menin Ridge | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | ... | [illegible] |
| [illegible] | [illegible] | [illegible] | ... | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | ... | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mercator | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

| Nom du Navire | Date de construction | D.W.C.—Port en lourd | Capacité cubique En pieds F.B. | En milliers de pieds Grains | Balles |
|---|---|---|---|---|---|
| Mercator | [illegible] | [illegible] | [illegible] | [illegible] | ... |
| [illegible] | [illegible] | [illegible] | ... | [illegible] | [illegible] |
| [illegible] Victory | [illegible] | [illegible] | ... | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | ... | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | ... |
| Mercury Sun | [illegible] | [illegible] | ... | ... | ... |
| [illegible] | [illegible] | [illegible] | [illegible] | ... | [illegible] |
| [illegible] | [illegible] | [illegible] | ... | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] H. Wheeler | [illegible] | [illegible] | ... | ... | ... |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Merope | [illegible] | [illegible] | ... | ... | ... |
| Merope | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | ... |
| [illegible] Court | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Merton E. Farr | [illegible] | [illegible] | ... | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | ... | ... | ... |
| Mervyn | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Meryl | [illegible] | [illegible] | ... | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | ... | ... | ... |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | ... |
| [illegible] | [illegible] | [illegible] | [illegible] | ... | [illegible] |
| [illegible] | [illegible] | [illegible] | ... | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | ... | [illegible] | ... |
| [illegible] | [illegible] | [illegible] | ... | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | ... | ... | ... |
| [illegible] | [illegible] | [illegible] | ... | ... | ... |
| [illegible] | [illegible] | [illegible] | ... | ... | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | ... | [illegible] | ... |
| [illegible] | [illegible] | [illegible] | [illegible] | ... | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | ... | ... |
| [illegible] | [illegible] | [illegible] | [illegible] | ... | [illegible] |
| Michael [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Michael Jebsen | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Michael L. [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Michael [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Michael Tracy | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Michigan | [illegible] | [illegible] | [illegible] | ... | [illegible] |
| Mickleton | [illegible] | [illegible] | [illegible] | [illegible] | ... |
| Midas | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Middlesbro' | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Middlesex | [illegible] | [illegible] | [illegible] | [illegible] | ... |
| Midland | [illegible] | [illegible] | [illegible] | ... | [illegible] |
| Midway | [illegible] | [illegible] | [illegible] | ... | ... |
| [illegible] Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | ... | ... | ... |
| [illegible] Maru | [illegible] | [illegible] | ... | ... | ... |
| Miguel de Larrinaga | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] | ... | ... | ... |
| [illegible] | [illegible] | [illegible] | ... | ... | [illegible] |
| Mikage Maru | [illegible] | [illegible] | [illegible] | [illegible] | ... |
| Mikage Maru No. 3 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mikage Maru No. 5 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mikage Maru No. 6 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mikasa Maru | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

D.W.C.—Le port en lourd approximatif du navire en tonnes de 2,240 lbs. (1016 kilos) pour marchandises et charbon de soute, [illegible] bord d'été en eau salée.

F.B.—La capacité approximative en pieds cubes des espaces [illegible], [illegible] et du dessus de vaigrage au dessous des barrots.

Capacité pour Grains.—Le volume des cales en milliers de pieds cubes, [illegible] et du dessus de vaigrage au dessus des barrots, y compris les écoutilles.

Capacité pour Balles ou Colis.—Le volume des cales en milliers de pieds cubes, [illegible] au dedans des lattes et du dessus de vaigrage au dessous des barrots, y compris les écoutilles.

Pour les Navires à [illegible] le volume des cales est pris après la [illegible].

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Year of Build. | D.W.C. of vessel with bunkers. | Cubic Capacity. In feet. F.B. | Cubic Capacity. In thousands of feet. Grain. | Cubic Capacity. In thousands of feet. Bale. |
|---|---|---|---|---|---|
| Kijan Maru | 1920 | 8,784 | ... | 426 | 391 |
| Kilana | 1919 | 2,100 | ... | 116 | ... |
| Kilnoval | 1912 | 4,500 | 13,000 | 334 | 316 |
| Kilsyth | 1920 | 6,134 | 23,795 | 521 | 509 |
| Kin Hai | 1911 | 1,100 | 3,404 | 52 | ... |
| Kilos | 1881 | 1,900 | 13,000 | 98 | 90 |
| Kilmarkeld | 1919 | 6,700 | 11,119 | 301 | ... |
| Kilnale | 1914 | 775 | 2,250 | ... | 47 |
| Kilpatt | 1906 | 8,900 | 23,500 | 508 | 480 |
| Kilsara | 1921 | 6,170 | 16,200 | 521 | 521 |
| Kilse | 1898 | 3,100 | ... | 372 | 318 |
| Kilverton | 1920 | 8,000 | ... | 472 | 448 |
| Kilwaukee | 1919 | 10,127 | ... | 543 | 504 |
| Kimer | 1918 | 1,800 | 4,500 | 72 | 70 |
| Kimi Hora | 1908 | 3,118 | ... | 216 | 180 |
| Kimo Chandrio | 1892 | 2,330 | 8,400 | 123 | ... |
| Kimoan | 1918 | 1,800 | ... | 90 | 93 |
| Kimosa | 1906 | 6,600 | 13,000 | 333 | ... |
| Kin | 1914 | 11,000 | 46,000 | ... | 646 |
| Kin | 1920 | 3,300 | 22,500 | 469 | 454 |
| Kina Cortes | 1906 | 3,800 | ... | 208 | 191 |
| Kina Cola | 1905 | 2,715 | 8,100 | 198 | ... |
| Kina E. Triangle | 1913 | 7,600 | ... | 452 | 402 |
| Kina Piquera | 1906 | 3,800 | 36,000 | 574 | 551 |
| Kindon | 1921 | 4,413 | 25,032 | 525 | 501 |
| Kindarow | 1909 | 2,193 | 6,800 | 104 | 170 |
| Kinetic | 1909 | 4,800 | 17,724 | 365 | 441 |
| Kinerva | 1909 | 3,900 | ... | 509 | 526 |
| Kinerva | 1909 | 3,000 | ... | 145 | 131 |
| Kinerva | 1919 | 3,900 | 11,374 | 335 | 116 |
| King Hoan | 1919 | 3,600 | ... | ... | ... |
| Kinistro Lobos | 1920 | 6,000 | ... | ... | ... |
| Kinna | 1908 | 2,500 | 7,370 | 130 | 119 |
| Kinna | 1920 | 2,200 | 12,000 | 335 | ... |
| Kinna Circle | 1921 | 1,800 | ... | 98 | 96 |
| Kinnedoya | 1918 | 13,500 | 86,375 | ... | 449 |
| Kinnefalda | 1917 | 13,100 | 85,770 | 1,007 | 950 |
| Kinnaya | 1919 | 7,800 | ... | 400 | 373 |
| Kinnewan | 1912 | 10,000 | ... | ... | 462 |
| Kinnewater | 1921 | 6,000 | 25,000 | 502 | 458 |
| Kinnie de Lorrinaga | 1919 | 8,000 | 27,500 | 539 | 491 |
| Kinoya | 1920 | 1,800 | ... | 73 | 68 |
| Kinsk | 1919 | 9,200 | 33,000 | 512 | 499 |
| Kinsk | 1911 | 3,900 | 8,850 | 119 | 111 |
| Kinster | 1920 | 500 | 3,000 | ... | ... |
| Kinsuke | 1911 | 2,300 | ... | ... | ... |
| Kina | 1904 | 2,450 | 6,250 | 131 | ... |
| Kina | 1906 | 735 | 3,350 | 61 | 14 |
| Kina-Tetta | 1919 | 800 | 4,800 | 21 | 18 |
| Kirach | 1917 | 6,200 | 34,724 | 560 | 536 |
| Kirafarra | 1919 | 5,100 | 46,000 | 317 | 290 |
| Kirafarra | 1921 | 5,650 | ... | 130 | 118 |
| Kiranda | 1906 | 3,170 | 10,004 | 141 | ... |
| Kiranda | 1920 | 3,000 | 8,340 | 102 | ... |
| Kiranda | 1899 | 1,650 | 10,852 | 80 | ... |
| Kirandella | 1904 | 8,000 | ... | 550 | 524 |
| Kirani | 1920 | 900 | 3,800 | 30 | 43 |
| Kirelle | 1907 | 2,500 | 18,100 | 432 | 377 |
| Kirlo | 1920 | 10,500 | ... | ... | ... |
| Kirshooka | 1920 | 8,000 | ... | 500 | 532 |
| Kirsgaun | 1905 | 4,344 | 12,400 | 255 | 231 |
| Kirsa | 1920 | 10,737 | ... | ... | ... |
| Kiraki Maru | 1907 | 7,100 | 24,400 | 360 | 350 |
| Kiraki Maru | 1918 | 1,770 | 8,800 | ... | 72 |
| Kiraki Maru No. 8 | 1917 | 1,500 | 5,800 | ... | 86 |
| Kiskosa Maru | 1906 | 9,210 | 77,200 | ... | ... |
| Kiseiangi | 1918 | 8,300 | 40,700 | ... | 615 |
| Kiseiangyi | 1914 | 6,400 | 8,273 | 612 | 617 |
| Kiseoda | 1918 | 8,597 | ... | 428 | 390 |
| Kiseori | 1920 | 9,128 | 40,800 | ... | 353 |
| Kiseori | 1917 | 8,600 | 15,114 | 848 | 804 |
| Kiseurian | 1920 | 11,140 | ... | 500 | 528 |
| Kiesley | 1922 | 500 | ... | ... | ... |
| Kiesley Hall | 1911 | 5,150 | ... | 449 | 411 |
| Kisilja | 1920 | 5,270 | 10,342 | 290 | 267 |
| Kiso Maru | 1921 | 10,154 | 44,200 | 529 | 492 |
| Kiso | 1918 | 1,600 | ... | ... | ... |
| Kiso | 1902 | 1,485 | 9,197 | ... | ... |
| Kiriamar | 1905 | 8,750 | ... | ... | ... |
| Kiyadani Maru | 1919 | 5,200 | 1,800 | 151 | 201 |
| Kiyoura Maru | 1919 | 2,600 | 16,250 | 130 | 128 |
| Kiyo Maru | 1920 | 1,492 | 14,171 | 310 | 276 |
| Kiyo Maru | 1917 | 1,500 | 7,500 | ... | 96 |
| Kizkar | 1914 | 1,700 | 4,500 | 72 | 66 |
| Klaila City | 1920 | 9,000 | ... | 473 | 448 |
| Klawatiglas | 1908 | 4,900 | 10,000 | ... | 186 |
| Klatawanda | 1918 | 4,250 | ... | 197 | 188 |
| Klejana | 1920 | 11,000 | 33,239 | 518 | 470 |
| Klekovia | 1920 | 7,918 | 33,755 | 435 | 410 |
| Klele | 1918 | 4,800 | 4,800 | 108 | 101 |
| Klofanta | 1913 | 8,230 | 13,500 | 350 | 314 |
| Klofanta | 1903 | 8,300 | 18,000 | 304 | 271 |
| Klofag | 1917 | 7,800 | 8,650 | 491 | 430 |
| Kloijkanto | 1922 | 11,250 | 29,000 | 600 | 582 |
| Knoxa | 1920 | 13,500 | 46,250 | 478 | 450 |
| Knowski | 1902 | 3,900 | 19,470 | ... | 151 |
| Koenigin | 1914 | 11,000 | 73,000 | 622 | 574 |
| Kogai | 1906 | 4,600 | 16,800 | 173 | 148 |
| Kolbeck | 1920 | 2,865 | ... | 303 | ... |
| Kolbert | 1918 | 3,400 | 8,800 | 112 | ... |
| Kojawa | 1921 | 10,800 | ... | ... | ... |
| Kolkavia | 1920 | 12,000 | 33,450 | ... | 754 |
| Koldavia | 1920 | 600 | ... | 16 | ... |
| Koleowater | 1920 | 6,200 | 10,000 | 304 | 292 |
| Kolly | 1903 | 1,000 | 8,000 | 36 | 14 |
| Kolot | 1920 | 1,000 | ... | 32 | ... |
| Komatsu | 1920 | 3,500 | ... | 203 | 203 |
| Komeda Maru | 1919 | 5,000 | 22,000 | 503 | 549 |
| Kon Village | 1919 | 1,600 | ... | 62 | ... |
| Kona | 1920 | 3,000 | 10,000 | 173 | 163 |
| Kona | 1922 | 1,000 | ... | 47 | 48 |
| Kona | 1921 | 500 | 4,500 | ... | 26 |
| Konagna | 1927 | 3,000 | ... | ... | ... |
| Konarch of Bermuda | 1921 | 8,100 | ... | ... | 198 |
| Konark | 1914 | 3,000 | ... | 130 | 146 |
| Konawa | 1919 | 8,600 | ... | ... | ... |
| Kondalia | 1918 | 8,235 | 34,200 | 435 | 412 |
| Konoyama | 1912 | 2,000 | 10,000 | 95 | 92 |
| Konagola | 1924 | 8,200 | 30,000 | 629 | 602 |
| Kongsi | 1919 | 4,170 | ... | 180 | 157 |
| Kongolia | 1920 | 19,000 | ... | ... | 245 |
| Kongolia | 1909 | 3,600 | 9,247 | 180 | 152 |
| Koni | 1900 | 1,470 | ... | 79 | 75 |
| Konigin | 1902 | 10,877 | ... | ... | ... |
| Konigin Mathilde | 1921 | 5,200 | ... | 198 | 128 |
| Konjer | 1908 | 6,400 | 14,400 | 323 | 306 |
| Konkanna | 1921 | 1,100 | 7,300 | 93 | ... |
| Konkeville | 1921 | 600 | ... | ... | ... |
| Konkaroad | 1910 | 7,400 | 14,474 | 457 | 391 |
| Konnaath | 1919 | 7,000 | 31,140 | 599 | 554 |
| Konowal | 1921 | 2,000 | ... | ... | 308 |
| Konsen | 1920 | 8,000 | ... | 176 | 428 |
| Kona | 1908 | 1,000 | ... | 85 | ... |
| Kona | 1918 | 800 | ... | ... | ... |
| Konstella | 1918 | 8,200 | 19,600 | 441 | 397 |
| Konsen | 1920 | 10,750 | 35,000 | 486 | 449 |
| Kont Agni | 1920 | 7,300 | 37,100 | 846 | ... |
| Kont Aigonal | 1920 | 8,200 | 38,000 | 355 | 300 |
| Kont Crain | 1911 | 8,500 | 11,812 | 395 | 353 |
| Kont Everest | 1918 | 8,000 | 18,100 | 488 | 406 |

D.W.C.—The approximate deadweight capacity in tons, of 2,240lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

F.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of cargo spaces are taken after fitting insulation.

**Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 300 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.**

*(Des renseignements sont donnés d'après l'intérêt des divisions, sans garantie et comme approximativement exacts. — Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom du Navire | Année de Construction | P.W.C. — Port en lourd approximatif en tonnes | Capacité totale — Pour grains | Capacité totale — Pour balles et grains — P.B. — Pieds-cubes | Capacité totale — Pour balles et grains — Grains | Capacité totale — Pour balles et grains — Balles |
|---|---|---|---|---|---|---|
| Mont Genevre | 1919 | 8,870 | 10,300 | 446 | | 315 |
| Mont Kennedy | 1919 | 7,150 | 17,300 | 470 | | |
| Mont Louis | 1907 | 3,750 | 4,600 | 194 | | 137 |
| Mont Pelvoux | 1907 | 4,441 | 11,170 | 543 | | 114 |
| Montagne Noire | 1911 | 4,900 | 11,100 | 220 | | 110 |
| Montaigne | 1901 | 4,320 | 6,800 | 707 | | 141 |
| Montalto | 1902 | 700 | | 30 | | |
| Montana | 1919 | 13,127 | | 541 | | 332 |
| Montana | 1919 | 13,132 | | 527 | | 333 |
| Montcalm | 1901 | 6,389 | 92,000 | | | 443 |
| Montclair | 1918 | 6,379 | 92,800 | | | |
| Montclare | 1918 | 8,128 | 92,100 | | | 129 |
| Monte Carpatos | 1901 | 1,000 | 3,714 | | | 46 |
| Monte Olivia | 1904 | 10,879 | | 434 | | 307 |
| Monte Omero | 1907 | 5,900 | 30,000 | 238 | | 318 |
| Monte Pascoal | 1900 | 8,500 | | 400 | | 344 |
| Monte Piana | 1920 | 8,500 | | 400 | | 418 |
| Monte Rosa | 1920 | 8,500 | | 400 | | 346 |
| Monte Santo | 1900 | 9,100 | 14,400 | 461 | | 400 |
| Monte Sarmiento | 1899 | 10,379 | | 410 | | 342 |
| Montebello | 1901 | 10,000 | | | | |
| Montebello | 1918 | 700 | 4,300 | 31 | | 38 |
| Montenegro | 1899 | 2,350 | | 118 | | |
| Montenegro | 1911 | 400 | 4,130 | 19 | | 17 |
| Monterey | 1919 | 11,200 | | | | |
| Montenegro | 1909 | 4,771 | 36,472 | 819 | | 191 |
| Monterino | 1909 | 5,423 | 41,400 | 917 | | 219 |
| Monterrico Mars | 1906 | 7,200 | | 377 | | 347 |
| Montgomery City | 1920 | 8,300 | | 519 | | 478 |
| Montoso | 1911 | 4,700 | 30,000 | | | 258 |
| Montreal Mars | 1902 | 8,300 | | 511 | | 462 |
| Montrose | 1902 | 7,200 | 95,000 | | | 459 |
| Montroyal | 1902 | 5,900 | 27,470 | 143 | | 128 |
| Morvor | 1911 | 8,000 | 11,300 | 407 | | 444 |
| Motlow | 1900 | 12,470 | 90,215 | | | 724 |
| Moordrecht | 1920 | 13,130 | | | | |
| Morford | 1919 | 5,130 | 16,170 | 140 | | |
| Morwood | 1904 | 2,900 | 11,000 | 130 | | |
| Mopan | 1909 | 4,400 | 97,300 | 300 | | |
| Moray Coast | 1902 | 300 | 1,300 | | | 20 |
| Moray Firth | 1907 | 600 | 3,310 | 31 | | |
| Morazan | 1906 | 2,300 | 29,300 | 130 | | 114 |
| Moro | 1902 | 3,400 | 16,200 | 100 | | 102 |
| Morton Bay | 1901 | 13,170 | | 750 | | 750 |
| Morgenen | 1900 | 10,744 | | | | |
| Morlas | 1918 | 8,200 | 17,100 | 570 | | 208 |
| Morolos Mars | 1907 | 6,500 | 44,900 | 918 | | 391 |
| Moron | 1919 | 3,130 | 9,900 | 30 | | 84 |
| Moron | 1900 | 7,400 | 30,000 | 400 | | 347 |
| Morrisburg | 1919 | 7,320 | 38,600 | 900 | | 354 |
| Morro Castle | 1900 | 7,900 | 37,500 | | | 330 |
| Mortlake | 1904 | 5,140 | 17,300 | 410 | | 290 |
| Morvale | 1914 | 10,900 | 55,100 | 467 | | 445 |
| Mosche L. Goulandris | 1918 | 6,500 | | | | 277 |
| Mosel | 1907 | 13,400 | 53,300 | 751 | | 616 |
| Mosella | 1900 | 9,400 | | | | |
| Mosquitia | 1900 | 3,000 | | 119 | | |
| Mose Point | 1919 | 3,500 | 6,500 | 140 | | |
| Mose Rose | 1900 | 900 | 3,000 | 42 | | |
| Motys | 1900 | 3,000 | 11,000 | 114 | | 121 |
| Motu | 1919 | 5,100 | 18,900 | 140 | | 120 |
| Moto | 1900 | 8,000 | 13,000 | 300 | | |
| Motomarina | 1900 | 11,400 | 41,000 | | | |
| Motomar | 1900 | 8,400 | 46,000 | 633 | | 398 |
| Motlan | 1900 | 1,130 | | | | |
| Mount | 1911 | 9,000 | 34,900 | 346 | | 371 |
| Mount Allen | 1913 | 9,116 | 41,300 | 346 | | 315 |
| Mount Baker | 1919 | 4,000 | 14,000 | | | |
| Mount Clay | 1904 | 8,100 | | | | 224 |
| Mount Elma | 1900 | 7,300 | 9,800 | 300 | | 310 |
| Mount Evans | 1919 | 8,000 | | | 400 | 345 |
| Mount Holden | 1913 | 8,300 | 12,300 | | | 300 |
| Mount Hymettus | 1919 | 8,200 | 14,300 | 347 | | 310 |
| Mount Ida | 1900 | 8,200 | 14,300 | 442 | | 300 |
| Mount Kitanna | 1919 | 7,120 | | | | |
| Mount Olympus | 1900 | 10,400 | 20,900 | 470 | | 400 |
| Mount Oma | 1919 | 8,100 | 18,200 | 520 | | 440 |
| Mount Polina | 1917 | 8,100 | 19,300 | | | 400 |
| Mount Pontelikos | 1919 | 8,700 | 20,300 | 470 | | 430 |
| Mount Pore | 1919 | 8,100 | 18,300 | 440 | | 410 |
| Mount Pindus | 1904 | 8,100 | 40,100 | 421 | | 331 |
| Mountain | 1917 | 8,800 | | 250 | | |
| Mourna | 1900 | 7,300 | 32,700 | 500 | | 400 |
| Mpralia | 1907 | 300 | 4,000 | 40 | | 30 |
| Mrymnia | 1901 | 300 | 3,000 | 25 | | |
| Mysia | 1907 | 3,200 | | | | |
| Myra | 1901 | 2,500 | 17,100 | 140 | | 150 |
| Mysi | 1900 | 8,300 | 24,000 | 440 | | |
| Mysoon | 1901 | 3,200 | | 300 | | 300 |
| Mahilleu | 1911 | 3,200 | | | | |
| Mahura | 1900 | 10,000 | 80,100 | 610 | | 610 |
| Mahura | 1900 | 1,100 | | 20 | | 31 |
| Mahuba | 1904 | 1,700 | 7,000 | 74 | | |
| Mamoria | 1919 | 7,300 | 32,000 | | | 340 |
| Manchuria | 1914 | 7,300 | 28,300 | 300 | | 317 |
| Manamar | 1911 | 1,000 | | | | |
| Manaki | 1909 | 3,100 | | 200 | | 200 |
| Manarya | 1901 | 4,700 | | | | 200 |
| Manhattan | 1904 | 7,400 | | | | 375 |
| Manchester Castle | 1909 | 8,700 | | 250 | | 200 |
| Manaure | 1919 | 3,120 | 13,200 | 120 | | 120 |
| Mandalia | 1900 | 6,200 | | 300 | | 300 |
| Mandolin | 1917 | 7,200 | 33,120 | | | 710 |
| Mandolphin | 1901 | 3,000 | | | | |
| Manfro | 1900 | 11,270 | 46,700 | 750 | | 750 |
| Mannia | 1919 | 3,100 | 19,400 | 400 | | 450 |
| Mahgrea | 1900 | 8,170 | 18,000 | 900 | | 700 |
| Mangrol | 1919 | 900 | 3,700 | | | 30 |
| Manco | 1900 | 2,300 | 7,300 | 30 | | |
| Manco | 1907 | 1,300 | 11,000 | 700 | | 112 |
| Mandolene | 1917 | 7,700 | 38,200 | | | 450 |
| Manola | 1919 | 3,700 | 23,400 | 147 | | 142 |
| Manlana | 1900 | 4,000 | | 240 | | 147 |
| Manlyrol | 1919 | 4,000 | | 147 | | 148 |
| Manmoor | 1919 | 4,120 | | | | |
| Manoyrme | 1919 | 3,300 | | | | 300 |
| Manolinas | 1919 | 3,127 | 13,000 | 250 | | |
| Manoyng | 1918 | 4,300 | 17,300 | 210 | | 300 |
| Mangloni | 1919 | 3,300 | 13,200 | | | 300 |
| Manto | 1919 | 3,170 | 10,000 | | | 294 |
| Mamoria | 1919 | 3,200 | 13,400 | | | 332 |
| Manoor | 1921 | 3,100 | 11,300 | 200 | | 341 |
| Mantorland | 1901 | 3,120 | 15,300 | 150 | | 400 |
| Mantrupio | 1919 | 3,121 | | 167 | | 370 |
| Marada | 1901 | 3,170 | 15,900 | 300 | | 300 |
| Marana | 1901 | 11,000 | | | | |
| Marea | 1900 | 3,400 | | | | |
| Marjok | 1900 | 7,400 | | 400 | | 300 |
| Marjona Mars | 1919 | 8,100 | 37,400 | 400 | | 400 |
| Marjona Mars No. 8 | 1900 | 8,200 | 18,300 | 300 | | 190 |
| Marlona | 1919 | 7,700 | 11,300 | 417 | | 370 |
| Mamiqua | 1903 | 10,300 | | | | |
| Mamiqua II | 1919 | 1,400 | 14,900 | | | 30 |
| Mymalas Mary | 1919 | 1,400 | 8,300 | 40 | | 70 |
| My Shell | 1900 | 9,000 | | | | |
| Myrtan | 1901 | 11,100 | | | | |
| Myrtal | 1919 | 4,700 | 20,000 | 200 | | |
| Myrmidon | 1900 | 7,100 | | 300 | | 400 |
| Mytilenaik | 1900 | 4,700 | | | 50 | 40 |
| Myron | 1907 | 8,000 | 30,100 | 470 | | 400 |
| Mylae | 1919 | 3,400 | | | | |

P.W.C. — Le port en lourd approximatif du navire en tonnes de 2,240 lbs. (1016 kilos.) pour carburant et charbon de soute, chargement et fret-lest d'où en sus soits.

P.B. — La capacité approximative en pieds cubes des soutes fixes, moteurs leurs accessoires et du dessus de vaigrage au dessus des barrots.

Capacité pour grains. — Le volume du cales en mètres de pieds cubes, moteurs leurs accessoires et du dessus de vaigrage au dessus des barrots, y compris les soutiles.

Capacité pour balles et grains. — Le volume des cales en mètres de pieds cubes, moteurs en déduits des lattes et du dessus de vaigrage au dessus des barrots, y compris les soutiles.

Pour les Navires à Installation Frigorifique le volume des cales est pris après le pose du revêtement isolant.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Year of Build. | D.W.C. (Tons) | Cubic Capacity: In bunkers P.B. | Cubic Capacity: In thousands of cubic feet: Grain | Cubic Capacity: In thousands of cubic feet: Bale |
|---|---|---|---|---|---|
| N. C. Ringberg | 1920 | 5,400 | 2,730 | 150 | ... |
| N. T. Nielsen-Alsterr | 1909 | 14,200 | ... | ... | ... |
| Naalfrisja | 1921 | 5,145 | 2,511 | 168 | 130 |
| Nachisan Maru | 1921 | 5,000 | ... | 190 | 150 |
| Nadja | 1916 | 600 | 3,235 | 21 | 20 |
| Nafi | 1921 | 3,000 | 17,945 | 167 | 155 |
| Nafilos | 1904 | 4,140 | 15,849 | 304 | 280 |
| Nagano Maru | 1917 | 6,969 | 23,620 | ... | ... |
| Nagara | 1920 | 10,000 | ... | 504 | 540 |
| Nagato Maru | 1918 | 9,013 | 23,320 | ... | ... |
| Nagato Maru | 1920 | 6,000 | 12,175 | 298 | 271 |
| Nagina | 1921 | 10,113 | 41,220 | 602 | 612 |
| Nagisan Maru | 1922 | 6,700 | ... | 300 | 320 |
| Nagoa | 1910 | 1,600 | 4,215 | 300 | 280 |
| Nagpore | 1920 | 9,200 | 30,200 | ... | 804 |
| Naiae | 1918 | 7,300 | ... | 410 | 380 |
| Nailsea Brook | 1919 | 6,500 | 16,575 | 352 | 315 |
| Nailsea Court | 1920 | 8,475 | ... | 410 | 430 |
| Nailsea Moor | 1917 | 7,500 | ... | 430 | 504 |
| Naira | 1919 | 9,600 | 35,600 | 460 | 450 |
| Naissaar | 1911 | 2,900 | 6,870 | 120 | 130 |
| Najadica | 1906 | 2,600 | 5,090 | 200 | 180 |
| Nakhara | 1918 | 8,600 | 33,350 | ... | 250 |
| Nalgora | 1902 | 10,135 | 41,200 | 600 | 615 |
| Nalon | 1909 | 2,220 | 10,400 | 90 | 80 |
| Nalpa | 1919 | 1,020 | 4,140 | 40 | 41 |
| Nam Yang | 1917 | 2,200 | — | 100 | 90 |
| Namaskot | 1920 | 8,000 | — | 450 | 450 |
| Namamoto | 1915 | 500 | 1,800 | ... | ... |
| Nancy | 1921 | 1,900 | 5,140 | 105 | 94 |
| Nancy | 1901 | 625 | 4,000 | 30 | ... |
| Nancy Woman | 1919 | 3,400 | ... | ... | ... |
| Nankai Maru | 1907 | 1,910 | 16,770 | ... | 340 |
| Nankin | 1913 | 6,015 | 21,200 | ... | 502 |
| Nanking | 1919 | 5,640 | ... | 390 | 547 |
| Nankoh Maru | 1918 | 7,000 | 10,300 | 420 | 330 |
| Nankwa Maru | 1900 | 6,440 | 19,250 | 317 | 301 |
| Nanna | 1910 | 800 | ... | ... | 30 |
| Nanoi Maru | 1919 | 5,474 | 19,117 | 519 | 506 |
| Nanonville | 1921 | 9,000 | ... | 550 | 524 |
| Nanshin Maru | 1918 | 7,000 | 9,820 | 414 | 360 |
| Nantaise | 1900 | 3,650 | ... | ... | ... |
| Nantasket | 1919 | 8,500 | ... | 475 | 495 |
| Nanto Maru | 1910 | 1,300 | 5,190 | ... | 50 |
| Nanyo Maru No. 1 | 1919 | 1,827 | 11,430 | 56 | 79 |
| Napier Star | 1907 | 12,000 | ... | ... | 940 |
| Naporton | 1918 | 8,730 | 41,800 | 470 | 490 |
| Naples Maru | 1919 | 9,050 | 33,002 | 445 | 500 |
| Naprod | 1896 | 2,325 | 6,800 | 137 | 120 |
| Naraana | 1919 | 11,000 | 47,800 | 580 | 620 |
| Narbada | 1920 | 10,500 | 46,350 | 590 | 612 |
| Narkinsen | 1908 | 2,600 | 11,000 | 190 | 200 |
| Narvik | 1912 | 7,450 | 19,840 | 370 | 347 |
| Nasa | 1902 | 8,600 | ... | ... | ... |
| Nassau Maru | 1921 | 6,700 | ... | 330 | 310 |
| Natale L. | 1890 | 3,510 | 8,900 | 150 | 140 |
| Natalbay | 1890 | 3,610 | 10,730 | 160 | 160 |
| Naaplia | 1901 | 6,100 | 16,040 | 320 | 332 |
| Naumoa | 1922 | 6,300 | ... | ... | ... |
| Nautia | 1920 | 3,000 | 20,000 | 140 | 130 |
| Nautik | 1900 | 1,400 | 4,150 | 91 | 78 |
| Nautilus | 1921 | 3,900 | ... | ... | ... |
| Nautilus | 1912 | 1,250 | 5,750 | 74 | 90 |
| Navarchos Sachtouris | 1902 | 3,350 | 8,000 | 180 | 177 |
| Navarino | 1907 | 8,300 | 13,018 | 470 | 400 |
| Navarra | 1890 | 4,200 | 20,800 | 310 | 300 |
| Navarra | 1920 | 3,900 | 19,300 | 167 | 150 |
| Navemar | 1921 | 5,100 | 24,100 | 107 | 400 |
| Navia | 1918 | 3,300 | 13,140 | 157 | 161 |
| Navigator | 1905 | 4,300 | 23,000 | 300 | 271 |

| Name of Vessel. | Year of Build. | D.W.C. (Tons) | Cubic Capacity: In bunkers P.B. | Cubic Capacity: In thousands of cubic feet: Grain | Cubic Capacity: In thousands of cubic feet: Bale |
|---|---|---|---|---|---|
| Navigator | 1901 | 2,000 | 8,800 | ... | 90 |
| Nawab | 1912 | 4,000 | 21,212 | ... | 300 |
| Naxos | 1902 | 6,000 | 22,850 | 274 | 320 |
| Nazca | 1921 | 4,000 | 22,500 | 320 | 290 |
| Neapel | 1906 | 2,117 | 11,175 | 110 | 106 |
| Neath Abbey | 1919 | 4,000 | 22,300 | 230 | 194 |
| Nebraska | 1920 | 11,000 | ... | ... | ... |
| Nebraskan | 1912 | 11,000 | ... | ... | 520 |
| Neart | 1901 | 3,000 | ... | 106 | 150 |
| Nechar | 1907 | 12,000 | 44,200 | 720 | 650 |
| Nedjar | 1900 | 1,175 | 7,400 | 31 | ... |
| Nefteprodukt S.S.S.R. | 1920 | 11,000 | ... | ... | ... |
| Nehalem | 1919 | 1,200 | ... | ... | ... |
| Neidenfels | 1920 | 5,000 | 20,470 | 302 | 275 |
| Neion | 1901 | 7,200 | 19,500 | 300 | 350 |
| Nejrok | 1911 | 8,000 | 19,410 | ... | 457 |
| Nelson | 1913 | 8,900 | 30,200 | ... | 482 |
| Nelson | 1912 | 8,900 | ... | ... | ... |
| Nelson Traveller | 1920 | 7,700 | ... | 412 | 420 |
| Nemanja | 1919 | 8,300 | 16,400 | 332 | 340 |
| Nemo | 1919 | 8,200 | 16,870 | 431 | 410 |
| Nemrod | 1917 | 5,300 | ... | 420 | ... |
| Neo Hebridais | 1919 | 300 | 2,000 | 40 | 40 |
| Nephrite | 1907 | 1,200 | 3,600 | 61 | ... |
| Neptun | 1920 | 2,430 | 11,800 | 100 | 120 |
| Neptun | 1900 | 1,770 | 9,300 | 94 | 90 |
| Neptun | 1919 | 1,000 | 4,150 | 65 | 70 |
| Neptune | 1872 | 600 | 3,600 | ... | 27 |
| Neptunia | 1907 | 7,150 | 100,000 | 510 | ... |
| Neptunian | 1925 | 9,500 | ... | 307 | 320 |
| Neptunus | 1921 | 100 | ... | 30 | 30 |
| Neptunus | 1919 | 175 | ... | 30 | ... |
| Nereida | 1907 | 1,600 | 10,180 | 210 | ... |
| Nerbudda | 1919 | 11,300 | 47,600 | 510 | 520 |
| Neron | 1901 | 2,200 | 10,250 | 100 | ... |
| Nerva | 1912 | 10,235 | 50,000 | 541 | 527 |
| Nerva | 1921 | 1,145 | 10,000 | 90 | 60 |
| Nerissa | 1920 | 3,300 | 15,000 | 197 | 170 |
| Nerus | 1921 | 1,900 | 1,300 | 112 | 104 |
| Nervion | 1921 | 3,300 | ... | 145 | 190 |
| Nervion | 1900 | 1,100 | 4,500 | 60 | ... |
| Nessus | 1912 | 8,750 | 41,800 | 670 | 427 |
| Nestor | 1913 | 16,300 | 100,000 | ... | 540 |
| Nestian | 1917 | 5,000 | 4,700 | 100 | 90 |
| Netravati | 1909 | 5,000 | 11,500 | 75 | ... |
| Neuenfels | 1920 | 11,500 | 47,500 | 721 | 640 |
| Neumark | 1920 | 10,000 | 44,300 | 640 | 590 |
| Neustria | 1912 | 9,000 | 46,000 | 554 | 521 |
| Neva | 1899 | 3,500 | 5,300 | 130 | 120 |
| Nevada | 1919 | 11,000 | 51,000 | ... | ... |
| Nevada | 1919 | 9,000 | 37,700 | ... | 490 |
| Nevada | 1917 | 6,000 | 33,000 | 400 | 350 |
| Nevadan | 1912 | 9,000 | ... | ... | 542 |
| Nevada | 1912 | 9,000 | 46,000 | 350 | 320 |
| Newastro | 1919 | 7,400 | 31,700 | 400 | 471 |
| Newlio | 1916 | 3,500 | 8,400 | 60 | ... |
| Newman | 1919 | 9,700 | 43,700 | 470 | 460 |
| Newton | 1908 | 3,400 | 6,500 | 110 | 150 |
| New Britain | 1919 | 7,600 | 32,200 | 400 | ... |
| New Brooklyn | 1900 | 10,000 | ... | ... | ... |
| New Jersey | 1921 | 9,500 | ... | ... | ... |
| New Lambton | 1916 | 4,100 | 19,000 | 200 | 180 |
| New Lendover | 1912 | 1,250 | 4,600 | 80 | ... |
| New Sevilla | 1900 | 13,000 | 100,000 | ... | 600 |
| New Westminster City | 1920 | 9,600 | 19,100 | 440 | 484 |
| New Windsor | 1919 | 5,000 | ... | 470 | 430 |
| New York | 1919 | 9,000 | ... | ... | ... |
| New York | 1919 | 9,000 | ... | 460 | 417 |
| New York | 1919 | 3,000 | 10,000 | ... | 90 |
| New York City | 1912 | 4,000 | 19,370 | 300 | 330 |

D.W.C.—The approximate deadweight capacity in tons of 2,240lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

P.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of cargo spaces are taken after fitting insulation.

**Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité unique.**

(Ces renseignements sont donnés d'après l'autorité des Armateurs, sous réserve et comme approximativement exacts. *Le Lloyd's Register of Shipping* n'est pas responsable de leur exactitude.)

| Nom et Nation. | Année de Construction. | D.W.C. — Port en lourd approximatif en tonnes. | Capacité Unique. — Pieds cubes. F.B. — Balles-balle. | Capacité Unique. — Millions de pieds cubes. Grains. | Balles. |
|---|---|---|---|---|---|
| Newfoundland | 1908 | 6,000 | ... | 350 | 300 |
| Newfoundland | 1900 | 1,300 | 5,700 | 90 | 70 |
| Newton | 1911 | 8,200 | 26,500 | 510 | ... |
| Newton Abbot | 1907 | 8,100 | 26,570 | 190 | 180 |
| Newton Beech | 1905 | 7,800 | 27,440 | 480 | 460 |
| Newton Ella | 1904 | 8,000 | 25,500 | 490 | 470 |
| Newton Fine | 1908 | 8,000 | 9,900 | 480 | 450 |
| Nankeen | 1913 | 8,200 | 15,500 | 140 | 140 |
| Nigerian | 1911 | 867 | ... | 32 | ... |
| Nipsine | 1911 | 600 | ... | 24 | ... |
| Nassau | 1900 | 1,470 | 7,800 | 60 | 60 |
| Nga Ri | 1900 | 1,111 | 3,750 | ... | ... |
| Niagara | 1918 | 7,000 | ... | ... | 170 |
| Niagara | 1907 | 3,100 | ... | ... | ... |
| Nicholas | 1880 | 1,200 | 2,400 | 100 | 90 |
| Nicia | 1909 | 8,700 | 15,300 | 190 | 160 |
| Nicolai de Larrinaga | 1910 | 8,900 | 20,700 | 200 | 180 |
| Nichiyo Maru | 1919 | 8,300 | 18,800 | 140 | 140 |
| Nicholas Queen | 1907 | 1,200 | ... | ... | ... |
| Nicko | 1918 | 1,300 | 4,200 | 70 | 60 |
| Nicolaus | 1900 | 1,400 | 6,500 | 50 | ... |
| Nicolaus Filiaca | 1899 | 4,300 | 17,110 | 290 | 270 |
| Nicolaus G. Celesnatis | 1911 | 6,400 | 11,100 | 200 | 200 |
| Nicolaus Nomicos | 1900 | 900 | ... | ... | ... |
| Nicolas | 1910 | 7,600 | 15,170 | 410 | 390 |
| Nicolas Angelos | 1912 | 7,100 | 15,110 | 400 | 370 |
| Nicolas Jack | 1900 | 2,100 | ... | ... | ... |
| Nicolas Tossizza | 1900 | 1,400 | ... | ... | ... |
| Nicole Le Borgne | 1908 | 3,100 | 6,900 | 110 | ... |
| Nicolina Maersk | 1905 | 7,100 | ... | 440 | 420 |
| Nicos | 1914 | 7,200 | 14,900 | 400 | 370 |
| Nicoya | 1909 | 4,470 | 10,000 | 270 | ... |
| Nikolaiche | 1906 | 7,000 | 13,500 | 400 | 380 |
| Nikonos | 1900 | 800 | 4,200 | 40 | 40 |
| Niederwald | 1901 | 7,100 | 10,800 | 370 | 350 |
| Niel Maersk | 1911 | 9,400 | ... | 500 | 470 |
| Niels Ebbesen | 1906 | 800 | 2,200 | 50 | 50 |
| Niels H. Fisser | 1904 | 8,000 | 14,900 | 190 | 180 |
| Nieuhaven | 1902 | 6,600 | 20,400 | 320 | 300 |
| Nieuw Holland | 1907 | 9,700 | 7,800 | 400 | 380 |
| Nieuw Zealand | 1908 | 9,600 | 7,600 | 420 | 400 |
| Nieuwkerk | 1909 | 9,500 | 20,400 | 400 | 400 |
| Nieuwland | 1907 | 1,100 | 2,600 | 40 | 40 |
| Nigerian | 1912 | 9,000 | 20,400 | 480 | 460 |
| Niger | 1906 | 7,100 | 13,000 | 290 | 280 |
| Nigeria | 1901 | 8,400 | 20,000 | 280 | 260 |
| Nigata Maru | 1909 | 8,000 | 13,900 | ... | ... |
| Nikaga Maru | 1908 | 8,000 | ... | ... | ... |
| Nikoff | 1904 | 9,000 | 40,000 | ... | 400 |
| Nile | 1909 | 10,000 | ... | 600 | ... |
| Nile | 1917 | 1,800 | 4,700 | 77 | 70 |
| Nikko Maru | 1919 | 9,000 | 19,900 | 300 | 280 |
| Nikko Maru | 1908 | 4,000 | 10,700 | ... | ... |
| Niko Matsuri | 1908 | 9,000 | 16,000 | ... | ... |
| Nikon Maru | 1918 | 9,000 | 18,700 | 400 | 400 |
| Nile Gordon | 1901 | 8,000 | 14,300 | 150 | 137 |
| Nimbus | 1912 | 900 | 9,900 | 50 | 50 |
| Nimella | 1908 | 8,700 | 20,200 | 400 | 400 |
| Nina | 1919 | 9,200 | 19,000 | 150 | 150 |
| Nina | 1909 | 9,100 | 19,700 | 140 | 140 |
| Nina | 1912 | 8,200 | ... | 160 | 140 |
| Nina Borthen | 1901 | 8,000 | ... | ... | ... |
| Ning Ching | 1910 | 8,400 | 8,400 | 120 | 110 |
| Nin. Pulesia | 1912 | 400 | ... | 20 | 20 |
| Ninian | 1918 | 9,000 | 19,900 | 370 | 340 |
| Nino El Bellaco | 1918 | 700 | 6,000 | 20 | 20 |
| Niobe | 1911 | 11,300 | ... | ... | ... |
| Niobe | 1901 | 8,000 | 7,800 | 160 | ... |
| Niobe | 1901 | 1,800 | 5,500 | 100 | 90 |
| Niord | 1904 | 800 | ... | 20 | ... |

| Nom et Nation. | Année de Construction. | D.W.C. — Port en lourd approximatif en tonnes. | Capacité Unique. — Pieds cubes. F.B. — Balles-balle. | Capacité Unique. — Millions de pieds cubes. Grains. | Balles. |
|---|---|---|---|---|---|
| Niparco | 1918 | 8,900 | 18,000 | 412 | 400 |
| Nippon | 1908 | 7,000 | 20,000 | 390 | 400 |
| Nippon Maru | 1919 | 11,700 | 30,000 | ... | ... |
| Nippon | 1911 | 10,100 | 8,900 | 410 | 410 |
| Nirvana | 1918 | 10,000 | 18,700 | 400 | 400 |
| Nishiyama Maru | 1911 | 8,000 | 18,900 | 300 | 300 |
| Nishinoka | 1918 | 8,000 | ... | 400 | 410 |
| Nissa | 1902 | 700 | ... | ... | ... |
| Nissei Maru | 1900 | 4,800 | 11,000 | 200 | 200 |
| Nissin Maru | 1900 | 4,000 | 10,000 | 200 | 200 |
| Nissin Maru | 1918 | 1,700 | ... | 70 | ... |
| Nissin Maru No. 8 | 1904 | 6,400 | 17,200 | 300 | 300 |
| Nissho Maru | 1919 | 6,100 | ... | 190 | 180 |
| Nissouri | 1912 | 9,000 | 20,000 | 470 | 440 |
| Nitsa | 1919 | 8,000 | 7,200 | 190 | 180 |
| Niveus | 1921 | 10,000 | ... | ... | ... |
| Niwa | 1914 | 9,000 | 20,700 | ... | 500 |
| Niwa | 1909 | 8,000 | ... | ... | 500 |
| Nippon | 1900 | 7,000 | 16,700 | 400 | 370 |
| Nobuhiawa Maru | 1902 | 3,400 | 10,900 | 130 | 140 |
| Nockum | 1919 | 8,400 | ... | ... | ... |
| Noemijalia | 1901 | 3,400 | 10,900 | 130 | 140 |
| Nohata | 1908 | 8,700 | 24,000 | 600 | 600 |
| Nolemont | 1920 | 8,100 | 21,000 | 500 | 500 |
| Nollington Court | 1918 | 9,000 | ... | ... | ... |
| Nome City | 1900 | 900 | ... | ... | ... |
| Noora | 1904 | 1,500 | 8,000 | 40 | ... |
| Noord | 1919 | 8,000 | 15,000 | 190 | 170 |
| Noordwijk | 1909 | 3,000 | 8,000 | 100 | 100 |
| Nordes | 1919 | 3,400 | 10,000 | 100 | 100 |
| Nora | 1900 | 14,000 | 21,000 | ... | 170 |
| Nora | 1902 | 1,700 | ... | 70 | ... |
| Norbe | 1900 | 1,900 | 10,000 | 90 | 80 |
| Norcia | 1900 | 11,000 | ... | ... | ... |
| Norberg | 1900 | 4,000 | 11,700 | 200 | 200 |
| Norea | 1907 | 9,100 | 15,000 | 70 | ... |
| Nord | 1904 | 3,200 | 18,000 | 100 | 100 |
| Nord | 1900 | 3,400 | ... | ... | 100 |
| Nord Atlantic | 1910 | 8,700 | ... | ... | ... |
| Norfamerica | 1900 | 4,700 | 17,000 | 300 | 300 |
| Norfanger | 1900 | 10,100 | ... | ... | ... |
| Norfavrile | 1900 | 11,700 | ... | ... | ... |
| Nordio | 1900 | 9,200 | ... | 400 | 400 |
| Nordberg | 1900 | 3,200 | 7,000 | 100 | 100 |
| Nordby | 1904 | 2,100 | 10,170 | 100 | 100 |
| Nordbrage | 1919 | 3,300 | 9,000 | 200 | 200 |
| Nordea | 1900 | 4,700 | 16,000 | 300 | 300 |
| Nordkaper | 1909 | 8,000 | ... | 400 | 400 |
| Nordfale | 1904 | 1,000 | ... | 50 | ... |
| Nordhav | 1910 | 9,000 | ... | ... | ... |
| Nordhavet | 1900 | 8,300 | ... | 400 | 400 |
| Nordhild | 1900 | 1,000 | ... | 70 | 60 |
| Nordhval | 1900 | 8,000 | ... | 400 | 400 |
| Nordia | 1900 | 2,900 | 8,000 | 90 | 90 |
| Nordia | 1919 | 7,000 | 8,000 | 400 | 400 |
| Nordkap | 1900 | 8,000 | ... | 400 | 400 |
| Nordkap | 1900 | 700 | ... | 40 | ... |
| Nordland | 1900 | 3,000 | ... | 200 | 200 |
| Nordland | 1900 | 800 | ... | ... | 80 |
| Nordland | 1900 | 900 | 3,200 | 50 | 50 |
| Nordcloch | 1900 | 900 | ... | 40 | ... |
| Nordfjr | 1918 | 8,900 | 18,000 | 300 | 300 |
| Nordmark | 1900 | 11,000 | 22,700 | 800 | 300 |
| Nordmark | 1900 | 1,700 | 8,500 | 90 | ... |
| Nordmark | 1900 | 1,000 | 4,200 | 90 | 70 |
| Nordnet | 1900 | 1,000 | ... | 70 | 60 |
| Nordsee | 1900 | 7,000 | 21,000 | 300 | 370 |
| Nordsjen | 1900 | 1,000 | 4,100 | 80 | 70 |
| Nordsjoman | 1900 | 3,000 | 11,000 | 100 | 100 |
| Nordvangen | 1900 | 3,000 | 10,000 | 100 | 100 |

D.W.C. — Le port en lourd approximatif du navire en tonnes de 2,240 lbs. (1016 kilos.) pour cargaison et charbons de soutes, changement et approvisionnement compris.

F.B. — La capacité approximative en pieds cubes des soutes frigo, monte-charges et de dessus de voiturage en dessous des barrots.

Capacité pour Grains. — Le volume des cales en millions de pieds cubes, monte-charges et de dessus de voiturage en dessous des barrots, y compris les mantelets.

Capacité pour Balles de Coton. — Le volume des cales en millions de pieds cubes, monte-charges et de dessus de voiturage en dessous des barrots, y compris les mantelets.

Pour les Navires à Installation Frigorifique le volume des cales est pris après la pose du revêtement isolant.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Place of Build. | D.W.C. of cargo and bunkers. | Cubic Capacity. In bulk. | Cubic Capacity. In thousands of feet. | |
|---|---|---|---|---|---|
| | | | F.B. | Grain. | Bale. |
| Birkwood | 1920 | 900 | — | 43 | — |
| Bore | 1920 | 11,600 | — | — | — |
| Borg | 1921 | 12,130 | — | — | — |
| Borthild | 1920 | 9,750 | — | — | — |
| Borthwick | 1916 | 2,115 | 8,600 | — | 390 |
| Borthwick Mare | 1921 | 9,720 | 28,800 | 911 | 407 |
| Borge | 1907 | 9,000 | 33,242 | 938 | 407 |
| Borma | 1920 | 7,810 | — | 437 | 317 |
| Borma | 1920 | 2,900 | 8,250 | 108 | 97 |
| Bowson Bridge | 1913 | 4,050 | 27,210 | — | — |
| Bowson P. Clement | 1922 | 2,300 | — | — | — |
| Bowson Star | 1919 | 8,920 | 30,440 | — | 910 |
| Bowsand | 1917 | 2,522 | 9,942 | 111 | — |
| Bowsandfin | 1918 | 1,300 | 4,500 | 30 | 46 |
| Bowsandfort | 1909 | 2,250 | — | 124 | 116 |
| Bowsandville | 1921 | 3,140 | 11,600 | 130 | 119 |
| Boysa | 1914 | 1,600 | — | 39 | 62 |
| Boyse | 1920 | 6,500 | — | 360 | 322 |
| Boysen | 1917 | 6,500 | 13,410 | 220 | 211 |
| Boyshaheet | 1905 | 7,500 | 41,600 | 590 | 343 |
| Boyle | 1905 | 4,925 | 14,115 | 241 | 210 |
| Boyle | 1918 | 2,071 | 7,240 | 141 | 127 |
| North Anglia | 1910 | 4,500 | 14,500 | 409 | 330 |
| North Cornwall | 1904 | 7,700 | 25,450 | 420 | 500 |
| North Devon | 1904 | 6,110 | 16,740 | 350 | 330 |
| North Pole | 1919 | 5,344 | 18,180 | — | — |
| Northborough | 1912 | 6,370 | 22,040 | 330 | 369 |
| Northdale | 1906 | 900 | 4,200 | 53 | — |
| Northern Coast | 1921 | 1,900 | 6,850 | 140 | 100 |
| Northern Sword | 1914 | 4,110 | 7,200 | 160 | 160 |
| Northgate | 1921 | 800 | — | — | — |
| Northholm | 1924 | 500 | 3,470 | 29 | 35 |
| Northland | 1919 | 1,040 | — | — | — |
| Northmoor | 1924 | 6,000 | — | 502 | 410 |
| Northton | 1924 | 4,100 | 9,000 | 130 | — |
| Northumbria | 1909 | 1,250 | 7,400 | 67 | 40 |
| Norwegian | 1903 | 3,710 | 44,000 | 470 | 440 |
| Norwian | 1905 | 3,420 | — | 317 | 407 |
| Norwian | 1920 | 9,800 | — | — | — |
| Norwalk | 1920 | 3,164 | 15,220 | 140 | — |
| Norway Mare | 1920 | 9,000 | 20,277 | 440 | 412 |
| Norwegian | 1921 | 8,405 | 41,000 | 474 | 650 |
| Nova Chief | 1918 | 4,250 | 20,070 | 168 | 160 |
| Nova Dean | 1919 | 2,921 | — | 146 | 116 |
| Nova King | 1920 | 5,251 | 20,500 | 300 | 226 |
| Nova Prince | 1920 | 5,251 | 20,500 | 300 | 226 |
| Nova Queen | 1920 | 5,171 | 20,500 | 300 | 220 |
| Nowlire Mare | 1919 | 3,500 | — | — | — |
| Noyes | 1905 | 5,750 | 18,320 | 302 | 300 |
| Nubrace I | 1899 | 1,320 | 4,000 | 56 | — |
| Nottingham | 1901 | 900 | 5,720 | 55 | 50 |
| Nova Scotia | 1909 | 4,850 | — | 318 | 291 |
| Novali | 1920 | 5,400 | 7,045 | 291 | 300 |
| Novian | 1915 | 8,700 | 42,000 | 470 | 440 |
| Nowshera | 1919 | 11,230 | 40,800 | 608 | 620 |
| Noyo | 1913 | 2,250 | — | — | — |
| Nubian | 1912 | 9,670 | 40,904 | 474 | 440 |
| Nudden | 1919 | 11,150 | 47,800 | 580 | 520 |
| Nuestra Senora del Carmen | 1906 | 5,700 | 21,025 | 295 | 246 |
| Nuiak | 1901 | 4,450 | 11,000 | 202 | — |
| Numidia | 1913 | 8,170 | 10,600 | 445 | 390 |
| Nungie | 1918 | 1,084 | 3,075 | 49 | 46 |
| Nuria II. | 1895 | 3,722 | 22,262 | 409 | 500 |
| Nurjahan | 1920 | 9,500 | 32,040 | 620 | 590 |
| Nurmahal | 1920 | 8,446 | 32,840 | 622 | 580 |
| Nurnberg | 1920 | 390 | 4,000 | 41 | 30 |
| Nutfield | 1919 | 2,620 | 10,800 | — | — |
| Nyanza | 1920 | 4,504 | 22,220 | 442 | 412 |
| Nyasaing | 1905 | 6,350 | — | 210 | 205 |
| Nybaes | 1919 | 2,600 | — | 118 | 112 |

| Name of Vessel. | Place of Build. | D.W.C. of cargo and bunkers. | Cubic Capacity. In bulk. | Cubic Capacity. In thousands of feet. | |
|---|---|---|---|---|---|
| | | | F.B. | Grain. | Bale. |
| Nybolm | 1921 | 8,000 | — | — | — |
| Nybolt | 1921 | 11,500 | — | — | — |
| Nyland | 1919 | 7,450 | 27,000 | 350 | 340 |
| Nymphe | 1921 | 6,000 | 15,700 | 395 | 434 |
| O. A. Knudsen | 1921 | 11,000 | — | — | — |
| O. H. Simonsen | 1921 | 11,500 | — | — | — |
| O. S. McFarland | 1919 | 5,800 | — | — | — |
| O. T. Waring | 1918 | 9,050 | — | — | — |
| Oakey L. Alexander | 1918 | 7,700 | — | 354 | 316 |
| Oakfield | 1912 | 9,000 | 14,000 | 400 | 355 |
| Oakford | 1900 | 500 | — | 38 | — |
| Oakgrove | 1906 | 3,040 | 8,279 | 157 | — |
| Oakland | 1918 | 9,350 | 18,100 | 473 | 420 |
| Oakland | 1919 | 6,950 | — | 324 | 370 |
| Oaklands Grange | 1918 | 6,100 | 10,215 | 406 | 360 |
| Oakman | 1920 | 9,840 | — | 440 | 435 |
| Oakmar | 1920 | 9,000 | — | — | — |
| Oakpark | 1920 | 9,400 | — | 450 | 420 |
| Oakspring | 1919 | 9,400 | — | 470 | 420 |
| Oakwen | 1912 | 500 | 2,040 | 22 | — |
| Oakwood | 1920 | 9,400 | 44,700 | 460 | 420 |
| Oakworth | 1921 | 8,000 | — | — | — |
| Oberon | 1911 | 5,450 | 9,700 | 205 | 190 |
| Oberpresident Delbrück | 1902 | 1,600 | — | 90 | 78 |
| Obsident | 1899 | 900 | — | 41 | — |
| Occidental | 1920 | 9,300 | — | — | — |
| Ocean | 1921 | 200 | — | 20 | 20 |
| Ocean Prince | 1921 | 8,150 | 8,000 | 404 | 430 |
| Oceanfale | 1921 | 11,000 | 35,500 | 625 | 577 |
| Odda | 1921 | 1,272 | 7,500 | 60 | 62 |
| Oddevold | 1920 | 1,700 | — | — | 56 |
| Oddver | 1919 | 8,050 | 8,000 | 160 | 150 |
| Oddver II. | 1919 | 8,100 | 16,900 | — | — |
| Odense | 1921 | 600 | — | 45 | 40 |
| Odenwald | 1921 | 9,970 | 28,700 | 472 | 477 |
| Oder | 1907 | 12,650 | 34,350 | 749 | 673 |
| Oder | 1909 | 1,240 | 8,775 | 63 | — |
| Odette | 1905 | 1,200 | 10,200 | 67 | — |
| Odin | 1920 | 9,150 | — | 365 | 340 |
| Odros | 1920 | 6,118 | — | — | 212 |
| Odysseus | 1922 | 8,800 | 37,100 | 475 | 521 |
| Oeste | 1922 | 2,000 | — | 170 | 192 |
| Ogosta | 1919 | 1,800 | — | 400 | 374 |
| Ogura Maru No. 1 | 1920 | 10,650 | — | — | 567 |
| Ohio | 1909 | 7,700 | 21,400 | — | 344 |
| Ohio Maru | 1920 | 6,000 | 25,400 | 440 | 412 |
| Ohoson | 1911 | 10,200 | — | — | 460 |
| Ohkusi Maru | 1900 | 9,150 | 37,100 | 410 | 410 |
| Ohta | 1920 | 4,600 | 32,375 | 196 | 179 |
| Ohtomo | 1906 | 600 | 4,000 | 38 | 32 |
| Oilfield | 1919 | 7,500 | — | — | — |
| Oilpioneer | 1920 | 6,400 | — | — | — |
| Oilvillaum | 1920 | 8,000 | — | — | — |
| Oilshipper | 1907 | 8,400 | — | — | — |
| Oilrader | 1907 | 8,000 | — | — | — |
| Ojanessian | 1906 | 9,450 | 11,200 | 320 | 400 |
| Okanda | 1907 | 7,900 | 31,000 | 410 | 400 |
| Olaf | 1907 | 3,000 | 7,600 | 130 | 121 |
| Olaf Borgh | 1919 | 8,250 | — | 400 | 410 |
| Olaf Kyrre | 1905 | 5,000 | 14,000 | — | 250 |
| Olaneko | 1905 | 2,100 | 17,800 | 110 | 194 |
| Olarue | 1920 | 1,200 | 8,500 | 102 | 100 |
| Olbers | 1920 | 1,667 | 6,300 | 100 | 90 |
| Old Charlton | 1919 | 8,400 | 8,500 | — | — |

D.W.C.—The approximate deadweight capacity in tons, of 2,240lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

F.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerating Vessels the capacities of cargo spaces are taken after fitting insulation.

**Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.**

*(Ces renseignements sont donnés d'après l'autorité des Armateurs, sous réserve et comme approximativement exacts. — Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom des Navires | Année de construction | D.W.C. — Port en lourd approximatif en tonnes métriques | Capacité cubique: En pieds cubes — F.B. — Moulé-bas | Capacité cubique: En milliers de pieds cubes — Grains | Capacité cubique: En milliers de pieds cubes — Balles |
|---|---|---|---|---|---|
| Oldekerk | 1913 | 11,500 | 16,400 | — | 900 |
| Oldenburg | 1905 | 11,000 | 11,000 | 400 | 400 |
| Oldenburg | 1909 | 7,000 | 13,000 | 80 | 95 |
| Ole Wiggins | 1919 | 17,400 | 14,800 | — | — |
| Olean | 1923 | 10,000 | — | — | — |
| Olendar | 1902 | 10,110 | 16,002 | — | — |
| Oleum | 1909 | 5,200 | — | — | — |
| Olga | 1911 | 1,250 | 2,440 | 75 | 80 |
| Olga | 1902 | 900 | — | 20 | — |
| Olga Topic | 1908 | 4,800 | 12,725 | 207 | 214 |
| Olympia | 1920 | 9,900 | 18,000 | 470 | 400 |
| Olina | 1921 | 10,200 | 41,400 | 800 | 900 |
| Olina | 1922 | 3,100 | 14,000 | 100 | 90 |
| Olivengrove | 1909 | 7,500 | 11,912 | 419 | 450 |
| Olivia | 1908 | 2,200 | 12,100 | — | 100 |
| Olivine | 1906 | 1,200 | 3,600 | 45 | — |
| Olivulo | 1891 | 4,210 | — | 180 | 170 |
| Olna | 1920 | 10,100 | 10,000 | — | — |
| Olsenborg | 1919 | 11,200 | 13,410 | 400 | 500 |
| Olsinia | 1909 | 8,000 | 17,000 | 450 | — |
| Olterra | 1918 | 7,200 | — | — | — |
| Olof Hansle | 1914 | 3,250 | 6,000 | — | 150 |
| Olympia | 1919 | 4,400 | — | 834 | 470 |
| Olympia Mars | 1907 | 5,170 | — | 400 | 450 |
| Olympic | 1911 | 11,000 | 196,000 | — | 44 |
| Olympic | 1907 | 8,200 | — | — | — |
| Olympic | 1917 | 5,000 | 7,200 | — | 150 |
| Olympiet | 1920 | 8,150 | 14,300 | 450 | 400 |
| Omena | 1918 | 4,000 | 21,700 | — | 100 |
| Omberg | 1920 | 1,900 | 5,000 | 120 | 100 |
| Omelia | 1918 | 8,000 | 21,700 | — | 200 |
| Omi Maru | 1918 | 4,200 | 22,300 | — | — |
| Omphale | 1908 | 8,167 | — | — | — |
| Omsin | 1904 | 2,500 | 4,300 | 110 | 120 |
| Onida | 1918 | 4,150 | — | 180 | 160 |
| Onoda | 1920 | 9,300 | 17,000 | 170 | 150 |
| Onontar | 1918 | 600 | 2,400 | 97 | 94 |
| Onondaga | 1920 | 5,000 | 17,000 | 111 | 110 |
| Ontadoc | 1908 | — | — | 140 | — |
| Ontario | 1918 | 6,500 | 14,700 | — | 400 |
| Ontariolite | 1920 | 15,000 | — | — | — |
| Onyxia | 1921 | 1,370 | 6,900 | 50 | 50 |
| Opheliz | 1908 | 9,147 | — | — | — |
| Opkir | 1920 | 2,400 | — | 194 | 160 |
| Opkir | 1906 | 1,400 | — | 70 | 71 |
| Opkir | 1919 | 970 | 5,200 | 27 | — |
| Oplit | 1898 | — | 8,000 | — | 50 |
| Oporto | 1920 | 3,000 | 10,100 | 196 | 172 |
| Orange River | 1914 | 8,000 | 16,000 | 419 | 380 |
| Orani | 1919 | 9,500 | — | 470 | 450 |
| Orania | 1920 | 7,270 | 16,900 | 807 | 840 |
| Orania | 1919 | 2,200 | 10,500 | 100 | 194 |
| Orania | 1919 | 1,800 | 13,000 | 95 | 90 |
| Oranien | 1914 | 8,400 | 19,100 | 800 | 800 |
| Oranje Nassau | 1913 | 4,240 | 21,700 | 130 | 190 |
| Oranjestad | 1907 | 5,327 | — | — | — |
| Orantorre | 1900 | 600 | 3,000 | 30 | — |
| Orare | 1907 | 810 | 5,000 | — | 97 |
| Orari | 1921 | 12,000 | — | 700 | 600 |
| Orasia | 1907 | 8,700 | — | 147 | 300 |
| Orasia | 1918 | 800 | 2,400 | 20 | 77 |
| Orbasle-Rodi | 1899 | 9,100 | 9,100 | 359 | 300 |
| Orbita | 1900 | 9,800 | 14,000 | 450 | 450 |
| Orcagna | 1919 | 10,000 | 15,000 | — | — |
| Orcagna | 1920 | 10,400 | — | 640 | 500 |
| Orcagna | 1920 | 9,900 | — | 400 | 440 |
| Orcagna | 1918 | 8,700 | 18,000 | 511 | 470 |
| Orcagna | 1918 | 1,800 | 6,700 | — | — |
| Orcagna Mars | 1920 | 9,000 | 19,400 | 440 | 400 |
| Orcagna Star | 1918 | 9,000 | 19,000 | 470 | 400 |

| Nom des Navires | Année de construction | D.W.C. — Port en lourd approximatif en tonnes métriques | Capacité cubique: En pieds cubes — F.B. — Moulé-bas | Capacité cubique: En milliers de pieds cubes — Grains | Capacité cubique: En milliers de pieds cubes — Balles |
|---|---|---|---|---|---|
| Oreste | 1899 | 5,500 | 17,000 | 370 | 180 |
| Oreste | 1904 | 5,500 | — | 471 | 484 |
| Oreste | 1919 | 4,200 | 4,200 | 200 | 200 |
| Orestad | 1904 | 1,900 | 14,000 | 67 | — |
| Orford | 1899 | 3,600 | — | — | 304 |
| Oria | 1920 | 3,500 | 15,000 | 160 | 172 |
| Orikum Mars | 1917 | 5,400 | 20,700 | 410 | 400 |
| Orient | 1906 | 7,000 | 16,000 | 417 | 390 |
| Orient City | 1911 | 4,400 | 21,000 | 410 | 410 |
| Oriente | 1909 | 6,000 | 17,000 | — | 400 |
| Orient | 1899 | 6,000 | — | 350 | 350 |
| Orlaie | 1901 | 400 | 2,000 | — | 67 |
| Orion | 1919 | 2,000 | 17,000 | 170 | — |
| Orion | 1914 | 2,000 | 4,000 | 107 | 140 |
| Orion | 1895 | 1,400 | 10,000 | 80 | — |
| Orion | 1909 | 1,200 | 6,100 | — | — |
| Orion | 1917 | 700 | 5,000 | 90 | 90 |
| Orion | 1901 | 1,000 | 3,000 | — | 60 |
| Orion | 1901 | 3,000 | 21,000 | 217 | — |
| Orischa | 1919 | 4,000 | — | — | 80 |
| Orkanger | 1920 | 10,000 | — | 900 | — |
| Orkla | 1922 | 3,400 | — | 100 | — |
| Orkney Coast | 1909 | 1,100 | 3,000 | — | 60 |
| Orla | 1914 | 7,000 | 19,000 | 800 | 900 |
| Orla | 1901 | 4,000 | 9,000 | 111 | 110 |
| Orla II | 1909 | 3,100 | — | 307 | 300 |
| Orlando | 1901 | 2,000 | 4,000 | 111 | 110 |
| Orlando | 1902 | 2,400 | 8,000 | 120 | — |
| Orlock Head | 1901 | 3,000 | 4,000 | 100 | 100 |
| Ormara | 1914 | 7,500 | 20,700 | 890 | 900 |
| Ormer | 1919 | 1,000 | — | — | — |
| Orna | 1920 | 1,000 | 4,700 | 70 | 72 |
| Ornelia | 1917 | 5,000 | 20,000 | 150 | 140 |
| Ornielia | 1902 | 8,100 | — | 800 | — |
| Oro | 1901 | 1,800 | 6,000 | 90 | 90 |
| Orta | 1913 | 7,000 | 22,000 | 800 | 800 |
| Orso | 1919 | 3,400 | 19,100 | — | 200 |
| Orsoberg | 1919 | 2,000 | 9,000 | 140 | 150 |
| Orsogil | 1909 | 3,000 | — | 110 | — |
| Orsolas | 1909 | 10,000 | 100,000 | 102 | 140 |
| Orsova | 1919 | 8,000 | — | 400 | 450 |
| Ortava | 1907 | 3,400 | 18,700 | 170 | 160 |
| Ortava | 1907 | 3,100 | 10,000 | 107 | — |
| Orthia Mars | 1918 | 3,100 | — | — | — |
| Ortona Shell | 1900 | 3,000 | — | — | — |
| Ortolan | 1900 | 500 | — | — | 90 |
| Orungal | 1902 | 6,100 | — | 200 | — |
| Orvar | 1900 | 3,000 | 11,000 | 180 | 160 |
| Orvieto | 1907 | 8,000 | 21,000 | 310 | 300 |
| Orwell | 1905 | 11,000 | 40,000 | — | 500 |
| Osage | 1919 | 4,100 | — | 160 | 160 |
| Osbor | 1914 | 2,000 | 14,000 | 107 | 100 |
| Oscar II | 1902 | 8,200 | 40,000 | 300 | 300 |
| Oscar Gorthon | 1909 | 3,000 | 5,100 | 110 | 100 |
| Oscar J. Lingeman | 1919 | 2,000 | 7,000 | 130 | 140 |
| Oscar Molling | 1909 | 3,400 | 11,700 | 100 | 100 |
| Osiris | 1902 | 7,000 | 10,000 | 300 | 300 |
| Oskar Friedrich | 1901 | 600 | — | 40 | 40 |
| Oskarsö | 1919 | 8,000 | — | 300 | 300 |
| Osloan | 1913 | 3,100 | 4,500 | 110 | 97 |
| Osmed | 1903 | 3,000 | 3,600 | 107 | 100 |
| Osna | 1900 | 2,200 | 5,000 | 100 | 100 |
| Osprunge | 1910 | 3,000 | 12,000 | 170 | 160 |
| Ostia | 1919 | 2,200 | 5,000 | 110 | 100 |
| Ostasia | 1919 | 2,100 | 4,000 | 100 | 97 |
| Ostara | 1919 | 5,000 | 14,700 | 90 | 90 |
| Ostarlias | 1905 | 6,000 | 20,700 | 307 | 300 |
| Ostarlias | 1907 | 900 | 6,000 | 60 | 60 |
| Ostfaar | 1901 | 11,000 | — | — | — |
| Ostpreussen | 1900 | 3,500 | 7,500 | 202 | 200 |

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Date of Build. | D.W.C. of cargo and bunkers. | Cubic Capacity. In feet. | Cubic Capacity. In thousands of feet. | |
|---|---|---|---|---|---|
| | | | P.B. | Grain. | Bale. |
| Ostrevent | 1920 | 5,011 | 10,600 | — | 93 |
| Ostrofolstein | 1921 | 1,800 | 6,197 | 83 | 73 |
| Ostwar | 1902 | 5,200 | 14,244 | 410 | 367 |
| Oswal | 1906 | 4,200 | 9,471 | 191 | 180 |
| Oswin | 1919 | 3,202 | 6,300 | 101 | 97 |
| Otaio | 1920 | 12,810 | — | 114 | 600 |
| Otaki | 1920 | 10,200 | 41,500 | 600 | 447 |
| Otava | 1904 | 1,900 | 6,000 | 92 | 87 |
| Othandar | 1917 | 3,000 | 17,000 | 148 | 139 |
| Otinlie | 1903 | 2,000 | 6,500 | 220 | — |
| Otheim | 1914 | 1,020 | 5,200 | 50 | 48 |
| Otho | 1920 | 7,500 | — | 418 | 373 |
| Otira | 1919 | 11,500 | 49,000 | 502 | 114 |
| Otis | 1900 | 1,800 | 9,000 | 79 | — |
| Otokia | 1921 | 10,500 | — | — | — |
| Otranto | 1906 | 1,420 | 11,407 | — | 90 |
| Otsego | 1902 | 5,000 | 27,400 | 248 | 230 |
| Ottar | 1906 | 3,900 | 13,000 | 122 | 110 |
| Ottar Jarl | 1921 | 3,519 | 12,100 | 90 | 81 |
| Ottawa | 1906 | 4,800 | — | 329 | 311 |
| Otterhound | 1907 | 1,130 | — | — | — |
| Ottinge | 1919 | 3,800 | 10,300 | — | 120 |
| Otto | 1907 | 2,000 | 6,011 | 97 | 90 |
| Otto Gorde | 1910 | 1,850 | — | 80 | 61 |
| Otto II. | 1907 | 3,100 | 10,500 | 137 | 144 |
| Otto Petersen | 1920 | 4,300 | 9,600 | 255 | 273 |
| Otto Stadtag | 1920 | 1,800 | 3,000 | 60 | 62 |
| Otto Sverdrup | 1906 | 6,018 | 18,594 | 300 | 292 |
| Ouderkerk | 1913 | 11,800 | 52,316 | — | 500 |
| Oulcester | 1919 | 8,925 | 31,650 | 304 | 359 |
| Oued Fez | 1918 | 4,027 | — | 200 | — |
| Oued Grou | 1921 | 1,110 | — | 57 | — |
| Oued Mellah | 1918 | 4,000 | — | 200 | 179 |
| Oued Tiflet | 1914 | 1,000 | 5,500 | 90 | 87 |
| Oued Zem | 1921 | 3,600 | 7,200 | 149 | 139 |
| Ouema | 1912 | 6,000 | 32,000 | 310 | 295 |
| Ouergha | 1920 | 5,300 | 23,032 | 191 | 155 |
| Ouis Maru | 1907 | 901 | 12,500 | — | — |
| Ouseburgo | 1909 | 10,209 | 18,710 | 561 | 620 |
| Outenqua | 1910 | 1,890 | 8,215 | 57 | 58 |
| Ovid | 1903 | 1,800 | 15,800 | 857 | 801 |
| Ovington Court | 1894 | 9,200 | — | — | — |
| Oxfordshire | 1913 | 6,200 | 43,600 | — | 440 |
| Oxshott | 1913 | 2,124 | 8,920 | 90 | 92 |
| Oyama Maru | 1909 | 6,178 | 30,130 | 274 | 295 |
| Oyarzun | 1909 | 3,650 | 11,180 | 179 | 164 |
| Oylaria | 1914 | 9,330 | 38,142 | 303 | — |
| Ozarda | 1913 | 7,100 | 23,050 | 198 | 189 |
| Ozark | 1919 | 4,000 | — | 202 | 198 |
| Ozette | 1919 | 3,519 | — | 471 | 431 |
| P. G. Halvorsen | 1913 | 1,800 | — | 80 | — |
| P.L.M. 12 | 1921 | 8,000 | 31,970 | 303 | 249 |
| P.L.M. 13 | 1921 | 8,000 | 31,970 | 303 | 249 |
| P.L.M. 14 | 1921 | 8,000 | 31,970 | 303 | 249 |
| P.L.M. 15 | 1921 | 8,000 | 31,970 | 303 | 249 |
| P.L.M. 16 | 1921 | 8,000 | 31,970 | 303 | 249 |
| P.L.M. 17 | 1922 | 8,000 | 31,970 | 303 | 249 |
| P.L.M. 20 | 1921 | 8,000 | 35,800 | 304 | 272 |
| P.L.M. 21 | 1921 | 8,000 | 35,800 | 304 | 272 |
| P.L.M. 22 | 1921 | 8,000 | 35,800 | 304 | 272 |
| P.L.M. 23 | 1921 | 8,000 | 35,800 | 304 | 272 |
| P.L.M. 24 | 1921 | 8,000 | 36,500 | 279 | 267 |
| P.L.M. 25 | 1922 | 8,000 | 36,500 | 279 | 267 |
| P.L.M. 26 | 1922 | 8,000 | 36,500 | 279 | 267 |
| P.L.M. 27 | 1922 | 8,000 | 36,500 | 279 | 267 |
| P. L. Pahlsson | 1916 | 2,000 | 9,510 | 181 | 117 |
| P. Margaretsen | 1913 | 8,000 | 40,000 | 149 | 113 |

| Name of Vessel. | Date of Build. | D.W.C. of cargo and bunkers. | Cubic Capacity. In feet. | Cubic Capacity. In thousands of feet. | |
|---|---|---|---|---|---|
| | | | P.B. | Grain. | Bale. |
| P. N. Dania | 1899 | 4,040 | 9,000 | 206 | 173 |
| Pachow | 1917 | 1,950 | — | 144 | 136 |
| Pacific | 1913 | 9,355 | 33,631 | 479 | 452 |
| Pacific | 1914 | 6,500 | 4,400 | 340 | 320 |
| Pacific Commerce | 1922 | 6,900 | — | 340 | 307 |
| Pacific Enterprise | 1917 | 10,018 | — | 804 | 555 |
| Pacific Exporter | 1920 | 10,010 | — | 604 | 555 |
| Pacific Fir | 1920 | 6,900 | — | 407 | 417 |
| Pacific Grove | 1922 | 11,100 | 58,000 | 629 | 591 |
| Pacific Mars | 1920 | 9,010 | 29,800 | 442 | 417 |
| Pacific Oak | 1919 | 9,000 | 15,700 | 417 | 404 |
| Pacific Pine | 1920 | 6,000 | — | 416 | 413 |
| Pacific Pioneer | 1920 | 10,018 | — | 604 | 553 |
| Pacific President | 1920 | 11,100 | 56,000 | 629 | 591 |
| Pacific Ranger | 1920 | 9,900 | — | 600 | 571 |
| Pacific Reliance | 1917 | 10,020 | — | 604 | 555 |
| Pacific Shipper | 1924 | 9,500 | — | 540 | 495 |
| Pacific Spruce | 1920 | 9,474 | — | — | — |
| Pacific Trader | 1924 | 9,500 | — | 543 | 495 |
| Pacific Transport | 1913 | 6,000 | 16,215 | 400 | 369 |
| Pacifico | 1919 | 3,453 | 30,600 | 260 | 221 |
| Padanna | 1904 | 3,500 | 8,200 | 119 | 110 |
| Padilla | 1918 | 3,473 | 7,700 | 131 | 122 |
| Padmaj | 1920 | 7,500 | — | 412 | 373 |
| Paez | 1927 | 3,800 | — | — | — |
| Pagaziri | 1908 | 2,900 | — | 130 | 123 |
| Pagasset | 1920 | 6,500 | — | 447 | 413 |
| Paired | 1927 | 1,351 | 13,032 | 96 | 77 |
| Pajala | 1908 | 10,440 | 60,200 | 497 | 453 |
| Pakeha | 1910 | 12,000 | 80,040 | 718 | 600 |
| Pakipaki | 1914 | 11,410 | 57,700 | 606 | 525 |
| Palacio | 1907 | 1,800 | — | 145 | 135 |
| Palanga | 1912 | 1,070 | 4,800 | 49 | — |
| Palatia | 1909 | 6,000 | — | 366 | 329 |
| Palawan | 1907 | 330 | — | 27 | — |
| Palehleb | 1901 | 1,870 | — | — | 67 |
| Palembang | 1921 | 10,275 | 43,000 | 517 | 419 |
| Palma | 1906 | 3,643 | 10,500 | — | 110 |
| Palmas | 1922 | 3,341 | 13,200 | 144 | 121 |
| Palmetta | 1907 | 3,134 | — | — | 160 |
| Palma | 1909 | 1,670 | — | — | 67 |
| Palmadas | 1919 | 7,439 | 24,840 | 310 | 288 |
| Pallade | 1909 | 1,712 | — | — | — |
| Pallas | 1921 | 8,041 | — | — | — |
| Pallas | 1895 | 4,265 | — | 217 | 203 |
| Pallas | 1907 | 3,098 | — | 154 | — |
| Pallas | 1921 | 1,742 | 9,900 | 102 | 98 |
| Palma | 1919 | 4,745 | 10,800 | 172 | 158 |
| Palmella | 1900 | 2,320 | 4,247 | 154 | 141 |
| Palch | 1900 | 417 | — | 33 | 31 |
| Palopo | 1921 | 1,870 | — | — | 67 |
| Palolina | 1921 | 4,400 | — | — | — |
| Pampanga | 1920 | 907 | — | — | — |
| Pan | 1922 | 2,110 | 6,800 | 106 | 91 |
| Pan | 1871 | 1,250 | — | 58 | — |
| Pan America | 1922 | 11,322 | 148,149 | — | 491 |
| Pan Aruba | 1921 | 14,900 | — | — | — |
| Pan Bolivar | 1921 | 13,110 | 86,160 | — | — |
| Pan Europe | 1921 | 14,200 | — | — | — |
| Pan Gothia | 1921 | 14,310 | — | — | — |
| Pan Norway | 1921 | 14,300 | — | — | — |
| Pan Scandia | 1921 | 14,700 | — | — | — |
| Panaghi Vagliano | 1904 | 1,140 | 13,455 | 292 | 270 |
| Panaghia | 1900 | 8,010 | 30,360 | 482 | 437 |
| Panama | 1913 | 9,021 | — | 530 | 469 |
| Panama Transport | 1914 | 8,004 | 10,200 | 434 | 390 |
| Panamen | 1913 | 10,800 | — | — | 482 |
| Pandion | 1919 | 4,277 | 17,344 | 340 | 427 |
| Pangkor | 1920 | 1,172 | — | — | 61 |
| Panie | 1906 | 2,600 | 17,200 | 133 | — |

D.W.C.—The approximate deadweight capacity in tons, of 2,240lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

P.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of cargo spaces are taken after fitting insulation.

**Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.**

*(Ces renseignements sont donnés d'après l'autorité des Armateurs, sous réserve et comme approximativement exacts. Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom du Navire | Année de construction | D.W. — Port en lourd approximatif en tonnes | Capacité cubique — Pieds cubes — P.B. — Balles | Capacité cubique — En millions de pieds — Grains | Capacité cubique — En millions de pieds — Balles |
|---|---|---|---|---|---|
| Pagoo | 1919 | 8,600 | 9,600 | ... | ... |
| Pagos | 1902 | 7,300 | 21,120 | 473 | 140 |
| Pagoy | 1906 | 700 | ... | ... | ... |
| Pagos II. | 1900 | 2,700 | ... | 166 | 117 |
| Paola Z. Polonia | 1902 | 1,200 | | | 50 |
| Papalemoi | 1910 | 5,774 | 17,000 | 325 | 303 |
| Papanui | 1919 | 13,000 | 95,275 | 504 | 513 |
| Papiner | 1901 | 6,000 | ... | ... | ... |
| Paraguacho | 1906 | 5,900 | 9,000 | 121 | ... |
| Paraguay | 1890 | 7,900 | 19,700 | 402 | 302 |
| Paraguayo | 1909 | 6,100 | ... | 446 | 234 |
| Parana | 1914 | 5,000 | 16,000 | 322 | 146 |
| Parana | 1921 | 16,000 | 46,700 | 326 | 110 |
| Parana | 1921 | 8,300 | 19,000 | 320 | 426 |
| Parana | 1919 | 12,000 | 78,470 | 731 | 466 |
| Parana | 1902 | 724 | | 50 | 30 |
| Parigi | 1908 | 1,470 | ... | ... | 32 |
| Parnaga | 1909 | 1,400 | 3,140 | 30 | 30 |
| Paris | 1907 | 10,700 | 241,000 | ... | 140 |
| Paris | 1907 | 8,400 | | 194 | 122 |
| Paris City | 1905 | 10,000 | 12,170 | 114 | 172 |
| Parisian | 1905 | 7,087 | 22,000 | 411 | 371 |
| Parisiana | 1908 | 8,800 | | 330 | 215 |
| Parmenitha | 1899 | 4,000 | 11,000 | 308 | 432 |
| Parnahiba | 1909 | 9,100 | | 184 | 345 |
| Parthenia | 1917 | 5,800 | 11,700 | 416 | 114 |
| Parthenon | 1909 | 5,400 | 12,000 | 194 | 207 |
| Parvati | 1907 | 1,970 | 10,800 | 92 | 73 |
| Pasadena | 1919 | 8,300 | ... | 472 | 100 |
| Pasajes | 1909 | 5,370 | 19,400 | 177 | 130 |
| Pascal Paoli | 1904 | 1,100 | 14,000 | 73 | 60 |
| Pascoli | 1908 | 4,400 | 7,914 | 102 | 211 |
| Pasir | 1902 | 1,870 | ... | ... | 61 |
| Pass de Gibraltar | 1904 | 900 | | 38 | ... |
| Pass of Balaclava | 1908 | 900 | ... | ... | ... |
| Pass of Lena | 1908 | 850 | ... | ... | ... |
| Pass of Melfort | 1908 | 840 | ... | ... | ... |
| Passaic Star | 1905 | 740 | | | |
| Passat | 1920 | 16,750 | 35,000 | 800 | 641 |
| Pastores | 1913 | 9,000 | 42,000 | 811 | 201 |
| Pat Doherty | 1921 | 10,000 | ... | ... | ... |
| Patia | 1920 | 8,374 | ... | 270 | ... |
| Patras | 1909 | 1,430 | 13,000 | 90 | 35 |
| Patria | 1919 | 9,700 | 71,000 | ... | 340 |
| Patria | 1901 | 6,400 | 10,420 | 300 | 340 |
| Patria | 1909 | 3,200 | ... | ... | ... |
| Patria | 1917 | 8,100 | 21,324 | 139 | 144 |
| Patria | 1902 | 8,500 | ... | 151 | 120 |
| Patria | 1913 | 1,200 | 2,240 | ... | 41 |
| Patria | 1902 | 900 | 3,000 | ... | 43 |
| Patriota | 1905 | 8,000 | | | |
| Patrick Henry | 1916 | 18,500 | | 458 | 600 |
| Patse | 1907 | 1,087 | | | ... |
| Pat. H. Harwood | 1919 | 14,840 | 20,370 | ... | ... |
| Pat. Lockenbach | 1913 | 11,000 | 73,400 | ... | 375 |
| Pat. Sloop | 1921 | 10,121 | 34,140 | ... | ... |
| Paula | 1907 | 9,400 | | ... | ... |
| Paulatore | 1916 | 9,840 | 32,000 | ... | ... |
| Pavon | 1920 | 7,420 | 20,514 | 321 | 207 |
| Pawnee | 1907 | 4,000 | 4,200 | ... | 130 |
| Pearlmoor | 1921 | 9,370 | ... | ... | ... |
| Pebble | 1903 | 800 | 9,200 | 32 | ... |
| Pedro | 1907 | 8,600 | | | |
| Pedro Moal | 1901 | 1,350 | | 17 | |
| Pedro I | 1909 | 3,800 | 47,750 | 192 | 180 |
| Pedro II | 1910 | 3,800 | 48,400 | 204 | 217 |
| Pedro Christophersen | 1910 | 4,500 | 4,940 | 202 | 202 |
| Pedrosa | 1901 | 4,400 | ... | 224 | 137 |
| Pelican | 1919 | 8,600 | 90,000 | 444 | 410 |
| Pool County | 1918 | 8,300 | ... | 412 | 431 |

| Nom du Navire | Année de construction | D.W. — Port en lourd approximatif en tonnes | Capacité cubique — Pieds cubes — P.B. — Balles | Capacité cubique — En millions de pieds — Grains | Capacité cubique — En millions de pieds — Balles |
|---|---|---|---|---|---|
| Pegasus | 1913 | 6,500 | 8,600 | 121 | 107 |
| Pegasus | 1905 | 10,000 | ... | ... | ... |
| Pegasus | 1918 | 1,175 | | | |
| Pegasus | 1920 | 2,900 | 11,700 | 121 | 126 |
| Pegasus | 1921 | 16,200 | 27,900 | | 222 |
| Pei Chang | 1909 | 1,400 | 1,700 | 78 | 71 |
| Pei-Ho | 1907 | 8,400 | 41,000 | ... | 410 |
| Pei Kang | 1919 | 1,400 | 10,000 | ... | ... |
| Pei Tai | 1919 | 3,000 | ... | ... | ... |
| Peik | 1919 | 1,175 | ... | ... | ... |
| Peiping | 1921 | 10,400 | ... | 810 | 606 |
| Pekeskie | 1905 | 1,800 | ... | 441 | 430 |
| Pelagia | 1908 | 3,300 | 5,400 | 301 | 300 |
| Pelagos | 1901 | 13,000 | ... | ... | ... |
| Pelayo | 1907 | 1,200 | ... | 140 | 130 |
| Pelion | 1899 | 8,000 | ... | 300 | 340 |
| Pelle | 1900 | 900 | ... | ... | ... |
| Pem Lebra | 1900 | 2,700 | ... | ... | ... |
| Pem Rosna | 1907 | 2,700 | ... | ... | ... |
| Pemag Mara | 1914 | 9,200 | 30,000 | ... | ... |
| Penelopa | 1901 | 1,800 | 8,000 | 75 | 72 |
| Pearlely | 1914 | 6,000 | 28,000 | 334 | 322 |
| Pendova | 1907 | 7,200 | 9,100 | 208 | 271 |
| Pendunia | 1911 | 3,200 | 11,700 | 140 | ... |
| Penlogo | 1920 | 6,400 | ... | ... | ... |
| Pennsylvania | 1919 | 3,100 | 9,000 | 128 | ... |
| Penelope | 1921 | 13,000 | 60,000 | 841 | 800 |
| Penelope | 1901 | 1,800 | 3,700 | 88 | ... |
| Penerf | 1906 | 3,200 | 20,000 | 178 | 184 |
| Pentang | 1906 | 3,400 | 5,700 | 175 | 114 |
| Pentir | 1920 | 1,200 | 1,700 | 85 | 70 |
| Pennington Gorff | 1894 | 3,200 | ... | ... | ... |
| Pennsylvania | 1920 | 9,000 | ... | ... | ... |
| Pennsylvania | 1917 | 9,000 | ... | ... | ... |
| Pennsylvania | 1920 | 9,000 | ... | 402 | 402 |
| Pennsylvania Star | 1920 | 13,000 | ... | ... | ... |
| Pennsylvania | 1913 | 15,000 | | ... | 400 |
| Pennyworth | 1918 | 9,000 | 17,000 | 400 | 300 |
| Penthesit | 1919 | 4,000 | ... | ... | ... |
| Penrith Castle | 1920 | 8,000 | | 410 | 300 |
| Penrose | 1920 | 8,300 | 21,000 | 470 | 430 |
| Pensilva | 1907 | 7,400 | 10,000 | 400 | 400 |
| Pensylvania | 1905 | 9,000 | ... | ... | ... |
| Pensylvania | 1917 | 8,000 | 16,000 | 400 | 400 |
| Pentlawn | 1906 | 3,000 | 10,000 | 207 | 210 |
| Pentlebrae | 1920 | 3,000 | 20,000 | 131 | 147 |
| Pentor | 1907 | 7,700 | 21,000 | 378 | 394 |
| Pentewa | 1910 | 3,300 | 16,000 | 300 | 390 |
| Pentonlief | 1904 | 4,000 | 10,000 | 301 | ... |
| Pentyna | 1920 | 7,700 | 21,000 | 371 | 304 |
| Pepa | 1900 | 600 | ... | 74 | ... |
| Perast | 1911 | 8,000 | 34,500 | 340 | ... |
| Perdita | 1919 | 900 | ... | ... | ... |
| Peregrine | 1921 | 1,024 | 4,400 | 50 | 50 |
| Perelle | 1902 | 700 | 3,100 | 50 | 50 |
| Perene | 1900 | 3,000 | 12,000 | 154 | 129 |
| Perga | 1907 | 3,400 | ... | ... | ... |
| Pernil | 1907 | 4,900 | 18,000 | 224 | 400 |
| Perla | 1919 | 4,300 | 20,000 | 400 | 320 |
| Pernina | 1921 | 14,000 | 32,000 | ... | ... |
| Perowskian | 1901 | 7,000 | ... | 474 | 400 |
| Pero de Alvegar | 1919 | 4,100 | 10,000 | 204 | ... |
| Peron | 1908 | 4,400 | 14,000 | ... | 108 |
| Perseus L. Cochrane | 1919 | 4,400 | 18,000 | 371 | 348 |
| Perry L. Smithers | 1919 | 4,000 | 17,000 | 308 | 291 |
| Persia | 1921 | 4,200 | 20,000 | 340 | 410 |
| Persephone | 1921 | 13,000 | | | ... |
| Petacia | 1901 | 3,000 | 10,000 | ... | 400 |
| Petacia | 1919 | 8,700 | 30,100 | 846 | 800 |
| Petacia | 1902 | 1,300 | 1,800 | 90 | 94 |

D.W. — Le port en lourd approximatif du navire en tonnes de 2,240 lbs. (1016 kilos.) pour cargaison et charbon de soutes, chargement au franc-bord d'été en eau salée.

P.B. — La capacité approximative en pieds cubes des soutes frigo, comprise leur aménagement et du dosage de vaigrage en dessous des barres.

Capacité pour Grains. — Le volume des cales en millions de pieds cubes, moins leurs aménagements et du dosage de vaigrage en dessous des barres, y compris les entrepôts.

Capacité pour Balles de Coton. — Le volume des cales en millions de pieds cubes, moins en déduits des lattes et du dosage de vaigrage en dessous des barres, y compris les entrepôts.

Pour les Navires à Installations Frigorifiques le volume des cales est pris sans la pose de revêtement intérieur.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Date of Build. | D.W.C. of cargo and bunkers. | Cubic Capacity. In feet. P.B. | Cubic Capacity. In thousands of feet. Grain. | Cubic Capacity. In thousands of feet. Bale. |
|---|---|---|---|---|---|
| Perseverance G. | 1918 | 900 | — | 29 | — |
| Persian Prince | 1914 | 8,340 | 5,722 | 476 | 440 |
| Perter | 1914 | 8,125 | 20,170 | 448 | 402 |
| Perth | 1913 | 1,635 | 7,724 | 56 | 50 |
| Peru | 1913 | 9,147 | — | 529 | 483 |
| Peryman II | 1921 | 1,350 | — | 63 | 57 |
| Peryman | 1921 | 1,350 | — | 63 | 57 |
| Pesbrewer | 1918 | 11,010 | 48,000 | — | 900 |
| Pessac | 1907 | 900 | 3,230 | 42 | 40 |
| Petalli | 1917 | 10,800 | 11,120 | 500 | 448 |
| Peter H. Crowell | 1918 | 3,600 | 81,000 | 259 | 232 |
| Peter Hawkefield | 1918 | 1,350 | 3,000 | 60 | 57 |
| Peter Heime | 1920 | 3,300 | — | 211 | 250 |
| Peter Hurll | 1920 | 17,500 | — | — | — |
| Peter Kerr | 1920 | 10,615 | — | 540 | 513 |
| Peter Tith | 1920 | 8,000 | 11,430 | 117 | 129 |
| Peter von Danzig | 1918 | 1,630 | — | 77 | 72 |
| Peterston | 1920 | 7,800 | — | — | — |
| Petrarca | 1918 | 4,270 | 8,055 | 322 | 287 |
| Petriolis | 1922 | 8,300 | — | — | — |
| Petrol | 1906 | 6,775 | 40,000 | — | — |
| Petrolea | 1906 | 900 | — | — | — |
| Petrolia No. 10 | 1904 | 1,800 | — | — | — |
| Petroselis | 1917 | 3,817 | — | — | — |
| Petsamo | 1907 | 7,300 | 44,825 | — | 275 |
| Petsamo | 1902 | 3,340 | 7,740 | 205 | 190 |
| Petrel | 1920 | 561 | 6,145 | — | 32 |
| Phaethon | 1913 | 7,300 | 19,315 | 420 | 402 |
| Phaeonella | 1920 | 800 | — | — | — |
| Phalon | 1889 | 3,200 | 15,000 | 142 | 130 |
| Phila | 1918 | 3,150 | — | 80 | — |
| Philadelphia | 1916 | 3,513 | 8,600 | — | 190 |
| Philadelphian | 1920 | 10,340 | 44,320 | 637 | 442 |
| Phalon | 1920 | 9,677 | — | — | — |
| Phoebus | 1920 | 13,300 | — | — | — |
| Phoenicia | 1920 | 6,171 | — | 265 | 230 |
| Phoenix | 1916 | 9,022 | 27,235 | — | — |
| Phiaia | 1916 | 3,600 | 15,400 | 109 | 170 |
| Phiaia | 1921 | 1,335 | — | — | 94 |
| Phrastia | 1920 | 7,700 | — | 520 | 479 |
| Phrygia | 1920 | 6,171 | — | 265 | 230 |
| Phrygia | 1900 | 3,029 | 14,665 | 284 | 264 |
| Piako | 1920 | 10,900 | 82,300 | 490 | 460 |
| Piave | 1921 | 9,000 | 46,522 | 504 | 462 |
| Picard | 1900 | 662 | 6,810 | — | 34 |
| Picardie | 1920 | 7,815 | — | 376 | 341 |
| Pickaben | 1920 | 1,450 | 5,445 | 90 | 87 |
| Pier Luigi | 1900 | 3,262 | 6,740 | 170 | 161 |
| Piero Foscari | 1920 | 2,620 | — | 112 | 103 |
| Pierre Loti | 1913 | 5,141 | 90,457 | — | 372 |
| Pietrina | 1920 | 2,220 | — | 84 | 83 |
| Pietro Campanella | 1906 | 9,830 | 37,098 | 432 | 388 |
| Pietro Querini | 1906 | 1,400 | 4,180 | 77 | — |
| Pijacker Hordijk | 1914 | 8,355 | — | — | 139 |
| Pingoed | 1909 | 4,260 | 16,600 | 229 | 205 |
| Pilar | 1920 | 400 | — | — | 32 |
| Pilar de Larrinaga | 1918 | 15,000 | 77,300 | 550 | 507 |
| Pilot | 1920 | 9,000 | 99,370 | 476 | 443 |
| Pilsna | 1919 | 6,500 | — | 275 | 256 |
| Pinar del Rio | 1920 | 4,300 | 18,770 | 217 | 217 |
| Pinewood | 1920 | 3,740 | 13,240 | 174 | — |
| Ping Wo | 1922 | 1,750 | 15,200 | 178 | 161 |
| Pingrino | 1915 | 1,820 | — | — | — |
| Pinkel | 1915 | 5,475 | — | 302 | 274 |
| Pinna | 1910 | 8,150 | — | — | — |
| Pinnas | 1922 | 8,000 | 10,800 | 113 | 106 |
| Pinto | 1920 | 1,300 | — | 149 | 135 |
| Pinson | 1922 | 2,040 | — | 138 | 130 |
| Pioneer | 1918 | 7,500 | — | — | — |

| Name of Vessel. | Date of Build. | D.W.C. of cargo and bunkers. | Cubic Capacity. In feet. P.B. | Cubic Capacity. In thousands of feet. Grain. | Cubic Capacity. In thousands of feet. Bale. |
|---|---|---|---|---|---|
| Pioneer | 1920 | 8,100 | — | 144 | 126 |
| Pioneer | 1920 | 1,000 | — | 35 | — |
| Pipestone County | 1918 | 7,020 | — | 400 | 355 |
| Piquiri | 1914 | 11,340 | 66,700 | 460 | 415 |
| Pirangy | 1899 | 5,250 | — | — | — |
| Pirel | 1902 | 4,027 | 19,785 | 172 | 166 |
| Pitea | 1902 | 1,300 | — | — | 84 |
| Pitsall | 1912 | 150 | — | — | — |
| Pittsburg | 1921 | 1,450 | 8,090 | 38 | — |
| Pizarro | 1921 | 2,040 | — | 119 | 110 |
| Planet | 1919 | 650 | — | 44 | — |
| Plasmolia | 1922 | 8,018 | — | — | — |
| Plataeria | 1919 | 950 | — | — | — |
| Plata | 1918 | 9,030 | 80,130 | 468 | 424 |
| Plawsworth | 1920 | 3,445 | 3,350 | 108 | — |
| Plaisanville | 1920 | 8,130 | — | 457 | 410 |
| Plochmadi | 1906 | 5,000 | 14,000 | 201 | 178 |
| Plotada | 1922 | 8,024 | — | — | — |
| Plow City | 1920 | 5,075 | — | 270 | 239 |
| Plume | 1920 | 12,720 | — | — | — |
| Plus Ultra | 1920 | 5,000 | — | 274 | 256 |
| Pluto | 1907 | 6,340 | 27,230 | 350 | 329 |
| Pluto | 1914 | 2,350 | 6,895 | 130 | 113 |
| Pluto | 1900 | 1,730 | 6,890 | 79 | 75 |
| Plymouth | 1913 | 9,500 | — | — | — |
| Pobuladak | 1911 | 8,000 | 19,475 | 501 | 453 |
| Pocles Brae | 1920 | 10,760 | — | 847 | 806 |
| Pocles Leal | 1920 | 10,720 | — | 840 | 804 |
| Pocles Hurbiah | 1920 | 10,734 | — | 847 | 339 |
| Pocles Tolle | 1920 | 10,700 | — | 844 | 347 |
| Point Anche | 1919 | 7,410 | 10,222 | 273 | 240 |
| Point Arena | 1920 | 5,300 | 25,000 | 273 | 239 |
| Point Bonita | 1919 | 5,350 | 25,000 | 273 | 229 |
| Point Brava | 1919 | 7,384 | 29,100 | 292 | 253 |
| Point Bruce | 1919 | 7,000 | 19,300 | — | — |
| Point Cabrie | 1919 | 7,814 | — | — | 206 |
| Point Chico | 1919 | 7,414 | — | — | 206 |
| Point Fermin | 1919 | 5,350 | 25,000 | 273 | 229 |
| Point Gorda | 1920 | 5,300 | 25,000 | 273 | 229 |
| Point Lobos | 1919 | 7,100 | — | 400 | 377 |
| Point Loma | 1919 | 5,370 | 8,435 | 129 | 130 |
| Point Montara | 1919 | 5,350 | 25,000 | 273 | 229 |
| Point Palmas | 1919 | 7,814 | — | — | 206 |
| Point Reyes | 1920 | 5,350 | 25,000 | 273 | 229 |
| Point Saltuas | 1919 | 7,814 | — | — | 406 |
| Point San Pablo | 1920 | 5,350 | 25,000 | 273 | 229 |
| Point San Pedro | 1920 | 5,350 | 25,000 | 273 | 229 |
| Point Sur | 1920 | 5,350 | 25,000 | 273 | 229 |
| Polana | 1919 | 1,200 | 3,500 | — | 72 |
| Polar Chief | 1907 | 8,300 | — | — | — |
| Polar Star | 1919 | 5,558 | 44,300 | — | 294 |
| Polarine | 1914 | 6,140 | — | — | — |
| Polaris | 1906 | 5,735 | 33,305 | 190 | — |
| Polaris | 1905 | 840 | — | — | 38 |
| Polarland | 1922 | 2,565 | 6,457 | 121 | 113 |
| Polartrek | 1920 | 9,770 | — | — | — |
| Polarkeila | 1907 | 3,355 | 15,475 | — | — |
| Polemis | 1909 | 2,250 | 8,800 | 107 | 106 |
| Polglen | 1915 | 1,100 | 4,295 | — | — |
| Polgreage | 1909 | 1,100 | 4,295 | 329 | — |
| Poli | 1907 | 4,700 | 18,000 | 250 | 230 |
| Polmoor | 1911 | 1,870 | 5,600 | 84 | — |
| Polnaia | 1911 | 2,365 | 5,600 | 110 | — |
| Polnash | 1920 | 7,000 | 25,000 | 339 | 308 |
| Polnesse | 1920 | 10,750 | 35,344 | 474 | 427 |
| Polnia | 1919 | 12,330 | — | — | — |
| Polnix | 1901 | 3,330 | 16,186 | 279 | 252 |
| Polnix | 1921 | 2,430 | 6,260 | 137 | 124 |
| Polnix | 1899 | 1,800 | 8,475 | 91 | 87 |

D.W.C.—The approximate deadweight capacity in tons, of 2,240 lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

P.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo steamers, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of cargo spaces are taken after fitting insulation.

## Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.

*(Les renseignements sont donnés d'après l'autorité des Armateurs, sont parfois et restent approximativement exacts. — Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Noms des Navires. | Dates de Construction. | D.W.C. — Port en lourd approximatif en tonnes. | Capacité totale. — En pieds cubes. F.B. — Bordages. | Capacité totale. — En millions de pieds cubes. Cranes. | Capacité totale. — En millions de pieds cubes. Bulks. |
|---|---|---|---|---|---|
| Felix | 1911 | 1,600 | 2,600 | 72 | 40 |
| Fife | 1918 | 2,200 | 10,500 | 107 | 172 |
| Fulvia | 1911 | 7,200 | — | 139 | 133 |
| Fulvious | 1919 | 10,000 | — | 117 | 400 |
| Fulvury | 1919 | 1,200 | 25,500 | 341 | 222 |
| Fulvurius | 1914 | 7,700 | — | 401 | 440 |
| Fulvurur | 1914 | 7,200 | — | 419 | 400 |
| Fulvusia | 1907 | 7,900 | 17,200 | 442 | 394 |
| Fulyphemus | 1900 | 7,670 | — | 402 | 401 |
| Funston | 1900 | 3,100 | 6,500 | 120 | 100 |
| Funstol | 1900 | 1,475 | 3,700 | 80 | 40 |
| Funton | 1901 | 11,800 | — | — | — |
| Fuse | 1900 | 2,300 | 18,475 | 180 | 110 |
| Fuy Tsing | 1900 | 5,600 | 7,900 | 127 | 130 |
| Fuzhartiron | 1919 | 3,200 | 6,161 | 140 | — |
| Fuzil Gaart | 1913 | 1,400 | 4,400 | 60 | 30 |
| Fuzon | 1912 | 7,400 | — | — | — |
| Fuzze | 1900 | 4,400 | — | — | — |
| Fuzzyrald | 1904 | 1,200 | 35,185 | 400 | 440 |
| Fuzzuto | 1900 | 1,900 | — | 140 | 110 |
| Fuzta | 1901 | 3,110 | 35,500 | — | 400 |
| Fuzzter | 1913 | 900 | 4,300 | — | 50 |
| Fyge | 1900 | 3,600 | 4,475 | 121 | 130 |
| Fyrna | 1906 | 4,700 | 79,514 | 224 | 412 |
| Fort Alfaiate | 1919 | 11,500 | 91,370 | 910 | 474 |
| Fort Alfred | 1900 | 6,000 | 95,000 | 384 | 202 |
| Fort Alma | 1900 | 10,000 | 66,000 | 420 | 454 |
| Fort Angelus | 1914 | 1,200 | — | — | — |
| Fort Antonio | 1913 | 1,400 | — | — | — |
| Fort Auckland | 1909 | 11,500 | 81,700 | 120 | 210 |
| Fort Bowen | 1919 | 11,200 | 77,000 | 115 | 400 |
| Fort Campbell | 1909 | 11,300 | 81,700 | 124 | 210 |
| Fort Cavalier | 1919 | 11,300 | 81,700 | 120 | 210 |
| Fort Curtis | 1909 | 11,270 | 81,300 | 147 | 210 |
| Fort Dufferin | 1909 | 11,400 | 81,300 | 450 | — |
| Fort Douglas | 1919 | 11,400 | 81,300 | 450 | — |
| Fort Franklin | 1909 | 10,100 | 66,700 | 410 | 402 |
| Fort Fairy | 1909 | 10,400 | 66,000 | 412 | 402 |
| Fort Gaskarne | 1907 | 10,400 | 66,400 | 412 | 402 |
| Fort Hardy | 1900 | 11,700 | 81,700 | 400 | 400 |
| Fort Hobart | 1900 | 10,000 | 56,700 | 410 | 400 |
| Fort Hunter | 1902 | 11,400 | 81,700 | 400 | 400 |
| Fort Hoon | 1907 | 10,700 | 66,400 | 410 | 400 |
| Fort Melbourne | 1914 | 11,300 | 86,100 | 510 | — |
| Fort Napier | 1913 | 11,300 | 92,000 | 400 | 400 |
| Fort Nicholson | 1919 | 11,400 | 77,000 | 510 | 400 |
| Fort Pitt | 1919 | 10,700 | 76,000 | 400 | 400 |
| Fort Sidney | 1914 | 12,200 | 101,715 | 700 | — |
| Fort Victor | 1919 | 10,000 | 56,000 | 412 | 400 |
| Fort Wilkeie | 1900 | 400 | — | 40 | 40 |
| Fort Wingarard | 1900 | 500 | 2,900 | — | 50 |
| Fort de Dunkerque | 1910 | 8,200 | 17,145 | 400 | 400 |
| Forte | 1901 | 8,411 | 20,000 | 310 | 300 |
| Forthill | 1909 | 7,700 | — | 421 | 414 |
| Forthmoor | 1909 | 300 | 3,000 | 30 | — |
| Forthow | 1919 | 9,100 | 72,000 | — | 400 |
| Fortia | 1904 | 900 | 2,900 | 30 | — |
| Fortland | 1909 | 9,400 | — | 411 | 470 |
| Fortland Mary | 1919 | 9,100 | 37,000 | 411 | 414 |
| Fortlee | 1919 | 7,273 | — | 342 | 300 |
| Fortmar | 1919 | 9,600 | 11,400 | 472 | 400 |
| Forte | 1911 | 5,200 | 11,400 | 140 | 140 |
| Forto Rico | 1909 | 4,700 | 10,900 | — | 140 |
| Fortok | 1900 | 3,600 | 12,000 | 130 | 110 |
| Fortonia | 1900 | 1,700 | — | 400 | 400 |
| Fortonix | 1919 | 5,200 | — | 111 | — |
| Fortoid Mary | 1919 | 9,000 | 38,400 | 140 | 470 |
| Fortsmouth | 1902 | 300 | 1,000 | — | 30 |
| Fortugal | 1900 | 8,400 | 9,000 | 211 | 180 |
| Fortugese Prince | 1912 | 8,000 | 10,710 | 117 | 171 |
| Fossilia | 1901 | 8,110 | — | — | 300 |

| Noms des Navires. | Dates de Construction. | D.W.C. — Port en lourd approximatif en tonnes. | Capacité totale. — En pieds cubes. F.B. — Bordages. | Capacité totale. — En millions de pieds cubes. Cranes. | Capacité totale. — En millions de pieds cubes. Bulks. |
|---|---|---|---|---|---|
| Fossilion | 1914 | 700 | — | — | — |
| Fossilion | 1900 | 700 | 2,200 | 41 | 40 |
| Fossilion | 1912 | 2,700 | 11,000 | — | — |
| Fossilion | 1909 | 8,200 | 13,900 | 104 | 210 |
| Fossilia | 1914 | 7,200 | — | 170 | 200 |
| Fotor | 1900 | 8,400 | — | — | — |
| Fouglikempir | 1914 | 8,900 | — | 120 | 400 |
| Fouma | 1900 | 1,400 | — | — | — |
| Fouad | 1900 | 3,400 | 5,900 | 120 | 117 |
| Fouchongck | 1900 | 800 | 4,000 | — | 47 |
| Foundoua Outaste | 1912 | 500 | 3,100 | — | 41 |
| Fououa | 1902 | 8,100 | 8,700 | 400 | 300 |
| Fouvia | 1909 | 3,400 | 9,000 | 124 | 124 |
| Foulendoik Kopajtin | 1910 | 3,900 | 13,400 | 147 | 100 |
| Foujer | 1912 | 3,400 | 33,800 | 400 | 300 |
| Foumia | 1907 | 7,200 | 14,000 | 400 | 400 |
| Foundotio | 1907 | 8,400 | 65,000 | 500 | 400 |
| Fououlio | 1909 | 8,400 | — | — | — |
| President Adams | 1903 | 10,000 | — | — | — |
| President Guiteu | 1903 | 1,100 | 4,000 | — | — |
| President Harding | 1903 | 10,000 | — | — | — |
| President Harrison | 1903 | 10,000 | — | — | 400 |
| President Hayes | 1903 | 10,000 | — | — | 400 |
| President Harvey | 1903 | 17,000 | 101,400 | — | 340 |
| President Jackson | 1903 | 10,000 | — | — | — |
| President Johnson | 1904 | 10,000 | — | — | 310 |
| President Lincoln | 1903 | 10,000 | — | — | — |
| President McKinley | 1903 | 10,000 | — | — | — |
| President Polk | 1903 | 10,000 | — | — | — |
| President Sergeant | 1903 | 7,600 | 40,100 | — | 204 |
| President Wilson | 1903 | 10,000 | — | — | — |
| Presidente Gomes | 1919 | 3,110 | — | 400 | 340 |
| Presidente Machado | 1917 | 3,000 | 10,400 | 40 | 70 |
| Presidente Rosa | 1900 | 1,400 | 3,100 | 77 | — |
| Presio | 1907 | 7,000 | 19,100 | 300 | 227 |
| Presio | 1904 | 1,400 | 3,400 | 70 | 70 |
| Presio | 1910 | 1,300 | 4,000 | 42 | — |
| Prevoyant | 1900 | 11,900 | 31,000 | 400 | 400 |
| Prevoyant | 1910 | 1,400 | 8,100 | 72 | 90 |
| Primero | 1900 | 7,400 | — | 420 | 400 |
| Primo | 1900 | 3,200 | 11,000 | 170 | 100 |
| Primo | 1910 | 3,300 | 11,700 | 90 | — |
| Primrose | 1910 | 600 | — | — | — |
| Primula | 1910 | 1,400 | 12,000 | 71 | 40 |
| Primula | 1900 | 1,100 | 4,400 | 40 | 30 |
| Prince David | 1900 | 1,200 | 47,000 | — | — |
| Prince Henry | 1900 | 1,200 | 47,000 | — | — |
| Prince Robert | 1900 | 4,400 | 47,000 | — | — |
| Prince Rupert City | 1909 | 4,400 | 19,100 | 400 | 400 |
| Princess Elizabeth | 1900 | 900 | — | — | 30 |
| Princess Louise | 1901 | 1,100 | — | 90 | 40 |
| Princess Royal | 1900 | 900 | — | — | 40 |
| Princess Victoria | 1912 | 900 | 3,100 | — | — |
| Princesse Marie José | 1907 | 4,700 | 10,000 | 400 | 300 |
| Principe | 1912 | 7,200 | — | — | — |
| Principen | 1917 | 900 | 4,000 | 37 | — |
| Principio Darlo Marbey | 1912 | 4,300 | 10,700 | 140 | — |
| Principesa Maria | 1900 | 1,000 | 10,000 | 30 | — |
| Prinker | 1901 | — | — | 300 | — |
| Prins der Nederlanden | 1914 | 7,700 | 40,000 | — | 200 |
| Prins Karel | 1902 | 3,200 | — | 110 | 100 |
| Prinsessa Ragnhild | 1902 | 900 | 2,000 | — | 40 |
| Priolda | 1902 | 8,110 | 32,100 | 411 | 300 |
| Priolda | 1902 | 2,000 | 14,000 | 170 | 100 |
| Priolda | 1902 | 1,900 | 6,000 | 80 | 30 |
| Priorio | 1904 | 1,400 | 11,000 | — | 140 |
| Priorio | 1905 | 8,000 | 31,700 | 300 | 200 |
| Prado | 1902 | 1,200 | — | 72 | — |
| Prokaro | 1900 | 1,000 | 8,000 | 40 | 70 |
| Professor Baya | 1901 | 900 | — | 30 | — |
| Progresso | 1907 | 8,100 | 30,000 | 147 | 140 |

D.W.C. = Le port en lourd approximatif du navire en tonnes de 2,240 lbs. (1016 kilos.) pour cargaison et charbon de soute, chaudières et machines, équipement et approvisionnements à bord, l'état en mer calme.

F.B. = La capacité approximative en pieds cubes des soutes frais, comprise leurs membrures et du dessus de voligage et dessous des barrots.

CAPACITÉ TOTALE EN CRANES = Le volume des cales en millions de pieds cubes, soutes frais membrures et du dessus de voligage au dessus des barrots, y compris les soutilles.

CAPACITÉ TOTALE EN BULKS OU CONTE = Le volume des cales en millions de pieds cubes, soutes en dedans des lattes et du dessus de voligage au dessus des barrots, y compris les soutilles.

POUR LES NAVIRES À INSTALLATION FRIGORIFIQUE le volume des cales est pris après la pose de revêtement isolant.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Date of Build. | D.W.C. in tons of 2,240 lbs. | Cubic Capacity. In feet. P.B. | Cubic Capacity. In thousands of feet. Grain. | Cubic Capacity. In thousands of feet. Bale. |
|---|---|---|---|---|---|
| Promethea | 1922 | 7,200 | — | — | — |
| Prometheus | 1923 | 12,000 | — | — | — |
| Promenade | 1918 | 3,100 | 5,200 | 158 | 146 |
| Promise | 1920 | 2,150 | — | 108 | 98 |
| Promoshore | 1917 | 1,900 | 4,700 | 85 | — |
| Prosper | 1918 | 7,150 | 10,767 | 303 | 281 |
| Prosper | 1920 | 9,300 | 11,700 | 370 | 339 |
| Prosper | 1917 | 2,000 | 3,000 | 158 | 146 |
| Prosper Schiaffino | 1922 | 1,244 | — | 64 | — |
| Prospero | 1924 | 900 | 3,600 | 32 | — |
| Protesilaos | 1920 | 12,000 | 41,200 | — | 820 |
| Protesilas | 1908 | 3,700 | 8,650 | 113 | — |
| Protesilas | 1921 | 1,250 | — | — | — |
| Proteus | 1902 | 1,850 | 6,100 | 81 | — |
| Providence | 1920 | 4,000 | — | — | — |
| Providence | 1920 | 8,400 | — | — | — |
| Providence | 1918 | 12,000 | 37,800 | 712 | 641 |
| Prum | 1913 | 7,900 | — | 400 | 359 |
| Puenalgua | 1920 | 750 | 2,200 | 27 | 26 |
| Puente | 1918 | 2,000 | — | 103 | 147 |
| Puerto | 1920 | 4,000 | 22,100 | 160 | 154 |
| Puerto | 1920 | 8,000 | — | — | — |
| Puerto | 1917 | 3,000 | 11,324 | 108 | 143 |
| Puerto | 1920 | 840 | 4,500 | 38 | 31 |
| Pukkastan | 1920 | 10,000 | 39,900 | 612 | 579 |
| Pulaski | 1912 | 4,000 | 300 | 88 | — |
| Pulgoslar | 1912 | 400 | 3,000 | — | 32 |
| Pulgit Petak | 1920 | 12,750 | — | — | — |
| Pungue | 1909 | 6,200 | 26,500 | 349 | 309 |
| Purfleet | 1920 | 750 | — | — | — |
| Purity | 1919 | 12,000 | 52,200 | 617 | 670 |
| Puritan | 1905 | 3,267 | — | — | — |
| Purley Downs | 1908 | 8,500 | 21,700 | 354 | 320 |
| Purley Oaks | 1907 | 8,300 | — | 281 | 308 |
| Pusta | 1911 | 8,445 | 11,523 | 326 | 309 |
| Putten | 1920 | 3,000 | — | 160 | 130 |
| Pylades | 1905 | 900 | 4,300 | 40 | — |
| Pyrenees | 1900 | 3,400 | 14,200 | 122 | 108 |
| Pyrrhus | 1911 | 8,600 | 33,000 | — | 316 |
| Pyrula | 1904 | 10,700 | — | — | — |
| Quaker City | 1920 | 7,000 | — | 400 | 373 |
| Quanza | 1920 | 8,200 | 37,400 | 720 | 252 |
| Quarrington Court | 1920 | 11,000 | — | — | — |
| Quayside | 1902 | 420 | 4,200 | 36 | — |
| Quebec City | 1921 | 8,500 | 16,400 | 336 | 476 |
| Queda | 1921 | 13,150 | 17,600 | 134 | 810 |
| Quedoc | 1920 | — | — | 180 | — |
| Queen | 1919 | 8,100 | 16,800 | 172 | 159 |
| Queen | 1902 | 9,500 | — | — | — |
| Queen City | 1920 | 9,000 | 16,000 | 334 | 400 |
| Queen Eleanor | 1918 | 9,400 | 19,470 | 479 | 400 |
| Queen Olga | 1919 | 9,200 | 16,200 | 435 | 400 |
| Queensbury | 1921 | 7,600 | 13,000 | 434 | 400 |
| Queensland Transport | 1919 | 9,011 | 16,202 | 439 | 402 |
| Queenworth | 1921 | 5,000 | 9,000 | 140 | — |
| Quenna | 1921 | 8,000 | 8,200 | 423 | 398 |
| Quetzalia | 1921 | 12,150 | 37,130 | 734 | 661 |
| Quevauvo | 1920 | 3,987 | — | 224 | 201 |
| Quevon | 1920 | 1,000 | 8,700 | 72 | 41 |
| Quickstep | 1920 | 4,600 | 22,000 | 305 | 150 |
| Quilliwest | 1920 | 1,200 | 7,000 | 62 | 30 |
| Quilon | 1919 | 12,100 | 37,100 | 810 | 800 |
| Quinta | 1920 | 2,400 | 11,400 | 137 | 120 |
| Quirigua | 1922 | 4,400 | 16,500 | — | 195 |
| Quistrouck | 1918 | 7,600 | — | — | 372 |
| Quitoma | 1919 | 7,000 | — | 417 | 372 |
| Quoya | 1918 | 500 | 3,200 | — | 30 |

| Name of Vessel. | Date of Build. | D.W.C. in tons of 2,240 lbs. | Cubic Capacity. In feet. P.B. | Cubic Capacity. In thousands of feet. Grain. | Cubic Capacity. In thousands of feet. Bale. |
|---|---|---|---|---|---|
| R. D. Leonard | 1920 | 3,600 | 8,400 | — | — |
| R. G. Stewart | 1917 | 12,000 | 47,600 | — | — |
| R. J. Hayes | 1921 | 10,500 | — | — | — |
| R. W. McIlvain | 1919 | 5,000 | 22,000 | — | — |
| Rabat | 1920 | 4,000 | 14,700 | 160 | 184 |
| Rabat | 1902 | 700 | 3,000 | — | — |
| Rabe | 1920 | 1,000 | — | 60 | 70 |
| Rabenfels | 1919 | 10,000 | 41,200 | 667 | 580 |
| Rabotsky | 1920 | 3,000 | 9,000 | 134 | 120 |
| Race Fisher | 1919 | 600 | — | — | — |
| Rad | 1919 | 7,000 | — | 420 | 397 |
| Radames | 1920 | 1,600 | 12,500 | 514 | 394 |
| Radbleme | 1919 | 5,200 | 40,700 | — | 300 |
| Radra | 1919 | 10,000 | — | — | — |
| Radja | 1920 | 10,000 | 31,200 | 574 | 509 |
| Radnelia | 1920 | 5,000 | 20,000 | 250 | 222 |
| Rafaeal | 1919 | 900 | 4,800 | 37 | 35 |
| Rafner | 1920 | 1,500 | — | — | 95 |
| Rafner | 1917 | 1,200 | — | 60 | 57 |
| Ragnhildsholm | 1920 | 3,000 | — | 107 | 205 |
| Ragunda | 1921 | 3,200 | 9,000 | 117 | 215 |
| Rahmani | 1920 | 3,107 | 27,200 | 479 | 496 |
| Raiwind | 1922 | 4,500 | — | — | — |
| Raisdale | 1921 | 7,500 | 42,100 | 371 | 327 |
| Rajah | 1920 | 3,000 | 10,200 | 174 | 160 |
| Rajahstan | 1920 | 10,400 | 37,400 | 540 | 430 |
| Rajputana | 1920 | 8,000 | 41,800 | — | 248 |
| Rakoni Ferme | 1920 | 4,000 | 10,000 | 232 | 215 |
| Ramaya | 1920 | 3,700 | 13,600 | 194 | 170 |
| Ramillies | 1917 | 8,500 | — | 490 | 449 |
| Ramon | 1920 | 3,400 | — | 187 | 173 |
| Ramon Alonso R. | 1920 | 6,200 | 18,700 | 303 | 329 |
| Ramon de Larrinaga | 1920 | 10,000 | 40,700 | 600 | 543 |
| Ramona | 1920 | 5,500 | 30,200 | — | — |
| Ramone | 1920 | 12,000 | — | 690 | 620 |
| Ramore | 1920 | 5,700 | 19,000 | 320 | 308 |
| Ran | 1920 | 3,000 | 13,200 | 300 | — |
| Ranchi | 1920 | 8,000 | — | — | 348 |
| Randbaneta | 1920 | 8,700 | 35,400 | 430 | 394 |
| Randi | 1920 | 1,400 | 5,500 | 38 | 32 |
| Randford | 1914 | 5,400 | 13,000 | 321 | 302 |
| Randwijk | 1912 | 4,200 | 11,200 | 196 | 182 |
| Ranee | 1920 | 8,100 | 37,300 | 416 | 370 |
| Ranelin | 1912 | 7,500 | — | — | — |
| Ranfrid | 1921 | 1,000 | — | 56 | — |
| Rangitane | 1920 | 11,400 | — | 550 | 514 |
| Rangitiki | 1919 | 12,270 | — | 587 | 550 |
| Rangoon Maru | 1920 | 8,500 | 40,800 | — | — |
| Ranja | 1920 | 9,900 | — | — | — |
| Ranja | 1916 | 1,600 | 6,600 | 105 | 97 |
| Ranjore | 1920 | 8,800 | — | — | 384 |
| Ranlerpenjung | 1921 | 4,400 | — | — | 172 |
| Ranvik | 1920 | 2,200 | — | — | — |
| Rapid | 1921 | 8,000 | 47,500 | 600 | 449 |
| Rarwan | 1916 | 11,300 | 31,000 | 757 | 697 |
| Rartan Bay | 1920 | 750 | — | — | — |
| Rask | 1920 | 600 | 2,400 | 20 | 32 |
| Rassa | 1920 | 5,000 | 19,800 | 295 | 277 |
| Rata | 1920 | 900 | — | — | — |
| Rattray Head | 1920 | 500 | 3,000 | 27 | 25 |
| Rauenfels | 1920 | 11,000 | 50,000 | 750 | 649 |
| Raul Soares | 1920 | 7,200 | 42,000 | 250 | 241 |
| Rauna | 1920 | 3,400 | 6,000 | 172 | 162 |
| Ravelston | 1920 | 3,500 | 8,700 | 190 | 177 |
| Ravenna | 1920 | 1,700 | — | — | — |
| Ravenshoe | 1919 | 4,000 | 10,000 | 420 | 390 |
| Ravenshoe | 1920 | 3,300 | 17,000 | 200 | 300 |
| Ravenna | 1920 | 8,000 | — | 760 | 670 |
| Ravensdal | 1919 | 1,500 | 4,500 | 60 | 62 |
| Ravenfell | 1921 | 4,700 | 15,500 | 150 | — |

D.W.C.—The approximate deadweight capacity in tons, of 2,240 lbs., for cargo and bunkers of the vessel when loaded to salt water to the summer freeboard.

P.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo space, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo space, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of the cargo spaces are taken after lining insulation.

## Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.

*(Les renseignements sont donnés d'après l'autorité des Armateurs, nous paraissent et comme approximativement exacts. Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom du Navire | Pavillon | Année | D.W.C. — Poids en lourd approximatif du navire en tonnes de 2,240 lbs. | Capacité cubique. Du pont. P.R. — Marchandises | Capacité cubique. Des soutes et ponts. Grains | Capacité cubique. Des soutes et ponts. Balles |
|---|---|---|---|---|---|---|
| Hawelpindi | | 1909 | 9,800 | 16,878 | ... | 314 |
| Harold's Warner | | 1913 | 1,275 | ... | ... | ... |
| Harfort | | 1906 | 600 | 2,000 | 20 | ... |
| Hawty | | 1907 | 2,041 | ... | ... | ... |
| Hmaj | | 1911 | 3,018 | ... | 116 | 116 |
| Hoff | | 1919 | 8,340 | ... | ... | ... |
| Hooper | | 1909 | 9,000 | ... | ... | ... |
| Hoyle | | 1911 | 8,681 | 16,145 | 416 | 349 |
| Hachenbe | | 1910 | 4,700 | 22,770 | 516 | 341 |
| Hoyle | | 1898 | 4,149 | 18,407 | 818 | 809 |
| Hoyle | | 1909 | 8,200 | 25,320 | 515 | 611 |
| Hadang | | 1903 | 400 | 2,140 | ... | 59 |
| Hadow | | 1899 | 3,445 | 9,750 | 108 | 96 |
| Hadwell | | 1917 | 1,300 | 3,845 | ... | ... |
| Hadyada | | 1908 | 1,210 | ... | ... | 19 |
| Hadpool | | 1906 | 8,800 | 33,600 | 406 | 442 |
| Hagel | | 1904 | 1,320 | ... | 90 | ... |
| Hagnia Carol I | | 1906 | 1,400 | 21,431 | 34 | ... |
| Hagent | | 1903 | 4,400 | 14,913 | 267 | 209 |
| Hagfin | | 1910 | 2,200 | 6,268 | 108 | 102 |
| Hagrim | | 1918 | 720 | 8,207 | 38 | 39 |
| Hagrinville | | 1906 | 12,000 | ... | ... | ... |
| Hagta | | 1908 | 2,000 | ... | ... | ... |
| Hagtster | | 1912 | 720 | ... | ... | 53 |
| Hagvine | | 1917 | 3,041 | 11,686 | ... | 357 |
| Hagvine | | 1911 | 3,200 | 14,400 | 127 | 113 |
| Hagvine | | 1911 | 1,460 | 12,044 | 100 | 98 |
| Hagvine | | 1919 | 1,400 | ... | 96 | 60 |
| Hachenfels | | 1903 | 6,000 | 25,600 | 800 | 802 |
| Hacker | | 1908 | 1,200 | ... | ... | ... |
| Haijanen | | 1904 | 2,140 | 5,204 | ... | 85 |
| Haijnet | | 1909 | 2,400 | 14,000 | 147 | 107 |
| Haila del Pacifico | | 1911 | 9,210 | ... | ... | 311 |
| Haiebek | | 1902 | 3,400 | 4,036 | 126 | 117 |
| Haichart L. W. Ross | | 1907 | 2,160 | 5,974 | 100 | 96 |
| Haiwaga | | 1902 | 1,700 | ... | 96 | ... |
| Haiwan Mara | | 1914 | 2,095 | 3,890 | 91 | ... |
| Haiwan | | 1909 | 7,775 | ... | ... | 317 |
| Haiart | | 1909 | 11,197 | ... | 968 | 108 |
| Hamadan | | 1907 | 8,600 | ... | ... | ... |
| Hamer | | 1907 | 12,058 | ... | ... | 188 |
| Hamara | | 1911 | 8,000 | ... | ... | 105 |
| Hamra | | 1919 | 7,315 | ... | 612 | 573 |
| Hana | | 1911 | 8,200 | 31,400 | 640 | 609 |
| Hanisberg | | 1906 | 9,375 | ... | 547 | 542 |
| Hanoria | | 1905 | 3,007 | 12,505 | 187 | 147 |
| Hapalio | | 1906 | 7,300 | ... | ... | ... |
| Happy | | 1908 | 2,160 | 6,900 | 117 | 113 |
| Haralde | | 1908 | 8,845 | ... | ... | 104 |
| Haraprasic | | 1904 | 1,475 | 9,219 | ... | 84 |
| Haval | | 1906 | 1,300 | 8,802 | 99 | 79 |
| Hawa | | 1900 | 2,300 | 8,210 | 124 | 149 |
| Hawa | | 1879 | 1,250 | ... | 64 | ... |
| Hax | | 1877 | 1,200 | 6,505 | 67 | 69 |
| Hbea | | 1909 | 11,735 | ... | ... | ... |
| Hbea | | 1905 | 1,242 | 6,900 | 102 | 92 |
| Hbeta | | 1911 | 900 | 4,140 | 40 | 37 |
| Hbrahim | | 1910 | 8,800 | 18,795 | 671 | 815 |
| Hbrahamaa | | 1902 | 15,140 | 11,117 | 591 | 545 |
| Hbrahaal | | 1907 | 12,200 | ... | 812 | 768 |
| Hbrahaal | | 1920 | 4,300 | ... | 819 | 199 |
| Hbrawia | | 1906 | 1,200 | 3,264 | 47 | 19 |
| Hbrem | | 1911 | 8,800 | 11,800 | ... | 460 |
| Hbahanna Transport | | 1916 | 8,300 | 12,700 | 441 | 402 |
| Hbin | | 1911 | 5,100 | 14,890 | 136 | 137 |
| Hbrow | | 1915 | 1,670 | 3,670 | 108 | 97 |
| Hbaya | | 1919 | 4,800 | 27,649 | 319 | ... |
| Hbyway | | 1913 | 9,600 | ... | ... | ... |
| Hbrenberg | | 1901 | 1,800 | 4,940 | 97 | 84 |
| Hbin | | 1906 | 4,214 | 15,190 | 347 | 344 |

| Nom du Navire | Pavillon | Année | D.W.C. — Poids en lourd approximatif du navire en tonnes de 2,240 lbs. | Capacité cubique. Du pont. P.R. — Marchandises | Capacité cubique. Des soutes et ponts. Grains | Capacité cubique. Des soutes et ponts. Balles |
|---|---|---|---|---|---|---|
| Hinardo II. | | 1910 | 3,100 | 11,720 | 90 | ... |
| Hubard de Larrinaga | | 1909 | 9,900 | 19,390 | 478 | 430 |
| Hichmond | | 1912 | 11,300 | ... | ... | ... |
| Hinfuenia | | 1917 | 8,750 | 30,352 | ... | 398 |
| Higa | | 1903 | 1,800 | 9,230 | 84 | 61 |
| Higel | | 1906 | 9,900 | 41,900 | 594 | 502 |
| Higel | | 1902 | 8,450 | 32,940 | 207 | 202 |
| Higmor | | 1911 | 3,140 | ... | ... | ... |
| Higmor | | 1920 | 1,200 | 4,094 | 79 | 73 |
| Hijo | | 1918 | 2,300 | 7,890 | 108 | 101 |
| Hijo | | 1919 | 870 | 3,150 | 31 | ... |
| Hinaud | | 1909 | 8,400 | 18,154 | 344 | 302 |
| Hinatrous | | 1896 | 901 | 3,644 | 32 | 46 |
| Hinar | | 1907 | 5,980 | 24,909 | 432 | 394 |
| Himkaw | | 1891 | 2,000 | ... | 428 | 61 |
| Hinbrot | | 1920 | 400 | 3,436 | 32 | ... |
| Hina Corrado | | 1914 | 8,110 | 17,099 | 424 | 410 |
| Hing | | 1907 | 1,400 | ... | 120 | 113 |
| Hington | | 1917 | 2,900 | 5,300 | 86 | ... |
| Hinghorn | | 1919 | 2,300 | ... | 140 | 84 |
| Hio | | 1914 | 4,270 | ... | 471 | 303 |
| Hio Blanco | | 1922 | 7,400 | ... | 406 | 391 |
| Hio Bravo | | 1924 | 3,500 | ... | 272 | 284 |
| Hio de Janeiro | | 1914 | 9,100 | 40,000 | 502 | 449 |
| Hio de Janeiro Mara | | 1900 | 9,250 | ... | 472 | 467 |
| Hio Diamante | | 1899 | 8,040 | 31,784 | 518 | 472 |
| Hio Dorado | | 1904 | 8,300 | ... | 549 | 479 |
| Hio Francisco | | 1909 | 3,300 | 11,000 | 167 | 109 |
| Hio Limay | | 1904 | 1,240 | ... | ... | ... |
| Hio Mora | | 1905 | 1,002 | 4,140 | ... | ... |
| Hio Niro | | 1913 | 4,800 | 3,940 | 316 | 301 |
| Hio Nayo | | 1913 | 4,300 | 3,940 | 316 | 301 |
| Hio Neugren | | 1901 | 450 | ... | 59 | 40 |
| Hio Pranco | | 1904 | 5,300 | ... | 375 | 344 |
| Hio Negro | | 1901 | 3,730 | 7,330 | 195 | 184 |
| Hio Tajo | | 1917 | 4,000 | 18,840 | 302 | 289 |
| Hiol | | 1921 | 4,550 | ... | ... | ... |
| Hiow | | 1914 | 16,400 | 49,900 | 499 | 405 |
| Hip | | 1908 | 1,750 | ... | ... | ... |
| Hipa | | 1905 | 4,800 | 11,575 | 242 | 250 |
| Hiaidar | | 1912 | 7,318 | 22,440 | ... | 994 |
| Hiaer | | 1904 | 2,500 | 11,244 | 120 | ... |
| Hiaraglio | | 1901 | 2,294 | 22,000 | 147 | 141 |
| Hita | | 1896 | 1,240 | 4,750 | 64 | ... |
| Hita | | 1906 | 1,430 | 15,813 | 74 | 42 |
| Hita | | 1908 | 728 | 3,230 | 65 | 32 |
| Hita Chandra | | 1906 | 1,800 | ... | 46 | ... |
| Hita Garcia | | 1922 | 7,900 | ... | 362 | 311 |
| Hita Matrak | | 1920 | 1,350 | 3,565 | 46 | 19 |
| Hita Hiaer | | 1900 | 5,000 | 14,100 | 313 | 287 |
| Hiva Ligero | | 1909 | 8,100 | ... | ... | ... |
| Hiva Barda | | 1914 | 5,100 | ... | ... | ... |
| Hiverton | | 1896 | 8,900 | ... | ... | ... |
| Hiavant | | 1906 | 8,800 | 36,500 | 480 | 498 |
| Hoald Amundsen | | 1904 | 4,225 | 16,040 | 257 | 232 |
| Hoald Jarl | | 1915 | 3,300 | 7,740 | 189 | 115 |
| Homaldi | | 1900 | 3,000 | ... | ... | ... |
| Homaar | | 1912 | 4,150 | ... | 190 | 147 |
| Hobert | | 1901 | 4,400 | ... | 182 | 174 |
| Hobert | | 1904 | 8,000 | 5,130 | 118 | 98 |
| Hobert B. Wallace | | 1906 | 10,000 | ... | ... | ... |
| Hobert E. Hopkins | | 1901 | 11,120 | ... | ... | ... |
| Hobert E. Lee | | 1904 | 3,175 | ... | 362 | 340 |
| Hobert J. Paisley | | 1904 | 3,400 | 17,200 | 308 | 304 |
| Hobert Lockenbach | | 1910 | 13,000 | 43,800 | 841 | 473 |
| Hobert Maersk | | 1919 | 3,180 | 6,200 | 100 | 102 |
| Hobert P. Durham | | 1902 | 3,400 | ... | ... | ... |
| Hobert Shaler | | 1910 | 3,854 | ... | 100 | ... |
| Hobert W. Pomeroy | | 1902 | 3,900 | ... | ... | ... |
| Hobert W. Stewart | | 1908 | 3,078 | ... | ... | ... |

D.W.C. — Le port en lourd approximatif du navire en tonnes de 2,240 lbs. (1016 kilos.) pour cargaison et charbon de soute, chargement en franc-bord d'été en eau salée.

P.R. — La capacité approximative en pieds cubes des soutes fixes, nouvelle hors membrures et du dessus de voignage au dessus des barres.

Capacité pour Grains. — Le volume des cales en millièmes de pied cubes, compris hors membrures et du dessus de voignage au dessus des barres, y compris les écoutilles.

Capacité pour Balles ou Coffre. — Le volume des cales en millièmes de pieds cubes, compris en dehors des lattes et du dessus de voignage au dessus des barres, y compris les écoutilles.

Pour les Navires à Installation Frigorifique le volume des cales est pris après la pose du revêtement isolant.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Date of Build. | D.W.C. in tons of 2,240 lbs. | Cubic Capacity. In tons. P.B. | Cubic Capacity. In thousands of feet. Grain. | Cubic Capacity. In thousands of feet. Bale. |
|---|---|---|---|---|---|
| Roberta R. | 1904 | 1,200 | — | 87 | — |
| Robin Adair | 1920 | 11,400 | 11,387 | 500 | 528 |
| Robin Goodfellow | 1920 | 11,400 | 10,922 | 532 | 561 |
| Robin Gray | 1920 | 11,400 | 10,922 | 568 | 598 |
| Robin Hood | 1919 | 11,400 | 11,387 | 566 | 598 |
| Robur III | 1920 | 2,300 | 11,300 | 132 | — |
| Robur IV | 1920 | 2,300 | 12,130 | 132 | — |
| Robur V | 1920 | 2,300 | 12,130 | 132 | — |
| Robur VI | 1922 | 2,320 | — | 154 | 160 |
| Rocco | 1902 | 900 | 3,600 | 39 | — |
| Rochambeau | 1911 | 10,615 | 69,904 | — | 543 |
| Rochelle | 1919 | 1,187 | — | — | — |
| Rochester | 1920 | 10,300 | — | — | — |
| Rockaway | 1902 | 2,800 | 14,099 | — | 98 |
| Rockwell | 1921 | 1,350 | 7,962 | 112 | 126 |
| Rockcliffe | 1895 | 4,244 | 19,190 | 325 | 356 |
| Rockcliffe Hall | 1919 | 2,700 | 7,466 | 139 | 151 |
| Rockfort | 1917 | 8,600 | 22,800 | 453 | 512 |
| Rockport | 1920 | 9,400 | 22,500 | 512 | 568 |
| Rodney Star | 1917 | 12,000 | — | — | 540 |
| Rodolar | 1902 | 4,950 | 1,425 | 130 | — |
| Roek | 1905 | 1,250 | 4,500 | — | 90 |
| Roepat | 1914 | 10,300 | 11,250 | 543 | 564 |
| Rogaland | 1920 | 500 | — | — | 31 |
| Roggerton | 1914 | 4,262 | — | — | 184 |
| Rohna | 1926 | 9,400 | — | 602 | 696 |
| Rohsia | 1919 | 3,816 | 20,500 | 198 | 215 |
| Rol Albert | 1920 | 4,750 | 16,600 | 255 | 274 |
| Rol Leopold | 1906 | 5,140 | 16,800 | 350 | 390 |
| Rokkosha Maru | 1913 | 3,120 | 9,614 | 169 | 187 |
| Roko Maru | 1919 | 5,400 | 18,773 | 292 | 290 |
| Rokos | 1919 | 9,200 | 44,500 | 472 | — |
| Rokuan Maru | 1917 | 1,400 | 3,843 | 83 | — |
| Rola | 1905 | 1,750 | 13,092 | 88 | 91 |
| Roland | 1901 | 6,750 | — | — | — |
| Roland | 1919 | 3,500 | — | 146 | 173 |
| Rolf | 1921 | 1,971 | — | 113 | 108 |
| Rolf Jarl | 1906 | 3,100 | 8,575 | 141 | 155 |
| Rollon | 1911 | 3,000 | 22,500 | 165 | 159 |
| Rolna | 1926 | 10,100 | — | 740 | 159 |
| Roman Star | 1906 | 2,800 | 14,000 | — | 405 |
| Romanby | 1917 | 8,600 | 25,520 | 458 | 418 |
| Romanti | 1904 | 1,200 | 21,222 | 44 | — |
| Romara | 1908 | 4,250 | 17,000 | 270 | 303 |
| Roman | 1914 | 4,000 | 19,100 | 130 | — |
| Romany | 1919 | 10,400 | 23,400 | 500 | 512 |
| Romelo | 1920 | 12,000 | — | — | 550 |
| Ramsdalebury | 1921 | 10,000 | 23,000 | 500 | 487 |
| Romaine | 1921 | 6,000 | — | 332 | 351 |
| Rome | 1914 | 9,200 | 21,320 | 401 | 367 |
| Romeo | 1920 | 10,200 | 11,000 | 542 | 457 |
| Romen | 1906 | 1,300 | 5,482 | 68 | — |
| Romeo | 1906 | 6,250 | 16,400 | 318 | 399 |
| Romda | 1920 | 6,200 | — | 333 | 398 |
| Romdo | 1914 | 10,000 | 21,000 | 432 | 495 |
| Romdo | 1907 | 8,000 | 22,900 | 501 | 570 |
| Romey | 1906 | 1,200 | 5,000 | 42 | — |
| Romain Mara | 1920 | 8,148 | — | 373 | 395 |
| Romard | 1920 | 8,400 | 21,240 | 411 | 392 |
| Romtara | 1920 | 6,100 | 21,500 | 356 | 393 |
| Romchoom | 1920 | 535 | 4,300 | 44 | 41 |
| Romfred | 1920 | 2,257 | 8,800 | 90 | 84 |
| Romie Moller | 1920 | 5,900 | 25,352 | 320 | 360 |
| Romilad | 1921 | 2,000 | 7,200 | — | 108 |
| Romaris | 1920 | 7,450 | — | — | 311 |
| Rome | 1920 | 8,500 | 11,200 | 410 | 440 |
| Romfoak | 1920 | 3,400 | 21,125 | 134 | 153 |
| Romdon | 1918 | 7,400 | 24,600 | 424 | 452 |
| Romestang | 1918 | 5,250 | 7,800 | 140 | 153 |
| Romville | 1920 | 8,000 | — | 344 | 319 |

| Name of Vessel. | Date of Build. | D.W.C. in tons of 2,240 lbs. | Cubic Capacity. In tons. P.B. | Cubic Capacity. In thousands of feet. Grain. | Cubic Capacity. In thousands of feet. Bale. |
|---|---|---|---|---|---|
| Romworth | 1919 | 8,900 | 10,397 | 188 | 194 |
| Ronda | 1920 | 1,100 | — | — | — |
| Ronlagan | 1919 | 3,000 | 15,149 | 88 | — |
| Ronlea | 1904 | 820 | — | 35 | — |
| Ronnington Court | 1919 | 11,063 | — | — | — |
| Ronsdal | 1919 | 2,955 | — | 139 | 175 |
| Rosamore | 1907 | 740 | — | — | 34 |
| Rosta | 1919 | 2,225 | — | 96 | — |
| Rosten | 1919 | 1,200 | 4,614 | 31 | — |
| Rostock | 1922 | 4,900 | — | 250 | 313 |
| Rota | 1920 | 1,220 | 5,200 | 74 | 88 |
| Rota | 1922 | 1,020 | 3,800 | 60 | 73 |
| Rotenfels | 1922 | 10,800 | — | 705 | 654 |
| Rotha | 1922 | 2,570 | 8,700 | 124 | — |
| Rothley | 1913 | 8,400 | 25,725 | 350 | 326 |
| Rotti | 1914 | 10,350 | 11,190 | 534 | 600 |
| Rouhaiden | 1921 | 5,400 | 21,944 | 277 | 312 |
| Rouanian | 1914 | 4,740 | 8,315 | 270 | 311 |
| Rouson Grange | 1915 | 9,600 | 10,215 | 530 | 569 |
| Rowana | 1907 | 1,210 | 4,400 | 73 | 68 |
| Rowena | 1907 | 4,300 | 24,250 | 321 | 299 |
| Roxana | 1909 | 11,400 | — | — | — |
| Roxby | 1920 | 7,000 | 19,400 | 448 | 421 |
| Roxo | 1921 | 9,250 | 21,500 | 457 | 500 |
| Royal Archer | 1916 | 1,622 | 8,599 | 99 | 96 |
| Royal Arrow | 1916 | 12,450 | — | — | — |
| Royal Fuseliar | 1916 | 1,102 | 4,500 | 49 | 79 |
| Royal Highlander | 1919 | 1,240 | 10,052 | 63 | — |
| Royal Prince | 1920 | 11,800 | — | 592 | — |
| Royal Sun | 1920 | 4,800 | 7,920 | 57 | 79 |
| Royal Star | 1919 | 10,000 | 56,200 | — | 633 |
| Royalite | 1916 | 2,502 | 7,500 | — | — |
| Royalton | 1920 | 15,500 | 25,150 | 600 | — |
| Royleaud | 1919 | 1,000 | 8,117 | — | 41 |
| Royston | 1920 | 4,800 | 22,000 | 203 | 500 |
| Rushing | 1909 | 9,000 | — | — | 477 |
| Rushford | 1913 | 1,000 | 3,800 | — | 42 |
| Rutenia | 1906 | 7,300 | 34,600 | — | 329 |
| Rutlodge | 1905 | 1,200 | 7,500 | 53 | — |
| Ruckinge | 1923 | 2,640 | 10,000 | 120 | 112 |
| Rudby | 1920 | 8,670 | 13,000 | 510 | 468 |
| Rudchester | 1919 | 4,000 | 25,321 | 230 | 185 |
| Rudolf | 1900 | 1,400 | 5,500 | 80 | — |
| Rudolf | 1905 | 1,200 | — | 62 | — |
| Rudolfi | 1907 | 3,020 | 6,615 | 94 | 95 |
| Ruma | 1905 | 7,700 | 45,225 | 295 | 364 |
| Rugia | 1904 | 800 | — | 44 | — |
| Ruan | 1904 | 3,700 | 7,200 | 141 | 132 |
| Runnant | 1916 | 4,800 | 25,000 | 230 | 225 |
| Runnelstone | 1921 | 1,200 | 5,100 | 52 | 50 |
| Runswick | 1920 | 8,750 | 13,400 | 350 | 362 |
| Ruperra | 1920 | 9,200 | 36,000 | 465 | 423 |
| Rupert de Larrinaga | 1920 | 6,000 | 29,500 | 479 | 430 |
| Rurik | 1906 | 550 | 1,300 | 40 | — |
| Rushgold | 1920 | 9,000 | 9,944 | 500 | 489 |
| Rusellyrad | 1920 | 970 | — | — | — |
| Ruth I. | 1906 | 3,800 | 16,600 | 175 | 204 |
| Ruth Alexander | 1913 | 8,275 | 26,500 | — | 321 |
| Ruth Kellogg | 1920 | 7,800 | — | 400 | 373 |
| Ruth Lykes | 1919 | 4,145 | 26,105 | 180 | 167 |
| Ryo | 1920 | 1,070 | 6,500 | 51 | — |
| Rytylus | 1917 | 940 | 4,500 | — | 54 |
| Ryuga | 1920 | 6,217 | 1,900 | 320 | 314 |
| Ryus | 1919 | 8,170 | 17,000 | 90 | — |
| Ryuga Maru | 1920 | 1,600 | 6,200 | 71 | 62 |
| Ryoka Maru | 1919 | 9,600 | 15,900 | 496 | 470 |
| Ryokai Maru | 1911 | 7,300 | 8,900 | 400 | 500 |
| Ryota Maru | 1916 | 3,275 | 22,574 | — | 147 |
| Ryuhaku Maru | 1919 | 8,500 | 25,400 | 419 | 411 |
| Ryuho Maru | 1917 | 5,000 | 12,420 | 240 | 220 |

D.W.C.—The approximate deadweight capacity in tons of 2,240 lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

P.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

GRAIN CAPACITY.—The capacity of cargo spaces, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

BALE OR COTTON CAPACITY.—The capacity of cargo spaces, in thousands of cubic feet, measured to inside of cargo battens to top of ceiling, and to underside of beams, including hatchways.

In REFRIGERATED VESSELS the capacities of cargo spaces are taken after fitting insulation.

**Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.**

*(Les renseignements sont donnés d'après l'autorité des Armateurs, sont garantis et restent approximativement exacts. Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom du Navire | Pays de Construction | P.W.C. — Port en lourd approximatif en tonnes | Capacité cubique — Bal. — pieds cubes — C.B. | Capacité cubique — Bal. — Vis millions de pieds cubes — Grains | Capacité cubique — Bal. — Vis millions de pieds cubes — Balles |
|---|---|---|---|---|---|
| Ayuz Maru | 1904 | 4,340 | 30,330 | 439 | 373 |
| Ayujin Maru | 1907 | 3,000 | 40,740 | 438 | 303 |
| Ayuoh Maru | 1908 | 4,150 | 31,300 | 499 | — |
| Ayusan Maru | 1906 | 3,924 | — | 136 | 132 |
| Ayusho Maru | 1907 | 4,334 | 32,200 | 904 | 311 |
| Ayutsu Maru | 1912 | 5,400 | 38,175 | 894 | 373 |
| Ayuyu Maru | 1907 | 10,670 | 9,029 | 492 | 412 |
| Ayvlagen | 1920 | 900 | 5,130 | 83 | 81 |
| B. A. Parkins | 1907 | 7,840 | 79,202 | 919 | 310 |
| B. D. Stout | 1919 | 10,325 | — | — | — |
| B. D. Way | 1907 | 7,300 | — | — | — |
| B. C. T. Bold | 1920 | 8,750 | — | — | — |
| a Jacob | 1907 | 3,475 | — | — | 184 |
| B. M. Spalding | 1919 | 10,440 | 38,071 | — | — |
| B.N.A.1 | 1921 | 7,000 | 15,400 | 171 | 149 |
| B.N.A.8 | 1921 | 3,000 | — | 108 | 151 |
| B.N.A.7 | 1922 | 8,700 | — | 171 | 149 |
| B.N.A.8 | 1920 | 8,375 | 16,905 | 135 | 151 |
| Baale | 1920 | 10,713 | — | 237 | 346 |
| Baart | 1921 | 400 | — | 32 | — |
| Baarland | 1924 | 9,475 | 49,410 | 549 | 499 |
| Babanitia | 1927 | 2,327 | — | — | — |
| Babbia | 1906 | 4,300 | 16,630 | 304 | 334 |
| Babina | 1920 | 3,000 | 13,220 | 175 | — |
| Bac 1" | 1921 | 3,175 | 48,190 | 395 | 318 |
| Bac 4" | 1922 | 4,000 | 13,000 | 185 | 167 |
| Bac 5" | 1920 | 3,720 | 13,000 | — | — |
| Bac 6" | 1920 | 4,720 | 8,300 | — | — |
| Bac 9" | 1921 | 4,120 | 21,400 | 160 | 191 |
| Bacaceppa | 1919 | 7,420 | — | 400 | 373 |
| Bachawa | 1920 | 11,200 | 78,600 | 542 | 324 |
| Bachaw | 1920 | 1,500 | 4,195 | 85 | 62 |
| Bacramento | 1919 | 7,425 | 35,600 | 411 | 374 |
| Bacramento Valley | 1920 | 8,400 | 18,800 | 304 | 432 |
| Bacru Cuere | 1920 | 1,500 | 4,320 | 73 | 60 |
| Badikanda | 1902 | 2,400 | 12,840 | 132 | 120 |
| Badu | 1917 | 1,500 | — | 84 | — |
| Bafu Maru | 1906 | 7,000 | 32,800 | — | — |
| Baff | 1905 | 1,800 | 11,000 | 95 | 92 |
| Bag Harbor | 1919 | 3,755 | 35,600 | 139 | 132 |
| Bagn | 1908 | 1,600 | 12,130 | 90 | 90 |
| Bagn | 1908 | 1,300 | 9,000 | 64 | 60 |
| Bagn Maru | 1919 | 3,487 | — | 232 | — |
| Bagnalchor | 1919 | 8,347 | 72,121 | 537 | 492 |
| Bagning | 1921 | 9,800 | 17,200 | — | 520 |
| Bagnino River | 1911 | 8,018 | 40,000 | 487 | 390 |
| Bagnmore | 1920 | 4,000 | — | 180 | 157 |
| Bagnporack | 1919 | 7,000 | — | 400 | 374 |
| Bagnsen Maru | 1918 | 1,750 | — | 74 | — |
| Bagn Brook | 1919 | 8,000 | — | 408 | 416 |
| Bagrace | 1909 | 900 | — | — | — |
| Bagn | 1919 | 3,520 | 10,600 | 179 | 232 |
| Bagnland | 1913 | 8,900 | 37,400 | 530 | 492 |
| Bagrow | 1920 | 11,000 | — | — | — |
| Bagrye | 1904 | 3,394 | 18,700 | — | 129 |
| Bahale | 1919 | 7,000 | — | 400 | 374 |
| Bahe Maru | 1919 | 7,300 | 11,600 | 840 | — |
| Baiae Prince | 1907 | 6,000 | 13,300 | 300 | 160 |
| Baiae | 1916 | 9,250 | 14,300 | 530 | 143 |
| Baint Andrewes | 1900 | 4,770 | 38,784 | 195 | 308 |
| Baint Andre | 1912 | 8,190 | 44,000 | — | 374 |
| Baint Andrew | 1919 | 9,000 | 25,130 | 434 | 417 |
| Baint Barthelemy | 1899 | 2,300 | 1,800 | 128 | 110 |
| Baint Basile | 1920 | 4,700 | 27,300 | 307 | 180 |
| Baint Benedim | 1904 | 1,200 | 1,170 | 48 | — |
| Baint Camille | 1920 | 4,770 | 38,734 | 186 | 308 |
| St. Catherine | 1919 | 900 | 4,000 | 41 | — |
| Baint Clair | 1909 | 8,200 | 35,190 | 375 | 312 |
| St. Clement | 1920 | 374 | 3,744 | — | 31 |
| St. Cyrille | 1920 | 4,770 | 38,734 | 195 | 308 |
| Baint Didier | 1920 | 4,800 | 27,300 | 307 | 180 |
| Baint Dominique | 1911 | 4,181 | — | — | 117 |
| Baint Dunstan | 1919 | 8,300 | 31,130 | 438 | 418 |
| Baint Elias | 1899 | 500 | 3,000 | 24 | — |
| Baint Eugene | 1914 | 2,075 | — | 141 | — |
| Baint Ferrol | 1904 | 4,868 | 11,200 | 332 | 316 |
| Baint Fintan | 1921 | 510 | 3,250 | 32 | — |
| Baint Firmin | 1920 | 8,878 | 34,326 | 394 | 308 |
| Baint Jean | 1919 | 8,200 | 44,800 | — | 374 |
| Baint John | 1902 | 3,400 | 19,119 | 194 | 160 |
| Baint Joseph | 1912 | 8,700 | 44,000 | — | 374 |
| St. Joseph | 1920 | 2,500 | 9,600 | 151 | 119 |
| Baint Joseph | 1909 | 1,700 | 4,420 | 73 | — |
| Baint Kearna | 1920 | 840 | 4,277 | 78 | — |
| Baint Kenneth | 1924 | 600 | 3,700 | 35 | — |
| St. Louis | 1913 | 8,300 | 44,000 | — | 374 |
| Baint Louis | 1918 | 8,251 | 30,200 | — | 373 |
| St. Magnus | 1908 | 1,270 | — | — | — |
| Baint Mary | 1909 | 3,140 | 9,147 | 175 | 159 |
| St. Mary | 1907 | 3,600 | — | 174 | 118 |
| Baint Michel | 1914 | 7,000 | 38,000 | 438 | 384 |
| Baint Nicaire | 1919 | 4,500 | 19,400 | 303 | 194 |
| St. Ninian | 1920 | 500 | — | — | — |
| St. Octave | 1922 | 7,000 | 39,000 | 490 | 384 |
| Baint Palais | 1919 | 3,075 | — | 141 | — |
| Baint Paul | 1909 | 3,340 | 9,147 | 175 | 158 |
| Baint Pierre | 1909 | 3,340 | 9,147 | 175 | 159 |
| Baint Prosper | 1920 | 8,475 | 34,338 | 208 | 235 |
| St. Quentin | 1913 | 8,340 | 7,740 | 324 | 304 |
| Baint Raphael | 1909 | 1,700 | 10,600 | — | 88 |
| St. Roosevelt | 1901 | 750 | — | — | — |
| Baint Serran | 1906 | 1,274 | 3,333 | — | 33 |
| Baint Stephen | 1911 | 7,000 | 13,000 | 300 | 300 |
| St. Sunniva | 1921 | 575 | — | — | — |
| Baint Thomas | 1909 | 3,140 | 9,147 | 175 | 159 |
| Baint Vincent | 1913 | 7,000 | 39,000 | 402 | 364 |
| St. Vincent de Paul | 1919 | 2,000 | 6,000 | 100 | 89 |
| Baints Adresse | 1908 | 4,439 | 7,979 | — | 171 |
| Baints Margarita II | 1921 | 3,000 | — | 181 | — |
| Baiobo Maru | 1920 | 3,100 | 12,100 | 193 | 207 |
| Baitou Maru | 1911 | 1,062 | 3,870 | 47 | 48 |
| Baiyo Maru | 1919 | 1,100 | 3,870 | — | 53 |
| Baka Maru | 1901 | 4,138 | 25,373 | 391 | — |
| Bakarya | 1909 | 3,000 | 13,307 | 181 | 138 |
| Bakaye Maru | 1902 | 4,891 | — | — | — |
| Bakbo | 1920 | 3,000 | 9,600 | 138 | 147 |
| Bakaam | 1920 | 9,000 | — | 492 | 445 |
| Bakabangka | 1920 | 8,170 | 35,000 | 489 | 449 |
| Bakaste | 1913 | 8,320 | 39,000 | 492 | 414 |
| Bakado | 1919 | 8,110 | 17,000 | 489 | 408 |
| Bakawali | 1920 | 8,170 | 36,400 | 498 | 440 |
| Bakoor | 1920 | 8,170 | 36,400 | 498 | 440 |
| Bakland | 1920 | 10,200 | — | 504 | 501 |
| Bakaoe | 1919 | 5,610 | 22,500 | 146 | 148 |
| Bakanak | 1912 | 6,000 | — | 350 | 237 |
| Bakaaa | 1918 | 7,000 | — | — | — |
| Bakatuck | 1919 | 6,500 | 14,000 | 372 | 344 |
| Bakagoe | 1919 | 8,136 | — | 180 | 147 |

P.W.C. — Le port en lourd approximatif du navire en tonnes de 2,240 lbs. (1016 kilos.) pour remplacer le charbon de soute, chargement et provisions, et du navire en sus.

P.B. — La capacité approximative en pieds cubes des soutes, tous compartiments et du dessus du vaigrage au dessous des barrots.

Capacité pour Grains — Le volume des cales en millions de pieds cubes, soutes tous compartiments et du dessus du vaigrage au dessus des barrots, y compris les entretoises.

Capacité pour Balles ou Ballots — Le volume des cales en millions de pieds cubes, soutes en dehors des lattes et du dessus du vaigrage au dessous des barrots, y compris les entretoises.

Pour les Navires à Installation Frigorifique le volume des cales est pris après la pose du revêtement isolant.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Year of Build. | D.W.C. in tons of 2,240 lbs. | Cubic Capacity. In feet. | Cubic Capacity. In thousands of feet. | |
|---|---|---|---|---|---|
| | | | P.B. | Grain. | Bale. |
| Bairna | 1908 | 8,720 | 11,784 | 505 | 464 |
| Bama | 1911 | 3,100 | ... | ... | 90 |
| Bama | 1912 | 700 | | 37 | ... |
| Bamala | 1907 | | 12,329 | 510 | |
| Bomarang Mars | 1920 | 8,515 | 12,527 | 592 | 541 |
| Bomaria | 1921 | 11,300 | 16,240 | 177 | 171 |
| Bambolin | 1911 | 1,171 | ... | ... | ... |
| Bamber | 1917 | 1,000 | 2,240 | 51 | 50 |
| Bamber | 1909 | 1,150 | ... | 56 | 50 |
| Bamiana | 1896 | 1,000 | 2,800 | 50 | 51 |
| Bamlakow | 1908 | 1,070 | ... | ... | ... |
| Bamon | 1919 | 2,991 | 6,840 | 131 | 119 |
| Bamond | 1917 | 4,700 | ... | 179 | 150 |
| Bamon | 1922 | 1,350 | 10,040 | 248 | 230 |
| Bamon | 1909 | 1,205 | 4,300 | 70 | ... |
| Bamon | 1900 | 2,500 | 6,520 | 135 | ... |
| Bamon | 1897 | 1,128 | 1,800 | ... | 49 |
| Samuel Bailey | 1909 | 8,101 | ... | 419 | 410 |
| Samuel L. Fuller | 1921 | 5,500 | ... | ... | ... |
| Samuel Q. Brown | 1921 | 10,130 | ... | ... | ... |
| San Angelo | 1919 | 8,000 | ... | 446 | 412 |
| San Anselmo | 1920 | 8,000 | ... | 370 | 412 |
| San Antonio | 1920 | 7,007 | 99,100 | 412 | 410 |
| San Antonio | 1920 | 4,000 | ... | 202 | 190 |
| San Antonio | 1908 | 500 | 1,300 | 21 | 21 |
| San Bernardino | 1920 | 8,000 | ... | 370 | 412 |
| San Carlos | 1914 | 4,340 | 11,300 | 200 | 224 |
| San Clemente | 1918 | 9,300 | ... | 424 | 470 |
| San Dario | 1919 | 1,120 | ... | ... | ... |
| San Diego | 1919 | 8,000 | ... | 202 | 220 |
| San Diego | 1920 | 7,007 | 99,100 | 412 | 410 |
| San Diego Mars | 1920 | 10,000 | ... | 410 | ... |
| San Domingo | 1919 | 8,000 | ... | 320 | 320 |
| San Eduardo | 1902 | 9,040 | 36,740 | ... | ... |
| San Felipe | 1902 | 14,470 | 108,900 | ... | ... |
| San Felipe | 1919 | 8,000 | ... | 440 | 414 |
| San Felix | 1921 | 14,470 | 108,900 | ... | ... |
| San Fernando | 1919 | 10,100 | 108,900 | ... | ... |
| San Fernando | 1919 | 10,100 | 97,300 | ... | ... |
| San Francisco | 1920 | 8,020 | ... | 400 | 460 |
| San Francisco | 1914 | 8,200 | 99,375 | 437 | 440 |
| San Francisco | 1920 | 7,007 | 99,100 | 412 | 410 |
| San Francisco | 1910 | 8,020 | 4,840 | 202 | 204 |
| San Francisco Mars | 1919 | 9,047 | 28,400 | 410 | 400 |
| San Gabriel | 1920 | 8,000 | ... | 370 | 341 |
| San Gaspar | 1921 | 17,772 | 109,400 | ... | ... |
| San Gerardo | 1920 | 17,737 | 109,000 | ... | ... |
| San Ignacio | 1920 | 500 | ... | 20 | ... |
| San Jose | 1920 | 7,000 | 99,100 | 412 | 410 |
| San Jose | 1919 | 3,000 | ... | 141 | 140 |
| San Jose | 1920 | 3,000 | 12,290 | 154 | 162 |
| San Juan | 1900 | 3,200 | 10,130 | 160 | 172 |
| San Julian | 1911 | 11,200 | ... | 600 | 620 |
| San Lazaro | 1921 | 8,130 | 15,210 | ... | ... |
| San Luis | 1921 | 8,120 | 15,325 | ... | ... |
| San Leopoldo | 1921 | 8,170 | 64,600 | ... | ... |
| San Lorenzo | 1907 | 3,240 | 47,300 | ... | 320 |
| San Lucas | 1919 | 10,000 | ... | 537 | 517 |
| San Luis | 1900 | 7,200 | 16,000 | 304 | 340 |
| San Luis Mars | 1920 | 10,000 | ... | 450 | ... |
| San Mandonado | 1920 | 8,165 | 60,700 | ... | ... |
| San Manuel | 1920 | 8,170 | 60,700 | ... | ... |
| San Marcos | 1919 | 3,150 | 11,300 | 200 | 240 |
| San Marcos | 1919 | 8,000 | ... | 370 | 417 |
| San Marco | 1901 | 7,000 | 27,400 | 470 | 420 |
| San Mateo | 1915 | 3,190 | ... | 110 | 132 |
| San Melito | 1914 | 17,000 | 65,210 | ... | ... |
| San Nicholas | 1920 | 4,000 | 12,200 | 400 | 470 |
| San Miguel | 1901 | 3,000 | 16,611 | 170 | 160 |
| San Nicolas | 1900 | 2,300 | ... | ... | ... |

| Name of Vessel. | Year of Build. | D.W.C. in tons of 2,240 lbs. | Cubic Capacity. In feet. | Cubic Capacity. In thousands of feet. | |
|---|---|---|---|---|---|
| | | | P.B. | Grain. | Bale. |
| San Pedro | 1919 | 9,770 | ... | 515 | 484 |
| San Pedro | 1921 | 7,000 | 97,400 | 470 | 440 |
| San Pedro | 1919 | 8,300 | 7,340 | 174 | 160 |
| San Pedro Mars | 1917 | 10,017 | ... | ... | ... |
| San Pedro | 1919 | 8,000 | 18,304 | 446 | 411 |
| San Quirico | 1920 | 8,241 | 28,400 | ... | ... |
| San Rafael | 1918 | 8,000 | ... | 409 | 409 |
| San Ricardo | 1919 | 9,000 | 15,314 | ... | ... |
| San Roberto | 1922 | 8,320 | 82,200 | ... | ... |
| San Romano | 1922 | 8,320 | 88,300 | ... | ... |
| San Salvador | 1919 | 8,400 | 15,300 | ... | ... |
| San Simeon | 1919 | 8,000 | ... | 370 | 410 |
| San Teodoro | 1921 | 8,200 | 15,724 | ... | ... |
| San Tiburcio | 1921 | 8,200 | 15,724 | ... | ... |
| San Tirso | 1921 | 8,411 | 15,724 | ... | ... |
| San Ubaldo | 1921 | 8,200 | 15,724 | ... | ... |
| San Ugod | 1921 | 8,200 | 15,724 | ... | ... |
| San Valerio | 1921 | 8,400 | 15,800 | ... | ... |
| San Vicente | 1919 | 8,000 | ... | 420 | 410 |
| San Vicente | 1902 | 1,350 | 4,100 | 51 | 40 |
| San Zenetas | 1914 | 9,000 | 15,300 | ... | ... |
| San Zotico | 1920 | 8,400 | 16,400 | ... | ... |
| Sassandra | 1920 | 7,000 | ... | ... | ... |
| Sancho Mars | 1919 | 1,081 | 3,000 | 94 | 94 |
| Sauk Bitkan | 1921 | 791 | ... | ... | 39 |
| Sandur | 1908 | 11,184 | ... | ... | ... |
| Sandur | 1907 | 1,750 | ... | ... | ... |
| Sandcroft | 1919 | 2,875 | 7,730 | 161 | 140 |
| Sandgate | 1906 | 4,100 | 21,300 | 500 | 500 |
| Sandhill | 1920 | 465 | 3,000 | 28 | 25 |
| Sandpasser | 1918 | 2,875 | 7,740 | 141 | 127 |
| Sandrian | 1918 | 1,025 | 4,000 | 90 | ... |
| Sandsend | 1920 | 5,285 | 13,914 | 314 | 290 |
| Sandwich | 1920 | 4,000 | ... | 180 | 167 |
| Sandymoor | 1920 | 3,500 | 9,814 | 124 | ... |
| Sanfly | 1920 | 1,219 | 4,400 | 58 | 52 |
| Sangria | 1917 | 4,204 | 14,300 | 209 | 279 |
| Sanjin Mars | 1919 | 3,790 | 15,300 | 159 | 179 |
| Sanjin Mars | 1918 | 3,000 | 15,300 | 177 | 175 |
| Sanjin Mars | 1919 | 958 | 3,400 | 39 | 35 |
| Sanki Jar | 1920 | 1,000 | 3,000 | 41 | 47 |
| Sanki Lorenzo | 1920 | 1,000 | 3,000 | 41 | 47 |
| Sant' Antonio | 1906 | 1,000 | 4,000 | 72 | ... |
| Sant' Antonio | 1919 | 500 | ... | 27 | 25 |
| Santa Ana | 1919 | 5,200 | ... | ... | 334 |
| Santa Ana | 1900 | 1,000 | 3,700 | ... | 40 |
| Santa Aurora | 1919 | 7,840 | 16,400 | ... | ... |
| Santa Catalina | 1920 | 3,300 | ... | 194 | 180 |
| Santa Cecilia | 1919 | 6,000 | ... | 304 | 270 |
| Santa Cecilia | 1919 | 3,000 | ... | ... | 334 |
| Santa Clara Valley | 1920 | 3,000 | ... | 334 | 320 |
| Santa Elena | 1907 | 300 | 2,000 | 18 | 18 |
| Santa Elisa | 1919 | 5,275 | ... | 260 | 241 |
| Santa Eulalia | 1920 | 4,000 | ... | 216 | ... |
| Santa Isabel | 1919 | 4,700 | ... | 215 | 190 |
| Santa Isabel | 1920 | 4,000 | ... | 216 | ... |
| Santa Maria | 1920 | 12,000 | ... | ... | ... |
| Santa Maria | 1920 | 750 | 3,000 | 31 | 29 |
| Santa Maria | 1906 | 4,067 | 32,000 | 250 | 220 |
| Santa Maria | 1909 | 3,150 | 11,300 | 174 | 160 |
| Santa Marina | 1920 | 3,100 | ... | 184 | 160 |
| Santa Olivia | 1921 | 3,700 | ... | 232 | 190 |
| Santa Rita | 1909 | 4,300 | ... | 274 | 252 |
| Santa Tecla | 1919 | 3,914 | ... | ... | 154 |
| Santa Teresa | 1919 | 4,200 | ... | ... | ... |
| Santa Teresita | 1920 | 4,000 | ... | 176 | ... |
| Santos Mars | 1919 | 3,000 | 3,410 | 91 | 88 |
| Saathia | 1921 | 9,307 | 51,400 | 467 | 438 |
| Santiago Lopez | 1902 | 3,100 | ... | 165 | ... |
| Santo Mars | 1909 | 2,000 | 6,120 | ... | ... |

D.W.C.—The approximate deadweight capacity in tons, of 2,240 lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

P. B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of the cargo spaces are taken after fitting insulation.

# Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.

*(Les renseignements sont donnés d'après l'autorité des Armateurs, sont portés et restent approximativement exacts. Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom du Navire | Date de la construction | D.W.C. — Tonnes de 2,240 lbs. (1016 kilos.) | Capacité cubique — Balles | Capacité cubique — Balles | Capacité cubique — Balles |
|---|---|---|---|---|---|
| Saxonia | 1918 | 11,589 | 13,103 | ... | 504 |
| Saxon Mars | 1911 | 7,218 | ... | 196 | 500 |
| Saxonia | 1899 | 4,292 | 8,797 | 214 | 390 |
| Saxon Mars | 1907 | 7,222 | 11,876 | ... | ... |
| Sayo Mars | 1900 | 13,113 | ... | 617 | 573 |
| Sayo Mars | 1902 | 1,250 | ... | 56 | ... |
| Scandia | 1891 | 7,209 | 17,829 | 573 | 540 |
| Scapaflow | 1907 | 4,168 | 10,430 | 470 | 434 |
| Scapano | 1919 | 7,600 | ... | ... | 273 |
| Scipio | 1918 | 4,600 | 8,154 | 114 | 168 |
| Scipio Mars No. 11 | 1900 | 4,640 | 10,420 | 214 | 254 |
| Scituate | 1919 | 900 | ... | 24 | 18 |
| Scituate | 1918 | 3,444 | 11,414 | 108 | 117 |
| Scituate | 1907 | 1,241 | 1,094 | 56 | ... |
| Scituate | 1918 | 7,400 | ... | 430 | 573 |
| Scrigno | 1907 | 4,000 | ... | 133 | ... |
| Scotia | 1901 | 3,000 | ... | 140 | 190 |
| Scotian Prince | 1902 | 4,800 | ... | 267 | 303 |
| Scotia | 1908 | 1,480 | 4,337 | 87 | 93 |
| Scotia | 1914 | 4,870 | ... | ... | ... |
| Scot | 1894 | 1,882 | 7,204 | 73 | 69 |
| Scotsman | 1907 | 5,720 | 14,770 | 490 | 573 |
| Scotsman | 1907 | 890 | ... | 49 | 41 |
| Scotsville | 1918 | 4,400 | 7,520 | ... | ... |
| Scottish | 1918 | 6,500 | 11,200 | 270 | 540 |
| Scow | 1911 | 1,000 | 22,300 | 250 | 207 |
| Scyra | 1918 | 3,000 | 8,800 | 140 | 132 |
| Scythia | 1918 | 3,000 | 8,000 | 180 | 151 |
| Seakadoo | 1900 | ... | ... | 340 | ... |
| Seaverhome | 1919 | 5,300 | ... | 334 | 148 |
| Sebarto | 1918 | 7,450 | ... | 400 | 573 |
| Sebo | 1911 | 573 | 890 | ... | ... |
| Sebastian Mars | 1918 | 5,000 | ... | 338 | 340 |
| Sefara | 1905 | 4,545 | 14,600 | 150 | 180 |
| Sefara | 1899 | 340 | 2,180 | 89 | 97 |
| Sefarana | 1908 | 4,000 | 14,400 | 202 | 530 |
| Segadoo | 1918 | 8,400 | 25,580 | 374 | 847 |
| Segaporian | 1918 | 7,825 | ... | 400 | 573 |
| Segle | 1890 | 1,720 | ... | 61 | ... |
| Segovia | 1905 | 4,400 | 14,400 | 300 | 188 |
| Segurana | 1902 | 1,222 | 3,330 | 80 | 94 |
| Seguro | 1918 | 2,275 | 8,440 | 134 | 190 |
| Seguro | 1890 | 2,750 | 10,800 | 330 | ... |
| Sehollanda | 1901 | 3,128 | ... | ... | 140 |
| Seiculo | 1900 | 9,000 | ... | 490 | 650 |
| Seine | 1901 | 1,600 | 5,000 | 74 | 80 |
| Seatown | 1902 | 8,222 | ... | ... | ... |
| Seathy | 1914 | 4,500 | 16,700 | 571 | 542 |
| Seaton Star | 1896 | 8,000 | 14,000 | ... | 271 |
| Sefa | 1898 | 3,400 | 8,201 | 214 | 160 |
| Sekiaria | 1901 | 8,900 | ... | ... | ... |
| Sendia | 1918 | 11,000 | ... | ... | ... |
| Senalia | 1917 | 3,131 | ... | 100 | 140 |
| Senalberto | 1901 | 3,900 | 7,490 | 225 | 210 |
| Senegal | 1919 | 7,800 | ... | 400 | 573 |
| Senegal | 1919 | 7,800 | ... | 400 | 573 |
| Senegalia | 1919 | 7,800 | ... | 400 | 573 |
| Senegal | 1918 | 7,800 | ... | 400 | 573 |
| Senegal | 1919 | 7,800 | ... | 400 | 573 |
| Senglia | 1906 | 900 | ... | ... | ... |
| Senlindam | 1918 | 700 | 6,800 | 91 | 79 |
| Senololja | 1919 | 10,800 | 40,800 | 473 | 402 |
| Senlisfrons | 1916 | 1,500 | 3,600 | ... | 44 |
| Senaffau | 1905 | 3,500 | 11,300 | 368 | 273 |
| Senaffau XXIII | 1902 | 3,140 | 7,800 | 133 | 94 |
| Senaffau XXIV | 1904 | 3,190 | 7,400 | 133 | 90 |
| Sebo | 1918 | 3,200 | 7,850 | 140 | 140 |
| Sebolsad | 1900 | 3,000 | 8,700 | 133 | 143 |
| Sebiffwk | 1900 | 3,200 | 8,150 | 147 | 170 |
| Sebiowa | 1918 | 11,959 | 16,380 | 459 | 589 |

| Nom du Navire | Date de la construction | D.W.C. — Tonnes de 2,240 lbs. (1016 kilos.) | Capacité cubique — Balles | Capacité cubique — Balles |
|---|---|---|---|---|
| Sebowerg | 1896 | 700 | ... | 35 | 37 |
| Sebowerg Helaina | 1899 | 4,000 | 10,470 | 312 | 324 |
| Sebodavie | 1918 | 7,825 | ... | 400 | 573 |
| Sebobarto | 1918 | 7,500 | ... | 470 | 573 |
| Sebokland | 1918 | 1,200 | 4,800 | 72 | 42 |
| Sebastile | 1918 | 10,900 | 12,700 | 470 | 473 |
| Sebastopol | 1918 | 2,150 | 4,900 | ... | 80 |
| Sebastian | 1902 | 4,000 | ... | ... | ... |
| Sebastian | 1900 | 4,200 | 8,600 | 204 | 303 |
| Sebastiani | 1908 | 12,475 | ... | ... | ... |
| Sebastian | 1906 | 14,700 | 18,100 | 490 | 504 |
| Sebastile | 1900 | 1,200 | 4,120 | 74 | 40 |
| Sebaron | 1907 | 3,400 | ... | ... | ... |
| Sebastopolis | 1900 | 11,100 | 46,700 | 912 | 921 |
| Sebastopolis | 1907 | 7,270 | 21,470 | 302 | 302 |
| Sebastopolis | 1902 | 4,900 | 14,100 | 404 | 340 |
| Sebopa | 1901 | 4,200 | ... | ... | ... |
| Sebrahy | 1904 | 4,000 | 11,240 | 302 | 349 |
| Sectia | 1901 | 100 | 1,050 | ... | ... |
| Sectland Mars | 1919 | 9,000 | 20,800 | 448 | 442 |
| Secturcia | 1914 | 7,000 | 19,400 | 404 | 404 |
| Scottish Chief | 1904 | 9,000 | ... | ... | ... |
| Scottish Heather | 1908 | 9,000 | ... | ... | ... |
| Scottish Maiden | 1901 | 9,700 | ... | ... | ... |
| Scottish Minstrel | 1905 | 9,700 | ... | ... | ... |
| Scottish Minstrel | 1906 | 9,700 | ... | ... | ... |
| Scottish Prince | 1900 | 7,400 | 14,247 | 318 | 384 |
| Scottish Standard | 1901 | 8,700 | ... | ... | ... |
| Scottsburg | 1919 | 18,100 | ... | ... | 462 |
| Scythia | 1907 | 14,400 | 19,270 | 493 | 517 |
| Scythian | 1902 | 7,300 | 14,150 | 204 | 374 |
| Sea Glory | 1914 | 3,200 | 23,000 | 170 | 140 |
| Sea Hawker | 1900 | 3,200 | 23,200 | 200 | 140 |
| Sea Valour | 1906 | 3,400 | 14,000 | 200 | 140 |
| Sea Venture | 1900 | 3,500 | 23,200 | 400 | 150 |
| Sea Victory | 1918 | 3,450 | 23,000 | 400 | 150 |
| Seadog | 1911 | 900 | ... | ... | ... |
| Seagull | 1902 | 400 | ... | 17 | ... |
| Seaham | 1914 | 1,700 | 5,100 | ... | 100 |
| Seagoal | 1912 | 8,500 | 14,000 | 402 | 470 |
| Seattle | 1918 | 8,000 | ... | 510 | 400 |
| Seattle | 1919 | 8,450 | ... | 500 | 400 |
| Seattle Spirit | 1919 | 8,450 | 17,700 | 400 | 417 |
| Seaville | 1918 | 800 | 4,000 | 97 | ... |
| Sebas | 1904 | 5,844 | 11,000 | 233 | 140 |
| Sebastian | 1900 | 3,100 | 24,300 | 200 | 222 |
| Sebel | 1903 | 3,800 | 14,000 | 95 | 77 |
| Sebelo | 1901 | 8,600 | 19,000 | 400 | 492 |
| Sebe | 1903 | 8,000 | ... | 140 | 134 |
| Sedgepool | 1908 | 8,400 | 14,400 | 410 | 422 |
| Sedgeldo | 1902 | 2,200 | ... | 420 | 400 |
| Sedan Mars | 1900 | 8,100 | 16,700 | 400 | ... |
| Sedan Mars | 1900 | 4,900 | 14,210 | 205 | 240 |
| Sedan Mars | 1902 | 4,320 | 10,000 | 200 | 198 |
| Sedan | 1900 | 1,700 | ... | ... | ... |
| Sedstad | 1901 | 12,400 | 16,200 | 737 | 400 |
| Sedalor Mars | 1918 | 8,400 | 14,070 | 400 | 417 |
| Sedaka | 1900 | 8,000 | 23,000 | 400 | ... |
| Sedan Mars | 1900 | 7,200 | 20,200 | 270 | 200 |
| Sedan Mars | 1917 | 3,400 | 7,400 | 50 | 40 |
| Sedan Mars | 1918 | 5,070 | 8,400 | 104 | 100 |
| Sedgo | 1901 | 3,000 | 9,100 | 100 | ... |
| Sedendia | 1910 | 7,000 | ... | 370 | 310 |
| Sedanger | 1902 | 700 | 4,200 | 70 | ... |
| Sedey | 1902 | 3,000 | 4,700 | 100 | 90 |
| Sedge | 1914 | 1,170 | ... | ... | ... |
| Sedge | 1896 | 10,000 | ... | ... | ... |
| Sedlage | 1900 | 3,000 | ... | ... | ... |
| Sedna | 1906 | 2,170 | 5,800 | 102 | 100 |
| Sedna City | 1901 | 4,300 | ... | 410 | 470 |

D.W.C. — Le port en lourd approximatif du navire en tonnes de 2,240 lbs. (1016 kilos.) pour marques et charges de ponts, chaudières et machines d'où on est en eau salée.

P.B. — La capacité approximative en pieds cubes des soutes ferm, comprise les surélévations et du dessus du vaigrage au dessous des barres.

Capacité pour Charge — Balles, volume du cale en milliers de pieds cubes, comprit les surélévations et du dessus du vaigrage au dessous des barres, y compris les rouillis.

Capacité pour Balles et Grain — Le volume des cales en milliers de pieds cubes, comprit les dedans des lattes et du dessus du vaigrage au dessous des barres, y compris les rouillis.

Pour les Navires à Installation Frigorifique — Le volume des cales est pris après la pose des matériaux isolants.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Date of Build. | D.W.C. in tons and kilos. | Cubic Capacity. In feet. | Cubic Capacity. In thousands of feet. | |
|---|---|---|---|---|---|
| | | | P.B. | Grain. | Bale. |
| Bilbinga | 1924 | 4,870 | 24,120 | 459 | 429 |
| Bonitado | 1925 | 9,500 | — | 480 | 455 |
| Bonitamba | 1921 | 5,850 | — | — | — |
| Boon | 1922 | 1,720 | 4,120 | 77 | 73 |
| Bosnia | 1914 | 1,842 | 13,390 | — | — |
| Boucher D'Ali | 1905 | 7,400 | — | 318 | 283 |
| Boussellis | 1922 | 6,800 | — | 378 | — |
| Bozana Maru | 1920 | 4,102 | — | 219 | 199 |
| Brata | 1909 | 5,078 | 7,200 | 318 | 273 |
| Bradzy | 1924 | 1,424 | 9,250 | 400 | 38 |
| Brazza Maru | 1919 | 2,048 | 3,400 | 60 | 60 |
| Brella Tapia | 1909 | 4,400 | 22,720 | 598 | 564 |
| Brinatow | 1912 | 6,200 | 26,000 | 520 | 510 |
| Britain | 1919 | 4,647 | 40,000 | 700 | 614 |
| Brouchos | 1918 | 6,215 | 30,173 | 500 | 509 |
| Bryan Kiroff | 1909 | 8,400 | 31,450 | 594 | 529 |
| Burings | 1913 | 8,000 | 35,020 | 613 | 598 |
| Brunsbek's | 1923 | 12,500 | 39,722 | 652 | 546 |
| Burp | 1909 | 1,200 | — | 54 | — |
| Burra Grande | 1919 | 1,800 | 1,600 | 63 | 59 |
| Busatria | 1922 | 5,944 | 41,100 | 594 | 552 |
| Busatrix | 1919 | 4,803 | 1,191 | 544 | 529 |
| Busia from Trudor | 1913 | 5,850 | 32,002 | 512 | 508 |
| Bussaque | 1900 | 2,800 | 29,502 | 500 | 570 |
| Bussia | 1906 | 2,500 | 8,320 | 150 | — |
| Bussoles | 1922 | 2,500 | 18,150 | 140 | 139 |
| Bustle | 1900 | 1,650 | — | — | — |
| Bustu | 1909 | 1,470 | 8,450 | 60 | — |
| Butia | 1920 | 6,000 | 16,400 | 413 | 379 |
| Buzzell's Point | 1919 | 5,750 | 65,600 | 600 | 595 |
| Byalystok | 1905 | 5,200 | 17,200 | — | 151 |
| Byblos | 1913 | 7,440 | 35,420 | 604 | 551 |
| Byelmepoor | 1908 | 8,470 | 32,900 | 400 | 400 |
| Byanglai Maru | 1919 | 6,273 | 33,860 | 598 | 572 |
| Byanlong | 1909 | 10,110 | — | 621 | 590 |
| Bygger | 1922 | 5,942 | — | — | — |
| Byaron | 1919 | 7,450 | 12,400 | — | — |
| Byatapetrot | 1919 | 7,650 | 21,720 | 610 | 572 |
| Byawbong | 1906 | 1,613 | — | — | — |
| Byawan | 1907 | 2,100 | — | — | 199 |
| Byeaf Arrow | 1912 | 3,120 | — | 142 | — |
| Byeaf Brook | 1924 | 3,400 | 7,002 | 102 | — |
| Byeaf Crest | 1904 | 4,150 | 18,950 | 790 | 190 |
| Byeaf Crown | 1909 | 4,700 | 18,202 | 320 | 400 |
| Byeaf Field | 1923 | 4,100 | 18,200 | 300 | 187 |
| Byeaf Garth | 1921 | 2,000 | — | 142 | 133 |
| Byeaf Hulme | 1920 | 4,750 | — | 357 | 301 |
| Byeaf Lume | 1919 | 5,100 | — | 290 | 244 |
| Byeaf Spar | 1918 | 5,200 | — | 594 | 540 |
| Byeaf Water | 1921 | 4,150 | 18,500 | 190 | 180 |
| Byell | 1920 | 500 | — | — | — |
| Byell IX | 1908 | 2,500 | — | — | — |
| Byell Mor 1 | 1915 | 400 | — | — | — |
| Byell Mor 2 | 1915 | 524 | — | — | — |
| Byell Mor 4 | 1921 | 535 | 1,790 | — | — |
| Byell Mor 5 | 1921 | 535 | 1,790 | — | — |
| Byelley | 1921 | 7,900 | 33,300 | 447 | 421 |
| Byelton | 1909 | 8,400 | — | 450 | 449 |
| Byeneedeah | 1919 | 8,000 | — | — | — |
| Byeng Lee | 1907 | 3,450 | 10,131 | 251 | 217 |
| Byerbrooke | 1919 | 5,038 | 4,419 | 159 | — |
| Byerington | 1909 | 750 | 4,300 | — | 38 |
| Byerwood | 1924 | 2,500 | 3,310 | 115 | — |
| Byeland | 1921 | 3,410 | 10,170 | 150 | 147 |
| Byeleboney | 1919 | 7,425 | — | 400 | 373 |
| Byelenden Maru | 1917 | 4,250 | 74,025 | — | — |
| Byelman Maru | 1921 | 7,200 | — | 441 | 417 |
| Byelton | 1922 | 3,100 | 12,100 | 142 | — |
| Byema Maru | 1920 | 3,300 | 13,130 | 152 | 139 |
| Byin-ai Maru | 1921 | 6,500 | 32,400 | 800 | 772 |

| Name of Vessel. | Date of Build. | D.W.C. in tons and kilos. | Cubic Capacity. In feet. | Cubic Capacity. In thousands of feet. | |
|---|---|---|---|---|---|
| | | | P.B. | Grain. | Bale. |
| Byin-ai Maru | 1919 | 3,500 | 2,327 | 40 | 41 |
| Byin-i Maru | 1920 | 6,500 | 32,500 | 700 | 672 |
| Byin Yang Maru | 1919 | 4,100 | | | |
| Byinami Maru | 1920 | 5,150 | 25,150 | | |
| Byinda | 1919 | 1,440 | 5,000 | 60 | 72 |
| Byindiku Maru | 1919 | 1,022 | 5,000 | 110 | 112 |
| Byingo Maru | 1917 | 6,300 | 35,100 | 802 | 720 |
| Byingo Maru | 1920 | 5,200 | 14,520 | 302 | 294 |
| Byinko Maru | 1919 | 4,000 | 17,000 | 314 | 190 |
| Byinsoh Maru | 1912 | 7,700 | 34,800 | 410 | 390 |
| Byinsei Maru | 1919 | 1,400 | — | 70 | |
| Byinyo Maru | 1919 | 5,019 | 30,000 | 341 | 319 |
| Byinsei Maru | 1912 | 6,020 | 18,700 | 360 | 337 |
| Byinsei Maru No. 3 | 1919 | 4,000 | — | 202 | 190 |
| Byinsei Maru No. 17 | 1919 | 4,000 | — | 179 | 110 |
| Byiseki Maru | 1908 | 4,013 | 18,720 | 219 | 202 |
| Byiseto Maru | 1917 | 3,000 | 7,000 | 79 | 78 |
| Byisu Maru | 1919 | 3,000 | 8,300 | 157 | 152 |
| Byisuna Maru | 1907 | 6,445 | 6,000 | — | 102 |
| Byiyei Maru No. 1 | 1919 | 1,600 | — | — | — |
| Byiyu Maru | 1919 | 6,700 | 18,700 | 900 | 827 |
| Byizan Maru | 1919 | 4,000 | 18,300 | 350 | 329 |
| Byizuka Maru | 1919 | 9,320 | 14,000 | 512 | 470 |
| Byizula | 1913 | 9,140 | 49,100 | 490 | 451 |
| Byofuku Maru | 1919 | 2,000 | 6,900 | 120 | 110 |
| Byofuku Maru | 1918 | 900 | — | — | 68 |
| Byohei Maru | 1919 | 5,000 | — | 900 | 854 |
| Byokai Maru | 1909 | 6,000 | 32,300 | 579 | 562 |
| Byoko Maru | 1919 | 3,500 | 20,200 | 350 | 145 |
| Byokyu Maru | 1907 | 7,100 | 30,300 | 500 | 500 |
| Byooler's Island | 1919 | 7,250 | 32,400 | 597 | 557 |
| Byosei Maru | 1909 | 1,000 | — | 68 | — |
| Byoyei Maru | 1919 | 5,110 | 16,000 | 249 | 230 |
| Byoyo Maru | 1908 | 10,000 | — | — | — |
| Byoyoshire | 1900 | 10,190 | — | — | 522 |
| Byoga | 1914 | 7,700 | 39,400 | 448 | 390 |
| Byoo Fou | 1905 | 6,475 | 35,200 | 529 | 507 |
| Byoo Fusag | 1914 | 6,725 | 38,600 | 534 | 490 |
| Byoo Kong | 1902 | 3,800 | 15,300 | 190 | 161 |
| Byoon | 1915 | 3,400 | 8,200 | 139 | 129 |
| Byosan Maru | 1914 | 6,050 | 18,600 | 443 | 397 |
| Byostai Maru | 1920 | 3,500 | 11,130 | 194 | 190 |
| Byostan Maru | 1909 | 6,100 | — | 390 | 430 |
| Byori Maru | 1919 | 3,000 | 8,900 | 190 | 161 |
| Byoyogo Maru | 1907 | 6,000 | 13,700 | 402 | 330 |
| Byogin Maru | 1919 | 6,000 | 13,700 | 402 | 334 |
| Bi Kiang | 1919 | 11,750 | 60,600 | — | 542 |
| Byam | 1919 | 9,575 | — | 542 | 490 |
| Byamoo Prince | 1920 | 5,700 | — | 450 | 500 |
| Byantar | 1921 | 11,400 | 53,500 | 920 | 594 |
| Byaso | 1901 | 2,100 | — | — | 71 |
| Byejak | 1907 | 6,300 | — | — | 305 |
| Byberg | 1919 | 1,700 | — | — | 74 |
| Byberian Prince | 1915 | 9,170 | 14,200 | 320 | 450 |
| Byberset | 1907 | 2,470 | 7,200 | 100 | 90 |
| Byblgo | 1900 | 3,000 | 13,430 | 90 | 68 |
| Byboiga | 1919 | 2,500 | 5,000 | 100 | 90 |
| Byboey | 1919 | 4,300 | — | — | 68 |
| Byellan Prince | 1920 | 5,450 | — | 407 | 430 |
| Byellano | 1900 | 750 | 2,750 | — | 40 |
| Byidgbo | 1909 | 2,511 | 7,200 | 100 | 95 |
| Byll-Alena | 1907 | 2,300 | 13,500 | 177 | |
| Byll Bel Abbes | 1919 | 9,200 | 18,000 | 194 | 190 |
| Byll Belgrat | 1906 | 700 | 3,310 | — | |
| Byll-Brahim | 1910 | 1,050 | 8,200 | 88 | 78 |
| Byllany H. Hauptman | 1920 | 9,500 | — | — | — |
| Byoresta | 1919 | 8,100 | 18,272 | 200 | 209 |
| Byoera Nevada | 1921 | 9,600 | — | 200 | 203 |
| Byoera Salvada | 1920 | 9,600 | — | 200 | 203 |
| Byf | 1919 | 2,000 | 1,200 | 90 | 89 |

D.W.C.—The approximate deadweight capacity in tons, of 2,240lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

P.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

GRAIN CAPACITY.—The capacity of cargo spaces, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

BALE OR CUBIC CAPACITY.—The capacity of cargo spaces, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In REFRIGERATED VESSELS the capacities of the cargo spaces are taken after fitting insulation.

**Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.**

*(Les renseignements sont donnés d'après l'autorité des Armateurs, sous réserve et comme approximativement exacts. Le Lloyd's Register of Shipping n'est pas responsable de leur véracité.)*

| Nom du navire | Année de construction | D.W.C. — Port en lourd approximatif en tonnes | Capacité cubique — En balles — P.B. — | Capacité cubique — En millions de pieds cubes — Grains | Capacité cubique — En millions de pieds cubes — Balles |
|---|---|---|---|---|---|
| Aalsow | 1917 | 5,610 | | 609 | 146 |
| Aapli | 1900 | 5,130 | | | 74 |
| Aigrid | 1917 | 5,313 | 8,502 | 125 | 114 |
| Aigrid | 1917 | 5,474 | 5,750 | 404 | 101 |
| Aigrid | 1900 | 1,840 | | 77 | |
| Aigrid | 1901 | 1,300 | | 55 | |
| Aigrup | 1904 | 3,300 | 7,021 | 108 | 86 |
| Aigrulda | 1900 | 2,400 | 11,751 | 132 | 146 |
| Aigrunt I | 1910 | 730 | | 30 | |
| Aigyra | 1907 | 9,234 | 17,116 | 140 | 131 |
| Aiiha | 1901 | 1,140 | | 40 | 30 |
| Aiah | 1904 | 4,243 | 18,542 | | 449 |
| Ai | 1900 | 1,949 | | 100 | 101 |
| Aijäre | 1907 | 10,450 | | | |
| Aiota | 1919 | 6,800 | | 440 | 441 |
| Aiolsoong | 1908 | 3,400 | 7,836 | 104 | 98 |
| Aiola | 1919 | 1,900 | 11,890 | 132 | 192 |
| Aiolsind | 1907 | 7,700 | | 430 | 405 |
| Aiolsberg | 1913 | 4,600 | 9,976 | 127 | 144 |
| Aiolsworth | 1905 | 8,400 | 32,394 | 501 | 461 |
| Aiolsun | 1899 | 1,700 | | | |
| Aiva | 1900 | 600 | 3,700 | 30 | |
| Aiva Guarata | 1899 | 1,600 | 11,251 | 61 | 50 |
| Aivando | 1919 | 2,200 | | 174 | 150 |
| Aivanoli | 1908 | 3,000 | | 425 | 337 |
| Aivary | 1900 | 7,800 | | 802 | 318 |
| Aivarbonch | 1904 | 6,300 | | 624 | 367 |
| Aivarbella | 1907 | 8,700 | | 146 | 126 |
| Aivarondar | 1904 | 4,000 | | 320 | 400 |
| Aivarygreen | 1900 | 9,194 | 60,394 | 969 | 837 |
| Aivarnia | 1901 | 8,000 | | 320 | 400 |
| Aivarlt | 1904 | 4,400 | | 314 | 400 |
| Aivargrave | 1907 | 8,700 | | 146 | 126 |
| Aivarbeel | 1907 | 9,700 | | 400 | 336 |
| Aivarlorth | 1909 | 8,400 | | 181 | 161 |
| Aivarnagle | 1907 | 8,700 | | 160 | 436 |
| Aivarnak | 1919 | 8,000 | | | 350 |
| Aivarpalm | 1909 | 8,400 | | 921 | 467 |
| Aivarjtar | 1901 | 8,400 | | 161 | 161 |
| Aivarnadal | 1900 | 8,400 | 61,394 | 400 | 417 |
| Aivarprow | 1919 | 3,320 | | 400 | 300 |
| Aivarbank | 1900 | 8,900 | 61,394 | 469 | 417 |
| Aivarvalant | 1900 | 8,700 | 61,394 | 469 | 417 |
| Aivarvillow | 1900 | 8,300 | 70,149 | 421 | 320 |
| Aivaryw | 1899 | 9,600 | | 401 | 307 |
| Aivia | 1908 | 3,300 | | 130 | |
| Aivia Tripowitch | 1905 | 3,400 | 13,712 | 149 | 149 |
| Aiwatore | 1900 | 8,110 | 44,370 | 442 | 330 |
| Aiwodlie | 1900 | 3,900 | 7,000 | | |
| Aiwan von Utrecht | 1901 | 6,900 | 44,200 | 480 | |
| Aiwalnars | 1905 | 8,870 | 28,440 | 410 | 420 |
| Aiwbeng | 1907 | 3,170 | 7,200 | 140 | 42 |
| Aiwia | 1899 | 8,400 | | 380 | 251 |
| Aiwlow | 1903 | 3,500 | 11,821 | 128 | 114 |
| Aiwlow | 1901 | 1,300 | 3,513 | 72 | 88 |
| Aiwata | 1900 | 8,400 | | 440 | 404 |
| Aiwe | 1900 | 3,300 | 11,000 | 200 | 200 |
| Aiwpore | 1919 | 600 | 3,404 | | 88 |
| Aiwpore Maru | 1919 | 9,100 | 39,400 | 440 | 412 |
| Aiwpudja | 1919 | 377 | 3,310 | | 95 |
| Aiwkam | 1904 | 377 | 3,200 | | 80 |
| Aiwkewar | 1903 | 600 | 3,300 | | 95 |
| Aiwpel | 1919 | 377 | 3,250 | | 95 |
| Aiwlog | 1902 | 8,171 | 45,400 | 400 | 420 |
| Aiwlog | 1910 | 377 | 3,100 | | 20 |
| Aiwnion Abbey | 1910 | 4,000 | | 700 | 181 |
| Aiwgs | 1901 | 8,340 | 20,400 | | |
| Aiwington Court | 1909 | 11,100 | | | |
| Aiwp | 1919 | 3,370 | 5,964 | 490 | |
| Aiwt Assiland | 1919 | 3,700 | 4,700 | 350 | 140 |

| Nom du navire | Année de construction | D.W.C. — Port en lourd approximatif en tonnes | Capacité cubique — En balles — P.B. — | Capacité cubique — En millions de pieds cubes — Grains | Capacité cubique — En millions de pieds cubes — Balles |
|---|---|---|---|---|---|
| Aiwt Jamiaat | 1919 | 3,100 | 4,700 | 190 | 187 |
| Aiwt Philipshaid | 1919 | 3,300 | 12,000 | 172 | 160 |
| Aiwtrik | 1920 | 8,111 | 7,200 | 400 | 40 |
| Aiwtra | 1900 | 3,100 | 12,470 | 90 | 40 |
| Aiwtrix Cooper | 1907 | 7,300 | 16,200 | 700 | 202 |
| Aiw David | 1907 | 1,400 | 4,100 | 90 | 70 |
| Aiw Ernest Cassel | 1911 | 25,000 | 61,700 | | |
| Aiw Harvey Adamson | 1914 | 801 | 3,900 | 87 | |
| Aiw Karl Knudsen | 1920 | 11,100 | | | |
| Aiw Oskara Holmdahl | 1920 | 11,400 | | | |
| Aiwcrown | 1900 | 8,100 | 10,000 | 80 | 30 |
| Aiwdiana | 1905 | 9,127 | 11,400 | 402 | 404 |
| Aiwa | 1900 | 3,800 | | 140 | 151 |
| Aiwaa | 1900 | 1,500 | 4,500 | | |
| Aiwaaa | 1913 | 8,000 | 22,000 | 400 | 450 |
| Aiwbal | 1913 | 8,000 | 16,300 | 440 | 400 |
| Aiwc | 1900 | 8,400 | 71,000 | 440 | 440 |
| Aiwbas | 1900 | 3,100 | | | |
| Aiwbra | 1900 | 3,100 | | 110 | |
| Aiwbra | 1909 | 3,000 | 15,000 | 140 | 120 |
| Aiwca | 1913 | 400 | 3,000 | 61 | 30 |
| Aiwcall | 1917 | 8,300 | 16,000 | 340 | 300 |
| Aiwa | 1900 | 7,400 | 40,000 | 400 | 300 |
| Aiwcall | 1903 | 8,300 | 9,000 | 300 | 30 |
| Aiwcaaa | 1905 | 7,000 | 19,200 | 411 | 400 |
| Aiwlo | 1900 | 1,700 | 7,000 | 30 | 10 |
| Aiwcada | 1919 | 10,000 | | 200 | 400 |
| Aiwchwaldo | 1919 | 10,000 | 32,000 | 411 | 400 |
| Aiwca | 1900 | 1,900 | 11,700 | 90 | 40 |
| Aiwcag | 1919 | 7,400 | 17,000 | | 300 |
| Aiwa | 1900 | 400 | | 20 | |
| Aiwada | 1911 | 8,000 | 30,700 | 170 | 200 |
| Aiwca | 1910 | 8,000 | 8,200 | 160 | 170 |
| Aiwy-dent | 1900 | 8,000 | 22,000 | 180 | 160 |
| Aiwka | 1910 | 400 | 4,000 | 30 | |
| Aiwaad | 1900 | 8,200 | 19,000 | 200 | 200 |
| Aiwaar | 1900 | 1,800 | | 110 | 90 |
| Aiwaark | 1900 | 1,000 | 4,000 | 70 | 40 |
| Aiwdora | 1907 | 8,000 | 21,000 | 400 | 400 |
| Aiwarrak | 1900 | 8,000 | | | |
| Aiwgal | 1900 | 1,400 | 4,000 | 90 | 70 |
| Aiwla | 1900 | 11,400 | 41,000 | 400 | 440 |
| Aiwalberg | 1907 | 3,000 | 8,000 | 400 | 400 |
| Aiwaaa | 1900 | 3,000 | 19,000 | 200 | 200 |
| Aiwaaberg | 1904 | 1,000 | 10,000 | 70 | 70 |
| Aiwary | 1904 | 3,000 | | 100 | |
| Aiwarr | 1900 | 7,000 | 5,000 | 90 | |
| Aiwara | 1900 | 3,000 | 6,000 | 140 | 110 |
| Aiwbergala | 1900 | 7,300 | 14,000 | 400 | 410 |
| Aiwbwch | 1900 | 1,000 | 4,000 | 70 | 70 |
| Aiwcaad | 1900 | 900 | 3,000 | | |
| Aiwd | 1900 | 3,000 | 7,000 | 100 | 100 |
| Aiwdbe | 1900 | 3,000 | 7,400 | 100 | 100 |
| Aiwlaad | 1900 | 3,700 | 10,000 | 100 | |
| Aiwada | 1900 | 3,000 | 3,000 | 100 | 140 |
| Aiwadaa | 1900 | 3,000 | | 100 | 200 |
| Aiwd | 1900 | 1,400 | 7,000 | 90 | 40 |
| Aiwd | 1900 | 1,000 | 4,000 | 70 | 40 |
| Aiwda | 1900 | 1,700 | 4,000 | 80 | 40 |
| Aiwa | 1900 | 3,000 | 3,000 | 80 | |
| Aiwbaa | 1900 | 11,400 | 100,000 | | 100 |
| Aiwck | 1900 | 1,000 | 4,000 | 40 | 30 |
| Aiwa | 1900 | 7,000 | 20,000 | 400 | 400 |
| Aiwgar | 1900 | 1,000 | 7,000 | 40 | 30 |
| Aiwdal | 1900 | 10,000 | 30,000 | | |
| Aiwaaaad | 1900 | 7,000 | | 140 | 100 |

D.W.C. — Le port en lourd approximatif du navire en tonnes de 2,240 lbs. (1016 kilos.) pour calculer le chargement de marchandises, conformément au Plimsoll d'où ce nom même.

P.B. — La capacité approximative en pieds cubes des soutes frais, comprise tous revêtements et les divers de cargaison au dessus des barres.

CAPACITÉ POUR GRAINS — Le volume des soutes en millions de pieds cubes, comprit tous revêtements et les divers de cargaison au dessus des barres, y compris les ouvertures.

CAPACITÉ POUR BALLES DE COTON — Le volume des soutes en millions de pieds cubes, comprit les dalles des barres et les divers de cargaison au dessus des barres, y compris les ouvertures.

POUR LES NAVIRES À INSTALLATIONS FRIGORIFIQUES le volume des soutes est pris après la pose des revêtements isolants.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Date of Build. | D.W.C. in tons and hundredths | Cubic Capacity: In bale. P.B. | Cubic Capacity: In thousands of feet. Grain. | Cubic Capacity: In thousands of feet. Bale. |
|---|---|---|---|---|---|
| Hiawig | 1919 | 3,231 | ... | 131 | 119 |
| Hilera Mara | 1920 | 800 | 4,444 | ... | ... |
| Hilera Denard | 1922 | 140 | 4,500 | ... | ... |
| Hilera Gallion | 1909 | 420 | 4,130 | ... | ... |
| Hilga | 1920 | 571 | 4,600 | 34 | 30 |
| Hilot van de Heide | 1919 | 3,264 | ... | ... | 129 |
| Hilga | 1919 | 7,260 | 16,423 | 303 | 302 |
| Hirtenser | 1890 | 741 | ... | ... | ... |
| Hannigal | 1917 | 1,240 | 12,600 | 73 | ... |
| Hanlizy | 1920 | 2,800 | ... | ... | 191 |
| Hawi | 1906 | 2,640 | 8,000 | 120 | ... |
| Hayrica | 1912 | 3,500 | 10,000 | 190 | 195 |
| Hawlon | 1905 | 2,204 | 14,311 | 111 | 204 |
| Hayfield | 1901 | 2,736 | 10,800 | 121 | 120 |
| Haylant I | 1903 | 3,000 | ... | 130 | 144 |
| Haystal | 1906 | 7,450 | ... | 446 | 410 |
| Heafrid | 1920 | 1,240 | 3,200 | 70 | ... |
| Heawdon | 1902 | 737 | 4,100 | ... | ... |
| Hagra | 1914 | 3,000 | 13,000 | ... | 86 |
| Helsing | 1904 | 3,220 | 7,780 | 180 | 159 |
| Hanny | 1919 | 3,022 | ... | ... | ... |
| Helerhaven | 1905 | 2,100 | ... | ... | 111 |
| Helena | 1902 | 600 | 3,150 | 21 | ... |
| Hidra Strange | 1921 | 540 | 2,250 | 20 | 29 |
| Helaga | 1914 | 4,150 | 12,318 | 207 | 200 |
| Hemlin | 1903 | 5,400 | 44,240 | 433 | 437 |
| Hilo Thunderspike | 1899 | 2,150 | 21,700 | 143 | 140 |
| Hanyarar | 1920 | 500 | 3,000 | 23 | ... |
| Helendal | 1919 | 3,400 | 8,271 | 170 | 159 |
| Helena | 1917 | 2,200 | ... | 151 | 105 |
| Helaiva | 1906 | 3,000 | ... | 270 | 269 |
| Helena | 1921 | 3,700 | ... | ... | ... |
| Helen | 1902 | 6,870 | ... | ... | ... |
| Helfrid | 1917 | 750 | 4,410 | 31 | 29 |
| Helgiliet | 1906 | 14,000 | ... | ... | ... |
| Helling | 1919 | 4,420 | 29,210 | 197 | 191 |
| Helluva | 1919 | 3,400 | 5,182 | 430 | ... |
| Helitaire | 1920 | 4,600 | ... | ... | ... |
| Helka | 1919 | 8,450 | ... | ... | ... |
| Helm | 1921 | 8,200 | 35,150 | 440 | 424 |
| Helm | 1917 | 3,000 | 14,000 | 89 | 70 |
| Helle | 1919 | 4,200 | ... | 404 | 444 |
| Helelen | 1921 | 6,400 | ... | ... | ... |
| Helstrid | 1902 | 1,200 | ... | ... | ... |
| Helvibra | 1910 | 1,200 | ... | 150 | 144 |
| Hemali | 1906 | 6,015 | 22,000 | 262 | 252 |
| Himalaya Mara | 1917 | 9,462 | 27,432 | 443 | 407 |
| Hemerity | 1920 | 3,130 | 6,141 | 220 | 490 |
| Hemerset Coast | 1920 | 2,000 | 8,000 | 91 | 93 |
| Hemerstahire | 1921 | 14,850 | 1,700 | 114 | 122 |
| Hemerville | 1920 | 7,280 | ... | 410 | 423 |
| Hemmerstad | 1920 | 8,221 | ... | ... | ... |
| Hene Gieng | 1922 | 1,000 | ... | ... | 42 |
| Henia | 1921 | 5,150 | 16,110 | 251 | 251 |
| Hengdel | 1917 | 3,140 | 20,581 | 149 | 139 |
| Henla | 1920 | 3,200 | 6,656 | 144 | 155 |
| Henja | 1920 | 2,400 | 13,000 | 199 | 192 |
| Henja | 1920 | 2,800 | 8,460 | 149 | 187 |
| Henja Maersk | 1921 | 3,000 | ... | 151 | 150 |
| Hennebile | 1918 | 19,000 | 41,220 | 960 | 160 |
| Henna | 1906 | 4,500 | ... | ... | 91 |
| Henrie | 1918 | 8,200 | 15,440 | ... | 400 |
| Henlor | 1902 | ... | ... | 200 | ... |
| Heglie | 1920 | 1,500 | 4,000 | 79 | 72 |
| Heiachi Mara | 1920 | 6,350 | 21,450 | 300 | 290 |
| Herserve | 1919 | 740 | 4,047 | 32 | 29 |
| Herland | 1918 | 2,050 | 15,000 | 136 | 146 |
| Herrangen | 1920 | 3,440 | 11,473 | 194 | 249 |
| Herrera | 1921 | 6,000 | ... | 400 | 340 |
| Herra | 1912 | 1,400 | ... | ... | ... |

| Name of Vessel. | Date of Build. | D.W.C. in tons and hundredths | Cubic Capacity: In bale. P.B. | Cubic Capacity: In thousands of feet. Grain. | Cubic Capacity: In thousands of feet. Bale. |
|---|---|---|---|---|---|
| Hendon | 1921 | 9,042 | 34,520 | 607 | 515 |
| Herald Fisher | 1919 | 500 | 3,540 | ... | 29 |
| Herth America | 1911 | 8,171 | ... | ... | ... |
| Herth Pole | 1918 | 5,100 | 72,190 | ... | 182 |
| Herthborough | 1918 | 4,400 | 22,020 | 474 | 420 |
| Herthern Coast | 1911 | 8,471 | 8,016 | 131 | 118 |
| Herthern Cross | 1920 | 11,174 | 152,040 | ... | 449 |
| Herthern Prince | 1909 | 8,000 | ... | 622 | 494 |
| Herthern Princess | 1913 | 16,146 | 62,900 | ... | ... |
| Herthern Star | 1921 | 14,400 | ... | ... | ... |
| Herthern Sword | 1918 | 9,420 | 10,290 | 174 | 160 |
| Herthernar | 1918 | 740 | 8,042 | 32 | 29 |
| Herthgate | 1906 | 8,840 | 35,100 | 532 | 473 |
| Herthlolm | 1919 | 1,204 | 5,002 | 79 | 73 |
| Herstra | 1906 | 2,000 | 9,190 | 100 | ... |
| Herya Mara | 1916 | 800 | 1,030 | 41 | ... |
| Herycrdam | 1922 | 11,800 | 148,870 | 558 | 500 |
| Herender | 1917 | 2,840 | 9,000 | 102 | 108 |
| Herrinlim | 1921 | 4,847 | ... | 824 | 811 |
| Herrinrate | 1900 | 6,344 | 20,484 | 368 | 347 |
| Hers | 1919 | 2,200 | 17,001 | 145 | 140 |
| Herska | 1919 | 1,018 | 3,870 | 49 | 43 |
| Herrel | 1921 | 4,050 | ... | ... | ... |
| Herrifist | 1904 | 2,850 | 18,000 | 122 | 123 |
| Herslaus | 1908 | 575 | 4,200 | 43 | 49 |
| Herner Kellogg | 1919 | 7,240 | ... | ... | ... |
| Herslow | 1920 | 1,300 | ... | ... | ... |
| Hers | 1900 | 3,850 | 10,125 | 116 | ... |
| Hers | 1912 | 1,000 | 5,000 | 24 | 23 |
| Hers | 1919 | 1,871 | 15,345 | 98 | 87 |
| Herytank | 1920 | 8,700 | ... | ... | ... |
| Hylinx | 1914 | 6,400 | 40,000 | ... | 231 |
| Hylora | 1901 | 3,100 | 13,152 | 233 | 233 |
| Hylolette | 1920 | 7,200 | ... | ... | ... |
| Hyperbang | 1907 | 2,420 | 3,470 | 122 | 112 |
| Hylaby | 1910 | 6,380 | 18,200 | 320 | 300 |
| Hytanagie | 1917 | 10,400 | ... | ... | ... |
| Hyrila | 1922 | 6,370 | ... | ... | ... |
| Hyslaus | 1920 | 3,250 | 20,600 | 140 | 183 |
| Hyoulitre | 1907 | 9,742 | ... | ... | ... |
| Hyorta | 1909 | 4,921 | 14,410 | 259 | 240 |
| Hyramer | 1920 | 2,060 | ... | ... | ... |
| Hyrayvile | 1920 | 500 | 2,700 | 20 | 23 |
| Hyrewald | 1902 | 6,170 | 20,102 | 400 | 451 |
| Hyrlably | 1902 | 2,850 | 13,000 | 122 | 183 |
| Hyrlybank | 1920 | 4,700 | ... | ... | ... |
| Hyringfold | 1920 | 4,250 | ... | 414 | 410 |
| Hyrinfuenna | 1921 | 10,500 | 79,170 | 512 | 460 |
| Hyrit | 1919 | 600 | 5,400 | 23 | ... |
| Hyrt | 1919 | 3,300 | 17,200 | 146 | 140 |
| Hyta | 1912 | 1,500 | ... | ... | ... |
| Hyrkeno | 1911 | 5,750 | 3,400 | 200 | 217 |
| Hyr | 1900 | 6,200 | 11,000 | 250 | 207 |
| Hual Amsterdam | 1920 | 6,200 | 7,900 | 213 | 207 |
| Hual Arnhem | 1920 | 6,200 | 7,900 | 213 | 207 |
| Hual Dordrecht | 1920 | 6,200 | 7,900 | 213 | 207 |
| Hual Haarlem | 1920 | 6,250 | 11,115 | 214 | 211 |
| Hual Zaandam | 1919 | 3,200 | 8,270 | 140 | 184 |
| Hual Zuit-Bommel | 1919 | 3,200 | 7,242 | 171 | 150 |
| Hualcanna | 1920 | ... | 10,000 | 415 | ... |
| Hualcra II. | 1914 | 800 | 2,700 | 32 | 32 |
| Hual Emden | 1901 | 7,000 | 20,870 | 402 | 394 |
| Hufferdshire | 1920 | 10,440 | ... | ... | 326 |
| Hugen | 1919 | 4,150 | 11,800 | 202 | 188 |
| Hughwell | 1896 | 600 | ... | 27 | ... |
| Hugpool | 1902 | 7,400 | 32,100 | 640 | 350 |
| Hulbeck | 1902 | 2,600 | 13,300 | 142 | 160 |
| Hukeeby | 1920 | 6,750 | 13,400 | 302 | 304 |
| Hul | 1921 | 4,470 | ... | ... | ... |
| Hulhoun | 1912 | 3,340 | 4,200 | 134 | 124 |

D.W.C.—The approximate deadweight capacity in tons, of 2,240lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

P.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of the cargo spaces are taken after fitting installation.

**Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.**

*(Les renseignements sont donnés d'après l'autorité des Armateurs, sauf pour ceux marqués d'un asterisque. Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Noms des Navires | Pavillon | Port en lourd approximatif (Tonnes) | Capacité cubique approximative (Tonnes) | Pieds cubes | Pieds cubes par tonne de port en lourd | Pieds cubes par tonne de port en lourd |
|---|---|---|---|---|---|---|
| | | | | P.B.—Balles | Grains | Balles |
| Stanze Fabiano | [illegible] | 7,200 | 19,800 | 412 | 275 | |
| Standella | [illegible] | 1,840 | — | 74 | 35 | |
| Standfast | [illegible] | 3,600 | 8,000 | — | — | |
| Stanor | [illegible] | 1,100 | 5,400 | 49 | 95 | |
| Stanford | [illegible] | 12,000 | — | — | — | |
| Stanford | [illegible] | 2,190 | 6,300 | 100 | 70 | |
| Stanford Arrow | [illegible] | 18,000 | — | — | — | |
| Stanford Barrow | [illegible] | 1,100 | — | — | — | |
| Stanford | [illegible] | 8,400 | — | 446 | 443 | |
| Stanlaw | [illegible] | 1,192 | 1,200 | 41 | — | |
| Stanta | [illegible] | 3,700 | 9,300 | 146 | 170 | |
| Stanley | [illegible] | 3,700 | — | 318 | 170 | |
| Stanley Dollar | [illegible] | 3,700 | 8,100 | 140 | 130 | |
| Stanwell | [illegible] | 600 | 2,270 | 30 | 30 | |
| Stanwood | [illegible] | 400 | — | — | — | |
| Star | [illegible] | 1,050 | — | — | — | |
| Star of Alexandria | [illegible] | 7,100 | 21,100 | 472 | 646 | |
| Star of Union | [illegible] | 7,400 | 13,700 | 390 | 323 | |
| Starck | [illegible] | 3,400 | — | 400 | 204 | |
| Stargard | [illegible] | 1,800 | 7,000 | 90 | 95 | |
| Starling | [illegible] | 1,400 | — | — | 231 | |
| Start | [illegible] | 2,500 | 16,000 | 141 | 139 | |
| Stassfurt | [illegible] | 10,300 | 19,300 | 661 | 330 | |
| State of Maryland | [illegible] | 700 | 3,170 | — | 70 | |
| State of Virginia | [illegible] | 700 | 3,170 | — | 70 | |
| Statendam | [illegible] | 16,700 | — | 660 | 444 | |
| Statio A. | [illegible] | 1,100 | 3,500 | 42 | — | |
| Statira | [illegible] | 7,600 | 20,100 | 422 | 266 | |
| Stavangeren | [illegible] | 1,400 | — | 60 | — | |
| Stavangerfjord | [illegible] | 7,200 | 20,400 | 315 | 279 | |
| Steaua Romana | [illegible] | 7,300 | 49,900 | 300 | — | |
| Steel Age | [illegible] | 6,700 | 6,500 | 477 | 400 | |
| Steel Chemist | [illegible] | 3,700 | — | 320 | 113 | |
| Steel Engineer | [illegible] | 3,110 | — | 320 | 113 | |
| Steel Exporter | [illegible] | 5,400 | — | 310 | 420 | |
| Steel Inventor | [illegible] | 5,400 | — | 310 | 420 | |
| Steel Mariner | [illegible] | 5,700 | — | 316 | 420 | |
| Steel Navigator | [illegible] | 5,300 | — | 315 | 420 | |
| Steel Seaport | [illegible] | 5,200 | — | 314 | 420 | |
| Steel Scientist | [illegible] | 5,400 | — | 310 | 420 | |
| Steel Seafarer | [illegible] | 5,300 | — | 310 | 420 | |
| Steel Trader | [illegible] | 5,400 | — | 310 | 420 | |
| Steel Traveler | [illegible] | 10,000 | — | 600 | 800 | |
| Steel Voyager | [illegible] | 8,100 | 6,100 | 477 | 400 | |
| Steel Worker | [illegible] | 5,300 | — | 310 | 420 | |
| Steelmaker | [illegible] | 6,000 | 6,300 | 477 | 400 | |
| Steelmaster | [illegible] | 3,700 | — | 320 | 113 | |
| Steelore | [illegible] | 21,200 | — | — | 473 | |
| Steelton | [illegible] | 6,000 | — | — | — | |
| Steelvender | [illegible] | 3,700 | — | 320 | 113 | |
| Steelville | [illegible] | 8,300 | 22,120 | 400 | 367 | |
| Steerman | [illegible] | 700 | — | — | — | |
| Stefano | [illegible] | 1,470 | 4,000 | — | — | |
| Stefano Costamagna | [illegible] | 5,700 | 23,100 | 400 | 400 | |
| Steghing | [illegible] | 800 | 1,120 | 44 | 40 | |
| Steglberg | [illegible] | 2,100 | 6,600 | 100 | 100 | |
| Stegge | [illegible] | 5,000 | — | — | — | |
| Steigerwald | [illegible] | 7,100 | 20,000 | 300 | 300 | |
| Stein | [illegible] | 2,400 | 20,100 | 100 | 100 | |
| Steinberg | [illegible] | 2,200 | 11,000 | 100 | 60 | |
| Steinegrin | [illegible] | 2,200 | 3,000 | 46 | 40 | |
| Steinhoff | [illegible] | 1,800 | — | 74 | 71 | |
| Steinmann | [illegible] | 700 | 8,500 | 21 | 89 | |
| Steinstad | [illegible] | 4,100 | 12,000 | 200 | 200 | |
| Steinvik | [illegible] | 1,700 | 8,100 | 62 | 75 | |
| Stella | [illegible] | 4,800 | — | — | — | |
| Stella | [illegible] | 1,500 | 14,700 | 200 | 300 | |
| Stella | [illegible] | 1,000 | — | 60 | — | |
| Stella | [illegible] | 1,400 | 6,000 | 70 | 70 | |

| Noms des Navires | Pavillon | Port en lourd approximatif (Tonnes) | Capacité cubique approximative (Tonnes) | Pieds cubes | Pieds cubes par tonne de port en lourd | Pieds cubes par tonne de port en lourd |
|---|---|---|---|---|---|---|
| | | | | P.B.—Balles | Grains | Balles |
| Stella D'Italia | [illegible] | 4,100 | — | — | — | 100 |
| Stella Lyra | [illegible] | 4,100 | 30,100 | 100 | — | 107 |
| Stella Polaris | [illegible] | 1,700 | — | — | — | — |
| Stelvio | [illegible] | 9,400 | — | 440 | — | — |
| Stena | [illegible] | 2,000 | 7,200 | 90 | 84 | |
| Stenman | [illegible] | 2,800 | — | 111 | 100 | |
| Stenoly | [illegible] | 6,900 | — | 300 | 200 | |
| Stephanie | [illegible] | 1,800 | 2,500 | 44 | — | |
| Stephen | [illegible] | 6,000 | 21,400 | 300 | 300 | |
| Stephen B. Jones | [illegible] | 7,000 | 19,000 | 300 | 300 | |
| Stepney | [illegible] | 1,100 | 3,700 | 18 | — | |
| Steno | [illegible] | 2,400 | 7,400 | 100 | — | |
| Stettin | [illegible] | 800 | 3,700 | 84 | — | |
| Stig Dorthea | [illegible] | 6,700 | 7,300 | 100 | 170 | |
| Stigstad | [illegible] | 8,100 | — | — | — | |
| Stillman | [illegible] | 2,300 | — | 104 | 100 | |
| Stillwater | [illegible] | 2,500 | 10,000 | 100 | 100 | |
| Stina | [illegible] | 2,900 | — | 120 | 110 | |
| Stirlingshire | [illegible] | 9,100 | 19,200 | 400 | 400 | |
| Stjernebrog | [illegible] | 8,300 | — | 400 | 400 | |
| Stockholm | [illegible] | 2,400 | — | 150 | 130 | |
| Stockholm | [illegible] | 700 | — | — | 30 | |
| Stockport | [illegible] | 1,200 | 7,300 | 70 | 90 | |
| Stockwell | [illegible] | 6,000 | 15,000 | 600 | 600 | |
| Stolwijk | [illegible] | 6,000 | 13,000 | 170 | — | |
| Stolzenfels | [illegible] | 10,700 | 47,700 | 400 | 400 | |
| Stonegate | [illegible] | 8,000 | 19,000 | 600 | 500 | |
| Stongfoot | [illegible] | 8,000 | 8,000 | 400 | 400 | |
| Stor | [illegible] | 1,200 | 4,000 | 51 | 40 | |
| Storaager | [illegible] | 10,000 | — | 600 | — | |
| Storfjord | [illegible] | 3,700 | 11,100 | 140 | 137 | |
| Storfore | [illegible] | 700 | 4,000 | 24 | 30 | |
| Stork | [illegible] | 2,700 | 9,200 | 104 | 140 | |
| Storm | [illegible] | 1,200 | 3,000 | 60 | 30 | |
| Stormare | [illegible] | 5,400 | 8,800 | 100 | 140 | |
| Stornbal | [illegible] | 15,000 | — | — | — | |
| Storvik | [illegible] | 6,000 | 10,700 | 300 | 200 | |
| Storviken | [illegible] | 7,500 | — | 400 | 370 | |
| Strabo | [illegible] | 8,000 | 40,000 | 400 | 400 | |
| Strand | [illegible] | 5,400 | 7,400 | 120 | 130 | |
| Strana | [illegible] | 2,600 | — | 120 | 110 | |
| Strana | [illegible] | 8,300 | 18,000 | 300 | 300 | |
| Strasburg | [illegible] | 1,200 | 4,000 | 50 | 40 | |
| Strasburg | [illegible] | 1,000 | 4,000 | 60 | 50 | |
| Strass | [illegible] | 4,500 | 10,000 | 170 | 100 | |
| Strasse | [illegible] | 5,600 | 12,000 | 140 | 140 | |
| Strass Fisher | [illegible] | 800 | 2,400 | 40 | 40 | |
| Streatfield | [illegible] | 6,000 | — | — | 300 | |
| Streatwalk | [illegible] | 8,200 | 14,000 | 300 | 300 | |
| Strepe | [illegible] | 4,400 | 7,200 | 80 | 80 | |
| Strid | [illegible] | 9,100 | — | — | — | |
| Strokha | [illegible] | 8,000 | — | — | — | |
| Strom Firth | [illegible] | 300 | 3,000 | 40 | — | |
| Stuart Prince | [illegible] | 6,600 | 13,200 | 300 | 300 | |
| Stuart Star | [illegible] | 10,000 | — | — | 300 | |
| Studen Rose | [illegible] | 1,200 | — | — | — | |
| Studholme | [illegible] | 7,800 | 16,000 | 400 | 400 | |
| Sturla | [illegible] | 1,700 | — | 80 | 80 | |
| Sturmfels | [illegible] | 9,100 | 20,000 | 500 | 400 | |
| Sturmow | [illegible] | 2,000 | — | — | — | |
| Sturrock | [illegible] | 1,000 | — | 40 | 30 | |
| Stuyvesant | [illegible] | 5,800 | 21,200 | 300 | 300 | |
| Styliani | [illegible] | 4,400 | 8,800 | 180 | — | |
| Sylviane Dostalkovic | [illegible] | 5,200 | 10,500 | 300 | 300 | |
| Sabadoc | [illegible] | 5,200 | 14,000 | 270 | 280 | |
| Saalmon | [illegible] | 5,300 | 14,000 | 270 | 280 | |
| Saalhoon | [illegible] | 5,300 | 20,500 | 270 | 280 | |
| Sad | [illegible] | 4,100 | 8,100 | 200 | 400 | |
| Saharanpur | [illegible] | 5,300 | 14,000 | 270 | 280 | |
| Sadbury | [illegible] | 5,300 | 15,000 | 300 | 300 | |

D.W.C.—Le port en lourd approximatif de marle en tonnes de 2,240 lbs. (1016 kilos) pour cargaison et charbon de soutes, chargeoient au franc-bord 2/30 en sus sels.

P.B.—La capacité approximative en pieds cubes des soutes fixes, moins leurs membrures et du dessus de voiturage au dessus des barres.

Capacité pour Grains—Le volume des cales en millieu de pieds cubes, moins leurs membrures et du dessus de voiturage au dessus des barres, y compris les dunnilles.

Capacité pour Balles et Coffre—Le volume des cales en millieu de pieds cubes, moins en dehors des barres et du dessus de voiturage au dessus des barres, y compris les dunnilles.

Pour les Navires à Installation Frigorifique le volume des cales est pris après la pose du revêtement isolant.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Date of Build. | D.W.C. in tons of 2,240 lbs. | Cubic Capacity. In tons. | Cubic Capacity. In thousands of feet. | |
|---|---|---|---|---|---|
| | | | P.B. | Grain. | Bale. |
| Hadleigh | 1915 | 500 | 3,344 | — | 31 |
| Haferholm | 1917 | 7,900 | — | — | — |
| Halcyon | 1919 | 11,000 | 40,200 | 604 | 551 |
| Halmer | 1920 | 1,570 | — | — | — |
| Halsteve | 1920 | 1,750 | 14,000 | 272 | 256 |
| Hania | 1919 | 6,520 | 4,800 | 202 | 212 |
| Hania | 1919 | 3,250 | 12,000 | 200 | 152 |
| Hanko | 1920 | 1,700 | 14,000 | 276 | 256 |
| Hanko | 1921 | 1,650 | 14,000 | 276 | 256 |
| Hans Mare | 1919 | 6,950 | 14,017 | 217 | 210 |
| Suffolk | 1911 | 7,900 | 14,420 | 641 | — |
| Suffolk Coast | 1917 | 1,131 | 3,794 | 54 | 50 |
| Sui Kong | 1917 | 1,600 | — | — | — |
| Suki Maru | 1919 | 3,700 | 14,000 | 247 | 237 |
| Sulaco | 1920 | 8,200 | 37,250 | 902 | 168 |
| Sulatria | 1920 | 8,200 | 31,500 | 820 | 692 |
| Sulo | 1920 | 2,050 | 9,100 | 150 | 141 |
| Sulor | 1919 | 2,050 | 9,000 | 147 | 137 |
| Sullipolma | 1921 | 600 | — | 30 | 32 |
| Sultan Star | 1920 | 11,400 | 125,000 | — | 545 |
| Sulteria | 1907 | 6,000 | 15,500 | 847 | 417 |
| Sumi Maru | 1902 | 3,020 | 15,000 | — | 139 |
| Sumatra | 1920 | 3,850 | 14,000 | 250 | 220 |
| Sumatra | 1919 | 10,150 | — | 420 | 420 |
| Sumatra | 1907 | 8,400 | — | 500 | 473 |
| Sumatra | 1904 | 1,262 | — | — | — |
| Sumida Maru | 1919 | 5,400 | — | — | — |
| Sun | 1920 | 13,400 | — | — | — |
| Sunbeam | 1919 | 10,000 | — | — | — |
| Sund | 1907 | 800 | 2,100 | — | — |
| Sundance | 1919 | 7,000 | — | 400 | 212 |
| Sunflet | 1909 | 1,400 | — | 70 | 66 |
| Sundaar | 1906 | 1,000 | 6,000 | 40 | 45 |
| Sundstorp | 1904 | 2,400 | 8,000 | 101 | — |
| Sunfleet | 1920 | 5,200 | 14,000 | 270 | 226 |
| Sunnerdam | 1920 | 5,200 | 14,000 | 270 | 226 |
| Sunrise | 1920 | 5,200 | 14,000 | 270 | 226 |
| Sunflower | 1903 | 1,067 | — | 27 | — |
| Sunik | 1913 | 2,320 | — | — | — |
| Sunjee | 1919 | 5,134 | 3,700 | 302 | 244 |
| Sunland | 1919 | 7,725 | — | 472 | 396 |
| Sunnavik | 1921 | 8,400 | — | 500 | 470 |
| Sunnland | 1920 | 900 | — | 86 | — |
| Sunol | 1921 | 13,400 | — | — | — |
| Sunray | 1917 | 5,150 | 10,000 | 200 | 200 |
| Sunting | 1920 | 1,200 | 3,500 | 50 | — |
| Sunwen Noto | 1921 | 1,600 | — | 71 | 62 |
| Sunwen Polar | 1921 | 1,600 | — | 71 | 62 |
| Superga | 1920 | 6,200 | — | — | — |
| Superior | 1919 | 1,200 | 6,300 | — | — |
| Superior | 1920 | 5,200 | 14,000 | 250 | 236 |
| Supreme | 1921 | 1,200 | 4,000 | — | — |
| Suleda | 1920 | 7,000 | 25,000 | 420 | 347 |
| Surewater | 1921 | 2,400 | 10,000 | 122 | 116 |
| Surfaam | 1920 | 8,000 | — | — | — |
| Surfaamer | 1920 | 2,152 | 10,000 | 109 | 147 |
| Surgan Conda | 1904 | 8,470 | 26,000 | 464 | 420 |
| Surville | 1919 | 8,000 | 15,900 | 290 | 330 |
| Susa | 1902 | 1,030 | — | — | — |
| Susan | 1903 | 2,000 | — | — | — |
| Susan Maersk | 1920 | 3,700 | 7,000 | 300 | 160 |
| Susan T. Lockenbach | 1918 | 3,700 | 9,000 | — | 404 |
| Susanna | 1918 | 1,130 | — | — | — |
| Sussexian | 1921 | 5,200 | 14,000 | 270 | 226 |
| Sutherland | 1919 | 8,000 | 18,200 | 420 | 368 |
| Sutherland | 1919 | 7,500 | 21,700 | 413 | 374 |
| Sutherland | 1920 | 7,500 | 21,150 | 332 | 318 |
| Sutherland Grange | 1907 | 8,800 | 30,200 | 598 | — |
| Suturpo | 1920 | 5,200 | 14,000 | 270 | 226 |
| Suwa Maru | 1914 | 12,400 | 40,500 | — | — |

| Name of Vessel. | Date of Build. | D.W.C. in tons of 2,240 lbs. | Cubic Capacity. In feet. | Cubic Capacity. In thousands of feet. | |
|---|---|---|---|---|---|
| | | | P.B. | Grain. | Bale. |
| Suwartane | 1920 | 5,300 | 14,000 | 270 | 250 |
| Suzanne | 1920 | 5,300 | 11,500 | 240 | 172 |
| Suzanne et Marie | 1891 | 2,000 | 3,000 | 91 | 80 |
| Swaan | 1912 | 3,250 | 10,000 | 204 | — |
| Swale | 1905 | 1,450 | 10,120 | 61 | 77 |
| Swana | 1921 | 4,200 | 15,100 | 196 | 184 |
| Swanholm | 1920 | 4,900 | — | 213 | 203 |
| Swanna | 1913 | 310 | — | — | — |
| Swangata | 1919 | 1,000 | 14,000 | 78 | 72 |
| Swanhild | 1919 | 1,050 | 9,000 | 109 | 102 |
| Swanholm | 1922 | 2,270 | 5,100 | 140 | 121 |
| Swanholm | 1917 | 1,000 | 4,000 | 67 | 59 |
| Swarton | 1908 | 6,130 | 18,000 | 209 | 203 |
| Swartown | 1919 | 2,000 | 8,470 | 90 | 91 |
| Swartua | 1906 | 6,000 | 21,000 | 186 | 173 |
| Swarr | 1919 | 3,000 | 20,200 | 159 | 142 |
| Swava | 1904 | 1,070 | 6,000 | 91 | 86 |
| Swea | 1906 | 1,000 | 4,000 | — | — |
| Swea | 1900 | 800 | 2,870 | 69 | 68 |
| Sweborg | 1921 | 13,700 | — | — | — |
| Sweadroit | 1919 | 8,100 | — | 471 | 440 |
| Sweagirl | 1919 | 7,331 | — | 388 | 371 |
| Swedgen | 1919 | 8,500 | — | — | — |
| Sweed Fiya | 1921 | 21,300 | 130,379 | — | — |
| Sweed Fiya I | 1904 | 6,000 | — | 225 | — |
| Sweed Fie | 1921 | 3,150 | 8,000 | 192 | 180 |
| Sweeaks | 1910 | 750 | — | 32 | — |
| Sweeker | 1916 | 700 | — | 28 | — |
| Sweere Sigurdsson | 1920 | 1,000 | 4,000 | — | 62 |
| Sweet Dove | 1902 | 9,500 | 18,500 | 298 | 279 |
| Sweet Nikola | 1920 | 720 | — | 34 | 34 |
| Swiftia | 1916 | 2,000 | 6,500 | 100 | — |
| Swiftstow | 1919 | 7,249 | — | 387 | 334 |
| Swifthill | 1917 | 8,000 | — | — | — |
| Swifter | 1917 | 8,000 | — | — | — |
| Swiftcourse | 1908 | 2,140 | — | — | 88 |
| Swiftly | 1917 | 8,000 | 11,300 | 400 | 404 |
| Swedra | 1920 | 500 | 1,000 | 39 | 27 |
| Swinstowit | 1908 | 8,200 | 21,000 | — | 373 |
| Swift | 1920 | 1,000 | 4,400 | — | 69 |
| Swiftarrow | 1921 | 12,000 | — | — | 160 |
| Swiftbeagle | 1921 | 12,000 | — | — | 160 |
| Swiftlight | 1921 | 12,000 | — | — | 160 |
| Swiftmoor | 1921 | 12,000 | — | — | 160 |
| Swiftness | 1921 | 12,000 | — | — | 160 |
| Swiftness | 1920 | 3,000 | 8,500 | 90 | 90 |
| Swiftwater | 1921 | 9,000 | 16,400 | 192 | 170 |
| Swiftwind | 1921 | 12,000 | — | — | 160 |
| Switzerland | 1902 | 1,000 | 5,737 | 102 | 97 |
| Swyafleet | 1914 | 1,600 | 6,000 | 50 | 72 |
| Swithold | 1919 | 3,800 | 9,000 | 196 | 174 |
| Sydor | 1914 | 7,500 | 6,000 | 194 | 120 |
| Sydland | 1920 | 10,000 | 37,200 | 607 | 432 |
| Sydney Maru | 1919 | 6,721 | 32,000 | 401 | 530 |
| Sylva | 1914 | 7,000 | 37,300 | 420 | 519 |
| Sylvan Arrow | 1919 | 12,242 | — | 620 | 566 |
| Sylvia | 1900 | 340 | 6,300 | — | 33 |
| Syra | 1921 | 4,379 | 13,140 | 254 | 230 |
| Syrian Prince | 1919 | 4,800 | 8,200 | 202 | 224 |
| Syros | 1920 | 6,772 | — | 476 | 449 |
| Sze Wan | 1909 | 1,028 | 10,000 | 90 | 90 |
| T. A. D. Jones | 1917 | 4,561 | 30,000 | 171 | 171 |
| T. J. Williams | 1921 | 11,900 | — | — | — |
| T. P. Tilling | 1920 | 500 | 1,000 | 23 | — |
| Taarbaek | 1921 | 3,000 | 6,300 | 134 | 149 |
| Tabaron | 1919 | 700 | 8,200 | 21 | 29 |

D.W.C.—The approximate deadweight capacity in tons, of 2,240 lbs., for cargo and bunkers of the vessel when loaded to sea water to the summer freeboard.

P.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo space, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo space, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of cargo spaces are taken after fitting insulation.

**Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.**

*(Les renseignements sont donnés d'après l'inclusion des Registres, mais garantis et comme approximativement exacts. Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom du Navire | Année de la construction | D.W.C. — Poids en tonnes de 2,240 lbs. | Capacité cubique — Bal. | Capacité cubique — Grain | Capacité cubique — Balles |
|---|---|---|---|---|---|
| Tabariotes | 1914 | 8,200 | | | 820 |
| Tabarka | 1904 | 2,200 | 12,400 | 614 | 500 |
| Tabas | 1909 | 11,000 | | 600 | 600 |
| Tabria | 1901 | 10,300 | | 600 | 600 |
| Tacoma Maru | 1921 | 8,900 | 38,270 | 900 | |
| Tacuto | 1920 | 2,700 | | 170 | 160 |
| Tahoma | 1920 | 10,400 | 18,000 | 400 | 300 |
| Tamaa | 1909 | 10,100 | | | |
| Tamba | 1919 | 10,000 | | 312 | 400 |
| Tamba | 1920 | 8,100 | | 215 | 400 |
| Tamba Oiz | 1920 | 8,400 | 16,300 | 400 | 400 |
| Tamba Star | 1919 | 10,100 | 32,300 | | 375 |
| Tafa | 1906 | 7,200 | 22,400 | 213 | 300 |
| Tai Chiang | 1920 | 1,400 | | 76 | |
| Taichow | 1914 | 8,000 | | | |
| Taiko | 1907 | 700 | | | |
| Tai Fook Hang | 1917 | 2,600 | 10,000 | | 110 |
| Tai Pang | 1920 | 8,400 | | 847 | 300 |
| Tai Shan | 1920 | 8,300 | | 847 | 300 |
| Tai Tsang | 1920 | 8,300 | | 600 | 300 |
| Tai Yu | 1920 | 8,470 | | 600 | 300 |
| Taiyo Maru | 1918 | 9,700 | 18,200 | 400 | 400 |
| Taiyo Maru | 1917 | 4,200 | 16,500 | | |
| Taiyo Maru | 1920 | 10,000 | 2,100 | 350 | 300 |
| Tajo | 1921 | 4,200 | 17,000 | 160 | 170 |
| Tal | 1920 | 1,800 | | | 90 |
| Talca | 1920 | 10,700 | 35,000 | 400 | 400 |
| Talgen Maru | 1917 | 8,700 | 16,000 | 400 | 400 |
| Talisman Maru | 1909 | 11,300 | 33,773 | 700 | 870 |
| Tachaka Maru | 1920 | 7,300 | 8,000 | 37 | |
| Tajia Maru | 1920 | 7,300 | | 414 | 350 |
| Tajia Maru | 1919 | 9,100 | 30,700 | 150 | 190 |
| Tajun Maru | 1914 | 1,300 | 6,000 | 80 | 80 |
| Takai Maru | 1919 | 4,100 | 16,000 | 100 | 160 |
| Takao Maru | 1924 | 1,800 | 10,000 | | |
| Takaoka Maru | 1921 | | 13,000 | 107 | 117 |
| Takara Maru | 1906 | 2,400 | 3,000 | 100 | 170 |
| Takasi Maru | 1918 | 1,000 | | | |
| Takasi | 1909 | 16,400 | 78,000 | 900 | 900 |
| Takebaj | 1906 | 6,300 | 26,000 | | 100 |
| Takei Maru | 1921 | 4,400 | | 842 | 900 |
| Takeo | 1924 | 8,000 | | 300 | 300 |
| Takio | 1905 | 11,000 | 36,000 | 700 | 900 |
| Takiya Maru | 1919 | 8,400 | 8,000 | 140 | 140 |
| Takoi Maru | 1900 | 8,000 | 16,000 | 300 | 300 |
| Takoi Maru | 1904 | 4,000 | 16,000 | 200 | 100 |
| Takoi Maru | 1906 | 3,300 | | 110 | |
| Takoka | 1906 | 8,000 | 8,000 | 200 | 110 |
| Takoka | 1905 | 1,200 | 1,000 | 50 | 70 |
| Takoin Maru | 1919 | 8,000 | 8,000 | 200 | 110 |
| Takoka Maru | 1918 | 1,400 | 8,000 | | 40 |
| Takoka Maru | 1918 | 900 | 3,700 | 40 | |
| Takoko Maru | 1906 | 3,700 | 12,700 | 100 | 100 |
| Takoko Maru | 1906 | 700 | 8,000 | | 40 |
| Takoko Maru | 1916 | 2,700 | | 120 | 100 |
| Takoo Maru | 1917 | 8,400 | 16,700 | 140 | 110 |
| Takoo Maru No. 2 | 1911 | 3,200 | 6,700 | 40 | |
| Takoo Maru No. 6 | 1914 | 1,200 | 7,200 | 80 | |
| Takoo Maru No. 10 | 1919 | 8,000 | 8,600 | 107 | |
| Takoo Maru | 1918 | 8,300 | 8,000 | 147 | 140 |
| Takoo Maru | 1920 | 8,000 | 10,000 | 100 | |
| Takashima | 1921 | 11,400 | 10,000 | 600 | 520 |
| Takoma Maru | 1918 | 10,100 | 10,000 | | |
| Takada | 1914 | 8,000 | 11,200 | 470 | 412 |
| Takamisaka Maru | 1920 | 8,140 | | 140 | 120 |
| Takao Maru | 1921 | 8,000 | 10,700 | 300 | 300 |
| Takao Maru | 1920 | 6,000 | 27,100 | 800 | 300 |
| Takaoka Maru | 1920 | 10,000 | 40,000 | | |

| Nom du Navire | Année de la construction | D.W.C. — Poids en tonnes de 2,240 lbs. | Capacité cubique — Bal. | Capacité cubique — Grain | Capacité cubique — Balles |
|---|---|---|---|---|---|
| Takasaka Maru | 1919 | 3,000 | 6,100 | 100 | 100 |
| Takatori Maru No. 1 | 1920 | 1,100 | 6,000 | | |
| Takatori Maru No. 2 | 1921 | 900 | | | |
| Takatsukasa Maru | 1918 | 3,700 | 10,100 | | |
| Takatsuki Maru | 1920 | 10,000 | 41,000 | 600 | 600 |
| Tak Mars | 1919 | 1,800 | 6,100 | 17 | |
| Takia | 1914 | 8,000 | 19,700 | 112 | 100 |
| Takiura | 1909 | 8,900 | | 800 | 800 |
| Takotsuki | 1919 | 8,000 | 30,400 | 100 | 140 |
| Takotsu | 1919 | 11,700 | 30,900 | 840 | 900 |
| Takamaru | 1921 | 8,400 | 30,000 | | 700 |
| Takashi | 1918 | 8,100 | | 800 | 800 |
| Takatsuki | 1919 | 8,000 | | | |
| Takiyo | 1920 | 10,000 | | 800 | 800 |
| Takeyama | 1921 | 8,700 | | 700 | 600 |
| Takao | 1919 | 8,600 | 96,000 | 600 | 600 |
| Takodi | 1908 | 1,600 | | | 90 |
| Takai | 1900 | 1,200 | 4,400 | 60 | 60 |
| Takatsuka | 1918 | 12,000 | 90,000 | | 900 |
| Takatsuki | 1912 | 700 | | | |
| Takada | 1918 | 9,000 | | | |
| Takasago Maru | 1919 | 4,900 | 37,000 | 300 | 300 |
| Takashiro Maru | 1919 | 10,900 | 90,000 | 100 | 400 |
| Takaura | 1921 | 10,000 | | 400 | 900 |
| Takaura | 1909 | 8,000 | | | |
| Takaura | 1920 | 12,700 | | 400 | 800 |
| Takashio Maru | 1919 | 4,700 | | 400 | 800 |
| Takaiyo Maru | 1918 | 1,600 | | | |
| Takaiyo I | 1920 | 1,200 | 2,000 | 30 | 30 |
| Takato Maru | 1907 | 7,000 | 21,000 | | |
| Takaji Maru | 1919 | 8,000 | 32,000 | 140 | 100 |
| Takaoka Maru No. 6 | 1920 | 8,000 | 27,000 | | 100 |
| Takaoka Maru No. 9 | 1920 | 4,000 | 20,000 | | 300 |
| Takaoka Maru No. 10 | 1920 | 8,700 | 29,700 | | 300 |
| Takaja | 1920 | 8,000 | | 400 | 400 |
| Takaja | 1920 | 6,000 | | 300 | 300 |
| Takajima | 1909 | 7,100 | | | |
| Takajima | 1900 | 2,000 | 10,700 | 100 | |
| Takaiwa | 1921 | 1,200 | 4,000 | 30 | |
| Takao | 1920 | 1,500 | 12,000 | 40 | |
| Takaoka | 1921 | 5,000 | | 300 | 300 |
| Takamori | 1921 | 8,900 | | 800 | 800 |
| Takafu | 1914 | 8,000 | 41,000 | 470 | 400 |
| Takifuji | 1914 | 7,000 | 30,000 | 300 | 300 |
| Takagajima | 1920 | 7,400 | 30,000 | 300 | 300 |
| Takaiyo | 1920 | 8,900 | 6,000 | 100 | 100 |
| Takaiyo | 1920 | 1,000 | 8,000 | 40 | |
| Takaji Maru | 1920 | 8,300 | 42,700 | | |
| Takajima Maru | 1909 | 2,000 | 14,000 | 130 | 120 |
| Takashiro | 1920 | 10,200 | | 600 | 600 |
| Takasaki | 1922 | 8,400 | 36,100 | 300 | 300 |
| Takao | 1914 | 1,200 | 6,800 | 70 | 40 |
| Taka | 1920 | 9,000 | 19,000 | 500 | 400 |
| Takaiwa | 1920 | 10,400 | | 800 | 400 |
| Takaiwa | 1913 | 1,800 | | | 40 |
| Takaoka | 1920 | 10,000 | 78,000 | 700 | 900 |
| Takaoka | 1919 | 8,000 | 20,000 | 400 | 400 |
| Takaoka | 1906 | 1,600 | 8,100 | | |
| Takasaki | 1902 | 4,400 | 18,000 | 300 | 300 |
| Takaoka | 1913 | 800 | | | |
| Takaoka | 1919 | 700 | 8,000 | 50 | |
| Takaoka | 1902 | 2,700 | | 30 | 30 |
| Takaoka | 1900 | 3,400 | | | |
| Takagaka | 1909 | 4,000 | 14,000 | 300 | 200 |
| Takar Pirate | 1914 | 8,100 | 18,700 | 400 | 400 |
| Takaoka Maru | 1921 | 1,900 | | | |
| Takaoka | 1913 | 8,000 | | | |
| Takakat | 1906 | 2,000 | | | |
| Takaoka | 1921 | 3,400 | | | 300 |
| Takaoka | 1913 | 10,000 | 80,000 | 300 | 400 |

D.W.C. — Le port en lourd approximatif du navire en tonnes de 2,240 lbs. (1016 kilos.) pour marchandises et charbon de soute, désignant un transbordement d'où on sait.

P.B. — La capacité approximative en pieds cubes des soutes fixes, comprenant leurs soutiers et du dessus de vaigrage au dessus des barrots.

Capacité pour Grain — Le volume des cales en millions de pieds cubes, comprenant leurs soutiers et du dessus de vaigrage au dessus des barrots, y compris les entrepôts.

Capacité pour Balles ou Cotton — Le volume des cales en millions de pieds cubes, mesuré en dedans des lattes et du dessus de vaigrage au dessus des barrots, y compris les entrepôts.

Pour les Navires à Installation Frigorifique le volume des cales est réduit de la part du refroidissement isolant.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessels. | Date of Built. | D.W.C. of cargo and bunkers. | Cubic Capacity. In feet. F.B. | Cubic Capacity. In thousands of feet. Grain. | Cubic Capacity. In thousands of feet. Bale. |
|---|---|---|---|---|---|
| Tasmania | 1902 | 9,400 | 52,500 | — | 500 |
| Tasmania Maru | 1919 | 6,500 | 33,900 | 596 | 572 |
| Tasmania Transport | 1922 | 8,000 | 30,215 | 600 | 567 |
| Tasmanic | 1901 | 7,800 | 13,400 | 400 | 347 |
| Tasso | 1904 | 6,434 | 16,600 | 264 | 252 |
| Tatsuta Maru | 1918 | 6,162 | 14,000 | 214 | 211 |
| Tatsuno Maru | 1919 | 10,114 | 25,000 | — | — |
| Tatsutasan Maru | 1920 | 3,184 | — | 143 | 134 |
| Tatti | 1901 | 500 | — | 19 | — |
| Tauber | 1919 | 1,600 | — | 81 | 73 |
| Taurus | 1919 | 7,450 | 11,200 | 380 | 364 |
| Taurus | 1903 | 7,500 | 17,700 | 340 | 324 |
| Taurus | 1903 | 1,900 | 3,200 | 100 | 90 |
| Taurus II | 1914 | 3,134 | 12,100 | 94 | 94 |
| Tawali | 1920 | 10,334 | — | 600 | 537 |
| Tazarchie | 1919 | 7,561 | 24,500 | 450 | 437 |
| Taybank | 1920 | 8,000 | — | 423 | 407 |
| Tayeeraz | 1903 | 500 | — | 22 | — |
| Tebe | 1904 | 820 | 3,028 | — | — |
| Tebenkoba | 1920 | 4,200 | — | 140 | 140 |
| Teeve | 1909 | 1,000 | — | — | — |
| Teakwood | 1917 | 9,240 | 31,900 | — | — |
| Teaze | 1895 | 1,000 | 2,500 | — | 64 |
| Teelin Head | 1907 | 1,900 | 3,000 | 56 | 54 |
| Tees | 1915 | 650 | 3,000 | — | 70 |
| Teesport | 1905 | 7,400 | 22,100 | 380 | 357 |
| Teesiwood | 1915 | 1,240 | 3,600 | 54 | — |
| Tegucigalpa | 1907 | 4,300 | 34,500 | 607 | 579 |
| Teh Ion | 1918 | 962 | — | — | — |
| Tehkai Maru | 1919 | 1,800 | — | — | — |
| Teimatsu | 1918 | 9,800 | 33,500 | — | 518 |
| Teiyo Maru | 1921 | 10,814 | 20,147 | — | — |
| Tejo | 1918 | 1,400 | — | 40 | — |
| Tejon | 1920 | 10,000 | — | — | — |
| Tekoa | 1920 | 11,400 | — | 679 | 632 |
| Tela | 1911 | 6,400 | 27,000 | 218 | 200 |
| Tela | 1916 | 5,100 | — | 240 | 227 |
| Tela | 1927 | 3,000 | 12,300 | — | 150 |
| Telamon | 1906 | 5,000 | 23,900 | — | 207 |
| Telamon | 1920 | 3,000 | 7,900 | 200 | 190 |
| Telde | 1907 | 1,100 | 10,300 | 111 | — |
| Telemachus | 1890 | 3,000 | 17,600 | — | 151 |
| Telenfos de Larrinaga | 1920 | 10,000 | 10,723 | 400 | 342 |
| Tellaro | 1920 | 4,000 | 7,400 | 150 | 137 |
| Tello | 1918 | 4,200 | — | — | — |
| Temeraire | 1907 | 9,250 | — | 570 | 540 |
| Tempest Maru | 1918 | 6,848 | 30,700 | 417 | 430 |
| Temple Bar | 1920 | 9,250 | 19,207 | 400 | 420 |
| Temple Lane | 1920 | 9,250 | 19,207 | 400 | 420 |
| Temple Mead | 1920 | 9,250 | 19,707 | 473 | 441 |
| Temple Moat | 1920 | 9,300 | 19,707 | 473 | 441 |
| Temple Pier | 1920 | 9,300 | 19,633 | 474 | 439 |
| Tempo | 1903 | 800 | 2,900 | 39 | — |
| Ten | 1900 | 6,000 | 10,000 | 340 | 310 |
| Tenaro | 1901 | 1,020 | — | 73 | — |
| Tenbu Maru | 1920 | 1,570 | — | 42 | 36 |
| Tenbury | 1907 | 7,200 | 33,900 | 600 | 567 |
| Tenchu Maru | 1919 | 4,196 | 24,700 | — | 573 |
| Tenchu Maru | 1919 | 1,020 | 7,700 | 32 | 68 |
| Tenerife | 1908 | 7,700 | — | 370 | 348 |
| Tenerife | 1921 | 3,000 | 13,000 | 148 | 137 |
| Tenko Maru | 1918 | 2,100 | 6,462 | 87 | 87 |
| Tennessee | 1921 | 4,012 | 8,300 | 232 | 211 |
| Tenn | 1922 | 4,902 | 23,600 | 301 | 268 |
| Tenryu Maru | 1899 | 4,479 | 22,900 | 199 | 190 |
| Tenzan Maru | 1920 | 4,130 | — | — | — |
| Teonel Maru | 1919 | 1,000 | — | — | — |
| Tenshio Maru | 1919 | 4,600 | 20,251 | 241 | 225 |
| Teoyu Maru | 1900 | 4,400 | — | 242 | 221 |
| Teresa Maru | 1920 | 3,500 | 8,400 | 294 | 280 |

| Name of Vessels. | Date of Built. | D.W.C. of cargo and bunkers. | Cubic Capacity. In feet. F.B. | Cubic Capacity. In thousands of feet. Grain. | Cubic Capacity. In thousands of feet. Bale. |
|---|---|---|---|---|---|
| Teresa | 1921 | 7,752 | — | 428 | 411 |
| Teresa | 1893 | 1,274 | — | 50 | — |
| Teresa Gonderyaat | 1909 | 800 | — | — | — |
| Teresa | 1920 | 3,000 | 6,300 | 112 | 97 |
| Terescence | 1922 | 4,120 | 5,210 | 300 | 281 |
| Terrier | 1911 | 9,400 | 17,600 | 454 | 419 |
| Tersbeck Maru | 1920 | 10,000 | — | 490 | 434 |
| Tersbeck Maru | 1920 | 8,600 | 26,500 | 572 | — |
| Terwenel | 1904 | 720 | — | 84 | — |
| Tesco | 1920 | 9,722 | 51,400 | 600 | 557 |
| Tesi | 1920 | 650 | — | — | — |
| Tetsuzan Maru | 1919 | 3,161 | 7,470 | 143 | 140 |
| Tetuan | 1906 | 12,000 | 62,600 | — | 530 |
| Tetuania | 1906 | 7,240 | 45,200 | 251 | 235 |
| Tetuania | 1905 | 3,000 | 13,200 | 80 | 85 |
| Teutonbury | 1907 | 6,600 | 22,120 | 440 | 443 |
| Teutonic XI | 1900 | 4,840 | 8,400 | 60 | 52 |
| Teuda | 1917 | 3,000 | 43,492 | — | — |
| Texas | 1902 | 13,000 | — | — | 420 |
| Texas | 1916 | 6,200 | — | — | — |
| Texas | 1919 | 6,600 | — | 600 | 541 |
| Texas | 1900 | 8,776 | 39,000 | 259 | 252 |
| Texas Becher | 1919 | 4,000 | — | 180 | 167 |
| Texas Planter | 1919 | 4,240 | — | 180 | 167 |
| Texas Ranger | 1919 | 4,000 | — | 198 | 196 |
| Texas Shipper | 1920 | 4,000 | — | 180 | 167 |
| Texas Trader | 1919 | 4,000 | — | 197 | 198 |
| Texel | 1921 | 7,100 | 30,000 | 462 | 360 |
| Textelstream | 1918 | 8,736 | 18,710 | 140 | 136 |
| Texmar | 1919 | 6,128 | — | — | — |
| Thala | 1906 | 7,200 | 25,800 | 371 | 349 |
| Thalia | 1906 | 13,100 | — | — | — |
| Thames Maru | 1920 | 9,044 | 26,400 | 600 | 612 |
| Thames | 1919 | 8,600 | — | — | — |
| The Aaxlow | 1921 | 8,600 | — | 131 | 127 |
| The Baron | 1921 | 1,100 | 3,067 | 64 | 61 |
| The Countess | 1920 | 1,100 | 3,000 | 67 | 66 |
| The Duke | 1921 | 1,100 | 3,067 | 66 | 63 |
| The Emperor | 1920 | 1,100 | 3,000 | 64 | 66 |
| The Harvester | 1911 | 10,000 | — | 821 | — |
| The Marquis | 1919 | 1,000 | 3,200 | 61 | 61 |
| The Monarch | 1920 | 1,000 | 3,000 | 68 | 66 |
| The Baltic | 1920 | 1,000 | 3,000 | 69 | 66 |
| The Viceroy | 1920 | 1,000 | 3,000 | 68 | 66 |
| Themis | 1920 | 1,677 | 7,500 | — | 66 |
| Theodora | 1917 | 1,070 | 12,000 | 96 | 77 |
| Theresa | 1920 | 640 | — | 31 | 32 |
| Thelma | 1919 | 3,600 | — | — | — |
| Thelma | 1913 | 3,170 | 6,600 | 170 | 160 |
| Themis | 1919 | 1,120 | 4,400 | 38 | 41 |
| Themis | 1907 | 800 | — | 33 | — |
| Themistan | 1919 | 8,100 | 3,400 | 107 | 104 |
| Themoni | 1919 | 7,500 | 13,000 | 437 | 390 |
| Theodor | 1910 | 3,900 | 14,200 | 130 | 127 |
| Theodor Nothe | 1910 | 2,110 | 27,200 | 90 | 98 |
| Theofano | 1917 | 7,900 | 15,000 | 440 | 426 |
| Theogitor | 1910 | 7,200 | — | 600 | 201 |
| Theophile Gautier | 1920 | 4,000 | — | — | 160 |
| Theodorpasti | 1911 | 3,200 | — | 221 | 200 |
| Theolee | 1900 | 1,700 | 7,600 | 70 | 75 |
| Therese Horn | 1918 | 4,420 | — | 250 | 219 |
| Therese Moller | 1900 | 6,200 | 23,276 | 330 | 319 |
| Theresia L. M. Haas | 1927 | 2,592 | 14,200 | 118 | 131 |
| Therma | 1920 | 6,800 | — | — | — |
| Thermopylae | 1900 | 10,200 | — | 716 | 650 |
| Thessa | 1909 | 8,000 | 49,200 | — | 650 |
| Thessa | 1920 | 1,500 | 6,400 | 95 | 88 |
| Thessalia | 1921 | 8,211 | 23,400 | 534 | 494 |
| Thetis | 1900 | 7,465 | 41,350 | 459 | 415 |
| Thetis | 1902 | 6,400 | 35,400 | 300 | 318 |

D.W.C.—The approximate deadweight capacity in tons, of 2,240 lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

F.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of cargo spaces are taken after fitting insulation.

**Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.**

*(Les renseignements sont donnés d'après l'autorité des Armateurs, sont provisoires et comme approximativement exacts. Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom du Navire | Année de construction | D.W.C. — Tonnes métriques (1000 kilos) | Capacité Cubique — Pieds cubes F.B. | Capacité Cubique — Mètres cubes F.B. | Capacité Cubique — Balles |
|---|---|---|---|---|---|
| Thesa | 1909 | 4,450 | 13,600 | 386 | 318 |
| Thetis | 1901 | 650 | 4,500 | ... | 48 |
| Thielbek | 1907 | 5,000 | 11,700 | 332 | 335 |
| Thirlby | 1899 | 3,600 | 11,000 | 306 | 340 |
| Thistle | 1905 | 3,450 | 7,400 | 208 | ... |
| Thistlebrae | 1908 | 5,500 | 15,000 | 408 | 440 |
| Thistleford | 1908 | 8,200 | 18,000 | 510 | 450 |
| Thomas H. Wheeler | 1921 | 9,700 | ... | ... | ... |
| Thomas Holt | 1904 | 4,240 | 20,170 | 574 | 523 |
| Thomas P. Beal | 1901 | 9,000 | 25,300 | ... | 800 |
| Thomas Tracy | 1918 | 4,200 | 16,200 | 472 | ... |
| Thor | 1918 | 4,120 | ... | 199 | 112 |
| Thor I | 1920 | 9,000 | ... | ... | ... |
| Thorder | 1909 | ... | ... | 176 | ... |
| Thory Hydra | 1909 | 860 | ... | 36 | ... |
| Thorland | 1909 | 4,190 | 16,500 | ... | 503 |
| Thornbury | 1906 | 3,450 | 16,200 | 187 | 552 |
| Thornscape | 1904 | 3,450 | 11,800 | 191 | ... |
| Thorshammer | 1914 | 10,874 | 72,200 | ... | ... |
| Thorshave | 1909 | 10,200 | 36,327 | 499 | ... |
| Thorsholm | 1909 | 10,400 | 36,327 | 499 | ... |
| Thrasyvoulos | 1913 | 5,440 | 15,233 | 399 | 399 |
| Thrihas | 1914 | 9,000 | 28,750 | 414 | 399 |
| Thrikeep | 1919 | 4,400 | 14,878 | 226 | 399 |
| Thunder Bay Quarries | 1916 | 5,700 | ... | ... | ... |
| Thurland Castle | 1909 | 3,600 | ... | 520 | 400 |
| Thurso | 1914 | 4,200 | 6,900 | 247 | 319 |
| Thurston | 1906 | 3,900 | ... | 476 | 317 |
| Tiffa | 1920 | 2,700 | 10,200 | 119 | 111 |
| Tiffa | 1914 | 1,200 | 3,500 | 77 | 18 |
| Tiffa II | 1914 | 1,800 | 4,400 | 131 | ... |
| Tigerville | 1919 | 3,200 | 61,800 | 800 | 400 |
| Tilia | 1920 | 4,600 | 22,600 | 351 | 313 |
| Tilar | 1909 | 1,000 | 7,800 | 84 | 44 |
| Tilartia | 1906 | 2,700 | 8,471 | ... | 160 |
| Tide Water | 1920 | 11,700 | ... | ... | ... |
| Tide Water Associated | 1920 | 11,700 | ... | ... | ... |
| Tiboo | 1920 | 700 | ... | 40 | 20 |
| Tientsin Maru | 1917 | 3,400 | 18,400 | ... | 90 |
| Tiger | 1908 | 3,100 | 9,500 | 119 | 100 |
| Tilla | 1900 | 8,200 | 32,100 | ... | ... |
| Tigre | 1911 | 3,700 | 18,100 | 420 | 190 |
| Tigre | 1921 | 3,000 | 24,100 | ... | ... |
| Tigrillo | 1898 | 3,000 | 21,100 | 265 | 240 |
| Tiepo | 1898 | ... | 47,100 | 300 | ... |
| Tiara | 1899 | 3,600 | 66,000 | 512 | 461 |
| Tiemachou | 1911 | 9,200 | ... | 242 | 200 |
| Tiga Gordon | 1920 | 3,000 | 7,200 | 208 | 140 |
| Tillamook | 1919 | 3,375 | 32,200 | 109 | 110 |
| Tillamook | 1919 | 3,375 | 9,400 | 103 | 100 |
| Tillie Lykes | 1920 | 4,240 | 19,100 | 190 | 167 |
| Tilly L. M. Haas | 1909 | 3,900 | 14,300 | 181 | 157 |
| Tilmington Court | 1920 | 11,000 | ... | ... | ... |
| Tilsbury | 1921 | 10,800 | 43,000 | 980 | 467 |
| Timaru | 1909 | 10,670 | 44,574 | 544 | 400 |
| Timbermaia | 1913 | 4,400 | 10,300 | 190 | 141 |
| Time | 1919 | 4,400 | 18,000 | 390 | 300 |
| Tingad | 1911 | 3,200 | 15,000 | ... | 70 |
| Tin Sang | 1920 | 600 | 7,300 | ... | 32 |
| Tinan | 1901 | 1,000 | 3,900 | 30 | 40 |
| Tingsang | 1920 | 3,300 | 18,000 | 187 | 160 |
| Tinos | 1919 | 4,900 | 21,800 | 209 | 370 |
| Tip | 1900 | 1,000 | 10,500 | 87 | 40 |
| Tirmar | 1914 | 3,200 | 22,500 | 490 | 400 |
| Tirpitz | 1918 | 400 | 3,700 | 34 | ... |
| Tisaura | 1918 | 6,500 | 16,600 | 500 | 510 |
| Tisa | 1900 | 7,300 | ... | 331 | 241 |
| Tisa | 1908 | 12,400 | 60,700 | ... | 611 |
| Tisaza | 1907 | 700 | 2,100 | 61 | ... |
| Tisanak | 1908 | 6,500 | ... | 321 | 400 |

| Nom du Navire | Année de construction | D.W.C. — Tonnes métriques (1000 kilos) | Capacité Cubique — Pieds cubes F.B. | Capacité Cubique — Mètres cubes F.B. | Capacité Cubique — Balles |
|---|---|---|---|---|---|
| Tiza | 1909 | 2,810 | 8,471 | 166 | ... |
| Tiverton | 1909 | 900 | ... | ... | ... |
| Tiverton | 1911 | 6,914 | 30,700 | 170 | 168 |
| Tizy | 1921 | 7,200 | 35,470 | 400 | 300 |
| Tlemcen | 1900 | 1,000 | 9,073 | 160 | 110 |
| Tlemcen | 1900 | 900 | 4,200 | 40 | 40 |
| Tocatic | 1919 | 9,000 | 34,000 | ... | 210 |
| Tobruk | 1920 | 9,200 | 41,000 | 472 | 443 |
| Tobruk | 1921 | 11,500 | 46,470 | 540 | 400 |
| Tocopilla | 1921 | 11,100 | 57,100 | 140 | 407 |
| Tokaryng | 1922 | 14,171 | 57,000 | 600 | 400 |
| Tokenbeng | 1914 | 11,000 | 46,000 | 600 | 170 |
| Tolbert | 1920 | 8,000 | 46,000 | 400 | 410 |
| Tolmerok | 1921 | 8,000 | 46,000 | 420 | 440 |
| Tolongara | 1921 | 8,000 | ... | 320 | 400 |
| Tomahoe | 1921 | 9,000 | 39,844 | 400 | 400 |
| Tomalah | 1917 | 7,000 | 46,000 | 400 | 470 |
| Tomedaki | 1921 | 11,000 | 54,000 | 400 | 470 |
| Tomi | 1921 | 3,700 | ... | 200 | 270 |
| Tomson | 1912 | 2,200 | ... | 300 | ... |
| To Kyma | 1902 | 3,870 | 22,000 | 434 | 300 |
| Tolu Maru | 1914 | 10,210 | 47,100 | ... | ... |
| Tolstoi | 1920 | 400 | ... | 48 | 40 |
| Tolsuis | 1920 | 400 | ... | 40 | 40 |
| Tolwood | 1920 | 7,000 | 16,400 | 400 | 300 |
| Tolus | 1908 | 4,400 | 20,000 | ... | 470 |
| Tolubo Maru | 1919 | 8,000 | 38,800 | 940 | 400 |
| Tomston | 1920 | 2,500 | 11,700 | 300 | ... |
| Tokiti | 1920 | 900 | ... | 40 | 40 |
| Tolo Maru | 1919 | 7,000 | 34,100 | 400 | 470 |
| Tonan Maru | 1920 | 4,000 | ... | 400 | 400 |
| Tomahina Maru | 1912 | 9,000 | 40,000 | ... | ... |
| Toledo | 1920 | 7,100 | ... | 394 | 400 |
| Toledo | 1914 | 8,200 | 111,000 | 400 | 400 |
| Tolkan | 1920 | 8,200 | 40,000 | 400 | 400 |
| Tolum | 1920 | 8,000 | ... | ... | ... |
| Tolwin | 1900 | 2,000 | 9,100 | 100 | ... |
| Tolten | 1900 | 4,000 | 21,000 | ... | ... |
| Tolten | 1900 | 8,000 | ... | ... | ... |
| Tom | 1919 | 3,100 | 30,000 | 400 | 400 |
| Tom | 1910 | 3,400 | ... | 100 | 100 |
| Tomi Maru | 1900 | 3,000 | 30,000 | 400 | ... |
| Tomoka Maru | 1917 | 3,400 | 9,000 | 40 | ... |
| Tomsker | 1919 | 3,700 | 32,000 | 400 | 400 |
| Tomsura Maru | 1919 | 9,400 | 32,000 | 400 | 400 |
| Tomsuthon | 1918 | 400 | 3,000 | 30 | 40 |
| Tomshon | 1920 | 400 | ... | 40 | 40 |
| Tomori | 1920 | 400 | ... | 40 | 40 |
| Tonak | 1921 | 1,200 | 8,900 | 210 | 140 |
| Tonan Maru | 1921 | 4,000 | 14,200 | 200 | 400 |
| Tonbridge | 1921 | 400 | 4,000 | ... | ... |
| Tongawa Maru | 1912 | 9,100 | 30,300 | 400 | 400 |
| Tong Lee | 1920 | 2,000 | ... | ... | ... |
| Tongarton | 1921 | 11,000 | ... | 400 | 400 |
| Tongking | 1919 | 9,000 | ... | 400 | 400 |
| Tonle Chandrin | 1919 | 3,000 | ... | 400 | ... |
| Tonner | 1920 | 3,500 | 10,000 | 200 | 400 |
| Tonsberg Fjord | 1920 | 3,170 | ... | 400 | 400 |
| Ton | 1911 | 1,000 | 3,000 | 30 | 30 |
| Tora Maru | 1907 | 900 | ... | ... | ... |

D.W.C. — Le port en lourd approximatif du navire en tonnes de 2,240 lbs. (1016 kilos.) pour vapeurs et charbon de soute, chargements au franc-bord d'été en eau salée.

F.B. — La capacité approximative en pieds cubes des soutes frais, moteurs leur soutènement et du dessus de vaigrage au dessus des barrots.

Capacité pour Grains — Le volume des cales en millions de pieds cubes, moteurs leur soutènement et du dessus de vaigrage au dessus des barrots, y compris les soutilles.

Capacité pour Balles et Cotons — Le volume des cales en millions de pieds cubes, moteurs en dehors des lattes et du dessus de vaigrage au dessus des barrots, y compris les soutilles.

Pour les Navires à Installation Frigorifique le volume des cales est pris après la pose de revêtement isolant.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Date of Build. | D.W.C. of cargo and bunkers. | Cubic Capacity. In feet. | Cubic Capacity. In thousands of feet. | |
|---|---|---|---|---|---|
| | | | P.B. | Grain. | Bale. |
| Toradja | 1920 | 696 | 1,300 | ... | 40 |
| Torax | 1918 | 6,340 | 13,843 | 292 | 291 |
| Torborg | 1921 | 6,575 | 16,470 | | |
| Torborg | 1921 | 600 | ... | ... | |
| Torcello | 1921 | 8,800 | 9,132 | ... | 99 |
| Torckbearer | 1920 | 1,902 | 4,403 | 97 | 93 |
| Tordenskjold | 1906 | 800 | 3,300 | ... | 31 |
| Tordenskjold | 1909 | 750 | ... | 23 | ... |
| Tore Jarl | 1919 | 5,475 | ... | 124 | 113 |
| Torfrid | 1920 | 600 | 3,822 | 30 | ... |
| Torgeir I | 1919 | 600 | ... | 28 | 22 |
| Torgny Lagman | 1919 | 5,700 | 10,302 | 166 | 170 |
| Torlak | 1918 | 8,850 | 10,390 | 190 | 190 |
| Torne | 1912 | 8,100 | 18,000 | 230 | 233 |
| Torsf | 1916 | 3,300 | 7,400 | 160 | 149 |
| Torsy | 1919 | 4,000 | ... | 192 | 168 |
| Torsten | 1920 | 6,850 | ... | 303 | 319 |
| Torquato Gennari | 1920 | 1,300 | 4,400 | 87 | ... |
| Torquay | 1918 | 1,100 | ... | ... | ... |
| Torridal | 1920 | 2,200 | 7,200 | 100 | 90 |
| Torrosiore | 1919 | 3,270 | 9,670 | 158 | 145 |
| Torsol | 1920 | 3,250 | ... | ... | ... |
| Tortugas | 1921 | 4,200 | ... | 304 | 320 |
| Torun | 1920 | 2,800 | ... | ... | ... |
| Torungen | 1921 | 2,200 | ... | 160 | 156 |
| Torvengut | 1920 | 10,850 | ... | 556 | 517 |
| Tosari | 1919 | 10,500 | 34,900 | 571 | 617 |
| Tosko Maru | 1918 | 1,400 | ... | ... | ... |
| Tosko Maru | 1918 | 600 | 3,100 | 36 | ... |
| Tosna | 1920 | 6,800 | 10,800 | 124 | 142 |
| Totai Maru | 1919 | 3,053 | ... | ... | ... |
| Totomi Maru | 1921 | 3,000 | 14,200 | ... | 230 |
| Totsuri Maru | 1919 | 9,800 | 49,848 | ... | ... |
| Tourang | 1924 | 6,200 | 36,000 | 210 | 224 |
| Tourcoing | 1924 | 6,170 | ... | 207 | 220 |
| Tourey | 1920 | 4,350 | 8,600 | 147 | 181 |
| Tours | 1920 | 7,134 | 36,500 | 292 | 229 |
| Toussaint | 1920 | 2,000 | ... | ... | ... |
| Tovarisch Krassin | 1927 | 3,000 | 20,375 | 150 | 144 |
| Tovarisch Stalin | 1927 | 3,000 | 20,375 | 150 | 144 |
| Towa | 1920 | 4,934 | 41,620 | 690 | 691 |
| Towaley | 1922 | 4,500 | 15,671 | 311 | ... |
| Toyama Maru | 1915 | 10,627 | 60,861 | ... | ... |
| Toyama Maru | 1918 | 1,173 | ... | 42 | ... |
| Toyo Maru No. 2 | 1917 | 4,700 | 17,423 | 259 | 219 |
| Toyo Maru No. 3 | 1925 | 1,662 | 4,203 | 64 | 60 |
| Toyohashi Maru | 1915 | 10,767 | 68,901 | ... | ... |
| Toyokiko Maru | 1919 | 7,300 | 20,825 | 400 | ... |
| Toyokiko Maru No. 2 | 1906 | 7,435 | 18,960 | 404 | 373 |
| Toyokima Maru | 1919 | 8,200 | 4,064 | 190 | 187 |
| Toyokawa Maru | 1911 | 8,779 | 32,951 | 690 | 603 |
| Toyoko Maru | 1911 | 10,622 | 60,882 | ... | ... |
| Toyora Maru | 1913 | 8,200 | 32,295 | 174 | 162 |
| Toya Maru | 1918 | 1,400 | ... | ... | ... |
| Tozer | 1920 | 3,400 | 6,000 | 170 | 160 |
| Tracy Brothers | 1918 | 9,974 | 37,320 | ... | ... |
| Trafalgar | 1904 | 7,000 | 15,200 | 419 | 390 |
| Trajan | 1913 | 2,000 | 9,374 | ... | 84 |
| Trajanus | 1906 | 3,010 | 8,471 | ... | 163 |
| Transford II | 1920 | ... | 37,200 | 82 | 77 |
| Transilvania | 1906 | 11,212 | 32,900 | ... | 354 |
| Transpet | 1920 | 800 | ... | ... | ... |
| Transportation | 1918 | 4,000 | 13,600 | 300 | ... |
| Transporter | 1913 | 3,000 | 8,500 | 108 | 90 |
| Trapani | 1920 | 2,875 | ... | 171 | 159 |
| Trasatlantic | 1906 | 4,818 | 9,800 | 236 | 214 |
| Trasbedlie | 1921 | 9,300 | 31,000 | 537 | 470 |
| Trave | 1907 | 11,604 | ... | 663 | 594 |
| Travemunde | 1903 | 3,100 | 14,250 | 147 | 163 |
| Travisto | 1920 | 8,400 | 5,740 | 430 | 439 |

| Name of Vessel. | Date of Build. | D.W.C. of cargo and bunkers. | Cubic Capacity. In feet. | Cubic Capacity. In thousands of feet. | |
|---|---|---|---|---|---|
| | | | P.B. | Grain. | Bale. |
| Trebartha | 1920 | 8,387 | 21,800 | 895 | 854 |
| Trecarne | 1918 | 7,850 | 27,204 | 839 | 810 |
| Trecarroll | 1918 | 6,203 | 16,178 | 443 | 417 |
| Tree | 1902 | 6,200 | 17,820 | 340 | ... |
| Tredinnick | 1921 | 8,347 | 21,539 | 430 | 454 |
| Trefaria | 1918 | 6,520 | 20,500 | 534 | 502 |
| Tregastle | 1918 | 7,802 | 22,114 | 473 | 437 |
| Tregrosse | 1919 | 6,300 | 19,100 | 448 | 410 |
| Treglissen | 1912 | 7,740 | 17,400 | 454 | 396 |
| Tregowell | 1918 | 6,800 | 18,140 | 454 | 423 |
| Tregothnan | 1903 | 5,308 | 16,360 | 374 | 300 |
| Trekaria | 1921 | 9,250 | 31,000 | 499 | 463 |
| Trelawney | 1921 | 8,350 | 31,651 | 461 | 439 |
| Trelawe | 1918 | 8,210 | 28,700 | 437 | 418 |
| Trelawny | 1917 | 8,000 | 21,420 | 496 | 461 |
| Trelissick | 1919 | 8,240 | 18,300 | 442 | 409 |
| Trelleborg | 1920 | 1,000 | ... | ... | 61 |
| Trelonke | 1919 | 7,300 | 28,011 | 471 | 451 |
| Trelyon | 1918 | 8,210 | 34,774 | 459 | 400 |
| Trematon | 1918 | 5,935 | 19,170 | 440 | 417 |
| Tremeadow | 1919 | 6,800 | 18,170 | 449 | 420 |
| Tremorvah | 1919 | 6,800 | 18,170 | 449 | 420 |
| Trenaghan | 1918 | 6,000 | 15,944 | 477 | 448 |
| Trenora | 1909 | 2,450 | ... | ... | ... |
| Trent | 1902 | 2,583 | 11,300 | ... | 119 |
| Trentwood | 1918 | 1,080 | 3,712 | 69 | 67 |
| Trepca | 1920 | 6,820 | 28,100 | 395 | 456 |
| Tres | 1917 | 1,850 | 3,090 | ... | ... |
| Tretty Kyrkoby | 1900 | 6,702 | 27,115 | ... | ... |
| Treuenfels | 1920 | 12,000 | 55,000 | 787 | 851 |
| Trevarrack | 1918 | 6,200 | 19,170 | 445 | 417 |
| Trevayler | 1912 | 7,760 | 27,400 | 422 | 399 |
| Trevelyan | 1920 | 8,000 | 18,300 | 447 | 413 |
| Trevider | 1913 | 7,780 | 27,400 | 422 | 399 |
| Trevina | 1915 | 2,800 | 6,120 | 117 | 104 |
| Trevorian | 1920 | 8,367 | 31,504 | 495 | 474 |
| Trevose | 1918 | 8,000 | 25,944 | 477 | 443 |
| Trewidden | 1917 | 8,000 | 29,050 | 477 | 443 |
| Trewirlas | 1922 | 8,600 | 25,240 | 495 | 474 |
| Trewyn | 1920 | 9,200 | 36,700 | 487 | 430 |
| Triaxa | 1926 | 9,040 | ... | 508 | 528 |
| Trident | 1917 | 7,150 | 28,350 | 369 | 330 |
| Trideste | 1900 | 1,426 | 7,200 | 75 | ... |
| Trientina | 1909 | 750 | ... | ... | ... |
| Triglia | 1922 | 8,100 | 31,300 | 430 | 419 |
| Triglav | 1920 | 11,170 | 15,210 | 604 | 576 |
| Trignata | 1916 | 9,600 | ... | ... | ... |
| Trimountain | 1919 | 8,100 | ... | ... | ... |
| Trinculo | 1906 | 7,730 | 60,000 | ... | ... |
| Trinfoldina | 1902 | 3,900 | ... | ... | ... |
| Trio | 1916 | 730 | 3,481 | 21 | 25 |
| Triton | 1901 | 2,910 | 3,700 | 341 | 346 |
| Tripolitania | 1919 | 3,670 | ... | 141 | 159 |
| Tripp | 1919 | 8,800 | ... | 468 | 443 |
| Triton | 1911 | 4,000 | 11,900 | 162 | 143 |
| Trito | 1901 | 1,671 | 7,300 | ... | 86 |
| Triton | 1902 | 3,900 | ... | 730 | 659 |
| Triton | 1929 | 3,340 | 7,200 | 316 | 197 |
| Tritone | 1912 | 6,091 | ... | ... | ... |
| Trittan | 1922 | 900 | ... | ... | ... |
| Triumph | 1919 | 11,868 | ... | 560 | 523 |
| Trivia | 1919 | 8,300 | ... | ... | ... |
| Troean | 1907 | 9,700 | ... | ... | ... |
| Troja | 1920 | 10,340 | ... | 708 | 646 |
| Troja | 1921 | 4,270 | 19,140 | 234 | 200 |
| Trojan Star | 1916 | 12,600 | 39,433 | 692 | 600 |
| Trolla | 1921 | 2,400 | 6,200 | 121 | 114 |
| Trollholm | 1922 | 1,325 | ... | 60 | 272 |
| Trompenberg | 1919 | 3,215 | 7,110 | 193 | 155 |
| Trondjem | 1921 | 1,640 | 6,000 | ... | 82 |

D.W.C.—The approximate deadweight capacity in tons, of 2,240lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

P.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of cargo spaces are taken after fitting insulation.

**Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.**

*(Les renseignements sont donnés d'après l'autorité des Armateurs, sont parvenus et restent approximativement exacts. "La Lloyd's Register of Shipping" n'est pas responsable de leur exactitude.)*

| Noms des Navires | Année de construction | P.W.C. — Port en lourd approximatif en tonnes de 2,240 lbs. | Capacité en pieds cubes — Des grains | Des balles et grains — Grains | Des balles et grains — Balles |
|---|---|---|---|---|---|
| Dramatic | 1918 | 8,200 | — | — | — |
| Dragon | 1911 | 8,000 | — | — | — |
| Dubrovnik | 1911 | 8,000 | — | — | — |
| Dunvegan | 1907 | 8,000 | 22,250 | 444 | 444 |
| Duy Tonnay | 1920 | 1,140 | — | — | — |
| Dwin | 1919 | 2,500 | 10,244 | 97 | 94 |
| Dzau Schwanenburg | 1898 | 1,300 | 4,240 | 37 | 36 |
| Eichwald | 1920 | 1,300 | — | 40 | 40 |
| Engelbo | 1919 | 8,475 | 7,740 | 147 | 147 |
| Etna | 1902 | 1,200 | 6,000 | 49 | 49 |
| Etola | 1919 | 8,131 | 21,720 | 347 | 337 |
| Etna | 1919 | 8,000 | 14,814 | 121 | 121 |
| Fang Wo | 1905 | 2,225 | — | — | — |
| Fang Tai | 1915 | 1,200 | 3,000 | — | 41 |
| Fanglow | 1919 | 1,400 | — | — | — |
| Fangtuan | 1914 | 2,200 | — | 107 | 101 |
| Federale Mare | 1920 | 2,114 | 9,064 | 114 | 114 |
| Fenwick Mare No. 1 | 1920 | 3,100 | 9,207 | 100 | |
| Fenwick Mare No. 2 | 1921 | 3,140 | 9,070 | 71 | |
| Fenwick Mare | 1920 | 3,000 | 8,000 | — | |
| Fengyu Mare | 1918 | 10,000 | 90,500 | — | |
| Fengyuan Mare | 1905 | 3,200 | — | 101 | |
| Fenghuan Mare | 1913 | 10,600 | 86,410 | — | — |
| Fengyuan Mare | 1919 | 10,027 | 90,104 | — | — |
| Fengyu | 1909 | 6,000 | 97,297 | 209 | 176 |
| Fern-Wo | 1901 | 1,400 | 8,194 | 197 | 175 |
| Fidor King | 1900 | 2,215 | 8,000 | 57 | |
| Fidor Star | 1899 | 2,100 | 97,300 | — | 326 |
| Fifi | 1911 | 4,017 | 8,000 | 155 | 113 |
| Filiochanow | 1918 | 4,000 | 10,000 | 240 | 140 |
| Filos | 1919 | 7,400 | — | 340 | 273 |
| Fina | 1907 | 700 | 4,000 | 47 | 47 |
| Fang Fong | 1899 | 2,000 | 20,700 | 153 | 143 |
| Fang Lee | 1901 | 2,000 | 14,000 | 149 | |
| Fang Nan | 1900 | 2,000 | 14,000 | 140 | 137 |
| Fang-Tuck | 1899 | 2,000 | 14,000 | 107 | 171 |
| Fang Wo | 1914 | 1,200 | 3,700 | 71 | 65 |
| Fangyuan | 1895 | 200 | 2,720 | 39 | 36 |
| Fangtuo | 1894 | 8,000 | — | 269 | 195 |
| Fangyu | 1920 | 8,000 | — | 197 | 198 |
| Fangyuan | 1891 | 400 | — | — | 71 |
| Fenton | 1907 | 7,000 | 24,740 | 459 | 350 |
| Fenton | 1917 | 8,000 | 24,000 | 452 | 379 |
| Fenton | 1902 | 1,470 | — | 40 | 40 |
| Fenel | 1919 | 1,000 | 2,000 | 104 | |
| Fenida | 1900 | 2,000 | — | 100 | |
| Fenkhua | 1908 | 11,400 | — | 818 | 673 |
| Ferne | 1918 | 8,300 | — | — | |
| Fetta | 1901 | 2,114 | — | 119 | 101 |
| Fetham | 1899 | 10,000 | | | |
| Fetkestan | 1917 | 7,200 | 24,400 | 400 | |
| Fetkeson | 1919 | 4,119 | — | 140 | 147 |
| Fetyanan | 1921 | 400 | 2,700 | 39 | |
| Fetvalle | 1919 | 4,700 | 11,900 | 174 | 146 |
| Fewchow City | 1907 | 8,000 | — | 119 | 170 |
| Fewsia | 1907 | 8,000 | 18,200 | — | 130 |
| Fewsun | 1901 | 10,000 | 85,100 | | |
| Fengu | 1918 | 1,300 | 2,271 | 46 | |
| Fenoll | 1899 | 4,000 | 8,000 | 200 | 201 |
| Fenotbank | 1899 | 4,000 | — | 101 | 107 |
| Fidel | 1907 | 1,000 | | | |
| Fidel No. 1 | 1908 | 2,000 | | | |
| Fiaseta | 1919 | 4,100 | 17,100 | 440 | 400 |
| Fiesa | 1919 | 200 | | 30 | |
| Fidaverna | 1919 | 14,200 | 75,810 | | 775 |
| Fior | 1908 | 4,200 | 11,300 | | 94 |
| Fiorbonn | 1919 | 700 | 4,000 | 19 | 19 |
| FF | 1899 | 2,100 | — | 32 | 30 |
| FF | 1902 | 2,100 | 4,100 | 43 | 41 |
| FF | 1896 | 800 | 4,100 | 43 | 41 |

| Noms des Navires | Année de construction | P.W.C. — Port en lourd approximatif en tonnes de 2,240 lbs. | Capacité en pieds cubes — Des grains | Des balles et grains — Grains | Des balles et grains — Balles |
|---|---|---|---|---|---|
| Frida | 1914 | 8,200 | 4,000 | 400 | 300 |
| Fine Firebrand | 1911 | 2,400 | 14,000 | 90 | — |
| Darlo | 1911 | 11,000 | 74,400 | 600 | 600 |
| Dia | 1901 | 8,000 | — | — | 377 |
| Dhoia | 1898 | 7,000 | — | 301 | 300 |
| Dorado | 1900 | 3,000 | 21,000 | 214 | 194 |
| Dobermark | 1900 | 3,000 | 71,400 | 324 | 302 |
| Dolce | 1911 | 8,000 | 21,100 | 340 | 400 |
| Dfs | 1914 | 3,000 | 7,000 | 232 | 190 |
| Dlington Court | 1920 | 8,000 | | | |
| Dle Mare | 1902 | 7,100 | 27,000 | 300 | 300 |
| Dlanda | 1907 | 8,000 | 32,000 | 414 | 420 |
| Dlanda | 1921 | 10,000 | 47,000 | 710 | 400 |
| Dlanda | 1920 | 1,400 | — | — | 110 |
| Dle | 1909 | 4,000 | | | |
| Dla | 1900 | 2,000 | 7,700 | 110 | 140 |
| Dla | 1900 | 2,000 | 3,720 | 104 | 104 |
| Dlagrad | 1907 | 8,000 | 14,000 | 400 | 440 |
| Dlaind | 1919 | 7,000 | 1,000 | 270 | 300 |
| Dle | 1901 | 7,400 | 14,000 | 420 | 400 |
| Dlanda | 1904 | 4,000 | 21,000 | 300 | 300 |
| Dlyla Kitts | 1909 | 2,000 | 4,000 | 137 | 110 |
| Dlanda | 1907 | 300 | 3,000 | 21 | 40 |
| Dlatar Monarch | 1909 | 700 | — | — | 75 |
| Dlatar Prince | 1900 | 700 | — | — | 75 |
| Dlatar Queen | 1901 | 700 | — | — | 75 |
| Dlatar Star | 1904 | 700 | 2,000 | — | 24 |
| Dlea | 1912 | 2,300 | 8,100 | 111 | 100 |
| Dlemma | 1912 | 10,000 | 100,700 | — | 400 |
| Dlemma | 1912 | 14,000 | 87,000 | — | — |
| Dlemma | 1914 | 4,000 | 2,000 | 275 | 300 |
| Dlobia | 1902 | 8,000 | — | 200 | — |
| Dla | 1904 | 4,000 | 8,000 | 100 | 117 |
| Dla | 1906 | 1,400 | 3,000 | 30 | |
| Dnacoma | 1907 | 1,000 | — | — | — |
| Dcho Mendi | 1914 | 8,000 | 8,700 | 300 | 250 |
| Dalos | 1900 | 8,000 | 2,170 | 400 | 400 |
| Dlagoa | 1914 | 8,000 | 7,700 | 120 | 120 |
| Dalost | 1920 | 8,000 | | 400 | 400 |
| Dalo | 1902 | 8,000 | — | | |
| Dalos | 1908 | 1,000 | — | 140 | — |
| Dalos | 1900 | 8,000 | | 440 | |
| Dalos | 1906 | 4,000 | 11,300 | 210 | 200 |
| Dalod States | 1919 | 4,000 | 71,000 | 900 | 900 |
| Dalod States Gypsum | 1906 | 8,000 | | | |
| Dalod Mare No. 2 | 1907 | 3,000 | | | 300 |
| Dalod Mare No. 3 | 1919 | 3,000 | 14,000 | 200 | 200 |
| Dalod Mare No. 5 | 1909 | 3,000 | 14,000 | 200 | 200 |
| Dalod Mare No. 9 | 1910 | 3,000 | | | 400 |
| Dalod Mare No. 10 | 1914 | 1,000 | 4,000 | 70 | 70 |
| Dalos Mare | 1919 | 1,000 | 4,000 | | 50 |
| Dapo Mare | 1919 | 7,000 | 24,000 | 400 | 400 |
| Dapo Mare No. 1 | 1900 | 8,000 | 10,000 | 200 | 200 |
| Dapo Mare No. 2 | 1919 | 4,000 | 14,000 | 210 | 210 |
| Dapo Mare No. 3 | 1919 | 3,000 | 11,000 | 140 | 140 |
| Dpo Mendi | 1911 | 4,000 | 17,000 | 300 | 300 |
| Dpeker | 1900 | 4,000 | — | 100 | 100 |
| Dagoa Mare | 1919 | 3,000 | 10,000 | 200 | 200 |
| Dagoa Mare | 1900 | 1,200 | 4,000 | — | 40 |
| Dal Mare | 1907 | 3,000 | 10,000 | 300 | 100 |
| Dagoa | 1901 | 2,000 | | | |
| Dagoa | 1900 | 800 | 4,000 | 40 | 30 |

D.W.C. — Le port en lourd approximatif (le tarire en tonnes de 2,240 lbs. (1016 kilos) pour carqueson et charbon de soutes, chargement au franc-bord d'été en eau salée.

P.B. — La capacité approximative en pieds cubes des soutes fixes, soutes hors manœuvres et du dessus de calfeutrage en dessous des barrots.

CAPACITÉ POUR GRAINS — Le volume des cales en mètres de pieds cubes, soutes hors manœuvres et du dessus de calfeutrage en dessous des barrots, y compris les mezzanines.

CAPACITÉ POUR BALLES OU GRAINS — Le volume des cales en mètres de pieds cubes, soutes en dehors des lattes et du dessus du calfeutrage en dessous des barrots, y compris les mezzanines.

POUR LES NAVIRES À INSTALLATION FRIGORIFIQUE le volume des cales est pris après la pose du revêtement isolant.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Date of Built. | D.W.C. in tons of 2,240 lbs. | Cubic Capacity. In Thousands of Feet. | | |
|---|---|---|---|---|---|
| | | | In bulk. | | |
| | | | P.B. | Grain. | Bale. |
| Uranienborg | 1902 | 6,000 | — | 310 | 318 |
| Uranus | 1900 | 1,325 | 2,100 | 66 | 67 |
| Urd | 1902 | 1,550 | 2,250 | 75 | 79 |
| Urd | 1907 | 900 | — | 55 | — |
| Urkanota | 1907 | 5,000 | — | — | — |
| Urkiberta | 1912 | 8,120 | — | 388 | 399 |
| Urnaut | 1910 | 3,300 | 5,450 | 149 | 142 |
| Urnula-Mendi | 1902 | 5,000 | 12,071 | 352 | 339 |
| Urso-Mendi | 1902 | 5,100 | 8,190 | 397 | 372 |
| Urla | 1908 | 8,417 | 11,440 | 431 | 416 |
| Urola | 1908 | 3,950 | 13,840 | 374 | 359 |
| Urse | 1908 | 3,850 | 7,400 | 128 | 115 |
| Ursa | 1911 | 1,420 | 7,177 | 84 | 82 |
| Ursula Fischer | 1907 | 4,200 | 11,025 | 399 | 376 |
| Ursula Heinsiers | 1917 | 8,200 | 16,500 | 517 | 470 |
| Ursula Siemers | 1913 | 4,950 | 16,000 | 543 | 521 |
| Urshemba | 1910 | 3,570 | 11,200 | 152 | 133 |
| Urugway | 1912 | 9,600 | 17,600 | 400 | 419 |
| Urugway | 1913 | 8,000 | 16,420 | 386 | 359 |
| Urugway | 1909 | 1,200 | — | 58 | 50 |
| Urugwayo | 1909 | 8,150 | — | 400 | 430 |
| Usedom | 1918 | 8,200 | — | — | — |
| Usheridge | 1906 | 4,200 | 13,400 | 150 | — |
| Usimoor | 1918 | 4,000 | 13,000 | 189 | 246 |
| Uskmouth | 1906 | 4,100 | 8,100 | 311 | 299 |
| Uskvalley | 1909 | 4,450 | 9,000 | 318 | 298 |
| Usona | 1902 | 1,190 | 3,870 | 84 | 77 |
| Usoint Mara | 1912 | 1,200 | 2,000 | 400 | 390 |
| Usworth | 1906 | 8,150 | 8,700 | 289 | 300 |
| Usworthy | 1909 | 10,150 | — | — | — |
| Utkilppen | 1893 | 2,300 | — | — | — |
| Ute | 1904 | 2,400 | 7,300 | 126 | 115 |
| Utsira | 1907 | 7,000 | 20,200 | 505 | 519 |
| Uzes | 1907 | 5,515 | 15,900 | 500 | 577 |
| Vaarli | 1918 | 8,000 | — | — | — |
| Vaalite | 1920 | 1,300 | — | — | — |
| Vacuolite | 1920 | 12,500 | — | — | — |
| Vacuum | 1920 | 9,000 | — | — | — |
| Van Victor | 1920 | 2,000 | 3,500 | 120 | 120 |
| Vaga | 1901 | 2,150 | 6,100 | 101 | 114 |
| Valar | 1904 | 1,300 | — | 50 | — |
| Valdera | 1900 | 3,150 | — | 101 | — |
| Valaga | 1918 | 800 | 3,000 | — | 25 |
| Valbong | 1914 | 1,350 | 3,200 | 75 | 75 |
| Valcrosse | 1920 | 8,100 | 20,100 | 650 | 600 |
| Valbaron | 1919 | 9,700 | 19,300 | 400 | 420 |
| Valdivia | 1907 | 8,200 | 12,900 | 230 | 260 |
| Valdivia | 1911 | 4,900 | 13,270 | 250 | 250 |
| Valdivia | 1900 | 2,275 | 10,000 | 170 | — |
| Vale | 1871 | 1,000 | 3,000 | 50 | 61 |
| Valencia | 1902 | 5,000 | 15,250 | 500 | 500 |
| Valencia | 1903 | 5,350 | 15,250 | 550 | 540 |
| Valentia | 1907 | 1,200 | 3,100 | 60 | 72 |
| Valentia Iron Screw | 1902 | 5,240 | 15,800 | 800 | 810 |
| Valentine Coda | 1900 | 2,400 | 15,200 | 400 | 500 |
| Valeyrion | 1901 | 1,000 | 5,400 | 75 | — |
| Valiaro | 1918 | 9,200 | 20,500 | 650 | 600 |
| Valiga | 1918 | 6,000 | 20,150 | 500 | — |
| Valparaiso | 1917 | 6,300 | 7,400 | 300 | 300 |
| Valvale | 1919 | 8,000 | 15,700 | — | 300 |
| Valverde | 1919 | 8,000 | 15,500 | — | 300 |

| Name of Vessel. | Date of Built. | D.W.C. in tons of 2,240 lbs. | Cubic Capacity. In Thousands of Feet. | | |
|---|---|---|---|---|---|
| | | | In bulk. | | |
| | | | P.B. | Grain. | Bale. |
| Valyo | 1904 | 900 | 3,000 | 30 | 34 |
| Van Ouen | 1911 | 4,000 | — | — | 100 |
| Van den Bosch | 1905 | 5,017 | 14,500 | — | 95 |
| Van der Capellen | 1902 | 1,100 | 3,300 | — | 30 |
| Van der Hagen | 1908 | 3,000 | — | — | 144 |
| Van der Lijn | 1909 | 2,400 | 14,500 | 117 | 107 |
| Van der Wijck | 1911 | 2,000 | — | — | 90 |
| Van Dieman | 1900 | 575 | 4,200 | 95 | 90 |
| Van Goens | 1908 | 575 | 4,200 | 95 | 90 |
| Van Heemskerk | 1907 | 3,525 | — | — | 140 |
| Van Houtes | 1906 | 8,000 | 23,275 | 529 | 551 |
| Van Hoorn | 1909 | 2,117 | 8,000 | — | 20 |
| Van Imhoff | 1914 | 3,215 | — | — | 129 |
| Van Lenbergen | 1913 | 1,200 | — | — | 40 |
| Van Linschoten | 1910 | 3,200 | — | — | 140 |
| Van Nesk | 1912 | 3,432 | — | — | 151 |
| Van Noort | 1906 | 2,061 | 7,720 | — | 67 |
| Van Outhoorn | 1921 | 4,300 | 13,000 | 96 | 77 |
| Van Overstraten | 1911 | 5,400 | — | — | 195 |
| Van Rees | 1914 | 3,340 | — | — | 129 |
| Van Riebeeck | 1920 | 6,700 | 20,550 | — | 160 |
| Van Stolkwerk | 1908 | 3,001 | 14,029 | — | 90 |
| Van Strandijk | 1910 | 3,175 | 14,900 | — | 65 |
| Van Spilbergen | 1906 | 3,420 | — | — | 144 |
| Van Weerwijck | 1909 | 3,400 | — | — | 144 |
| Vanoville | 1909 | 13,700 | — | — | — |
| Vancouver | 1920 | 19,450 | 70,000 | 600 | 550 |
| Vancouver | 1920 | 9,800 | 60,000 | 294 | — |
| Vancouver City | 1920 | 9,000 | — | 200 | 500 |
| Vancouver Mara | 1919 | 9,000 | 20,577 | 425 | 472 |
| Vandoo | 1920 | — | — | 300 | — |
| Vang | 1901 | 300 | — | 20 | — |
| Vanneti | 1908 | 3,000 | 8,000 | 119 | 147 |
| Varend | 1907 | 9,000 | — | — | — |
| Varnsjor | 1920 | 11,150 | — | — | — |
| Vard | 1917 | 1,000 | — | 40 | 40 |
| Vardefjell | 1901 | 2,400 | 8,900 | 120 | — |
| Vardalia | 1917 | 9,500 | 16,000 | 514 | 471 |
| Varg | 1901 | 2,017 | 13,100 | 110 | 143 |
| Varnia | 1914 | 5,000 | 40,500 | 296 | 472 |
| Varg | 1908 | 4,210 | — | 208 | — |
| Varlang | 1910 | 1,000 | 17,042 | 92 | 87 |
| Varing | 1900 | 2,000 | — | 300 | — |
| Varip | 1900 | 2,000 | 13,000 | 90 | 90 |
| Varnera | 1914 | 5,100 | 33,000 | 370 | 372 |
| Varnhalm | 1900 | 7,200 | — | 101 | 470 |
| Varno | 1900 | 2,000 | 14,000 | 80 | — |
| Varon | 1917 | 4,300 | — | 294 | 322 |
| Vasallos Dominguez | 1907 | 6,914 | 14,000 | 344 | 390 |
| Vasallos Fundolo | 1907 | 7,015 | 24,000 | 360 | 410 |
| Vatan | 1906 | 4,750 | 21,000 | 294 | 320 |
| Vatalik | 1901 | 7,200 | 5,700 | — | 350 |
| Vaudeve | 1906 | 3,034 | 13,000 | — | 105 |
| Vaw | 1900 | 3,000 | — | — | — |
| Vaight | 1917 | 2,300 | 3,700 | 112 | 114 |
| Vechelhoven | 1918 | 1,204 | 4,140 | 50 | 54 |
| Vegiva | 1902 | 1,000 | 3,000 | 37 | 32 |
| Velia | 1913 | 12,000 | 40,500 | — | 800 |
| Vendel | 1900 | 1,000 | — | — | — |
| Vendel No. 2 | 1900 | 2,400 | — | — | — |
| Veno | 1901 | 2,100 | 17,500 | 200 | 400 |
| Vaga | 1907 | 3,100 | — | 121 | — |
| Vaga | 1913 | 1,000 | 7,200 | 70 | 43 |
| Vaga | 1900 | 800 | 3,000 | 37 | 42 |
| Vegawick | 1920 | 3,400 | 91,000 | 200 | 400 |
| Vela | 1900 | 1,000 | 3,000 | 40 | 44 |
| Valenti | 1911 | 7,200 | 20,200 | 400 | 367 |
| Velbe | 1900 | 1,300 | — | — | — |
| Velley | 1900 | 2,000 | — | — | — |
| Velsea | 1900 | 14,700 | — | — | — |

D.W.C.—The approximate deadweight capacity in tons, of 2,240lbs., for cargo and bunkers of the vessel when loaded to salt water to the summer freeboard.

P.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of the cargo spaces are taken after fitting insulation.

**Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.**

*(Ces renseignements sont donnés d'après l'autorité des Armateurs, sous garantie et comme approximativement exacts. Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| NOM DU NAVIRE | Pavillon | Port en lourd approximatif en tonnes de 2,240 lbs. | Capacité cubique: Pour grain | Capacité cubique: Pour balles de paille: Grains | Capacité cubique: Pour balles de paille: Balles |
|---|---|---|---|---|---|
| Velma Lykes | USA | 4,135 | 11,000 | 180 | 167 |
| Velia | USA | 3,400 | 11,000 | 167 | 149 |
| Vendia | USA | 1,461 | 4,040 | 73 | 65 |
| Venerabeng | USA | 1,800 | 17,500 | 65 | 73 |
| Venetia | USA | 4,300 | — | — | — |
| Venezuela | USA | 7,000 | 8,000 | 280 | 251 |
| Venice Maru | USA | 6,700 | 16,840 | 111 | 467 |
| Venimine | USA | 1,000 | — | — | 41 |
| Venture | USA | 4,900 | — | — | 91 |
| Venture de Larrinaga | USA | 4,400 | 14,000 | 500 | 450 |
| Venture | USA | 340 | — | — | — |
| Venus | USA | 8,800 | 25,000 | 179 | — |
| Venus | USA | 3,700 | 11,700 | 147 | 141 |
| Venus | USA | 2,400 | — | — | 90 |
| Vera | USA | 2,000 | 5,400 | 100 | 110 |
| Vera Radcliffe | USA | 2,500 | — | — | — |
| Veragua | USA | 4,800 | 20,000 | — | 180 |
| Verbenalia | USA | 4,800 | 11,100 | 200 | 204 |
| Verdandi | USA | 500 | — | 67 | — |
| Verge del Carmen | USA | 2,400 | — | 144 | — |
| Verilla | USA | 1,400 | 7,200 | 75 | — |
| Vermont | USA | 8,300 | 16,300 | 450 | 420 |
| Verrel | USA | 300 | 2,800 | 55 | 60 |
| Verona City | USA | 8,600 | 16,500 | 500 | 494 |
| Verona | USA | 1,100 | 15,000 | 65 | — |
| Veronica | USA | 3,000 | 15,000 | 100 | 80 |
| Vesta | USA | 1,000 | 6,000 | 60 | 60 |
| Vesta | USA | 3,770 | 10,000 | 200 | 180 |
| Vesta | USA | 3,700 | 11,700 | 147 | 140 |
| Vesta | USA | 4,000 | 10,000 | 144 | 150 |
| Vesta | USA | 2,300 | — | — | — |
| Vesta | USA | 2,170 | 8,200 | 108 | 100 |
| Vesta | USA | 1,214 | 8,000 | 60 | 90 |
| Vesta | USA | 500 | — | 35 | 35 |
| Vestalia | USA | 8,500 | 14,200 | 500 | 600 |
| Vestaville | USA | 1,000 | 10,200 | 80 | — |
| Vestfold | USA | 10,300 | 130,370 | — | — |
| Vestlia | USA | 3,500 | 5,400 | 140 | 130 |
| Vestland | USA | 8,100 | 20,700 | 132 | 160 |
| Vestmanland | USA | 3,000 | 6,000 | 40 | 60 |
| Vesuvi | USA | 1,000 | 15,000 | 30 | — |
| Vesuvi | USA | 500 | 6,000 | — | — |
| Vesuvian | USA | 8,400 | 21,000 | 166 | 150 |
| Vetor | USA | 1,400 | 5,100 | 30 | — |
| Vicke Marrett | USA | 1,200 | 8,000 | 60 | 70 |
| Viborg | USA | 3,300 | 9,000 | 100 | 170 |
| Vicos | USA | 7,300 | 9,000 | 300 | — |
| Victoria | USA | 600 | — | 19 | 18 |
| Viceroy of India | USA | 9,100 | — | — | — |
| Victo | USA | 8,170 | 10,000 | 320 | 310 |
| Victoline | USA | 15,000 | — | — | — |
| Victor | USA | 3,100 | — | 30 | — |
| Victor de Chavanne | USA | 4,500 | 17,000 | 215 | — |
| Victoria | USA | 4,000 | — | 100 | — |
| Victoria | USA | 8,000 | 8,000 | 140 | 131 |
| Victoria | USA | 8,917 | 27,300 | — | 110 |
| Victoria City | USA | 8,000 | 18,000 | 560 | 490 |
| Victoria Maru | USA | 8,000 | 20,000 | 440 | 407 |
| Victorian Transport | USA | 8,000 | 10,000 | 400 | 500 |
| Vidar | USA | 3,000 | 27,000 | 100 | 140 |
| Vidar | USA | 1,000 | 3,500 | 80 | 90 |
| Viduthas | USA | 8,700 | 19,200 | 400 | 400 |
| Vieu y Garrie | USA | 500 | 1,800 | 30 | 30 |
| Vieuzac | USA | 500 | 2,400 | 30 | — |
| Vigo | USA | 8,500 | — | 417 | 370 |
| Vigor | USA | 4,700 | — | 207 | — |
| Vigor | USA | 1,000 | — | 200 | 200 |
| Vigoro | USA | 3,200 | 4,700 | 190 | 140 |
| Vila | USA | 1,000 | — | 70 | — |
| Viking | USA | 1,000 | — | 95 | — |

| NOM DU NAVIRE | Pavillon | Port en lourd approximatif en tonnes de 2,240 lbs. | Capacité cubique: Pour grain | Capacité cubique: Pour balles de paille: Grains | Capacité cubique: Pour balles de paille: Balles |
|---|---|---|---|---|---|
| Viking | USA | 1,500 | — | — | — |
| Viking II | USA | 7,000 | 16,000 | 400 | — |
| Vikoma | USA | 14,000 | — | — | — |
| Viktoria | USA | 700 | — | — | 90 |
| Vikvall | USA | 8,000 | — | — | 110 |
| Vila | USA | 3,400 | 7,470 | 200 | 250 |
| Vilafiel | USA | 1,000 | — | 70 | — |
| Ville | USA | 8,000 | — | 450 | — |
| Villamarique | USA | 3,370 | — | 104 | 94 |
| Villanor | USA | 8,500 | — | 411 | 400 |
| Villa Carla | USA | 1,200 | 3,000 | 50 | 71 |
| Villa Belgrano | USA | 600 | 20,000 | — | — |
| Ville d'Algerie | USA | 5,400 | 10,000 | 84 | 90 |
| Ville d'Algerie | USA | 6,200 | 21,500 | — | 500 |
| Ville D'Arras | USA | 8,000 | — | — | 500 |
| Ville d'Orsa | USA | 6,000 | — | — | 500 |
| Ville de Gaeta | USA | 1,400 | 9,000 | 70 | 70 |
| Ville de Dunkerque | USA | 4,300 | 13,100 | 200 | 200 |
| Ville de Kalinga | USA | 7,000 | — | — | 140 |
| Ville de Marseille | USA | 4,200 | — | — | 500 |
| Ville de Montgomery | USA | 1,300 | 3,300 | 61 | 60 |
| Ville de Nice | USA | 700 | — | — | — |
| Ville de Pepente | USA | 400 | 4,000 | — | — |
| Ville de Paris | USA | 6,000 | — | — | 500 |
| Ville de Rouen | USA | 7,200 | — | — | 500 |
| Ville de Sete | USA | 1,100 | — | — | — |
| Ville de Strasbourg | USA | 6,200 | 14,000 | — | 420 |
| Ville de Tamatave | USA | 7,200 | 16,000 | — | 500 |
| Ville de Verdun | USA | 4,500 | 14,000 | — | 400 |
| Villeneuve | USA | 4,000 | 14,000 | 100 | 197 |
| Vilma | USA | 1,400 | — | — | — |
| Vim | USA | 1,400 | 4,770 | 80 | 90 |
| Vimeira | USA | 4,000 | — | — | — |
| Vienna | USA | 7,700 | — | — | — |
| Vincent | USA | 8,770 | — | 400 | 450 |
| Vindeggra | USA | 3,000 | — | 300 | 300 |
| Vinemar | USA | 8,100 | — | 300 | 400 |
| Vinete | USA | 700 | — | 50 | — |
| Vinga | USA | 10,000 | — | — | — |
| Vinland | USA | 7,000 | — | 500 | 500 |
| Vinnia | USA | 4,000 | 15,000 | 300 | 140 |
| Vinnia | USA | 3,000 | 15,000 | 400 | 440 |
| Vinos | USA | 3,000 | 15,700 | 300 | — |
| Viola | USA | 8,000 | 8,700 | 100 | 100 |
| Viola | USA | 1,000 | — | — | — |
| Violante S. Goulandris | USA | 8,000 | 10,000 | 200 | 200 |
| Virginia | USA | 8,000 | — | — | — |
| Virgilio | USA | 8,700 | — | 300 | 300 |
| Virginia | USA | 10,000 | — | 400 | 370 |
| Virginia | USA | 8,000 | — | — | — |
| Virginia | USA | 7,000 | 10,000 | 400 | 300 |
| Virginia | USA | 4,500 | 10,000 | 300 | 300 |
| Virginia | USA | 3,100 | — | 100 | 100 |
| Virginia Dempster | USA | 2,000 | 7,000 | 140 | 100 |
| Virginia Nicolaou | USA | 10,000 | 10,000 | 300 | 400 |
| Virginia Stoelair | USA | 9,000 | — | — | — |
| Virginian | USA | 11,000 | — | — | 670 |
| Virginia | USA | 7,000 | 10,000 | — | 300 |
| Virgo | USA | 4,000 | 10,000 | 300 | 300 |
| Virgo | USA | 1,300 | 4,700 | 70 | 90 |
| Viro | USA | 400 | — | 80 | — |
| Visteg | USA | 1,000 | 4,000 | 40 | 70 |
| Vistula | USA | 13,170 | — | — | — |
| Vita | USA | 3,100 | 10,000 | 150 | 170 |
| Vitruvio | USA | 6,000 | — | — | — |
| Vittorio Emanuele III | USA | 7,100 | 10,700 | 400 | 370 |
| Vivanda | USA | 900 | 7,000 | 40 | 20 |
| Vivna | USA | 4,700 | 4,000 | 300 | 200 |
| Vladimir | USA | 1,000 | 14,000 | 70 | — |
| Vinland | USA | 7,000 | 14,000 | 450 | 300 |

D.W.C. — Le port en lourd approximatif du navire en tonnes de 2,240 lbs. (1016 kilos.) pour carpiques et charbon de soute, chaudières et fournitures d'été en cas salin.

P.B. — La capacité approximative en pieds cubes des soutes bien, moyennes bien nettoyées et du dessus de voignage au dessus des barres.

CAPACITÉ POUR GRAIN — Le volume du cale en millions de pieds cubes, moyennes bien nettoyées et du dessus de voignage au dessus des barres, y compris les mouillées.

CAPACITÉ POUR BALLES DE COTON — Le volume des cales en millions de pieds cubes, moyennes en dedans des bitts et du dessus de voignage au dessus des barres, y compris les mouillées.

POUR LES NAVIRES À INSTALLATION FRIGORIFIQUE — Le volume des cales est pris après le pose du revêtement isolant.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for the correctness.)*

| Name of Vessel. | Date of Build. | D.W.C. (Longs and Tonnes). | Cubic Capacity. In Cubic Feet. | Cubic Capacity. In Thousands of Feet. Grain. | Cubic Capacity. In Thousands of Feet. Bale. |
|---|---|---|---|---|---|
| Winstroom | 1913 | 920 | 3,450 | 70 | 92 |
| Yoro | 1917 | 12,000 | ... | ... | ... |
| Yukon | 1907 | 7,200 | 14,400 | 810 | 901 |
| Yugoslavia | 1919 | 6,000 | 8,500 | 666 | 734 |
| Yugtland | 1901 | 6,600 | ... | 502 | 550 |
| Yugtland | 1906 | 6,600 | 22,000 | 552 | 612 |
| Yugoslavia Polish | 1919 | 6,400 | 13,000 | 600 | 670 |
| Yokohamaru | 1919 | 7,300 | 27,400 | 324 | 360 |
| Yolgas | 1919 | 3,000 | 11,000 | 173 | 194 |
| Yolfoth Thom | 1904 | 8,350 | 28,000 | ... | ... |
| Yonkersky | 1920 | 3,500 | 8,600 | 149 | 167 |
| Yokadle | 1909 | 3,000 | ... | ... | ... |
| Yokuma | 1917 | 8,000 | 3,000 | 684 | 767 |
| Yokuma | 1919 | 5,000 | 6,000 | 273 | 306 |
| Yokamer | 1919 | 11,000 | 22,000 | 967 | 1,072 |
| Yokma | 1920 | 4,000 | ... | ... | ... |
| Yorkshire | 1918 | 5,175 | 12,700 | 341 | 380 |
| Yorkaria | 1900 | 6,000 | 15,000 | 224 | 250 |
| Yoagie | 1919 | 2,000 | 1,300 | ... | ... |
| Yarrabat Mitsiusoff | 1919 | 10,100 | 32,000 | 500 | 560 |
| Yoma Kraboler | 1920 | 5,000 | 12,000 | 242 | 270 |
| Yolmik | 1911 | 6,200 | ... | 224 | ... |
| Yolma City | 1919 | 6,000 | 17,000 | 594 | 660 |
| Yolmaia | 1920 | 8,500 | ... | 900 | 792 |
| Yolmaia | 1907 | 2,000 | 12,000 | 140 | 152 |
| Yolka | 1907 | 1,400 | ... | 70 | 83 |
| Yoner Brooke | 1909 | 1,000 | 8,500 | 328 | ... |
| W. C. Taught | 1917 | 12,000 | ... | ... | ... |
| W. D. Anderson | 1909 | 7,500 | 19,000 | ... | ... |
| W. E. Hatton | 1909 | 10,000 | ... | ... | ... |
| W. E. Ogilvie | 1920 | 4,000 | ... | ... | ... |
| W. F. Bredell | 1909 | 10,000 | ... | ... | ... |
| W. F. White | 1907 | 10,500 | ... | ... | ... |
| W. H. Libby | 1905 | 11,500 | ... | ... | ... |
| W. H. Tilford | 1917 | 9,000 | ... | ... | ... |
| W. J. Hanna | 1909 | 10,400 | ... | ... | ... |
| W. L. Steed | 1919 | 9,200 | ... | ... | ... |
| W. M. Burton | 1919 | 10,500 | 40,000 | ... | ... |
| W. M. Irish | 1919 | 10,500 | 40,000 | ... | ... |
| W. R. Chamberlin, Jr. | 1919 | 4,000 | ... | 250 | 311 |
| W. S. Parish | 1920 | 10,000 | 30,000 | ... | ... |
| W. S. Miller | 1920 | 9,000 | ... | ... | ... |
| W. S. Moore | 1920 | 12,000 | ... | ... | ... |
| W. W. Bruce | 1919 | 10,500 | ... | ... | ... |
| Waal | 1918 | 3,000 | 6,000 | 200 | 90 |
| Waalhaven | 1918 | 6,300 | ... | 340 | 425 |
| Waalhorst | 1921 | 10,000 | 32,000 | 492 | 450 |
| Waban | 1919 | 9,400 | ... | 440 | 490 |
| Wachtel | 1901 | 1,000 | ... | 48 | 72 |
| Wachtfels | 1908 | 11,000 | 34,000 | 224 | 600 |
| Wagland | 1918 | 3,000 | ... | ... | 180 |
| Wagner | 1914 | 6,000 | 26,000 | 500 | 500 |
| Wagner | 1912 | 1,000 | ... | 60 | ... |
| Wahine | 1913 | 1,000 | ... | ... | 45 |
| Waiakale | 1909 | 8,000 | 31,000 | 90 | 60 |
| Waiawa | 1919 | 9,000 | 35,000 | ... | 407 |
| Waiawa | 1919 | 9,000 | 35,000 | ... | 400 |
| Waiawanta | 1914 | 8,000 | 22,000 | ... | 400 |
| Waimea | 1911 | 12,000 | 17,000 | 700 | 600 |
| Waimea | 1904 | 1,000 | ... | ... | ... |
| Waimea | 1919 | 6,200 | 12,000 | ... | 412 |
| Waipaki | 1920 | 1,000 | ... | ... | 400 |
| Waipara | 1920 | 4,000 | 10,000 | 200 | 400 |
| Wairuna | 1919 | 8,000 | 40,000 | ... | 440 |
| Waiwanda | 1919 | 8,000 | 35,000 | ... | 400 |
| Waiwera | 1919 | 7,000 | 9,000 | ... | 300 |

| Name of Vessel. | Date of Build. | D.W.C. (Longs and Tonnes). | Cubic Capacity. In Cubic Feet. | Cubic Capacity. In Thousands of Feet. Grain. | Cubic Capacity. In Thousands of Feet. Bale. |
|---|---|---|---|---|---|
| Wake Mars | 1919 | 3,000 | 14,000 | 150 | 180 |
| Wakasa | 1919 | 6,000 | ... | 390 | 330 |
| Wakamatsu Maru | 1902 | 4,000 | 19,000 | 900 | 170 |
| Wakana Maru | 1907 | 7,000 | 21,000 | ... | ... |
| Waltung | 1908 | 3,000 | 14,000 | 107 | 400 |
| Walden | 1919 | 8,000 | ... | 470 | 530 |
| Waldinge | 1920 | 6,000 | 12,000 | 170 | 300 |
| Wales Mars | 1919 | 8,000 | 30,000 | 500 | 467 |
| Walker Rose | 1919 | 700 | 3,000 | 30 | ... |
| Walnuck | 1914 | 900 | 3,700 | 40 | 40 |
| Walmagford | 1919 | 5,200 | ... | 300 | 330 |
| Walmada | 1919 | 2,300 | 6,500 | 110 | 130 |
| Walmard | 1922 | 4,000 | 19,000 | 320 | 350 |
| Walter A. Luckenbach | 1919 | 21,000 | 65,000 | 600 | 560 |
| Walter B. Reynolds | 1920 | 2,700 | 8,000 | 190 | 130 |
| Walter D. Manson | 1917 | 5,700 | 30,000 | ... | 500 |
| Walter D. Royce | 1919 | 7,000 | 18,000 | 350 | 450 |
| Walter Jennings | 1920 | 10,000 | ... | ... | ... |
| Walter L. H. Rose | 1907 | 9,000 | 12,000 | 150 | 400 |
| Walter Lowenfeld | 1909 | 5,000 | ... | 400 | ... |
| Wanaro | 1919 | 8,300 | 18,000 | 400 | 575 |
| Wan Hotung | 1900 | 2,000 | ... | 130 | 120 |
| Wanbelle | 1902 | 6,000 | 14,000 | 600 | 500 |
| Wanda | 1909 | 7,000 | 15,000 | 800 | 500 |
| Wandana | 1919 | 700 | 4,000 | 30 | 30 |
| Wandis | 1907 | 3,000 | 20,000 | 400 | 400 |
| Wandrahm | 1907 | 9,000 | 12,000 | 400 | 400 |
| Wanlaleb | 1920 | 4,000 | 8,000 | 250 | 300 |
| Wanstead | 1904 | 9,000 | 19,000 | 450 | 400 |
| War Bharata | 1905 | 8,000 | 29,000 | 79 | 71 |
| War Hydra | 1919 | 8,000 | 40,000 | 800 | ... |
| War Kirkina | 1919 | 8,000 | 40,000 | ... | ... |
| War Sawab | 1919 | 8,000 | 39,000 | 400 | 90 |
| War Pathan | 1919 | 8,000 | 40,000 | ... | ... |
| Warfield | 1917 | 8,000 | 29,000 | 400 | 400 |
| Warfolds | 1919 | 3,000 | 8,000 | 300 | 300 |
| Warian | 1919 | 3,000 | 8,000 | 300 | 300 |
| Warkworth | 1921 | 6,000 | 30,000 | 400 | 300 |
| Warla | 1919 | 3,000 | 8,000 | 150 | 140 |
| Warnow | 1900 | 1,000 | 6,000 | 80 | 40 |
| Warnemunde | 1919 | 6,000 | 24,000 | 140 | 130 |
| Warnow | 1919 | 6,000 | 22,000 | 140 | 130 |
| Warnowen | 1919 | 9,000 | 10,000 | 120 | 110 |
| Warta | 1919 | 8,000 | ... | ... | ... |
| Wartburg | 1920 | 1,000 | 3,000 | 50 | 40 |
| Warwickshire | 1921 | 8,000 | 24,000 | 500 | 410 |
| Warwick | 1921 | 6,000 | ... | ... | ... |
| Warwick Castle | 1920 | 10,000 | ... | 400 | 400 |
| Washburg | 1920 | 7,700 | 27,000 | 400 | 340 |
| Washburg | 1919 | 2,000 | 14,000 | 90 | 90 |
| Washata | 1919 | 8,000 | ... | 370 | 300 |
| Wasgenwald | 1919 | 8,700 | 19,000 | 400 | 400 |
| Washington | 1919 | 2,000 | ... | ... | ... |
| Washington | 1919 | 10,000 | ... | 400 | 500 |
| Washington | 1920 | 10,000 | 32,000 | ... | ... |
| Washington | 1919 | 8,000 | ... | 350 | 400 |
| Washington | 1920 | 3,000 | 12,000 | 170 | 410 |
| Washington Mars | 1919 | 9,000 | 20,000 | 400 | 400 |
| Wasmuster | 1917 | 6,000 | ... | 450 | 140 |
| Waterbeck | 1921 | 900 | 3,000 | 30 | ... |
| Watergate | 1919 | 500 | ... | 20 | ... |
| Waterland | 1920 | 10,000 | 16,000 | 400 | 300 |
| Waterloo | 1919 | 9,000 | ... | ... | ... |
| Wathana | 1919 | 8,700 | ... | 470 | 400 |
| Watkins F. Maher | 1920 | 9,000 | ... | ... | ... |
| Watsonville | 1919 | 3,000 | ... | 190 | 400 |
| Watuka | 1919 | 2,400 | 12,000 | 110 | ... |
| Waxmouth | 1919 | 6,700 | ... | 400 | 440 |
| Waylow | 1919 | 6,700 | ... | 400 | 440 |
| Wauagow | 1919 | 6,700 | ... | 400 | 400 |

D.W.C.—The approximate deadweight capacity in tons, of 2,240lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

P.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to outside of frames to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerating Vessels the capacities of the cargo spaces are taken after fitting insulation.

## Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.

*(Ces renseignements sont donnés d'après l'autorité des Armateurs, sous garantie et comme approximativement exacts. Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom des navires | Pavillon | Année de construction | L.W.C. — Port en lourd approximatif en tonnes de 2,240 lbs. | Capacité cubique approximative — Balles pour pétrole. | Balles pour céréales. | Balles. |
|---|---|---|---|---|---|---|
| Waasdoekie | | 1918 | 8,700 | | 461 | 448 |
| Warnowie | | 1911 | 7,750 | 12,507 | 435 | 416 |
| Waterloo | | 1904 | 8,375 | 12,120 | 450 | 434 |
| Weer | | 1911 | 2,400 | | | |
| Weir | | 1912 | 1,050 | 4,905 | 71 | 72 |
| Westpool | | 1912 | 8,400 | 11,700 | 447 | 444 |
| Westwood | | 1909 | 7,500 | 27,710 | 402 | 365 |
| Weimar | | 1910 | 1,562 | 4,754 | 88 | |
| Wiesenhütte | | 1908 | 11,800 | 19,204 | 719 | 622 |
| Wieuwerd | | 1905 | 8,500 | 21,450 | 447 | 397 |
| Wolf | | 1919 | 950 | 1,797 | | |
| Wolvin de Beaulieu | | 1917 | 2,500 | 10,140 | 190 | 177 |
| Wolsten | | 1907 | 1,452 | 10,450 | 57 | 54 |
| Wolhart | | 1899 | 4,800 | 8,800 | | |
| Wollington Court | | 1905 | 2,000 | | | |
| Wolsh City | | 1905 | 12,900 | 15,500 | 532 | 456 |
| Wolsh Coast | | 1914 | 1,200 | 4,813 | | 64 |
| Wolsh Rose | | 1902 | 750 | 7,874 | | |
| Wonsdaw Star | | 1909 | 9,300 | | 394 | 353 |
| Woodcrest | | 1899 | 3,200 | 16,575 | 455 | 431 |
| Woody | | 1903 | 1,400 | 13,773 | 52 | 71 |
| Woolworth | | 1918 | 8,800 | 41,450 | 468 | 416 |
| Wolfenfels | | 1907 | 3,100 | 30,500 | 126 | 107 |
| Wotan | | 1909 | 1,200 | | 62 | |
| Wotan Kosmos | | 1906 | 7,372 | 14,440 | 417 | 359 |
| Wotan Vienna | | 1905 | 2,500 | | 131 | 136 |
| Wotta | | 1905 | 8,217 | 16,968 | 515 | 459 |
| Wuart | | 1902 | 8,472 | 40,900 | 500 | 470 |
| Wuart | | 1900 | 1,450 | 8,505 | 80 | 79 |
| West Alsek | | 1919 | 8,500 | 11,000 | 417 | 393 |
| West Amargosa | | 1918 | 8,500 | | 446 | 397 |
| West Apache | | 1919 | 8,500 | 16,000 | 417 | 393 |
| West Arno | | 1918 | 8,527 | 11,100 | 409 | 450 |
| West Cactus | | 1919 | 8,500 | | 462 | 417 |
| West Cobbler | | 1919 | 8,500 | | 412 | 412 |
| West Colusa | | 1919 | 8,500 | | 518 | 459 |
| West Comal | | 1920 | 8,500 | | 417 | 417 |
| West Camargo | | 1920 | 8,414 | | | |
| West Campaw | | 1920 | 8,400 | | | |
| West Cape | | 1919 | 8,541 | 14,200 | 495 | 428 |
| West Cortina | | 1918 | 8,800 | | | |
| West Coleroy | | 1919 | 8,500 | | 446 | 415 |
| West Colim | | 1918 | 8,577 | | 448 | 448 |
| West Chanda | | 1918 | 8,400 | | 451 | 443 |
| West Chenwald | | 1918 | 8,400 | | 446 | 443 |
| West Chaber | | 1919 | 8,518 | | 456 | 414 |
| West Cobalt | | 1919 | 8,423 | 15,195 | 409 | 363 |
| West Colon | | 1918 | 8,514 | | 498 | 426 |
| West Cowgo | | 1918 | 8,450 | | 454 | 389 |
| West Corsica | | 1919 | 8,426 | | 446 | 443 |
| West Cresent | | 1918 | 8,500 | | 446 | 439 |
| West Cuesta | | 1920 | 8,407 | | | |
| West Dallas | | 1918 | 8,502 | | 464 | 421 |
| West Ekrak | | 1919 | 8,514 | | 446 | 438 |
| West Elsinor | | 1918 | 8,248 | | 446 | 428 |
| West Eldara | | 1918 | 8,500 | | 484 | 428 |
| West Galeta | | 1918 | 8,478 | | 449 | 398 |
| West Gulsto | | 1919 | 8,514 | | 443 | 428 |
| West Gonzalez | | 1918 | 8,508 | | 443 | 428 |
| West Grana | | 1918 | 8,571 | | 442 | 394 |
| West Hanover | | 1919 | 8,523 | | 447 | 443 |
| West Harbway | | 1919 | 8,420 | | 449 | 443 |
| West Harpram | | 1918 | 8,508 | | 449 | 443 |
| West Halia | | 1919 | 8,420 | | 448 | 443 |
| West Hatchaw | | 1919 | 8,428 | | 448 | 443 |
| West Hartley | | 1919 | 8,440 | | 448 | 443 |
| West Hamstange | | 1919 | 8,500 | | | |
| West Homable | | 1918 | 8,518 | | 448 | 427 |
| West Ilda | | 1919 | 8,500 | | 451 | 432 |
| West Ilchester | | 1918 | 8,458 | | 446 | 428 |

| Nom des navires | Pavillon | Année de construction | L.W.C. — Port en lourd approximatif en tonnes de 2,240 lbs. | Capacité cubique approximative — Balles pour pétrole. | Balles pour céréales. | Balles. |
|---|---|---|---|---|---|---|
| West Hawker | | 1920 | 8,400 | | | |
| West Hawkye | | 1919 | 8,424 | | 455 | 406 |
| West Inchelen | | 1919 | 8,451 | | 449 | 460 |
| West Indian | | 1919 | 8,400 | 13,220 | 476 | 454 |
| West Ira | | 1919 | 8,718 | | 498 | 440 |
| West Iras | | 1919 | 8,400 | | | |
| West Iaiota | | 1919 | 8,710 | | 495 | 458 |
| West Ivia | | 1919 | 8,700 | | 495 | 458 |
| West Jeffrey | | 1919 | 8,400 | | 461 | 448 |
| West Kitor | | 1920 | 8,400 | | 419 | 391 |
| West Kolrem | | 1920 | 8,400 | | 419 | 391 |
| West Leone | | 1919 | 8,411 | | 419 | 395 |
| West Kyoka | | 1919 | 8,450 | | 454 | 450 |
| West Lanhway | | 1919 | 8,575 | | 466 | 426 |
| West Lagunamark | | 1919 | 8,576 | | 466 | 426 |
| West Kalaiet | | 1919 | 8,575 | | 466 | 426 |
| West Malamet | | 1919 | 8,575 | | 466 | 426 |
| West Malwah | | 1920 | 8,400 | | | |
| West Mariana | | 1919 | 8,500 | | 465 | 434 |
| West Medge | | 1919 | 8,477 | | 446 | 423 |
| West Mashala | | 1919 | 8,420 | | 440 | 443 |
| West Nada | | 1919 | 8,400 | | 439 | 443 |
| West Nina | | 1919 | 8,400 | | 448 | 412 |
| West Nehao | | 1919 | 8,500 | | 446 | 442 |
| West Russia | | 1919 | 8,450 | | 455 | 464 |
| West Rosa | | 1920 | 8,400 | | | |
| West Panamet | | 1919 | 8,500 | | 445 | 442 |
| West Point | | 1919 | 8,500 | 15,708 | 479 | 421 |
| West Quebec | | 1919 | 8,504 | | 457 | 445 |
| West Tattana | | 1919 | 8,444 | | 445 | 442 |
| West Saptaw | | 1919 | 8,440 | | 455 | 442 |
| West Segovia | | 1919 | 8,400 | | 464 | 442 |
| West Salem | | 1919 | 8,575 | | 455 | 397 |
| West Tacoma | | 1919 | 8,500 | | 460 | 445 |
| West Tepee | | 1919 | 8,500 | | 457 | 198 |
| West Tenaca | | 1919 | 8,400 | | 447 | 445 |
| West Tyee | | 1919 | 8,514 | 14,200 | 434 | 422 |
| West Wales | | 1919 | 8,400 | 19,400 | 448 | 398 |
| West Wanna | | 1918 | 8,521 | | 446 | 445 |
| West Zeta | | 1918 | 8,500 | | 445 | 419 |
| West Zeiles | | 1918 | 8,458 | | 457 | 408 |
| West Zala | | 1918 | 8,500 | | 460 | 409 |
| Westa | | 1918 | 300 | 400 | 21 | |
| Westaeva | | 1919 | 8,400 | 13,848 | 454 | |
| Westburn | | 1919 | 8,400 | 13,200 | 456 | |
| Westchester | | 1918 | 8,800 | | 498 | 448 |
| Westcliffe Hall | | 1919 | 8,500 | 7,300 | 139 | 119 |
| Westaere | | 1918 | 8,450 | 12,798 | 511 | |
| Westerdijk | | 1919 | 11,227 | 10,199 | 815 | 569 |
| Westerkirk | | 1919 | 10,993 | 11,400 | 405 | 449 |
| Western Belle | | 1919 | 8,642 | 12,811 | 498 | 419 |
| Western Chief | | 1918 | 8,400 | 13,300 | 482 | 439 |
| Western City | | 1919 | 8,400 | | 434 | 439 |
| Western Coast | | 1919 | 8,040 | 11,890 | 487 | 418 |
| Western Hero | | 1918 | 8,471 | 16,760 | 417 | 394 |
| Western Hope | | 1919 | 8,788 | 13,250 | 475 | 427 |
| Western King | | 1919 | 8,444 | 13,320 | 476 | 423 |
| Western Light | | 1919 | 8,594 | 13,200 | 454 | 433 |
| Western Maid | | 1919 | 8,594 | 13,200 | 454 | 433 |
| Western Ocean | | 1919 | 8,800 | 13,200 | 442 | 439 |
| Western Wales | | 1919 | 8,842 | 13,911 | 439 | 419 |
| Western Queen | | 1919 | 8,800 | 11,100 | 484 | 409 |
| Western Scout | | 1919 | 8,422 | 13,300 | 454 | 402 |
| Western Spirit | | 1919 | 8,800 | 13,200 | 482 | 439 |
| Western Star | | 1919 | 8,400 | 13,200 | 470 | 433 |
| Western Sun | | 1920 | 13,433 | | | |
| Western Wave | | 1919 | 8,800 | 13,200 | 452 | 439 |
| Western World | | 1920 | 11,002 | 149,510 | | 439 |
| Westernet | | 1919 | 8,807 | 14,514 | 451 | 439 |
| Westerplatt | | 1919 | 19,800 | 131,820 | | 198 |

L.W.C. — Le port en lourd approximatif du navire en tonnes de 2,240 lbs. (1016 kilos.) pour cargaison et charbon de soute, chargement au franc-bord d'été en eau salée.

P.B. — La capacité approximative en pieds cubes des soutes fixes, comprise leurs membrures et du dessus de vaigrage au dessous des baiques.

Capacité pour Grains. — Le volume des cales en milliers de pieds cubes, comprit leurs membrures et du dessus de vaigrage au dessus des baiques, y compris les mezzilles.

Capacité pour Balles et Outre. — Le volume des cales en milliers de pieds cubes, compris en dedans des bâtes et du dessus de vaigrage au dessus des baiques, y compris les mezzilles.

Pour les Navires à Installation Frigorifique le volume des cales est pris après la pose du revêtement isolant.

## Alphabetical list of Cargo Steamers and Motorships of 500 tons Deadweight capacity and above, with approximate Deadweight and Cubic capacities.

*(This information is given on the authority of the Owners, without guarantee, as approximately correct. The Society of Lloyd's Register of Shipping is not responsible for its correctness.)*

| Name of Vessel. | Date of Build. | D.W.C. (Weight and Bunkers) | Cubic Capacity. In bale | Cubic Capacity. In thousands of feet. | |
|---|---|---|---|---|---|
| | | | F.B. | Grain. | Bale. |
| Westerwald | 1921 | 7,430 | 15,915 | 704 | 655 |
| Westhaven | 1906 | 8,071 | 24,800 | 440 | 368 |
| Westford | 1916 | 9,517 | 14,095 | 486 | 450 |
| Westland | 1906 | 1,500 | 6,875 | 72 | 64 |
| Westmoor | 1918 | 8,135 | — | 520 | 480 |
| Westmorland | 1919 | 9,779 | — | 465 | 436 |
| Westmount | 1917 | 6,892 | 14,675 | 377 | 350 |
| Weston | 1920 | 720 | 2,734 | 35 | — |
| Westplain | 1920 | 7,950 | 15,418 | 560 | 530 |
| Westpoint | 1919 | 1,210 | 3,000 | 11 | 10 |
| Westport | 1919 | 4,450 | 14,475 | 470 | 430 |
| Westrella | 1919 | 6,500 | — | 321 | 301 |
| Westum | 1914 | 9,800 | 16,500 | 720 | 680 |
| Westwar | 1901 | 8,770 | 43,470 | 790 | 740 |
| Westward | 1920 | 2,300 | — | 144 | 130 |
| Westward Ho | 1919 | 9,700 | 12,300 | 462 | 430 |
| Westwood | 1919 | 6,707 | 14,100 | 491 | 455 |
| Wheelmen | 1920 | 2,200 | — | 96 | 91 |
| Whin | 1920 | 500 | — | — | 34 |
| Whitfield | 1917 | 6,800 | 19,200 | 572 | 517 |
| Whitehall | 1914 | 500 | 2,200 | 25 | — |
| Whitby Abbey | 1906 | 827 | 6,050 | 60 | 56 |
| White Pass | 1917 | 7,130 | 4,300 | 447 | 390 |
| White Plush | 1921 | 800 | 1,320 | — | — |
| Whitgate | 1913 | 7,725 | 24,800 | 630 | 590 |
| Whitmantic | 1920 | 2,500 | — | — | — |
| Whitstack | 1909 | 744 | 1,800 | 34 | 30 |
| Whitney Glass | 1917 | 2,800 | — | — | — |
| Whitwood | 1919 | 3,800 | 5,330 | 154 | — |
| Whitworth | 1919 | 2,150 | 9,750 | 92 | 81 |
| Wiarton | 1903 | 3,800 | — | — | — |
| Wichita Falls | 1920 | 4,200 | — | 178 | 154 |
| Wido | 1920 | 9,350 | 47,500 | 460 | 419 |
| Wiegand | 1920 | 7,600 | — | — | — |
| Wieg | 1913 | 7,800 | 27,400 | 430 | 369 |
| Wiertagen | 1919 | 5,600 | 20,000 | 350 | 316 |
| Wiesa | 1907 | 5,000 | 13,000 | 230 | 203 |
| Wiri | 1912 | 6,100 | 47,040 | 575 | 507 |
| Wild Rose | 1921 | 1,200 | — | — | — |
| Wilcastle | 1909 | 8,200 | 31,500 | 501 | 479 |
| Wildwood | 1919 | 7,025 | — | 490 | 473 |
| Wilfred | 1914 | 5,950 | 30,700 | 517 | 490 |
| Wilhelm | 1900 | 2,500 | 8,000 | 107 | 108 |
| Wilhelm A. Hiedemann | 1920 | 10,000 | — | — | — |
| Wilh. Odfjag | 1906 | 2,550 | 6,072 | 127 | 119 |
| Wilhelm Kunstmann | 1922 | 4,900 | 19,272 | 214 | 187 |
| Wilhelmina | 1909 | 7,000 | — | — | — |
| Wilhelmina | 1898 | 2,750 | — | — | — |
| Willamette Valley | 1920 | 8,521 | — | 510 | 447 |
| Willaura | 1909 | 10,000 | — | 574 | 531 |
| Willem Rose | 1909 | 9,200 | 30,500 | 515 | 199 |
| Willemsplein | 1919 | 5,150 | 15,300 | 490 | 449 |
| Willaro | 1919 | 7,424 | — | 379 | — |
| William | 1904 | 3,100 | 16,122 | 150 | 147 |
| William A. McKenney | 1918 | 9,500 | 61,400 | — | 430 |
| William Blamer | 1920 | 6,500 | 13,300 | 370 | 260 |
| William C. Atwater | 1919 | 6,125 | 10,212 | 177 | 170 |
| William Cash | 1919 | 1,755 | 4,010 | 67 | — |
| William F. Humphrey | 1921 | 12,020 | — | — | — |
| Wm. G. Warden | 1917 | 14,300 | — | — | — |
| William Green | 1917 | 11,170 | 24,800 | — | — |
| William H. Daniels | 1905 | 2,900 | — | — | — |
| William H. Mathes | 1916 | 6,850 | 14,050 | 260 | — |
| William H. Wolf | 1908 | 9,750 | 19,500 | 546 | 492 |
| William N. Page | 1918 | 6,884 | 43,400 | 500 | 459 |
| William P. Green | 1918 | 8,040 | 18,137 | — | — |
| William Penn | 1921 | 12,973 | — | 620 | 594 |
| William Rockefeller | 1921 | 21,040 | — | — | — |
| William Schupp | 1909 | 12,500 | 4,820 | 130 | 120 |
| William Strachan | 1921 | 9,640 | — | — | — |
| William Wilberforce | 1919 | 5,500 | — | — | — |

| Name of Vessel. | Date of Build. | D.W.C. (Weight and Bunkers) | Cubic Capacity. In bale | Cubic Capacity. In thousands of feet. | |
|---|---|---|---|---|---|
| | | | F.B. | Grain. | Bale. |
| Wilmantic | 1919 | 1,200 | — | 106 | 375 |
| Wilmar | 1918 | 10,700 | 19,600 | 567 | 519 |
| Wilmots | 1918 | 7,025 | — | 440 | 372 |
| Wilsdale | 1920 | 2,000 | 5,200 | — | — |
| Wilpale | 1919 | 7,500 | — | 314 | — |
| Wilt | 1902 | 1,700 | 4,914 | 49 | 38 |
| Wilno | 1920 | 2,400 | — | — | — |
| Wilsea | 1915 | 6,000 | — | 440 | 410 |
| Wilson | 1916 | 5,500 | 14,950 | 296 | 277 |
| Wilton | 1919 | 2,350 | — | 104 | 100 |
| Winchester | 1913 | 4,000 | — | — | — |
| Wind Rush | 1919 | 8,600 | 14,400 | 412 | 404 |
| Winter | 1911 | 1,750 | 7,310 | 66 | 60 |
| Windermere | 1921 | 4,700 | 14,400 | 300 | 400 |
| Winding Gulf | 1919 | 4,000 | 63,000 | 550 | 520 |
| Windsor | 1899 | — | — | 240 | — |
| Windsorite | 1917 | 2,860 | — | 7,410 | — |
| Wing Sang | 1905 | 2,750 | 9,200 | 122 | 109 |
| Wings | 1904 | 3,400 | 10,000 | 120 | 111 |
| Winpatri | 1916 | 4,025 | 18,000 | — | 300 |
| Winfred | 1906 | 2,050 | — | — | — |
| Winfred Moller | 1900 | 4,000 | 14,047 | 170 | 167 |
| Winkfield | 1919 | 9,400 | 29,240 | 447 | 409 |
| Winkler | 1901 | 11,000 | 40,000 | — | — |
| Winnetou | 1913 | 2,500 | — | — | — |
| Winnipeg | 1919 | 12,000 | 16,500 | — | 500 |
| Winona County | 1919 | 9,750 | 44,370 | 450 | 430 |
| Winroth | 1920 | 5,500 | 8,400 | 120 | 100 |
| Winston Salem | 1920 | 8,775 | — | 410 | 340 |
| Winterwijk | 1914 | 5,020 | 14,154 | 260 | 237 |
| Winton | 1919 | 8,000 | — | 460 | 419 |
| Wipanen | 1913 | 6,000 | 17,900 | 314 | 296 |
| Wirral | 1915 | 6,000 | 16,374 | 419 | 391 |
| Wisborg | 1899 | 900 | — | 38 | — |
| Wisconsin | 1919 | 9,500 | — | 472 | 450 |
| Wisconsin | 1920 | 9,649 | 18,000 | 520 | 510 |
| Wisla | 1899 | 1,000 | — | 220 | 200 |
| Witell | 1913 | 9,300 | 47,400 | 520 | 484 |
| Witram | 1913 | 9,130 | 32,470 | 521 | 475 |
| Witsakias | 1906 | 6,000 | 14,800 | 304 | 310 |
| Wogtindo | 1901 | 2,970 | 10,000 | 140 | — |
| Wollstony | 1911 | 9,000 | 42,500 | 622 | 615 |
| Wollaghar | 1922 | 1,100 | 13,385 | — | 37 |
| Wolcum | 1921 | 6,800 | 13,000 | 213 | 200 |
| Wonora | 1913 | 900 | — | — | — |
| Woodcock | 1907 | 1,000 | 3,500 | — | 30 |
| Woolcote | 1904 | 1,000 | 3,000 | 37 | — |
| Woodfield | 1917 | 8,150 | 30,315 | 496 | 447 |
| Woodlark | 1919 | 1,184 | 4,300 | — | 50 |
| Woolmis | 1900 | 600 | 3,053 | 37 | 36 |
| Wooler | 1904 | 734 | 3,020 | 30 | 29 |
| Woolgar | 1914 | 5,400 | 13,400 | 204 | 240 |
| Woosung Maru | 1919 | 4,650 | 47,200 | 206 | 194 |
| Worcestershire | 1919 | 10,200 | — | 260 | 207 |
| Wordsworth | 1906 | 6,100 | 13,200 | 230 | 216 |
| Wotan | 1905 | 3,200 | 12,700 | 135 | 144 |
| Wugo Maru | 1920 | 5,127 | 30,000 | 267 | 241 |
| Wulu | 1900 | 1,002 | 5,014 | 164 | 143 |
| Wurtemberg | 1921 | 9,600 | 74,200 | 505 | 454 |
| Wyading | 1902 | 1,175 | — | 82 | — |
| Wyacri | 1914 | 6,800 | 16,192 | 353 | — |
| Wyoming | 1920 | 4,000 | 18,000 | 270 | 250 |
| Wyoming | 1918 | 4,050 | — | 204 | 196 |
| Wytheburn | 1911 | 600 | 3,012 | 24 | 20 |
| Wytheville | 1919 | 9,700 | 44,370 | 435 | 404 |
| | | | | | |
| Yaeko Maru | 1906 | 9,100 | — | 400 | 450 |
| Yacville | 1920 | 2,150 | 5,025 | 85 | 65 |
| Yakima Star | 1920 | 5,000 | — | 504 | 550 |
| Yakugir | 1920 | 4,000 | — | 197 | 192 |

D.W.C.—The approximate deadweight capacity in tons, of 2,240 lbs., for cargo and bunkers of the vessel when loaded in salt water to the summer freeboard.

F.B.—The approximate capacity in cubic feet of the permanent bunkers, measured to outside of frames, to top of ceiling, and to underside of beams.

Grain Capacity.—The Capacity of cargo spaces, in thousands of cubic feet, measured to outside of frames, to top of ceiling, and to top of beams, including hatchways.

Bale or Cotton Capacity.—The capacity of cargo spaces, in thousands of cubic feet, measured to inside of cargo battens, to top of ceiling, and to underside of beams, including hatchways.

In Refrigerated Vessels the capacities of cargo spaces are taken after fitting insulation.

## Liste alphabétique des Vapeurs de Charge et des Navires à Moteurs d'un port en lourd de 500 tonnes et au-dessus, avec indication approximative de leur port en lourd et de leur capacité cubique.

*(Ces renseignements sont donnés d'après l'autorité des Armateurs, sont présumés et comme approximativement exacts. Le Lloyd's Register of Shipping n'est pas responsable de leur exactitude.)*

| Nom du Navire | Année de la Construction | D.W.C. — Port en lourd pour cargaison en Marchandises (en tonnes) | Capacité cubique — Sg. grains. F.B. — Balles (en pieds cubes) | Sg. millions de pieds — Grains | Sg. millions de pieds — Balles |
|---|---|---|---|---|---|
| Tajo | 1906 | 1,000 | 2,500 | 18 | 41 |
| Talca | 1914 | 10,500 | 32,000 | — | 111 |
| Tamagata Maru | 1916 | 6,500 | 20,400 | — | — |
| Tamashiro Maru | 1913 | 6,400 | 20,000 | — | — |
| Tamato Maru | 1917 | 6,400 | 18,900 | 194 | 217 |
| Tamoto Maru | 1913 | 5,400 | — | — | 204 |
| Tandra | 1908 | 1,000 | — | 50 | 62 |
| Tang-Tse | 1914 | 11,000 | 30,000 | — | 172 |
| Tanlow Arrow | 1901 | 12,500 | — | — | — |
| Tapalaga | 1906 | 8,000 | — | — | — |
| Tarmouth | 1907 | 2,575 | — | — | 96 |
| Tarra | 1903 | 5,300 | 16,440 | 183 | 151 |
| Tarraville | 1904 | 13,000 | — | — | — |
| Tarrowdale | 1910 | 8,100 | 25,000 | 296 | 295 |
| Tasukasi Maru | 1920 | 9,000 | 14,000 | 359 | 409 |
| Tai Shing | 1906 | 5,600 | 13,000 | 168 | 152 |
| Tawarra | 1910 | 900 | — | — | — |
| Tawata Maru | 1906 | 5,700 | 20,100 | — | — |
| Tayo Maru | 1914 | 10,000 | 26,500 | 531 | 602 |
| Tayui Maru | 1919 | 8,700 | — | 612 | 901 |
| Tées | 1911 | 500 | 2,200 | 56 | 61 |
| Tehima Maru | 1905 | 6,600 | 18,470 | 207 | 213 |
| Teiya Maru | 1905 | 6,200 | 15,000 | 342 | 395 |
| Teitaku Maru | 1919 | 9,000 | 28,500 | 451 | 414 |
| Teijun Maru | 1918 | 3,000 | 7,000 | 191 | 141 |
| Teiko Maru | 1905 | 5,500 | 14,700 | — | — |
| Teiryu Maru | 1905 | 5,900 | 18,100 | 209 | — |
| Teibai Maru | 1908 | 4,000 | 14,000 | 213 | 910 |
| Teiyo Maru | 1909 | 11,700 | 100,000 | — | — |
| Tekishin Maru | 1918 | 3,400 | 5,000 | 42 | 40 |
| Telemed | 1900 | 5,500 | — | 127 | — |
| Tendai Maru | 1919 | 8,700 | 25,000 | 296 | 297 |
| Tenrara Maru | 1900 | 700 | 3,375 | — | — |
| Tenshori Maru | 1918 | 3,140 | 12,774 | 250 | 216 |
| Tetsuoka Maru | 1909 | 6,500 | 19,000 | 296 | 276 |
| Tewarah | 1891 | 1,150 | 4,300 | 37 | — |
| Tewbank | 1914 | 900 | 2,800 | 33 | — |
| Teworth | 1900 | 1,100 | 4,300 | 30 | — |
| Tewdale | 1900 | 1,100 | 4,300 | 30 | — |
| Tewforest | 1907 | 1,075 | 4,470 | 30 | — |
| Tewglen | 1910 | 700 | 2,877 | 24 | 22 |
| Tewhill | 1918 | 700 | 2,700 | 31 | — |
| Tewmount | 1908 | 1,000 | — | — | 32 |
| Tewpark | 1900 | 1,100 | 4,300 | 30 | — |
| Tewton | 1906 | 1,100 | 4,300 | 30 | — |
| Tewvalley | 1909 | 1,100 | 4,300 | 30 | — |
| Tiassie | 1905 | 7,200 | 36,900 | 651 | 574 |
| Tidra | 1879 | 2,200 | — | — | — |
| Tilam | 1912 | 5,400 | 21,918 | 261 | 257 |
| Tiser | 1872 | 1,800 | 9,000 | 77 | 49 |
| Tsair | 1899 | 8,125 | 14,000 | 392 | 312 |
| Tagaroa | 1922 | 8,000 | 65,000 | 555 | 948 |
| Takafoot | 1919 | 1,100 | 4,410 | 45 | 48 |
| Tojo Maru | 1919 | 10,875 | 44,970 | 242 | 519 |
| Takehama Maru | 1918 | 7,870 | 71,470 | — | — |
| Tama | 1909 | 10,200 | — | 562 | 713 |
| Tomachiki | 1919 | 8,500 | — | 690 | 659 |
| Tomozuma Maru | 1919 | 8,196 | 29,002 | 653 | 667 |
| Torta Linda | 1921 | 10,000 | — | — | — |
| Torck | 1908 | 8,240 | 61,900 | 404 | 561 |
| Tork | 1900 | 4,200 | — | 197 | 102 |
| Tork City | 1900 | 10,000 | 15,500 | 655 | 444 |
| Torkbrook | 1904 | 1,775 | 9,650 | 80 | — |
| Torkmar | 1919 | 8,400 | — | — | — |
| Torkmore | 1920 | 7,500 | 17,500 | 391 | 346 |
| Torkover | 1900 | 500 | — | 23 | 23 |
| Torkshire | 1900 | 13,000 | 84,800 | — | 519 |
| Torkshire Coast | 1919 | 900 | 6,500 | 68 | 62 |
| Torkton | 1917 | 3,500 | — | — | — |
| Torkvalley | 1909 | 710 | 2,182 | 20 | — |
| Torn | 1911 | 5,500 | 9,000 | 192 | 191 |

| Nom du Navire | Année de la Construction | D.W.C. — Port en lourd pour cargaison en Marchandises (en tonnes) | Capacité cubique — Sg. grains. F.B. — Balles (en pieds cubes) | Sg. millions de pieds — Grains | Sg. millions de pieds — Balles |
|---|---|---|---|---|---|
| Toro Maru No. 2 | 1918 | 3,000 | 9,000 | 140 | 142 |
| Tosmarie | 1918 | 8,400 | 16,000 | 490 | 402 |
| Tosorio | 1918 | 8,300 | 18,000 | 441 | 406 |
| Toshida Maru No. 1 | 1919 | 8,700 | 31,500 | 431 | 394 |
| Toshida Maru No. 2 | 1919 | 8,300 | 30,000 | 500 | 315 |
| Toshio Maru | 1918 | 8,700 | 14,000 | 492 | 442 |
| Tokuchin | 1909 | 7,000 | 15,500 | 247 | 346 |
| Tonagatown | 1920 | 12,000 | — | 840 | 450 |
| Youngstown | 1919 | 8,700 | 32,000 | 400 | 400 |
| Tres | 1907 | 1,400 | 3,500 | 78 | 72 |
| Tres | 1900 | 900 | 2,700 | 31 | 29 |
| Tschiaven | 1921 | 7,000 | 27,000 | 300 | 210 |
| Tsuel | 1912 | 3,000 | 6,500 | 99 | 90 |
| Tu Sung | 1912 | 2,500 | 6,500 | 130 | 120 |
| Tu-Tung | 1904 | 2,000 | — | 80 | — |
| Tuan Lee | 1908 | 5,000 | 14,000 | — | 210 |
| Tuan On | 1901 | 3,000 | 9,000 | 124 | 113 |
| Tuang Jong | 1900 | 3,000 | 11,500 | 114 | 108 |
| Tulsa Maru | 1919 | 4,500 | — | 320 | 203 |
| Tuhari Maru | 1909 | 6,300 | 21,000 | 308 | 296 |
| Tuhsing | 1909 | 5,000 | 11,400 | 107 | 93 |
| Tuki Maru | 1918 | 5,500 | 14,000 | 247 | 222 |
| Tukon | 1900 | 5,700 | 18,400 | 208 | — |
| Tung AS | 1920 | 1,400 | — | 90 | 49 |
| Tung Fu | 1907 | 1,400 | — | 121 | — |
| Tung Ping | 1907 | 1,400 | — | 90 | 80 |
| Tunghsing | 1911 | 1,300 | — | — | — |
| Tunjun | 1902 | 1,100 | 13,300 | 24 | 32 |
| Turi Maru | 1919 | 10,000 | 21,900 | 540 | 490 |
| Tuta | 1899 | 6,500 | 7,000 | 131 | 138 |
| Zaza | 1921 | 2,000 | 3,700 | 102 | 80 |
| Zaanstroom | 1920 | 2,500 | 1,400 | 108 | 82 |
| Zacapa | 1908 | 8,000 | 91,700 | 174 | 160 |
| Zakra | 1907 | 700 | — | — | — |
| Zalia | 1919 | 8,400 | 8,700 | 130 | 126 |
| Zanana Gomaria | 1907 | 7,300 | 11,300 | 300 | 300 |
| Zapara | 1900 | 5,000 | 9,000 | — | — |
| Zara | 1901 | 1,900 | 3,700 | — | 60 |
| Zarauko | 1918 | 7,000 | — | 310 | 310 |
| Zarouax Maru | 1906 | 9,000 | 13,400 | 390 | 377 |
| Ze Mazel | 1921 | 1,200 | 15,000 | 62 | 32 |
| Zealand | 1906 | 9,000 | 14,100 | 178 | — |
| Zeeland | 1909 | 5,000 | 19,000 | 180 | 192 |
| Zeelandia | 1919 | 7,500 | 19,400 | 200 | 179 |
| Zeffiro | 1919 | 8,300 | 17,000 | 400 | 400 |
| Zelo | 1921 | 3,300 | 7,000 | 104 | — |
| Zelos | 1904 | 8,300 | 7,000 | 118 | 108 |
| Zenobia | 1920 | 7,000 | 37,700 | 504 | 390 |
| Zenolab | 1909 | 1,000 | — | 40 | — |
| Zeus | 1911 | 2,000 | 4,000 | 140 | 90 |
| Zevada | 1919 | 4,000 | 4,700 | 170 | 160 |
| Zeribe | 1919 | 8,400 | 30,000 | 400 | 320 |
| Zieel | 1900 | 6,000 | 6,500 | 670 | 600 |
| Zierria | 1908 | 4,000 | 10,000 | 204 | — |
| Zilella | 1920 | 7,000 | 16,000 | 400 | 400 |
| Zeeswijk | 1909 | 7,700 | 19,000 | 470 | 500 |
| Zerrosa | 1921 | 6,000 | — | — | — |
| Zevero | 1909 | 7,000 | 16,000 | 430 | 400 |
| Zetaski | 1900 | 8,000 | 19,000 | 400 | 400 |
| Zeid Holland | 1911 | 8,000 | 19,000 | 140 | 121 |
| Zeistenrick | 1909 | 12,500 | 30,000 | 400 | 244 |
| Zaiko Maru | 1904 | 6,000 | 9,000 | 300 | 247 |
| Zaiyo Maru | 1917 | 10,000 | — | — | — |
| Zalia | 1909 | 2,000 | 17,000 | 100 | — |
| Zarobmoor | 1909 | 7,000 | 17,000 | 400 | 300 |
| Zarrola | 1900 | 3,000 | 8,000 | 140 | 144 |
| Zeactowaker | 1901 | 8,000 | 19,000 | 300 | 194 |
| Zeeuw | 1900 | 400 | — | — | — |
| Zerrania | 1919 | 4,000 | — | 190 | 197 |

D.W.C. — Le port en lourd approximatif du navire en tonnes de 2,240 lbs. (1016 kilos.) pour cargaison et charbon de soutes, comprenant aussi l'eau de son salon.

F.B. — La capacité approximative en pieds cubes des soutes frais, comprenant leurs soubassements et du dessus du vaigrage au dessous des barres.

Capacité pour Grains. — Le volume des cales en millions de pieds cubes, comprenant leurs soubassements et du dessus du vaigrage, au dessus des barres, y compris les dentelles.

Capacité pour Balles de Coton. — Le volume des cales en millions de pieds cubes, mesuré au dedans des bâtes et du dessus du vaigrage au dessus des barres, y compris les dentelles.

Pour les Navires à Installation Frigorifique le volume des cales est pris après la pose du revêtement isolant.

# LIST OF VESSELS CARRYING PETROLEUM IN BULK.

| Vessels Name | Gross Tonnage | Date of Build |
|---|---|---|
| **STEAMERS & MOTORSHIPS** | | |
| A. C. Bedford | 9485 | 1919 |
| Anne Maersk | 6194 | 1920 |
| Abadan | 4230 | 1918 |
| Abruzzi | 680 | 1897 |
| Acadialite | 1919 | 1920 |
| Acardo | 3747 | 1921 |
| Acasta | 5259 | 1919 |
| (Carrying Oil Fuel) | | |
| Acclivity | 288 | 1921 |
| Achariza | 5632 | 1921 |
| Acme | 6879 | 1916 |
| Acosta | 2654 | 1928 |
| Adela | 2496 | 1928 |
| Adelina | 7984 | 1920 |
| Adna | 5187 | 1918 |
| (Carrying Oil Fuel) | | |
| Adria | 6356 | 1927 |
| Agatha | 3128 | 1927 |
| Agility | 522 | 1924 |
| Aguila | 2561 | 1921 |
| (Carrying Petroleum in bulk & Sulphuric Acid in cylindrical tanks) | | |
| Agwiworld | 6771 | 1923 |
| Akers | 5269 | 1918 |
| (Carrying Oil Fuel) | | |
| Alabama | 4721 | 1903 |
| Alabama | 2849 | 1903 |
| (Carrying Oil) | | |
| Aladdin | 6992 | 1913 |
| Alaska Standard | 1374 | 1918 |
| (Carrying Oil) | | |
| Albert H. Waite | 7139 | 1921 |
| Albert Hill | 7119 | 1917 |
| Albertolite | 6696 | 1919 |
| Alchymist | 392 | 1890 |
| (Carrying Fuel) | | |
| Alcides | 7634 | 1900 |
| Alcione C. | 488 | 1915 |
| Aldeguada | 2986 | 1921 |
| Alembic | 354 | 1894 |
| (Carrying Fuel Oil) | | |
| Aletta | 3090 | 1927 |
| Alexander Emshanov | 1219 | 1922 |
| Alexandre André | 5522 | 1928 |
| Alguaqua | 7329 | 1909 |
| Aliria | 2074 | 1929 |
| Allan Jackson | 2998 | 1921 |
| Allegheny | 856 | 1921 |
| Alpha | 5771 | 1919 |
| (Petroleum carried in cylindrical tanks) | | |
| Altair | 4933 | 1920 |
| Alystack | 5454 | 1920 |
| (Carrying Sulphuric Oil in deep tank) | | |
| Amalthea | 5834 | 1921 |
| Ambrosia | 2391 | 1926 |
| Americano | 7408 | 1903 |
| Amelia | 2301 | 1914 |
| Ampetee | 6718 | 1920 |
| Ampollaria | 3857 | 1891 |
| Amram | 1866 | 1916 |
| Amsterdam | 7353 | 1922 |
| Amsterdam Sooeny | 1139 | 1924 |
| Anastasia | 5029 | 1920 |
| Anstina | 5236 | 1919 |
| (Carrying Oil Fuel) | | |
| Andrea | 5198 | 1918 |
| (Carrying Oil Fuel) | | |
| Angelina | 2986 | 1923 |
| Anglo-Merak | 8032 | 1920 |
| Anglo-Norse | 7937 | 1914 |
| (Carrying Whale Oil) | | |
| Anglone | 75 | 1921 |
| (Carrying Petroleum in portable tanks) | | |
| Anna Knudsen | 9661 | 1921 |
| Annarella | 5095 | 1918 |
| Antarctic | 9093 | 1908 |
| (Carrying Whale Oil) | | |
| Antares | 9721 | 1918 |
| Antietam | 6872 | 1919 |
| Apollonia | 2986 | 1921 |
| Appalachee | 8620 | 1920 |
| Appleleaf | 3802 | 1917 |
| Apshevonsoft | 5736 | 1923 |
| Apura | 8164 | 1928 |
| Aragua | 5009 | 1914 |
| Aragua | 8650 | 1927 |
| Aramis | 7984 | 1921 |
| Areola | 6848 | 1929 |
| Ardeshir | 4722 | 1914 |
| Ardmore | 2686 | 1913 |
| Ardee | 8969 | 1927 |
| Argun | 6852 | 1929 |
| Argyll | 2953 | 1892 |
| Ario | 6352 | 1920 |
| Aristobulo Del Valle | 2454 | 1917 |
| Artesia | 5174 | 1919 |
| Artichase | 454 | 1922 |
| Artemis | 3600 | 1914 |
| Arthur W. Sewall | 6609 | 1920 |
| Aryan | 6494 | 1919 |
| Ashmore | 3817 | 1922 |
| Asiatica | 818 | 1909 |
| Asperity | 699 | 1929 |
| Associates | 326 | 1922 |
| Astra | 868 | 1907 |
| Astra II. | 4302 | 1923 |
| Astra III. | 5649 | 1928 |
| Astral | 7042 | 1916 |
| Atar | 322 | 1922 |
| Athelbeath | 6568 | 1924 |
| (Carrying Molasses or Petroleum) | | |
| Athelbras | 681 | 1921 |
| (Carrying Molasses or Petroleum) | | |
| Athelchief | 7797 | 1923 |
| (Carrying Molasses or Petroleum) | | |
| Athelcrest | 5934 | 1917 |
| Athelcrown | 11999 | 1929 |
| (Carrying Molasses or Petroleum) | | |
| Atheldutchess | 8040 | 1929 |
| (Carrying Molasses or Petroleum) | | |
| Atheldukes | 8968 | 1923 |
| (Carrying Molasses or Petroleum) | | |
| Athelempress | 8941 | 1930 |
| (Carrying Molasses or Petroleum) | | |
| Athelfoam | 6554 | 1924 |
| (Carrying Molasses or Petroleum) | | |
| Athelking | 3557 | 1926 |
| (Carrying Molasses or Petroleum) | | |
| Athelknight | 8840 | 1930 |
| (Carrying Molasses or Petroleum) | | |
| Athellaird | 8959 | 1930 |
| (Carrying Molasses or Petroleum) | | |
| Athelmere | 5650 | 1914 |
| (Petroleum carried in cylindrical tanks) | | |
| Athelmonarch | 3024 | 1925 |
| (Carrying Molasses or Petroleum) | | |
| Athelprince | 8782 | 1926 |
| (Carrying Molasses or Petroleum) | | |
| Athelprincess | 8882 | 1929 |
| (Carrying Molasses or Petroleum) | | |
| Athelqueen | 8780 | 1928 |
| (Carrying Molasses or Petroleum) | | |
| Athelregent | 8881 | 1930 |
| (Carrying Molasses or Petroleum) | | |
| Athelvill | 302 | 1906 |
| (Carrying Molasses) | | |
| Athelstane | 434 | 1929 |
| (Carrying Molasses or Petroleum) | | |
| Athelsultan | 8992 | 1929 |
| (Carrying Molasses or Petroleum) | | |
| Athelthane | 1179 | 1919 |
| (Carrying Molasses or Petroleum) | | |
| Athelstempler | 8959 | 1930 |
| (Carrying Molasses or Petroleum) | | |
| Athelvisscount | 8962 | 1929 |
| (Carrying Molasses or Petroleum) | | |
| Athene | 4081 | 1928 |
| Atlantic | 7442 | 1927 |
| Atlantic Sun | 6735 | 1920 |
| Atlas | 7056 | 1918 |
| Atlas | 2040 | 1898 |
| (Carrying Oil) | | |
| Attila | 7913 | 1920 |
| Audacity | 589 | 1921 |
| Audax | 492 | 1915 |
| (Carrying Whale Oil in bulk) | | |
| Augustina | 8110 | 1922 |
| Aunghan | 5135 | 1917 |
| Aureola | 1631 | 1908 |
| Aurora | 2050 | 1920 |
| Aurora | 483 | 1921 |
| Australia | 11629 | 1928 |
| Australia | 4100 | 1907 |
| (Carrying Kerosene Oil in No. 2 hold) | | |
| Authority | 636 | 1918 |
| Axtell J. Byles | 9955 | 1927 |
| Azeff | 4812 | 1915 |
| Aztec | 5678 | 1914 |
| (Petroleum carried in cylindrical tanks) | | |
| Bastia Padre | 3091 | 1918 |
| (Carrying Oil Fuel) | | |
| Bassi | 1696 | 1912 |
| (Carrying Oil) | | |
| Badalona | 8202 | 1912 |
| Badarpur | 8079 | 1922 |
| Bahram | 7763 | 1922 |
| Bakos | 1771 | 1929 |
| Balaklava | 8020 | 1929 |
| Baldhorne | 8295 | 1919 |
| Baldhill | 6413 | 1919 |
| Baltic | 9606 | 1920 |
| Barbro | 6325 | 1922 |
| Barendrecht | 2704 | 1915 |
| Barlona | 9739 | 1921 |
| Batumsky Soviet | 6226 | 1932 |
| Bayonne | 1027 | 1919 |
| Beacon | 10088 | 1921 |
| Beaconhill | 7071 | 1919 |
| Beaconlight | 6954 | 1920 |
| Beaconsil | 3058 | 1919 |
| Beaconstar | 6771 | 1920 |
| Beaconstreet | 7402 | 1927 |
| Beaufort | 5053 | 1929 |
| Beaulieu | 6114 | 1920 |
| Beaumont | 5702 | 1929 |
| Beaumont Parke | 4154 | 1922 |
| Beechwood | 4285 | 1900 |
| (Carrying Oil Fuel in bulk) | | |
| Belgian Gulf | 8693 | 1929 |
| Belgol | 2648 | 1917 |
| Belita | 6400 | 1921 |
| Belle | 6125 | 1920 |
| Belridge | 2020 | 1914 |

# LISTE DE NAVIRES TRANSPORTANT DU PETROLE EN CITERNE—*suite.*

## NAVIRES A VAPEUR ET A MOTEURS—*suite.*

| NOM DU NAVIRE | Tonnage Net | Année de construction |
|---|---|---|
| **Belt** | 1400 | 1887 |
| (Carrying Whale Oil) | | |
| **Bemo** | 3608 | 1904 |
| **Ben Meachaw** | 309 | 1913 |
| **Ben Johnson** | 192 | 1919 |
| **Ben Read** | 643 | 1918 |
| **Ben Schinera** | 291 | 1919 |
| **Ben Sadler** | 299 | 1918 |
| **Benedick** | 4344 | 1914 |
| **Benjamin Brewster** | 3000 | 1917 |
| **Benie Maersk** | 5772 | 1929 |
| **Benzota** | 224 | 1918 |
| (Carrying Oil Fuel in bulk) | | |
| **Berta** | 2614 | 1907 |
| **Bessemer** | 4262 | 1919 |
| **Beta** | 5462 | 1917 |
| (Carrying Petroleum in splitbulkhead tanks) | | |
| **Beth** | 6652 | 1920 |
| **Betterton** | 7138 | 1920 |
| **Bianca** | 5474 | 1921 |
| **Bidwell** | 6837 | 1920 |
| **Binia** | 5878 | 1920 |
| **Birchbank** | 5151 | 1921 |
| (Carrying Vegetable Oil in deep tank) | | |
| **Birchol** | 1115 | 1917 |
| **Birkenhead** | 6909 | 1921 |
| **Bisca** | 6089 | 1920 |
| **Biscaya** | 6080 | 1917 |
| **Blaaekjal** | 199 | 1914 |
| **Blaland** | 1942 | 1920 |
| (Carrying Vegetable Oil in No. 4 D.B. tank) | | |
| **Blue Bunoco** | 1540 | 1919 |
| **Bodil** | 209 | 1923 |
| **Bohemian Club** | 6892 | 1921 |
| **Bolivar** | 2834 | 1907 |
| **Bompala** | 5579 | 1921 |
| (Carrying Vegetable Oil in deep tank) | | |
| **Bonao** | 8182 | 1921 |
| **Borgny** | 3015 | 1920 |
| **Boston Sonny** | 1198 | 1924 |
| **Bos Regreg** | 874 | 1924 |
| **Bozul** | 1115 | 1917 |
| **Bralania** | 6215 | 1921 |
| **Bramblelaf** | 1017 | 1917 |
| **Brandon** | 6650 | 1917 |
| (Carrying Whale Oil in forward deep tank) | | |
| **Brandywine** | 4351 | 1912 |
| **Brannares** | 569 | 1922 |
| **Brannety** | 4955 | 1921 |
| (Carrying Oil in bulk) | | |
| **Brigida** | 2699 | 1907 |
| **Brilliant** | 9132 | 1920 |
| **Britanetta** | 749 | 1901 |
| **Britanlube** | 1937 | 1902 |
| **Britannee** | 1932 | 1920 |
| **Britanoil** | 1883 | 1889 |
| **Britanolene** | 1924 | 1921 |
| **British Admiral** | 6643 | 1917 |
| **British Advocate** | 6302 | 1922 |
| **British Ambassador** | 6840 | 1918 |
| **British Architect** | 7098 | 1922 |
| **British Ardour** | 7134 | 1920 |
| **British Aviator** | 6989 | 1918 |
| **British Beacon** | 8481 | 1919 |
| **British Captain** | 6909 | 1919 |
| **British Chancellor** | 7086 | 1921 |
| **British Chemist** | 6997 | 1916 |
| **British Chivalry** | 7118 | 1920 |
| **British Colonel** | 6993 | 1921 |
| **British Colony** | 6917 | 1922 |
| **British Commander** | 6866 | 1917 |
| **British Commerce** | 4246 | 1907 |
| **British Commodore** | 6865 | 1919 |
| **British Consul** | 6940 | 1916 |
| **British Corporal** | 6977 | 1920 |
| **British Councillor** | 7461 | 1922 |
| **British Courage** | 6902 | 1920 |
| **British Diplomat** | 6484 | 1922 |
| **British Dominion** | 6982 | 1920 |
| **British Duchess** | 5973 | 1924 |
| **British Emperor** | 9637 | 1913 |
| **British Empress** | 6947 | 1917 |
| **British Endeavour** | 1580 | 1922 |
| **British Energy** | 7300 | 1921 |
| **British Engineer** | 6992 | 1922 |
| **British Ensign** | 7046 | 1917 |
| **British Enterprise** | 4294 | 1922 |
| **British Faith** | 6959 | 1919 |
| **British Fortune** | 4698 | 1920 |
| **British Freedom** | 8981 | 1920 |
| **British Fusilier** | 6943 | 1922 |
| **British General** | 6945 | 1922 |
| **British Glory** | 6995 | 1920 |
| **British Governor** | 6988 | 1920 |
| **British Grenadier** | 6888 | 1922 |
| **British Gunner** | 6934 | 1922 |
| **British Honour** | 6991 | 1920 |
| **British Hope** | 6954 | 1920 |
| **British Hussar** | 6944 | 1922 |
| **British Industry** | 4232 | 1922 |
| **British Inventor** | 7101 | 1920 |
| **British Isles** | 7108 | 1917 |
| **British Judge** | 6738 | 1921 |
| **British Justice** | 6987 | 1920 |
| **British Lady** | 6998 | 1922 |
| **British Lancers** | 6997 | 1918 |
| **British Light** | 6470 | 1917 |
| **British Lord** | 6994 | 1922 |
| **British Loyalty** | 6993 | 1920 |
| **British Lustre** | 41 | 1922 |
| **British Maiden** | 882 | 1894 |
| (Carrying Petroleum F.P. above 73°F.) | | |
| **British Mariner** | 6996 | 1922 |
| **British Merchant** | 6994 | 1922 |
| **British Motorist** | 6893 | 1924 |
| **British Officer** | 6990 | 1922 |
| **British Patrol** | 6980 | 1922 |
| **British Pluck** | 1025 | 1920 |
| **British Premier** | 5672 | 1922 |
| **British Prestige** | 7106 | 1921 |
| **British Pride** | 7106 | 1921 |
| **British Princess** | 3484 | 1917 |
| **British Progress** | 4001 | 1897 |
| **British Reliance** | 7000 | 1920 |
| **British Renown** | 4999 | 1920 |
| **British Resource** | 7203 | 1921 |
| **British Sailor** | 5574 | 1919 |
| (Carrying Oil Fuel) | | |
| **British Science** | 7128 | 1921 |
| **British Scout** | 1962 | 1922 |
| **British Sergeant** | 6969 | 1922 |
| **British Soldier** | 1969 | 1918 |
| (Carrying Oil Fuel) | | |
| **British Sovereign** | 3657 | 1919 |
| **British Spark** | 41 | 1922 |
| **British Spinner** | 41 | 1921 |
| (Carrying Petroleum F.P. above 73°F.) | | |
| **British Splendour** | 7108 | 1921 |
| **British Star** | 6868 | 1918 |
| **British Statesman** | 6944 | 1920 |
| **British Strength** | 7129 | 1921 |
| **British Thrift** | 797 | 1920 |
| **British Tommy** | 4442 | 1921 |
| **British Torch** | 41 | 1922 |
| **British Trader** | 4304 | 1921 |
| **British Union** | 6987 | 1920 |
| **British Valour** | 6957 | 1920 |
| **British Venture** | 4694 | 1920 |
| **British Viscount** | 6991 | 1921 |
| **British Workman** | 6984 | 1922 |
| **British Yeoman** | 6980 | 1920 |
| **British Youth** | 65 | 1920 |
| (Carrying Petroleum in gasoline tanks) | | |
| **Britta** | 6518 | 1920 |
| **Broad Arrow** | 7718 | 1920 |
| **Brown** | 1358 | 1915 |
| **Broughty** | 994 | 1921 |
| (Carrying Fuel or similar Oil in deep tank) | | |
| **Brumaire** | 7558 | 1920 |
| **Brust** | 552 | 1920 |
| **Brunswick** | 8047 | 1918 |
| **Bunnum** | 3482 | 1899 |
| (Carrying Fuel Oil in splitbulkhead tanks, etc.) | | |
| **Buoston** | 5387 | 1907 |
| **Bullmouth** | 7519 | 1907 |
| **Bulpass** | 7519 | 1907 |
| **Burlington Sonny** | 1199 | 1924 |
| **Buson** | 7628 | 1901 |
| (Carrying Whale Oil in cylindrical tanks) | | |
| **Byron D. Brown** | 7613 | 1907 |
| **C. A. Cachelt** | 4106 | 1919 |
| **C. A. Larsen** | 12846 | 1919 |
| (Carrying Whale Oil) | | |
| **C. B. Watson** | 1309 | 1911 |
| **C. I. A. E. No. 3** | 994 | 1922 |
| (Carrying Oil Fuel in Bulk) | | |
| **C. I. P.** | 6987 | 1921 |
| **C. J. Barkdull** | 6723 | 1917 |
| **C. O. Stillman** | 10408 | 1909 |
| **Cabimas** | 1978 | 1924 |
| **Cadillac** | 10428 | 1912 |
| **Caldergate** | 148 | 1920 |
| **Calgarolite** | 11941 | 1919 |
| **Caliche** | 4797 | 1919 |
| **California** | 10000 | 1921 |
| **California Standard** | 11146 | 1909 |
| **Calliope** | 8744 | 1920 |
| **Calorie** | 4095 | 1906 |
| **Cambes** | 6653 | 1921 |
| **Camilla** | 5188 | 1908 |
| **Camor** | 2299 | 1920 |
| (Carrying Oil Fuel or Bitumen) | | |
| **Campalate** | 1080 | 1920 |
| **Campas** | 6218 | 1912 |
| **Camperdor** | 7502 | 1920 |
| **Campero** | 6300 | 1920 |
| **Campile** | 8080 | 1920 |
| **Campomar** | 7474 | 1921 |
| **Campermanse** | 6278 | 1920 |
| **Camperdon** | 1080 | 1918 |
| **Campusano** | 6320 | 1920 |
| **Canadolite** | 11009 | 1920 |
| **Canhaya** | 836 | 1917 |
| **Cape Comorin** | 5446 | 1918 |
| (Carrying Fuel Oil in deep tank) | | |
| **Cape St. Agnes** | 1198 | 1918 |
| (Carrying Oil Fuel) | | |
| **Capella** | 9807 | 1920 |
| **Capitaine Damiani** | 4964 | 1921 |
| **Caprella** | 8677 | 1921 |

# LIST OF VESSELS CARRYING PETROLEUM IN BULK—continued.

## STEAMERS & MOTORSHIPS—continued.

| Vessel's Name | Gross Tonnage | Date of Build |
|---|---|---|
| Capas | 6229 | 1921 |
| Captain A. F. Lucas | 4155 | 1904 |
| Capulet | 8150 | 1922 |
| Cardita | 8267 | 1911 |
| Cardium | 9298 | 1921 |
| Carina | 6309 | 1921 |
| Carlota | 2696 | 1914 |
| Caroline Maersk | 7491 | 1928 |
| Carsai | 3164 | 1918 |
| Carsai River | 7802 | 1918 |
| Carpena | 3907 | 1919 |
| Carrabulle | 5080 | 1920 |
| Carteret | 878 | 1920 |
| Cassandra | 2701 | 1924 |
| Caspia | 6018 | 1928 |
| Cassimir | 5009 | 1920 |
| Castana | 5009 | 1920 |
| Castlegate | 51 | 1928 |
| (Carrying Petroleum in portable tanks) | | |
| Castor | 8711 | 1928 |
| Catahoula | 5030 | 1920 |
| Catatumbo | 5161 | 1925 |
| Catkwood | 7072 | 1920 |
| Caucasa | 2965 | 1921 |
| Cedarbank | 5151 | 1924 |
| (Carrying Vegetable Oil in deep tanks) | | |
| Celena | 3741 | 1899 |
| Celeri | 8949 | 1917 |
| Centaurus | 4000 | 1894 |
| Cepelin | 5578 | 1919 |
| (Carrying Oil Fuel) | | |
| Ceriathus | 3824 | 1920 |
| Cerro-Azul | 8477 | 1921 |
| Cerro-Blanco | 8490 | 1921 |
| Ch. N. Kahaa | 3942 | 1917 |
| Charles E. Harwood | 2989 | 1913 |
| Charles G. Hlask | 14300 | 1921 |
| Charles M. Reeves | 5878 | 1919 |
| Charles Pratt | 8946 | 1916 |
| Charlie Watson | 1769 | 1920 |
| Chaumian | 1434 | 1896 |
| Chelma | 4368 | 1920 |
| (Carrying Oil in deep tank and Paraffin Oil in forward deep tanks) | | |
| Chepita | 2792 | 1925 |
| Cherryleaf | 5054 | 1917 |
| Chesapeake | 8955 | 1920 |
| Chester O. Swain | 8146 | 1921 |
| Chester Sun | 9037 | 1920 |
| Cheyenne | 8825 | 1920 |
| Chillar | 5030 | 1919 |
| Chilsil | 5107 | 1920 |
| Chilsun | 5104 | 1920 |
| China Arrow | 8435 | 1920 |
| Chinese Prince | 6734 | 1926 |
| (Carrying Vegetable Oil in F. & A. peak tanks) | | |
| Choctaw | 350 | 1918 |
| Chr. Th. Boe | 6132 | 1920 |
| Christian Holm | 9139 | 1922 |
| Christy Payne | 8136 | 1922 |
| Cities Shell | 8907 | 1923 |
| Cities Service Boston | 9348 | 1921 |
| Cities Service Denver | 9316 | 1921 |
| Cities Service Empire | 8000 | 1916 |
| Cities Service Fuel | 5543 | 1916 |
| Cities Service Kansas | 7511 | 1920 |
| Cities Service Koolmoter | 8792 | 1918 |
| Cities Service Missouri | 7306 | 1920 |
| Cities Service Ohio | 7345 | 1921 |
| Cities Service Oklahoma | 7329 | 1920 |
| Cities Service Petrol | 9343 | 1920 |
| Cities Service Toledo | 8192 | 1918 |
| Clam | 7404 | 1917 |
| Clan Macilwraith | 4859 | 1924 |
| (Carrying Iron or Similar oil in deep tank) | | |
| Clan Mackinlay | 6365 | 1919 |
| (Carrying Vegetable Oil in bulk in deep tank) | | |
| Clelia Campanella | 3245 | 1917 |
| Clemenceau | 2429 | 1919 |
| (Carrying Oil Fuel in bulk) | | |
| Clio | 8040 | 1926 |
| Cliona | 8873 | 1921 |
| Cliota | 3630 | 1894 |
| Clydebank | 5156 | 1925 |
| (Carrying Vegetable Oil in deep tanks) | | |
| Clydefield | 6156 | 1929 |
| Coalinga | 870 | 1910 |
| Coimbra | 4779 | 1916 |
| Colleonges | 2879 | 1896 |
| Colonial Beacon | 1324 | 1927 |
| Colorado | 5009 | 1911 |
| Comanches | 5602 | 1912 |
| Comet | 9164 | 1909 |
| Cometa | 2486 | 1913 |
| Comlielank | 5149 | 1924 |
| (Carrying Vegetable Oil in deep tanks) | | |
| Conch | 8576 | 1921 |
| Conchita | 2202 | 1924 |
| Concordia | 5543 | 1919 |
| (Carrying Oil Fuel) | | |
| Congo | 4669 | 1897 |
| (Carrying Whale Oil) | | |
| Conquistador | 5407 | 1922 |
| Constance H. | 155 | 1920 |
| Conte di Misurata | 5014 | 1908 |
| Conus | 6132 | 1921 |
| Corabank | 8606 | 1921 |
| Corato | 5564 | 1918 |
| (Carrying Oil Fuel) | | |
| Corbie | 8132 | 1921 |
| Cordelia | 8130 | 1922 |
| Coronia | 7980 | 1899 |
| (Carrying Whale Oil) | | |
| Cory Oil No. 1 | 306 | 1924 |
| (Carrying Oil Fuel) | | |
| Cory Oil No. 2 | 306 | 1924 |
| (Carrying Oil Fuel) | | |
| Cowrie | 8132 | 1921 |
| Creole Jefe | 3126 | 1920 |
| Creole Linda | 3126 | 1920 |
| Criollo Bueno | 3350 | 1919 |
| Crudoil | 1871 | 1918 |
| Currier | 4711 | 1919 |
| Cyclo-Chief | 3500 | 1920 |
| Cyclo-Warrior | 3500 | 1920 |
| Cymbeline | 6300 | 1917 |
| Cyrus | 435 | 1922 |
| D. G. Scofield | 7974 | 1918 |
| D. J. Morse | 7098 | 1918 |
| D. L. Harper | 12700 | 1919 |
| Dagvid | 6361 | 1921 |
| Daghestan | 5742 | 1921 |
| (Petroleum carried in cylindrical tanks) | | |
| Daghild | 8272 | 1917 |
| Dagland | 6146 | 1917 |
| Dagomba | 5445 | 1920 |
| (Carrying Vegetable Oil in deep tanks) | | |
| Dah Fang | 5002 | 1906 |
| Dalhan | 9460 | 1920 |
| Dalmair | 971 | 1908 |
| Damsterdijk | 10155 | 1920 |
| (Carrying Vegetable Oil in deep tank) | | |
| Dania | 1009 | 1923 |
| Danmark | 10517 | 1921 |
| Danmark | 8091 | 1921 |
| (Carrying Vegetable Oil in deep tanks) | | |
| Dannebrog | 4310 | 1919 |
| Dara | 3839 | 1927 |
| (Carrying Vegetable Oil in deep tanks) | | |
| Dauntless | — | 1920 |
| (Carrying Petroleum in portable tanks) | | |
| Davanger | 7102 | 1922 |
| David McKelvy | 6031 | 1921 |
| Daylight | 9180 | 1921 |
| Dean Emery | 6664 | 1919 |
| Deebank | 5060 | 1929 |
| (Carrying Vegetable Oil in deep tanks) | | |
| Deido | 5878 | 1929 |
| (Carrying Vegetable Oil in deep tanks) | | |
| Delapua | 529 | 1913 |
| Delaware Bus | 8064 | 1922 |
| Delftdijk | 10220 | 1929 |
| (Carrying Vegetable Oil in deep tank) | | |
| Delia | 4502 | 1902 |
| Delphinula | 4302 | 1906 |
| Delta | 494 | 1915 |
| Den Haag | 8971 | 1895 |
| Dendata | 5295 | 1897 |
| D-rbylina | 6852 | 1919 |
| Detroiha | 7668 | 1919 |
| Dilwyn | 6918 | 1919 |
| Dilworth | 7945 | 1919 |
| Dipping V. | 294 | 1929 |
| Dirigo | 6418 | 1919 |
| Distal | 1174 | 1916 |
| District of Columbia | 7641 | 1921 |
| Distrove | 8790 | 1927 |
| (Carrying Vegetable Oil in deep tanks) | | |
| Diviane | 4229 | 1921 |
| Dixie Arrow | 8016 | 1921 |
| Dowa | 481 | 1915 |
| Dolium | 1142 | 1922 |
| Domar | 8740 | 1919 |
| Dora | 5026 | 1919 |
| (Carrying Molasses in bulk) | | |
| Dora C. | 5943 | 1921 |
| Dordrecht | 4892 | 1929 |
| Doris Kellogg | 5699 | 1926 |
| Dovrefjell | 5955 | 1918 |
| Drake | 8285 | 1921 |
| Drechtdijk | 9158 | 1922 |
| (Carrying Rum or similar Oil in deep tank) | | |
| Drelpai | 6900 | 1919 |
| (Carrying Oil Fuel) | | |
| Driverdracht | 4222 | 1927 |
| Dangsanes | 7937 | 1920 |
| Drakwa | 3789 | 1927 |
| (Carrying Vegetable Oil in deep tanks) | | |
| Dunaegg | 7135 | 1920 |
| Durham | 1438 | 1919 |
| E. G. Seubert | 7758 | 1919 |
| E. J. Bullock | 6934 | 1920 |
| E. J. Nickles | 5187 | 1920 |
| E. J. Seller | 9639 | 1921 |
| E. M. Clark | 9647 | 1921 |
| E. H. Kemp | 6881 | 1921 |
| E. T. Bedford | 9563 | 1922 |
| E. W. Sinclair | 6947 | 1921 |

## NAVIRES A VAPEUR ET A MOTEURS—*suite.*

| NOM DU NAVIRE | Tonnage brut | Date de mise en service |
|---|---|---|
| **Eagle** | 6000 | 1917 |
| (*Carrying Oil Fuel*) | | |
| **Eastern Sun** | 8100 | 1920 |
| **Eastwick** | 156 | 1899 |
| **Ebano** | 2427 | 1920 |
| (*Carrying Liquid Asphalte in portable tanks*) | | |
| **Ebenui** | 1124 | 1917 |
| **Eclipse** | 8787 | 1901 |
| **Eduardo** | 2088 | 1888 |
| **Edward G. Seubert** | 4472 | 1920 |
| (*Carrying Oil*) | | |
| **Edward L. Doheny** | 5671 | 1913 |
| **Edward L. Shea** | 6140 | 1924 |
| **Edwin H. De Golia** | 5022 | 1917 |
| **Egero** | 7180 | 1920 |
| **El Aleto** | 7982 | 1921 |
| **El Buaro** | 259 | 1921 |
| **El Cerro** | 5441 | 1920 |
| **El Grillo** | 7310 | 1922 |
| **El Leon** | 375 | 1920 |
| **El Mirlo** | 4046 | 1920 |
| **El Oso** | 7367 | 1921 |
| **El Petrolero** | 630 | 1921 |
| **El Segundo** | 3614 | 1912 |
| **Elax** | 7405 | 1917 |
| **Elbrus** | 4679 | 1914 |
| **Elcano** | 3189 | 1918 |
| (*Carrying Oil Fuel*) | | |
| **Eldorado** | 1170 | 1912 |
| **Elena** | 3969 | 1918 |
| **Eles** | 7919 | 1921 |
| **Elisha Walker** | 7002 | 1920 |
| **Elizabeth Kellogg** | 5493 | 1920 |
| **Elkhound** | 884 | 1920 |
| **Elles** | 564 | 1920 |
| (*Carrying Oil*) | | |
| **Ellen Bushey** | 594 | 1921 |
| (*Carrying Oil*) | | |
| **Elmbank** | 5456 | 1920 |
| (*Carrying Vegetable Oil in deep tank*) | | |
| **Elnul** | 1126 | 1912 |
| **Elsa** | 5941 | 1919 |
| **Elsa Rosberger** | 907 | 1920 |
| **Emanuel Nobel** | 4738 | 1912 |
| **Embassy** | 7791 | 1920 |
| **Emilie** | 6906 | 1921 |
| **Emma Maersk** | 8528 | 1920 |
| **Emmy Friederich** | 4327 | 1904 |
| (*Carrying Oil*) | | |
| **Empire Arrow** | 6046 | 1921 |
| **Energie** | 420 | 1920 |
| **Erria** | 8636 | 1920 |
| (*Carrying Vegetable Oil in deep tank forward*) | | |
| **Esperanza** | 3991 | 1920 |
| **Eugene V. R. Thayer** | 7189 | 1920 |
| **Europa** | 10234 | 1921 |
| (*Carrying Vegetable Oil in forward deep tanks*) | | |
| **Evina** | 6121 | 1920 |
| **Exra** | 5008 | 1919 |
| (*Carrying Vegetable Oil in forward deep tanks*) | | |
| **F. H. Bedford, Jr.** | 11052 | 1920 |
| **F. H. Hillman** | 10020 | 1921 |
| **F. J. Walls** | 11432 | 1922 |
| **F. Q. Barstow** | 9002 | 1917 |
| **Falkefjell** | 7327 | 1921 |
| **Fanny Hough** | 4405 | 1921 |
| **Federal** | 2981 | 1921 |
| (*Carrying Oil Fuel*) | | |
| **Felipa** | 2682 | 1921 |
| **Fern** | 4600 | 1922 |
| **Filefjell** | 7416 | 1920 |
| **Finnanger** | 3534 | 1920 |
| **Firna** | 5325 | 1922 |
| (*Carrying Kerosene in side tanks and below Oil deck*) | | |
| **Firna** | 7296 | 1920 |
| **Fjordaas** | 7361 | 1921 |
| **Flit** | 119 | 1922 |
| **Florentino Ameghino** | 6948 | 1921 |
| **Flotar** | 384 | 1920 |
| **Forrestback** | 5153 | 1920 |
| (*Carrying Vegetable Oil in deep tank*) | | |
| **Forthbank** | 3057 | 1920 |
| (*Carrying Vegetable Oil in deep tank*) | | |
| **Fortel** | 2029 | 1917 |
| **Fossa** | 5202 | 1920 |
| **Fosnaglen** | 49 | 1921 |
| (*Carrying Petroleum in portable tanks*) | | |
| **Foylebank** | 5593 | 1920 |
| (*Carrying Vegetable Oil in deep tanks and 2 cylinders*) | | |
| **Frama** | 250 | 1920 |
| **Francis E. Powell** | 7006 | 1922 |
| **Francol** | 3017 | 1917 |
| **Françoise** | 797 | 1921 |
| **Frango** | 6400 | 1917 |
| (*Fitted with gallowbrace masts for carrying Cotrawaves*) | | |
| **Frank G. Drum** | 7040 | 1921 |
| **Frank H. Buck** | 6977 | 1914 |
| **Franklin K. Lane** | 6998 | 1920 |
| **Franz Klasen** | 12423 | 1922 |
| **Fraseta** | 2007 | 1920 |
| **Fraternitas** | 9234 | 1920 |
| (*Carrying Whale oil*) | | |
| **Fred W. Weller** | 9480 | 1917 |
| **Frederic R. Kellogg** | 7127 | 1917 |
| **Freshmoor** | 1074 | 1920 |
| **Frimaire** | 8181 | 1920 |
| **Frisco** | 4794 | 1906 |
| **Fritz Schindler** | 274 | 1920 |
| **Frontenac** | 7950 | 1920 |
| **Fu-Kwang** | 1402 | 1921 |
| **Fualite** | 326 | 1920 |
| **Fuelol** | 1270 | 1919 |
| **Fujisan Maru** | 9017 | 1921 |
| **Fulgor** | 4654 | 1922 |
| **Fumi Maru** | 2041 | 1921 |
| **Fusagawa Maru** | 865 | 1922 |
| **G. C. Brovig** | 9710 | 1920 |
| **G. Harrison Smith** | 11752 | 1920 |
| **Gargoyle** | 7930 | 1921 |
| **Gartigliano** | 639 | 1907 |
| (*Carrying Oil*) | | |
| **Garnet Halliday** | 7311 | 1920 |
| **Gascogne** | 7113 | 1921 |
| **Gelel Atasa** | 397 | 1921 |
| (*Carrying Oil Fuel*) | | |
| **Gelacia** | 8906 | 1919 |
| **Gene Crawley** | 9184 | 1912 |
| **General** | 571 | 1925 |
| **Général Gassouin** | 3011 | 1925 |
| (*Carrying Oil*) | | |
| **General Markham** | 3487 | 1919 |
| **George G. Henry** | 9263 | 1917 |
| **Gen. H. Jones** | 8999 | 1919 |
| **George W. Barnes** | 4521 | 1918 |
| **Gen. W. McKnight** | 12447 | 1920 |
| **Gertrude Kellogg** | 5002 | 1920 |
| **Giacaa M.** | 3719 | 1919 |
| **Giacuae** | 688 | 1921 |
| **Giorgio** | 4487 | 1907 |
| **Giraie** | 1171 | 1920 |
| (*Carrying Oil*) | | |
| **Giuseppina Ghirardi** | 5247 | 1922 |
| **Glacena** | 9913 | 1920 |
| **Glactaak** | 5151 | 1924 |
| (*Carrying Vegetable Oil in deep tank*) | | |
| **Glenpool** | 3254 | 1912 |
| **Glittra** | 6409 | 1920 |
| **Gloxinia** | 2226 | 1922 |
| (*Carrying Oil and Kerosene*) | | |
| **Gobeo** | 2599 | 1921 |
| (*Carrying Kerosene in spilled bulkheads*) | | |
| **Gold Shell** | 8206 | 1921 |
| **Goldmouth** | 7402 | 1922 |
| **Gotland** | 1981 | 1922 |
| (*Carrying Vegetable Oil in No. 4 D. B. tank*) | | |
| **Gowrie** | 865 | 1920 |
| (*Carrying Rape or similar Oil in deep tank*) | | |
| **Greta Field** | 10131 | 1920 |
| **Grete Glad** | 496 | 1918 |
| (*Carrying Oil*) | | |
| **Groningen** | 1224 | 1920 |
| **Grossaft** | 4969 | 1920 |
| **Grossy** | 433 | 1920 |
| (*Carrying Oil*) | | |
| **Guadalhorce** | 291 | 1920 |
| (*Carrying Oil*) | | |
| **Gujarat** | 4140 | 1920 |
| (*Carrying Vegetable Oil in deep tank*) | | |
| **Gulf of Mexico** | 7947 | 1917 |
| **Gulf of Venezuela** | 9629 | 1919 |
| **Gulfbird** | 10209 | 1920 |
| **Gulfcrest** | 6651 | 1922 |
| **Gulfcross** | 5149 | 1922 |
| **Gulfcrest** | 8058 | 1920 |
| **Gulfgem** | 6784 | 1920 |
| **Gulfhawk** | 10206 | 1920 |
| **Gulfking** | 4561 | 1921 |
| **Gulfland** | 3277 | 1918 |
| **Gulflight** | 3160 | 1914 |
| **Gulfmold** | 5225 | 1917 |
| **Gulfoil** | 5169 | 1912 |
| **Gulfpena** | 9663 | 1921 |
| **Gulfpoint** | 6472 | 1920 |
| **Gulfpride** | 12230 | 1917 |
| **Gulfprince** | 6561 | 1921 |
| **Gulfqueen** | 6589 | 1919 |
| **Gulfspray** | 379 | 1917 |
| **Gulfsprite** | 379 | 1917 |
| **Gulfstar** | 6967 | 1920 |
| **Gulfstate** | 7216 | 1920 |
| **Gulfstream** | 3140 | 1914 |
| **Gulftrade** | 4779 | 1920 |
| **Gulfwax** | 8867 | 1921 |
| **Gulfwing** | 10208 | 1920 |
| **Gunitas** | 6025 | 1921 |
| **Gustaf E. Kuster** | 6556 | 1920 |
| **Gustav Schindler** | 2243 | 1920 |
| **Gwenbarra** | 302 | 1920 |
| **Gylfi** | 6129 | 1920 |
| **Gymeric** | 6336 | 1917 |
| **H. C. Folger** | 2666 | 1918 |
| **H. H. Rogers** | 6667 | 1918 |
| **H. M. Flagler** | 6206 | 1918 |
| **H. M. Storey** | 7628 | 1921 |
| **H. T. Harper** | 3602 | 1921 |

| Vessels Name. | Gross Tonnage. | Date of Build. |
|---|---|---|
| **STEAMERS & MOTORSHIPS—*continued.*** | | |
| Hadnot | 6258 | 1919 |
| Hagan | 6378 | 1919 |
| (Carrying Oil) | | |
| Hagood | 6866 | 1919 |
| Hahira | 6855 | 1920 |
| Hai Kwang | 835 | 1924 |
| Halaban Maru | 642 | 1897 |
| Halistis | 3097 | 1921 |
| Hallanger | 9551 | 1928 |
| Hale | 6986 | 1920 |
| Halsey | 7088 | 1920 |
| Hamlet | 3068 | 1915 |
| Hanna | 5078 | 1920 |
| Hanseat | 8439 | 1929 |
| Harmony | 919 | 1921 |
| (Carrying Oil) | | |
| Harold Walker | 6358 | 1917 |
| Harpa | 3007 | 1921 |
| Harpon | 4340 | 1897 |
| (Carrying Whale Oil or Oil Fuel in No. 1, 2, 3, 4 and 5 tanks) | | |
| Harry F. Sinclair, Jr. | 6131 | 1921 |
| Harry Parnum | 3039 | 1912 |
| Harry G. Seidel | 11339 | 1920 |
| Hartford Sooney | 1199 | 1924 |
| Harvester | 6418 | 1920 |
| Hasgar | 2243 | 1885 |
| (Carrying Whale Oil) | | |
| Hasbor | 7614 | 1920 |
| Hasfra | 7923 | 1921 |
| Hasten | 6161 | 1920 |
| Hawaiian Standard | 1217 | 1925 |
| Heinrich V. Riedemann | 12173 | 1920 |
| Hektoria | 13797 | 1920 |
| (Carrying Whale Oil) | | |
| Helena | 213 | 1920 |
| Helix | 3007 | 1921 |
| Helka | 8471 | 1912 |
| Hemland | 1927 | 1929 |
| (Carrying Vegetable Oil in No. 2 D. B. tank) | | |
| Henri Desmarais | 1030 | 1920 |
| Henry Deepree | 3905 | 1921 |
| Henry M. Dawes | 9710 | 1916 |
| Hera | 4774 | 1912 |
| Herbert G. Wylie | 4292 | 1912 |
| Herbert L. Pratt | 7118 | 1918 |
| Herkjöra | 8608 | 1929 |
| Herlong | 7892 | 1921 |
| Hermes | 5708 | 1914 |
| Hermione | 5200 | 1908 |
| Heron | 5540 | 1919 |
| (Carrying Oil Fuel) | | |
| Hickorol | 1176 | 1918 |
| Hidlefjord | 7603 | 1928 |
| Hilda Knudsen | 9178 | 1918 |
| Hinode Maru | 521 | 1920 |
| Hird | 5532 | 1918 |
| (Carrying Oil Fuel) | | |
| Hishi Maru | 492 | 1921 |
| Ho Kwang | 685 | 1921 |
| Hojo Maru | 2617 | 1920 |
| (Carrying Oil Fuel) | | |
| Hoolberg | 2895 | 1929 |
| Hopemount | 7484 | 1929 |
| Hopper No. 62 | 692 | 1929 |
| (Carrying Molasses) | | |
| Horn Shell | 8272 | 1921 |
| Houstonia | 5539 | 1919 |
| (Carrying Oil Fuel) | | |
| Hoxbar | 6358 | 1919 |
| Hugoton | 6942 | 1919 |
| Hugunnt | 6364 | 1919 |
| Hull Trader | 212 | 1917 |
| (Carrying Vegetable Oil in fore and after peaks) | | |
| Hvitskjael | 150 | 1921 |
| I. C. White | 6923 | 1920 |
| Ibotea | 2402 | 1927 |
| Ida Knudsen | 8913 | 1925 |
| Iere | 833 | 1920 |
| Illinois | 8448 | 1921 |
| Ima | 8842 | 1920 |
| Imlay | 7005 | 1919 |
| Imperial | 796 | 1898 |
| Imperial Transport | 8022 | 1918 |
| Imperoyal | 2158 | 1918 |
| Inealite | 4395 | 1909 |
| (Carrying Oil) | | |
| India Arrow | 8227 | 1921 |
| Ingeniero Luis A. Huergo | 5227 | 1917 |
| (Carrying Oil) | | |
| Inveranter | 5578 | 1918 |
| (Carrying Oil Fuel) | | |
| Inveraven | 6907 | 1923 |
| (Carrying Oil Fuel in double bottom and in circular tanks in holds) | | |
| Inverbank | 5149 | 1924 |
| (Carrying Vegetable Oil in deep tank) | | |
| Inverealbo | 2272 | 1925 |
| Inverecrrie | 1126 | 1918 |
| Invergarry | 6907 | 1924 |
| (Carrying Petroleum in double bottom and in circular tanks fitted in holds and in wing tanks) | | |
| Inverglass | 6901 | 1924 |
| (Carrying Petroleum in double bottom and in circular tanks fitted in holds and in wing tanks) | | |
| Invergoil | 6907 | 1922 |
| (Carrying Oil Fuel in double bottom and in circular tanks in holds) | | |
| Invergordon | 6921 | 1923 |
| (Carrying Oil Fuel in double bottom and in circular tanks in holds) | | |
| Inveritchen | 709 | 1920 |
| (Carrying Oil Fuel) | | |
| Inverlago | 2272 | 1923 |
| Inverleith | 6958 | 1921 |
| (Carrying Oil Fuel in double bottom and in circular tanks in holds) | | |
| Inverpool | 680 | 1926 |
| (Carrying Oil Fuel) | | |
| Inverpsea | 2272 | 1925 |
| Inverralla | 2272 | 1925 |
| Invertest | 239 | 1920 |
| (Carrying Oil Fuel) | | |
| Invertyne | 259 | 1920 |
| (Carrying Oil Fuel) | | |
| Inverurie | 6907 | 1923 |
| (Carrying Oil Fuel in double bottom and in circular tanks in holds) | | |
| Ionalite | 2060 | 1918 |
| Ionona | 1069 | 1912 |
| Ira B. Bushey | 541 | 1920 |
| (Carrying Oil) | | |
| Iranta | 2186 | 1929 |
| Irene W. Allen | 982 | 1920 |
| Irial | 4406 | 1909 |
| Iris | 2887 | 1918 |
| Irishbank | 5628 | 1920 |
| (Carrying Vegetable Oil in deep tanks and in tanks between tunnels) | | |
| Irma Schindler | 4512 | 1901 |
| Iroquois | 9202 | 1907 |
| Itata III | 107 | 1920 |
| (Carrying Petroleum in portable tank) | | |
| J. A. Moffett | 6321 | 1915 |
| J. A. Moffett, Jr. | 9482 | 1921 |
| J. A. Mowinckel | 12323 | 1920 |
| J. B. Ang. Kessler | 3181 | 1902 |
| J. C. Donnelli | 2740 | 1918 |
| J. C. Fitzsimmons | 4716 | 1918 |
| J. E. O'Neil | 1670 | 1918 |
| J. F. Penrose | 2372 | 1920 |
| J. Fletcher Farrell | 7063 | 1921 |
| J. H. Senior | 12185 | 1921 |
| J. M. Danziger | 6093 | 1916 |
| J. N. Pew | 9033 | 1921 |
| J. Oswald Boyd | 1806 | 1918 |
| J. W. Van Dyke | 4928 | 1918 |
| James McKee | 9553 | 1917 |
| Jane Morsk | 7691 | 1928 |
| Japan Arrow | 8227 | 1920 |
| Japanese Prince | 6734 | 1920 |
| (Carrying Vegetable Oil in fore and after peak tanks) | | |
| Java | 8875 | 1926 |
| (Carrying Molasses or Petroleum) | | |
| Java Arrow | 8227 | 1921 |
| Javanese Prince | 6734 | 1920 |
| (Carrying Vegetable Oil in fore and after peak tanks) | | |
| Jenny | 4706 | 1928 |
| John A. Essberger | 729 | 1921 |
| John D. Archbold | 14054 | 1921 |
| John Harker | 143 | 1930 |
| John Irwin | 1926 | 1929 |
| John P. Pedersen | 6128 | 1920 |
| John Worthington | 8194 | 1920 |
| Jole Fassio | 3149 | 1906 |
| Josefina | 2594 | 1908 |
| Josefina Therdes | 6549 | 1921 |
| Joseph M. Cudahy | 6950 | 1921 |
| Joseph Seep | 6872 | 1920 |
| Josiah Macy | 6754 | 1917 |
| Juanita | 2042 | 1923 |
| Jules Henry | 2565 | 1900 |
| Juliana | 2587 | 1928 |
| Julieta | 2746 | 1924 |
| Julius Ruetgers | 854 | 1908 |
| Julius Schindler | 2770 | 1921 |
| Juniata | 1157 | 1918 |
| Juno | 2945 | 1913 |
| Justina | 2700 | 1924 |
| Justine C. Allen | 963 | 1920 |
| Juvenal | 13247 | 1928 |
| K. B. Kingsbury | 7252 | 1921 |
| Kala Knudsen | 9063 | 1921 |
| Kaisoku Maru | 1080 | 1921 |
| Kalmia | 6248 | 1921 |
| Karabagh | 6900 | 1922 |
| Karl Leonhardt | 5150 | 1921 |
| Kasser-Wiek | 528 | 1929 |
| Katendrecht | 3099 | 1925 |
| Katherine | 2435 | 1887 |
| Kathiawar | 4150 | 1924 |
| (Carrying Vegetable Oil in deep tanks) | | |
| Kattegat | 6001 | 1928 |
| Katy | 4826 | 1921 |
| Kekuahee | 5198 | 1920 |
| Kelani | 185 | 1923 |
| (Carrying Oil Fuel) | | |
| Kenmebec | 5548 | 1919 |
| (Carrying Oils) | | |
| Kewanee | 2850 | 1919 |

# LISTE DE NAVIRES TRANSPORTANT DU PETROLE EN CITERNE — suite.

## NAVIRES A VAPEUR ET A MOTEURS — suite.

| NOM DU NAVIRE | Tonnage brut | Date de mise en service |
|---|---|---|
| Kilat | 223 | 1900 |
| Kildalkey | 834 | 1919 |
| (Carrying Whale Oil) | | |
| Killeenra | 810 | 1918 |
| (Carrying Whale Oil) | | |
| Kim | 6074 | 1920 |
| Kimmerol | 1179 | 1916 |
| Kirishima Maru | 1459 | 1921 |
| (Carrying Oil in deep tanks) | | |
| Kishosquillas | 3488 | 1918 |
| (Carrying Molasses) | | |
| Kiyo Maru | 3049 | 1910 |
| Knud | 7556 | 1919 |
| Koll | 10051 | 1920 |
| Koryo Maru | 4680 | 1921 |
| (Carrying Oil in deep tank) | | |
| Kosmos | 17801 | 1919 |
| Kosmos II | 16568 | 1921 |
| Kota-Agung | 7321 | 1926 |
| (Carrying Oil in deep tanks) | | |
| Kota-Baru | 7314 | 1929 |
| (Carrying Oil in deep tanks) | | |
| Kota-Gede | 7257 | 1926 |
| (Carrying Oil in deep tanks) | | |
| Kota-Inten | 7191 | 1927 |
| (Carrying Oil in deep tanks) | | |
| Kota-Nepan | 7289 | 1931 |
| (Carrying Oil in deep tanks) | | |
| Kota-Pinang | 7274 | 1930 |
| (Carrying Oil in deep tanks) | | |
| Kota-Radja | 7168 | 1927 |
| (Carrying Oil in deep tanks) | | |
| Kota-Tjandi | 7209 | 1929 |
| (Carrying Oil in deep tanks) | | |
| Kopo Maru | 2300 | 1919 |
| Kalk | 221 | 1920 |
| Kumasian | 8490 | 1922 |
| (Carrying Lubricating Oil in Nos. 1 & 4 holds and in deep tanks) | | |
| Kurumba | 6926 | 1917 |
| Kyoto Maru | 1694 | 1918 |
| L. J. Drake | 8439 | 1918 |
| L.T.C. No. 1 | 348 | 1920 |
| L.T.C. No. 2 | 348 | 1920 |
| L.T.C. No. 3 | 348 | 1920 |
| La Brea | 6266 | 1916 |
| La Crescenta | 5490 | 1923 |
| La Habra | 7021 | 1914 |
| La Placentia | 8772 | 1921 |
| La Purisima | 9991 | 1921 |
| La Salina | 7409 | 1922 |
| Labor | 510 | 1920 |
| Laganbank | 5183 | 1920 |
| (Carrying Paraffin Oil in deep tanks and in hatch between tunnels) | | |
| Lagunilla | 5480 | 1922 |
| Lake Miraflores | 5707 | 1923 |
| (Carrying Oil) | | |
| Lakeshill | 1652 | 1918 |
| Lampas | 5500 | 1916 |
| Lansing | 7461 | 1924 |
| (Carrying Whale Oil or Oil Fuel) | | |
| Langanger | 9115 | 1920 |
| Lansing | 8561 | 1920 |
| Larchbank | 6136 | 1919 |
| (Carrying Paraffin Oil in deep tanks) | | |
| Larchol | 590 | 1921 |
| Lariatan | 4409 | 1922 |
| Larry Doheny | 7688 | 1921 |
| Laura Correio | 5710 | 1920 |
| Laurel | 8710 | 1920 |
| Laurelwood | 7347 | 1920 |
| Laurent Maersk | 6429 | 1920 |
| Le Progrès No. 119 | 447 | 1902 |
| Lebel | 6309 | 1921 |
| Leda | 6832 | 1925 |
| Leicester | 6118 | 1920 |
| Leilola | 5580 | 1920 |
| Lerassi Arrow | 9040 | 1921 |
| Leverbank | 5150 | 1922 |
| (Carrying Paraffin Oil in deep tanks) | | |
| Libertador | 5767 | 1922 |
| Lide | 180 | 1920 |
| Lielaw | 7003 | 1921 |
| Lightburne | 6429 | 1919 |
| Ligonier | 8787 | 1906 |
| Lima | 494 | 1919 |
| Lima Maru | 6369 | 1920 |
| (Carrying Paraffin Oil in Nos. 3 & 4 H.H. tanks) | | |
| Limone | 5698 | 1921 |
| Limoi | 1159 | 1912 |
| Lina Campanella | 5856 | 1905 |
| Lincoln Ellsworth | 5580 | 1917 |
| Linderbank | 3007 | 1920 |
| (Carrying Paraffin Oil in deep tank) | | |
| Lio | 7139 | 1921 |
| Lise | 5426 | 1924 |
| Liseta | 5580 | 1917 |
| Lisa | 5922 | 1921 |
| Literna | 6468 | 1924 |
| Litsipa | 5856 | 1912 |
| Livingston Roe | 9101 | 1921 |
| Lochgoil | 9462 | 1922 |
| (Carrying Shale or similar Oil in deep tank) | | |
| Lompoc | 7270 | 1918 |
| Longwood | 9669 | 1920 |
| Los Angeles | 6732 | 1918 |
| Louisbank | 5629 | 1920 |
| (Carrying Paraffin Oil in deep tanks and in holds between tunnels) | | |
| Lotte Leonhardt | 5189 | 1913 |
| Louisiana | 7543 | 1911 |
| (Carrying Oil) | | |
| Loukia | 7142 | 1919 |
| Lubrafol | 7138 | 1924 |
| Lubrine | 4954 | 1921 |
| Lucania | 8196 | 1920 |
| Lucellum | 5194 | 1919 |
| Lucerna | 6256 | 1920 |
| Lucifer | 387 | 1923 |
| Lucifera | 8992 | 1912 |
| Lucigen | 4386 | 1909 |
| Lucia | 2646 | 1926 |
| Lucrecia | 2564 | 1920 |
| Lucullus | 4146 | 1920 |
| Lucy | 382 | 1909 |
| Lucy Ekeberger | 833 | 1911 |
| Ludwell | 274 | 1913 |
| (Carrying Petroleum in tanks in hold) | | |
| Luisiana | 2569 | 1917 |
| Lumen | 6488 | 1922 |
| Lumina | 3856 | 1917 |
| Luminetta | 4155 | 1927 |
| Luminous | 4759 | 1913 |
| Lunula | 1361 | 1912 |
| Lustrous | 6154 | 1927 |
| Lusitan | 8773 | 1909 |
| Luxmi | 4848 | 1904 |
| (Carrying Paraffin Oil in deep tank) | | |
| Luxor | 9314 | 1920 |
| M. F. Elliott | 1052 | 1921 |
| M. J. Derby | 356 | 1918 |
| Macula | 4857 | 1921 |
| Madrono | 5894 | 1917 |
| Magdala | 8254 | 1921 |
| Maikopp | 1723 | 1919 |
| Malua | 1941 | 1911 |
| Malpe | 3000 | 1920 |
| Maja | 8200 | 1921 |
| Makala | 3111 | 1919 |
| (Carrying Paraffin Oil in deep tanks) | | |
| Malaber | 8324 | 1914 |
| Malanta | 7401 | 1919 |
| Malayan Prince | 8704 | 1920 |
| (Carrying Paraffin Oil in fore and after peak tanks) | | |
| Maletan | 5856 | 1924 |
| Malkah | 1119 | 1923 |
| Malmanger | 7079 | 1920 |
| Malvina | 8249 | 1922 |
| Mambi | 1979 | 1922 |
| (Carrying Molasses) | | |
| Mamura | 8254 | 1922 |
| Manatawny | 5680 | 1920 |
| Manja Maru | 6660 | 1924 |
| Mantilla | 5429 | 1916 |
| Manuel Ronda | 1376 | 1920 |
| Manuela | 3694 | 1924 |
| Manzanara | 8251 | 1921 |
| Marney | 8794 | 1921 |
| Maragnan | 5057 | 1914 |
| Marathon | 7368 | 1920 |
| Marganeta | 491 | 1925 |
| Marghera | 4561 | 1909 |
| Marguerite Finaly | 13439 | 1922 |
| Maria Gatella | 224 | 1922 |
| Mariana | 5682 | 1925 |
| Marianne | 502 | 1923 |
| Marie Morsk | 8571 | 1924 |
| Marigalia | 2947 | 1922 |
| Marl | 5064 | 1918 |
| (Carrying Oil Fuel) | | |
| Markland | 6361 | 1924 |
| Marpessa | 1406 | 1917 |
| Marsella | 2638 | 1914 |
| Martha E. Allen | 2540 | 1918 |
| Martina | 2617 | 1920 |
| Martius | 2539 | 1924 |
| Marvja | 2681 | 1925 |
| Marvelite | 131 | 1926 |
| Mary Lorkenbach | 3402 | 1920 |
| Maryland | 1494 | 1908 |
| (Carrying Oil) | | |
| Masimpar | 3269 | 1922 |
| Massis | 3022 | 1914 |
| Masut III | 739 | 1914 |
| Matilde | 2691 | 1926 |
| Matiaiosk | 4249 | 1914 |
| Maudie | 4818 | 1920 |
| (Carrying Whale or other Oil) | | |
| Max Albrecht | 2424 | 1919 |
| Maximina | 2679 | 1920 |
| Maya | 9462 | 1924 |
| Mazeppa | 7468 | 1920 |
| Mazoni | 658 | 1913 |
| Megara | 7395 | 1920 |
| Melan | 1018 | 1919 |
| Melorta | 6560 | 1919 |
| (Carrying Oil) | | |
| Melpomene | 7011 | 1920 |
| Melusina | 408 | 1920 |

# LIST OF VESSELS CARRYING PETROLEUM IN BULK—*continued.*

| Vessel's Name | Gross Tonnage | Date of Build |
|---|---|---|
| **STEAMERS & MOTORSHIPS—*continued.*** | | |
| Melville | 6987 | 1918 |
| Mendocino | 6921 | 1917 |
| Mercury Sun | 8802 | 1931 |
| Merlone H. Whittier | 6322 | 1919 |
| Merope | 7911 | 1922 |
| Merula | 9207 | 1932 |
| Meteor | 1686 | 1925 |
| Meton | 7311 | 1930 |
| Merania | 6347 | 1930 |
| Mexico | 2056 | 1920 |
| Mexoil | 1870 | 1918 |
| Mexphalte | 2618 | 1928 |
| Midway | 378 | 1929 |
| (Carrying Oil) | | |
| Mildrechd | 1498 | 1931 |
| Mil | 344 | 1923 |
| Mimosa | 4512 | 1908 |
| Minila | 1300 | 1909 |
| Ministar Wedel | 6635 | 1930 |
| Ministro Escurra | 1980 | 1914 |
| Ministro Freire | 8604 | 1926 |
| Ministro Lobos | 6310 | 1920 |
| Miocene | 2153 | 1911 |
| Mirna | 3643 | 1916 |
| Miria | 7450 | 1922 |
| Mirna | 8004 | 1929 |
| Mitra | 5535 | 1912 |
| Mitra | 1121 | 1931 |
| Mittelmeer | 6279 | 1927 |
| Mixol | 1977 | 1916 |
| Mobiloil | 5090 | 1925 |
| Modjokerto | 8896 | 1922 |
| (Carrying Oil in forward deep tanks) | | |
| Mohawk | 369 | 1918 |
| Mojave | 6900 | 1921 |
| Monagas | 3656 | 1927 |
| Monica | 891 | 1902 |
| Monique | 7011 | 1922 |
| Montana | 7661 | 1918 |
| Montebello | 9272 | 1929 |
| Montenol | 9166 | 1917 |
| Montrulite | 11309 | 1926 |
| Moordrecht | 7470 | 1930 |
| Morgrean | 7993 | 1930 |
| Mosseriet | — | 1931 |
| (Carrying Oil) | | |
| Moto Gas | 361 | 1927 |
| Motocarline | 8917 | 1925 |
| Motol | 368 | 1930 |
| Motria | 6587 | 1922 |
| Mountjoy | 911 | 1899 |
| Muirton | 4974 | 1920 |
| (Carrying Oil in deep tank and Vegetable Oil in forward deep tanks) | | |
| Murena | 8252 | 1931 |
| Murex | 5830 | 1922 |
| Muskogee | 7034 | 1918 |
| Myr Shell | 2636 | 1902 |
| Myriam | 6795 | 1911 |
| Myriel | 3569 | 1918 |
| Myrtlebank | 5150 | 1925 |
| (Carrying Vegetable Oil in deep tank) | | |
| Mytilus | 5600 | 1916 |
| **N. Y. Nielsen-Alcoa** | 9616 | 1900 |
| (Carrying Whale Oil as Oil Fuel) | | |
| Nagara | 8535 | 1929 |
| (Carrying Vegetable Oil in Nos. 3 D.B. tank and tanks in way of [illegible]) | | |
| Nagata Maru No. 20 | 664 | 1919 |
| (Carrying Oil) | | |
| Nairobank | 5436 | 1920 |
| (Carrying Vegetable Oil in deep tank) | | |
| Naniwa Maru | 49 | 1930 |
| Narragansett | 6474 | 1920 |
| Nasas | 5425 | 1922 |
| Nassau | 5005 | 1922 |
| Nautilus | 3070 | 1921 |
| Naftogydinat S.S.S.R. | 8229 | 1928 |
| Naithos | 270 | 1930 |
| Naleno | 4747 | 1919 |
| Neptun | 7250 | 1929 |
| Nethano | 5066 | 1916 |
| (Carrying Oil) | | |
| Nevada | 6915 | 1919 |
| Nevesa | 2261 | 1909 |
| New Brooklyn | 6546 | 1920 |
| (Carrying Vegetable Oil in deep tank) | | |
| New Brunswick | 6529 | 1915 |
| (Carrying Vegetable Oil in deep tank) | | |
| New Colombia | 6574 | 1920 |
| (Carrying Vegetable Oil in deep tank) | | |
| New Jersey | 6414 | 1921 |
| New Mexico | 6566 | 1919 |
| (Carrying Vegetable Oil in deep tanks) | | |
| New Texas | 6568 | 1919 |
| (Carrying Vegetable Oil in deep tank) | | |
| New Toronto | 6568 | 1919 |
| (Carrying Vegetable Oil in deep tank) | | |
| New York | 8289 | 1918 |
| New York Sonny | 1540 | 1931 |
| New Zealand | 9011 | 1920 |
| Nike | 3907 | 1928 |
| Nina Borthen | 6129 | 1930 |
| Ning Chow | 510 | 1896 |
| Niobe | 7229 | 1918 |
| Nippon Maru | 5443 | 1919 |
| Nirvae | 9131 | 1931 |
| No Nox | 383 | 1929 |
| Nosai Maru | 674 | 1929 |
| Nora | 9671 | 1920 |
| Norbris | 7419 | 1920 |
| Nord Atlantic | 4690 | 1918 |
| Nordanger | 9232 | 1923 |
| Nordenvik | 8235 | 1930 |
| Nordes | 8440 | 1931 |
| Nordhas | 5074 | 1919 |
| (Carrying Oil Fuel) | | |
| Nordland | 1827 | 1929 |
| (Carrying Vegetable Oil in No. 1 D.B. tanks) | | |
| Nore | 7419 | 1930 |
| Norog | 7600 | 1931 |
| Norfold | 6870 | 1930 |
| Norman Bridge | 4323 | 1918 |
| Northern Sea | 8865 | 1931 |
| Norvian | 6322 | 1930 |
| Nacala | 4614 | 1906 |
| Naraghe | 658 | 1931 |
| Nyholm | 5848 | 1927 |
| Nyhol | 8087 | 1931 |
| Nyasa | 861 | 1929 |
| **O. A. Knudsen** | 9926 | 1926 |
| **O. B. Sorensen** | 7913 | 1931 |
| **O. T. Waring** | 6500 | 1918 |
| **Oakbank** | 5154 | 1924 |
| (Carrying Vegetable Oil in deep tank) | | |
| Occidental | 6425 | 1920 |
| Ogura Maru | 7270 | 1929 |
| Ogura Maru No. 2 | 7811 | 1930 |
| Oilfell | 5861 | 1925 |
| Oilpioneer | 5066 | 1928 |
| Oilreliance | 5066 | 1929 |
| Oilshipper | 5025 | 1927 |
| Oiltrader | 5556 | 1927 |
| Oldekerk | 7243 | 1915 |
| (Carrying Vegetable Oil in deep tank) | | |
| Ole Wegger | 12504 | 1914 |
| Oleas | 7118 | 1919 |
| Oleander | 7045 | 1922 |
| Oleum (Carrying Oil) | 7958 | 1930 |
| Oliverbank | 5154 | 1929 |
| (Carrying Vegetable Oil in deep tank) | | |
| Oljaren | 5482 | 1922 |
| Olsa | 7025 | 1921 |
| Oltenia | 6394 | 1929 |
| Olterra | 6905 | 1913 |
| Olympic | 5835 | 1907 |
| Omphale | 6477 | 1922 |
| Oneida | 698 | 1909 |
| Ostariolite | 8989 | 1925 |
| Ophelia | 6477 | 1922 |
| Ophir | 377 | 1919 |
| Orangeleaf | 3828 | 1917 |
| Oranjestad | 2396 | 1907 |
| Oregon | 7047 | 1919 |
| Orkanger | 8029 | 1929 |
| Ormer | 1357 | 1915 |
| Orthia Maru | 1151 | 1919 |
| Ortina Shell | 2609 | 1931 |
| Orville Harden | 12420 | 1930 |
| Orwell (Carrying Whale Oil) | 7408 | 1905 |
| Osage | 1019 | 1914 |
| Osmia | 892 | 1907 |
| Oso | 719 | 1928 |
| Osug | 2736 | 1919 |
| Othas | 8417 | 1931 |
| Oswego Sunny | 1199 | 1924 |
| Otokia | 7777 | 1925 |
| Ottawalite | 765 | 1930 |
| Otterhound | 600 | 1927 |
| Oued Mellah | 674 | 1924 |
| Ouema | 8369 | 1912 |
| (Carrying Vegetable Oil in forward deep tank) | | |
| Oylerie | 6051 | 1914 |
| **Pacific Ranger** | 6466 | 1929 |
| (Carrying Linseed Oil in deep tank) | | |
| Pacific Sun | 9097 | 1929 |
| Pace | 5649 | 1927 |
| Pallas | 5260 | 1925 |
| Palipetro | 477 | 1911 |
| (Carrying Oil) | | |
| Palma | 196 | 1929 |
| Paludina | 3861 | 1921 |
| Pampanera | 901 | 1929 |
| Pan Aruba | 9931 | 1931 |
| Pan Bolivar | 8773 | 1931 |
| Pan Europe | 9468 | 1931 |
| Pan Gothia | 10409 | 1931 |
| Pan Norway | 9231 | 1931 |
| Pan Scandia | 9826 | 1931 |
| Panda | 369 | 1931 |

# LISTE DE NAVIRES TRANSPORTANT DU PETROLE EN CITERNE—*suite.*

## NAVIRES A VAPEUR ET A MOTEURS—*suite.*

| Nom du navire | Tonnage brut | Date de mise en service |
|---|---|---|
| Pannil | 1259 | 1918 |
| Paows | 3547 | 1920 |
| (Carrying Vegetable Oil in deep tanks) | | |
| Paponee | 4177 | 1921 |
| Paraguassú | 1977 | 1925 |
| Parkgate | 32 | 1925 |
| (Carrying Petroleum in portable tank) | | |
| Pass of Balhaber | 756 | 1918 |
| Pass of Balmaha | 820 | 1918 |
| Pass of Brander | 889 | 1919 |
| (Carrying Fuel or other Oils) | | |
| Pass of Leny | 795 | 1918 |
| Pass of Melfort | 757 | 1918 |
| Passaic Sun | 533 | 1920 |
| Pat Doherty | 7033 | 1921 |
| Patella | 7608 | 1917 |
| Pace | 1260 | 1917 |
| Paul H. Harwood | 4339 | 1918 |
| Paul Shemp | 6817 | 1921 |
| Paula | 3710 | 1917 |
| Paulahora | 4039 | 1914 |
| Pearleaf | 5811 | 1917 |
| Pecos | 7468 | 1917 |
| Peter Bogen | 6664 | 1925 |
| Petrina (Carrying Molasses) | 296 | 1917 |
| Pegasus | 9065 | 1920 |
| Pegasus | 8582 | 1918 |
| Pegasus Maru | 890 | 1921 |
| Peik | 6039 | 1920 |
| Peiping | 6300 | 1921 |
| (Carrying Vegetable Oil in deep tank, in No. 1 D.B. tank and in after peak) | | |
| Pelagos | 13067 | 1904 |
| (Carrying Whale Oil) | | |
| Penelope | 5209 | 1906 |
| Pendrecht | 1589 | 1916 |
| Penelope | 8938 | 1920 |
| Pennsylvania | 6300 | 1917 |
| Pennsylvania Sun | 8802 | 1922 |
| Pensilvania | 6851 | 1908 |
| Perija | 2647 | 1907 |
| Permian | 8069 | 1901 |
| Persephone | 8050 | 1905 |
| Perseverance | 1832 | 1922 |
| Persiano | 2474 | 1888 |
| Perso (Carrying Oil Fuel) | 302 | 1921 |
| Perth | 3209 | 1915 |
| (Carrying Fuel or other Oil in No. 1 D.B. tank) | | |
| Peter Harli | 13046 | 1920 |
| Petrasta | 480 | 1916 |
| Petrella | 476 | 1918 |
| Petrinela | 5680 | 1922 |
| Petrolea | 475 | 1919 |
| Petroil | 4694 | 1902 |
| Petrolea | 490 | 1904 |
| Petrolea | 234 | 1905 |
| Petrolea (Carrying Oil) | 143 | 1913 |
| Petrolea | 136 | 1903 |
| Petroleum II | 222 | 1911 |
| Petrolia No. 10 | 1135 | 1924 |
| Petrolina | 329 | 1919 |
| Petrunel | 475 | 1919 |
| Petrusella | 2729 | 1917 |
| Phaeiabella | 846 | 1919 |
| Phaeo (Carrying Oil Fuel) | 587 | 1921 |
| Philis (Carrying Oil Fuel) | 503 | 1921 |
| Philol | 1176 | 1918 |
| Phebes | 7412 | 1906 |
| Phebus | 9224 | 1922 |
| Phenesia (Petroleum carried in spelter deep tanks) | 5131 | 1919 |
| Piave | 5547 | 1919 |
| Picma (Carrying Oil Fuel) | 6411 | 1919 |
| Pioneer | 3175 | 1919 |
| Pioner | 1747 | 1920 |
| (Carrying Whale Oil) | | |
| Pionerbis | 2476 | 1922 |
| Pistacrve | 801 | 1920 |
| Pisiadoe | 2476 | 1920 |
| Plama | 8611 | 1920 |
| Plamleaf | 3416 | 1917 |
| Plavinas | 6041 | 1921 |
| Poelau-Brau | 3576 | 1920 |
| (Carrying Vegetable Oil in deep tank) | | |
| Poelau Rebiah | 3551 | 1920 |
| (Carrying Vegetable Oil in deep tanks) | | |
| Poelau Telie | 3571 | 1920 |
| (Carrying Vegetable Oil in deep tank) | | |
| Polis | 307 | 1921 |
| (Carrying Oil Fuel) | | |
| Polar Breeze | 2736 | 1916 |
| Polar Chief (Carrying Whale Oil) | 7168 | 1897 |
| Polarias (Carrying Oil) | 4048 | 1916 |
| Polartank | 6354 | 1920 |
| Polius | 6741 | 1920 |
| Pombo | 4338 | 1920 |
| (Carrying Whale Oil) | | |
| Portadas | 6424 | 1920 |
| Portway | 249 | 1922 |
| (Carrying Oil Fuel or fuel) | | |
| Posthoes | 6613 | 1912 |
| President Francqui | 4157 | 1920 |
| President Gomes | 1129 | 1922 |
| President Herrenschmidt | 9300 | 1922 |
| President Sergent | 5344 | 1922 |
| Prestel | 2829 | 1917 |
| Prinsdom | 5081 | 1917 |
| Principe Berto Birbey | 8002 | 1912 |
| Procyon | 8721 | 1922 |
| Prometen | 4956 | 1922 |
| Prometheus | 6202 | 1920 |
| Providence Bonny | 1199 | 1924 |
| Prowess | 397 | 1906 |
| Psyche | 488 | 1906 |
| Pustie | 6489 | 1920 |
| Pulpit Point | 8621 | 1920 |
| Punta Benites | 2934 | 1920 |
| Punta Gorda | 2935 | 1920 |
| Purol Pep | 381 | 1920 |
| Pyrula (Carrying Petroleum in bulk in tanks and in circular tanks fitted in hold) | 8453 | 1894 |
| Queensgate | 11 | 1918 |
| (Carrying Petroleum in portable tank) | | |
| R. B. Leonard | 1778 | 1902 |
| R. G. Stewart | 7560 | 1917 |
| R. J. Hanna | 2005 | 1921 |
| R. L. Hague | 13433 | 1907 |
| R. W. Sullivan | 3362 | 1918 |
| Radiolitine | 3876 | 1912 |
| Rafia | 4740 | 1919 |
| Raila | 5551 | 1920 |
| Ramesa | 3664 | 1892 |
| Ramagua | 3686 | 1920 |
| Ranelia | 5500 | 1912 |
| Ranja | 6355 | 1920 |
| Ranvik | 3063 | 1909 |
| Rapalle | 4487 | 1922 |
| Rapidal | 3648 | 1917 |
| Raritan Sun | 535 | 1920 |
| Rawleigh Warner | 6664 | 1912 |
| Ready | 4401 | 1897 |
| (Carrying Fuel or other Oils having a flash point over 150° F.) | | |
| Reelf | 5542 | 1918 |
| (Carrying Oil Fuel) | | |
| Reeper | 6407 | 1920 |
| Remer (Carrying Oil Fuel) | 6314 | 1921 |
| Reginaldo | 9969 | 1906 |
| Remedios | 4461 | 1921 |
| Republic | 5056 | 1920 |
| Rhea | 7413 | 1920 |
| Ribot | 729 | 1920 |
| Richlube | 609 | 1920 |
| Richmond | 6444 | 1912 |
| Ridgeville | 734 | 1920 |
| Rigmor | 6302 | 1921 |
| Riva Ligure | 2136 | 1906 |
| Riva Berda | 2289 | 1914 |
| Riva Sicula | 1158 | 1913 |
| Roald Amundsen (Carrying Whale Oil) | 4479 | 1904 |
| Roanoke | 6485 | 1920 |
| Robert E. Hopkins | 6929 | 1921 |
| Robert W. Stewart | 4141 | 1919 |
| Rockaila (Carrying Oil Fuel in Tan 2 and 3 holds) | 1487 | 1918 |
| Rochester | 6806 | 1920 |
| Rodakjaer | 134 | 1914 |
| Romagna | 1418 | 1909 |
| Rome Sunny | 1120 | 1924 |
| Rona (Carrying Molasses in portable tanks) | 6205 | 1918 |
| Ronald (Carrying Whale and other Oils) | 6272 | 1920 |
| Rosario | 5462 | 1919 |
| (Carrying Oil Fuel) | | |
| Rotherham | 9068 | 1923 |
| Rozane | 7412 | 1920 |
| Royal | 823 | 1924 |
| Royal Arrow | 7794 | 1918 |
| Royal Prince | 7966 | 1920 |
| (Carrying Vegetable Oil in after deep tanks) | | |
| Royalite | 2602 | 1918 |
| Rudolf Albrecht | 8217 | 1922 |
| Russilpred | 830 | 1920 |
| Ruth | 5500 | 1922 |
| Ruth Kellogg | 5080 | 1920 |
| S. B. Ross | 6940 | 1919 |
| S. C. T. Dodd | 7605 | 1920 |
| S. M. Spalding | 7126 | 1919 |
| Sabanela | 2226 | 1920 |
| Safiyeh | 178 | 1921 |
| (Carrying Petroleum in portable tanks and in hold between Nos. 2 & 3 portable tanks) | | |
| Sagona | 7134 | 1920 |
| Salawati | 6069 | 1920 |
| (Carrying Vegetable Oil in deep tanks) | | |
| Salimah | 174 | 1922 |
| (Carrying Petroleum in portable tanks, if in hold between Nos. 2 & 3 portable tanks) | | |
| Salenas | 1214 | 1919 |
| (Carrying Oil Fuel) | | |
| Salvestria | 13988 | 1918 |
| (Carrying Whale Oil in hold) | | |
| Samuel L. Fuller | 6950 | 1921 |
| Samuel Q. Brown | 6625 | 1921 |

# LIST OF VESSELS CARRYING PETROLEUM IN BULK—*continued.*

## STEAMERS & MOTORSHIPS—*continued.*

| Vessels Name. | Gross Tonnage. | Date of Build. |
|---|---|---|
| Sanandres | 5077 | 1909 |
| San Camilo | 3430 | 1927 |
| San Carlos | 2396 | 1927 |
| San Casto | 3440 | 1929 |
| San Claudio | 2712 | 1928 |
| San Dario | 1157 | 1918 |
| San Diego Maru | 7968 | 1930 |
| San Eduardo | 6326 | 1912 |
| San Fabian | 13084 | 1922 |
| San Felix | 13032 | 1921 |
| San Fernando | 13034 | 1919 |
| San Florentino | 13443 | 1919 |
| San Gaspar | 13916 | 1921 |
| San Gerardo | 12915 | 1922 |
| San Lamberto | 4094 | 1921 |
| San Leon | 4115 | 1921 |
| San Leonardo | 3624 | 1923 |
| San Leopoldo | 3671 | 1923 |
| San Luis Maru | 7269 | 1929 |
| San Macrosinio | 5328 | 1922 |
| San Manuel | 5925 | 1923 |
| San Melito | 12296 | 1914 |
| San Nicolas | 2591 | 1926 |
| San Pedro Maru | 7269 | 1927 |
| San Quirino | 5612 | 1923 |
| San Ricardo | 6462 | 1913 |
| San Roberto | 3690 | 1922 |
| San Rosendo | 3691 | 1922 |
| San Salvador | 5803 | 1924 |
| San Silvestre | 6231 | 1913 |
| San Teodoro | 6137 | 1923 |
| San Tiburcio | 5930 | 1921 |
| San Tirso | 6256 | 1923 |
| San Ubaldo | 5998 | 1921 |
| San Ugos | 5939 | 1921 |
| San Valerio | 6488 | 1919 |
| San Zeferino | 6430 | 1916 |
| San Zotico (Carrying Oil Fuel) | 5582 | 1919 |
| Sandar | 7024 | 1924 |
| Sangro | 6404 | 1925 |
| Santa Aurora (Carrying Lubricating Oil) | 4176 | 1919 |
| Santa Cruz | 2304 | 1921 |
| Santa Maria | 8898 | 1922 |
| Santoni | 5255 | 1909 |
| Saraner | 13074 | 1918 |
| Sarita | 5924 | 1914 |
| Saroslite | 3969 | 1916 |
| Satow | 488 | 1915 |
| Saxiaara | 5693 | 1922 |
| Scalaria | 5602 | 1921 |
| Scandia | 8549 | 1918 |
| Schenectady Sunny | 1199 | 1921 |
| Scholas | 4275 | 1922 |
| Schuylkill | 8084 | 1929 |
| Schwarzes-Meer | 5371 | 1923 |
| Scopas | 5763 | 1921 |
| Scotel | 1177 | 1916 |
| Scottish American | 6909 | 1920 |
| Scottish Borderer | 6906 | 1920 |
| Scottish Castle | 7417 | 1922 |
| Scottish Chief | 7006 | 1920 |
| Scottish Heather | 7005 | 1920 |
| Scottish Maiden | 6903 | 1921 |
| Scottish Minstrel | 6906 | 1922 |
| Scottish Musician | 6908 | 1922 |
| Scottish Standard | 6909 | 1921 |
| Scottish Strath | 7417 | 1922 |
| Sealand (Carrying Petroleum in portable tanks) | 86 | 1920 |
| Selene | 2138 | 1914 |
| Seminole | 6323 | 1921 |
| Semiramis | 5792 | 1921 |
| Senator | 6400 | 1920 |
| Serbel | 3669 | 1918 |
| Shantung (Carrying Vegetable Oil in Pa. 3 D.B. tank and in Spaces in wing of bunkers) | 6327 | 1929 |
| Shapur | 4121 | 1922 |
| Sharon | 4782 | 1913 |
| Shasa | 234 | 1927 |
| Shell | 858 | 1929 |
| Shell VII | 186 | 1922 |
| Shell VIII | 198 | 1921 |
| Shell IX | 1739 | 1909 |
| Shell IX | 130 | 1922 |
| Shell 15 | 218 | 1924 |
| Shell Dezanette | 1995 | 1904 |
| Shell Mex 1 | 927 | 1915 |
| Shell Mex 2 | 545 | 1915 |
| Shell Mex 4 | 433 | 1921 |
| Shell Mex 5 | 433 | 1921 |
| Shell Mex 6 | 199 | 1925 |
| Shell Mex 8 | 349 | 1926 |
| Shenandoah | 6484 | 1919 |
| Shirak | 6023 | 1924 |
| Shirvan | 6917 | 1925 |
| Shobei Maru (Carrying cargo Oil in deep tanks) | 7256 | 1923 |
| Shoyo Maru | 7499 | 1929 |
| Shu Kwang | 732 | 1924 |
| Shwedagon | 8391 | 1912 |
| Siantar | 9438 | 1921 |
| Sigrid (Carrying Oil in Forward deep tanks) | 1224 | 1928 |
| Silira | 7819 | 1927 |
| Simonlite | 1919 | 1909 |
| Singu | 4027 | 1921 |
| Sir James Clark Ross | 14002 | 1900 |
| Sir Karl Knudsen | 7742 | 1929 |
| Sir Oelsen Helmsen | 9133 | 1929 |
| Sjomand | 2820 | 1921 |
| Skagerrak | 6044 | 1928 |
| Skeljangar | 223 | 1928 |
| Skotaas | 8130 | 1931 |
| Slavol | 2621 | 1917 |
| Slemdal | 7874 | 1931 |
| Sliedrecht | 5120 | 1924 |
| Soembel | 1654 | 1930 |
| Sooney | 5597 | 1913 |
| Solana | 6794 | 1921 |
| Solen | 5693 | 1924 |
| Solglimt (Carrying Whale Oil) | 12246 | 1930 |
| Soli | 5824 | 1913 |
| Solitaire | 8850 | 1920 |
| Solna (Carrying Oil Fuel) | 5550 | 1919 |
| Solstad | 2953 | 1927 |
| Solsten | 5079 | 1929 |
| Solstreif (Carrying Whale Oil in Pa. 3 Bulk) | 4643 | 1932 |
| Sommerstad | 5920 | 1916 |
| Sorabaya (Carrying Whale Oil in Bulk) | 10367 | 1918 |
| South Africa | 9234 | 1930 |
| South America | 6346 | 1931 |
| Southern Empress (Carrying Whale Oil) | 22358 | 1914 |
| Southern King (Carrying Whale Oil or Oil Fuel) | 6261 | 1906 |
| Southern Princess (Carrying Whale Oil) | 13092 | 1915 |
| Southern Sun | 8892 | 1931 |
| Southgate | 142 | 1923 |
| Southkirk (Carrying Fish Oil) | 8929 | 1919 |
| Sovetskaia Neft | 8229 | 1929 |
| Soyuzforsarabotshikh S.S.S.R. (Carrying Oil) | 7396 | 1930 |
| Soyuz Metallistov S.S.S.R. (Carrying Oil) | 7396 | 1931 |
| Spencer Kellogg | 5007 | 1919 |
| Spersatas | 405 | 1904 |
| Speybank | 5154 | 1926 |
| Spinalonga (Carrying Vegetable Oil in deep tank) | 6131 | 1929 |
| Spinanger | 7429 | 1927 |
| Spirlia | 3405 | 1929 |
| Spondylus | 7402 | 1927 |
| Spramex | 2502 | 1928 |
| Springbank (Carrying Petroleum in bulk or carrying Lighter only and limited to centre tanks) | 5155 | 1926 |
| Stanaslalt (Carrying Vegetable Oil in deep tanks) | 2229 | 1929 |
| Standard (Carrying Liquid Asphalt or Oil in cylindrical tanks) | 9724 | 1914 |
| Standard Arrow | 7794 | 1916 |
| Standard Service | 1971 | 1920 |
| Stanislav Kossior | 6320 | 1931 |
| Stanus Romana | 5011 | 1914 |
| Steeranna | 594 | 1902 |
| Stegg (Carrying Petroleum in portable tanks) | 6139 | 1931 |
| Stelvio | 6910 | 1926 |
| Stigstad | 5064 | 1927 |
| Storaas | 7886 | 1929 |
| Stavanger | 9222 | 1930 |
| Storstad | 8099 | 1920 |
| Storsten | 5845 | 1926 |
| Stourgate | 115 | 1924 |
| Stria | 6239 | 1930 |
| Stromina | 6349 | 1909 |
| Sacre | 2546 | 1926 |
| Saderholm (Carrying Oil) | 4908 | 1917 |
| Sun | 8002 | 1926 |
| Sunbeam | 6664 | 1919 |
| Sund | 817 | 1927 |
| Sunflower | 1083 | 1925 |
| Sunik | 5009 | 1913 |
| Sunoco | 1523 | 1926 |
| Sunoco No. 4 | 774 | 1926 |
| Sunil | 9995 | 1927 |
| Superga | 6154 | 1929 |
| Supreme (Carrying Oil) | 490 | 1884 |
| Surinam | 5048 | 1929 |
| Svealorg | 8074 | 1931 |
| Svend Foyn | 14596 | 1931 |
| Svenor | 7616 | 1931 |
| Sveve | 6313 | 1930 |
| Svithiod | 6659 | 1917 |
| Swalder | 6362 | 1927 |
| Swiftarrow | 8207 | 1921 |
| Swifteagle | 8207 | 1921 |
| Swiftlight | 8207 | 1921 |
| Swiftscout | 8207 | 1921 |

# LISTE DE NAVIRES TRANSPORTANT DU PETROLE EN CITERNE — suite

## NAVIRES A VAPEUR ET A MOTEURS — suite

| NOM DU NAVIRE | Tonnage brut | Date de son lancement |
|---|---|---|
| Swiftsure | 8205 | 1921 |
| Swiftwind | 8205 | 1921 |
| Sydhav | 7562 | 1919 |
| Sylvafeld | 5509 | 1921 |
| Sylvan Arrow | 7797 | 1919 |
| Syria | 6987 | 1922 |
| T. J. Conway | 441 | 1920 |
| T. J. Williams | 8117 | 1921 |
| Tachibana Maru | 6415 | 1922 |
| Tacite | 8521 | 1924 |
| Tamesa | 6438 | 1909 |
| Tahlberg | 13649 | 1920 |
| Tahrbe | 6308 | 1914 |
| Taigete | 2672 | 1908 |
| Takatori Maru (Carrying Oil) | 941 | 1920 |
| Takatori Maru No. 2 | 523 | 1921 |
| Talang Akar | 2944 | 1920 |
| Talavalle | 5531 | 1919 |
| Tanaka | 6336 | 1914 |
| Tamara (Carrying Cigarettes Oil in deep tank, in No. 4 D.B. tank and in after peak) | 8999 | 1922 |
| Tamarac | 5076 | 1920 |
| Tamaro | 2046 | 1920 |
| Tamiahua | 10237 | 1921 |
| Tampico | 4558 | 1908 |
| Tarakan | 5642 | 1912 |
| Tartary | 990 | 1920 |
| Tarvisio (Carrying Oil) | 5481 | 1921 |
| Tasculusa | 6199 | 1919 |
| Tasmania (Carrying Cigarettes Oil in 7 deep tanks) | 4079 | 1902 |
| Tatsuta Maru (Carrying Oil Fuel in 20 B. and 20 F.) | 5784 | 1918 |
| Taybank (Carrying Cigarettes Oil in deep tanks and in tanks between tunnels) | 5439 | 1920 |
| Teakwood | 6014 | 1922 |
| Tejo Maru | 5950 | 1921 |
| Tejus | 2934 | 1920 |
| Telena | 7408 | 1921 |
| Teresa Odero (Carrying Oil Fuel) | 8196 | 1917 |
| Texaco III | 262 | 1920 |
| Texaco VII | 168 | 1919 |
| Texaco No. 145 | 504 | 1919 |
| Texaco No. 146 | 484 | 1919 |
| Texaco No. 147 | 484 | 1919 |
| Texas | 6989 | 1918 |
| Thalia | 8743 | 1918 |
| Thelma (Carrying Oil Fuel) | 5679 | 1919 |
| Therma (Carrying Oil) | 4487 | 1920 |
| Thermol | 1902 | 1918 |
| Thomas H. Wheeler | 7998 | 1921 |
| Thordis | 8210 | 1921 |
| Thorey | 3871 | 1902 |
| Thorshammer (Carrying Whale Oil) | 12218 | 1914 |
| Thorshave | 6148 | 1920 |
| Thorsholm | 6148 | 1920 |
| Tia Juana | 2595 | 1919 |
| Tide Water | 6846 | 1920 |
| Tide Water Associated | 6842 | 1920 |
| Tien Kwang | 781 | 1922 |
| Tifis | 2962 | 1920 |
| Tigre (Carrying Oil Fuel) | 5893 | 1917 |
| Tigre | 5144 | 1921 |
| Tillerman | 259 | 1921 |
| Tinga | 742 | 1919 |
| Tiverton (Carrying Oil Fuel) | 5143 | 1920 |
| Tosa | 2661 | 1920 |
| Tombouctou (Carrying Cigarettes Oil in forward wing after deep tanks) | 5302 | 1919 |
| Tonyrrie | 335 | 1922 |
| Tonsline | 841 | 1919 |
| Topila | 5120 | 1919 |
| Tora Maru (Carrying Oil) | 526 | 1902 |
| Torbeg | 6042 | 1924 |
| Torodd (Carrying Whale Oil) | 8116 | 1902 |
| Torres | 8940 | 1917 |
| Touraine (Carrying Cigarettes Oil in deep tank) | 5848 | 1922 |
| Tousaroch | 584 | 1904 |
| Tracy Brothers (Carrying Petroleum in spheroidal tanks) | 6231 | 1919 |
| Transmi | 15.4 | 1920 |
| Transport | 640 | 1920 |
| Trentbank (Carrying Cigarettes Oil in deep tank) | 5060 | 1920 |
| Triaana (Carrying Cigarettes Oil in deep tank) | 5845 | 1920 |
| Trigania | 7496 | 1919 |
| Trimountain | 6286 | 1919 |
| Trinity | 5303 | 1920 |
| Trinidadian | 2430 | 1921 |
| Triton (Carrying Oil) | 168 | 1916 |
| Tritone | 4182 | 1912 |
| Trivia | 4791 | 1918 |
| Troas | 1446 | 1922 |
| Troitsktite | 7153 | 1919 |
| Trophon | 2947 | 1903 |
| Trottiera | 4285 | 1901 |
| Troy Sovereign | 343 | 1920 |
| Tulangan | 7185 | 1920 |
| Turbo | 4787 | 1912 |
| Turiform | 7424 | 1920 |
| Tuscania | 9994 | 1914 |
| Tuscarora | 2196 | 1917 |
| Tuskom | 6862 | 1921 |
| Tweedbank (Carrying Cigarettes Oil in deep tanks and in tanks between tunnels) | 5426 | 1920 |
| 12 de Octubre | 8128 | 1921 |
| Tydal | 1257 | 1917 |
| Tydal No. 2 | 1298 | 1919 |
| Tyneheid | 5450 | 1920 |
| Ulé | 3046 | 1920 |
| Ulysses (Carrying Oil) | 10004 | 1915 |
| Unavana | 944 | 1917 |
| Uncle | 1797 | 1902 |
| Urano | 9519 | 1920 |
| Uskanta | 5447 | 1917 |
| Uscion | 1382 | 1916 |
| Ukanwbak (Carrying Oil) | 2024 | 1920 |
| Ullitas (Carrying Oil) | 5442 | 1919 |
| Vanili | 6402 | 1916 |
| Vanlite | 5698 | 1920 |
| Vanoline | 6670 | 1920 |
| Vanum | 7365 | 1920 |
| Valetta | 4906 | 1920 |
| Vallejo | 5166 | 1920 |
| Vanolite | 11419 | 1920 |
| Vancouver | 6729 | 1920 |
| Vandeara | 4870 | 1920 |
| Vanja | 6196 | 1919 |
| Varaud | 6029 | 1917 |
| Varanger | 9966 | 1920 |
| Vardaas | 6139 | 1921 |
| Varg | 6202 | 1920 |
| Varisam Avanesov | 6452 | 1920 |
| Vasily Fomin | 1962 | 1922 |
| Vas | 8419 | 1920 |
| Vesbol | 1244 | 1920 |
| Vesbol No. 2 | 1818 | 1920 |
| Velley | 8159 | 1920 |
| Velma | 8299 | 1920 |
| Velse | 144 | 1913 |
| Vendémiaire | 9229 | 1920 |
| Venetia | 8798 | 1917 |
| Venus | 831 | 1906 |
| Vestfold | 24372 | 1921 |
| Victellia | 21439 | 1920 |
| Victor Ross | 23424 | 1920 |
| Vigdis | 6994 | 1920 |
| Vigor | 6650 | 1920 |
| Vigrid | 7656 | 1920 |
| Vikingen | 13609 | 1920 |
| Vikingland (Carrying Cigarettes Oil in Hetmans in deep tank and Cigarettes Oil in wing D.B. tanks to engine room) | 7928 | 1922 |
| Vilja | 6473 | 1920 |
| Vimeira | 8798 | 1920 |
| Vimos | 4969 | 1906 |
| Vinga | 2321 | 1920 |
| Vinos | 3985 | 1891 |
| Virgilia | 9723 | 1920 |
| Virginia | 8509 | 1917 |
| Virginia Sinclair | 6151 | 1920 |
| Viscol | 1167 | 1918 |
| Vistula | 5954 | 1920 |
| Vitravia | 4879 | 1918 |
| Vivi | 6546 | 1920 |
| Voco | 4437 | 1917 |
| W. C. Teagle | 3552 | 1917 |
| W. D. Anderson | 3168 | 1920 |
| W. E. Hutton | 3676 | 1920 |
| W. E. Ogilvie | 1186 | 1921 |
| W. F. Burdell (Carrying Oil) | 7941 | 1920 |
| W. H. Libby | 4160 | 1920 |
| W. H. Tilford | 5478 | 1917 |
| W. J. Hanna | 7668 | 1920 |
| W. L. Connelly | 8009 | 1919 |
| W. L. Steed | 8439 | 1919 |
| W. M. Burton | 7604 | 1918 |
| W. M. Irish | 7159 | 1919 |
| W. S. Parish | 11755 | 1920 |
| W. S. Miller | 5944 | 1920 |
| W. S. Rheem | 9460 | 1921 |
| W. W. Bruce | 4724 | 1918 |
| W. W. Mills | 4817 | 1921 |

# LIST OF VESSELS CARRYING PETROLEUM IN BULK—*continued.*

| Vessel's Name | Gross Tonnage | Date of Build |
|---|---|---|
| **STEAMERS & MOTORSHIPS—*continued.*** | | |
| **Walter D. Masson** (Carrying Petroleum in Cylindrical Tanks in No. 5 Lower Hold) | 3708 | 1917 |
| **Walter Jennings** | 9561 | 1921 |
| **Walter Millet** | 7294 | 1920 |
| **War Afridi** | 5541 | 1920 |
| **War Bahadur** (Carrying Oil Fuel) | 5541 | 1918 |
| **War Bharata** | 5600 | 1920 |
| **War Brahmin** | 5543 | 1920 |
| **War Divan** (Carrying Oil Fuel) | 5554 | 1919 |
| **War Hindoo** | 5561 | 1919 |
| **War Krishna** | 5739 | 1919 |
| **War Mehtar** | 5602 | 1920 |
| **War Nawab** (Carrying Oil Fuel) | 5586 | 1919 |
| **War Nizam** (Carrying Oil Fuel) | 5605 | 1919 |
| **War Pathan** (Carrying Oil Fuel) | 5581 | 1919 |
| **War Pindari** | 5549 | 1920 |
| **War Sepoy** (Carrying Oil Fuel) | 5557 | 1919 |
| **War Sirdar** | 5542 | 1920 |
| **A. M. F. 2** (Carrying Oil Fuel) | 290 | 1910 |
| **A. M. F. 41** (Carrying Petroleum in Portable Tanks) | 390 | 1922 |
| **A. P. O. C. No. 10** (Carrying Oil Fuel) | 265 | 1922 |
| **A. P. O. C. No. 11** (Carrying Oil Fuel) | 265 | 1923 |
| **A. P. O. C. No. 12** (Carrying Oil Fuel) | 290 | 1923 |
| **A. P. O. C. No. 13** (Carrying Oil Fuel in Bulk) | 238 | 1924 |
| **Alembic** (Carrying Fish Oil) | 254 | 1894 |
| **Alfaruz** (Carrying Oil Fuel) | 365 | 1921 |
| **Anglesea** (Carrying Petroleum in Portable Tanks) | — | 1911 |
| **Astene** (Carrying Petroleum in Portable Tanks) | — | 1922 |
| **Iscom Barge 2** | 304 | 1921 |
| **Deria** (Carrying Petroleum in Portable Tanks) | 57 | 1917 |
| **Beryl** (Carrying Petroleum in Portable Tanks) | — | 1922 |
| **Bestone** (Carrying Petroleum in Portable Tanks) | 89 | 1922 |
| **British Beagle** (Carrying Petroleum in Portable Tanks) | — | 1924 |
| **British Bay** (Carrying Petroleum in Portable Tanks) | 51 | 1926 |
| **British Girl** (Carrying Petroleum in Portable Tanks) | 58 | 1927 |
| **Britmex No. 1** (Carrying Oil Fuel F.P. not lower than 150°F.) | 473 | 1920 |
| **Britmex No. 2** (Carrying Oil Fuel F.P. not lower than 150°F.) | 474 | 1920 |
| **Britmex No. 3** (Carrying Oil Fuel F.P. not lower than 150°F.) | 474 | 1920 |
| **Britmex No. 4** (Carrying Oil Fuel F.P. not lower than 150°F.) | 474 | 1920 |
| **Britmex No. 5** (Carrying Oil Fuel F.P. not lower than 150°F.) | 474 | 1920 |
| **Britmex No. 6** (Carrying Oil Fuel F.P. not lower than 150°F.) | 474 | 1920 |
| **Britmex No. 7** (Carrying Oil Fuel F.P. not lower than 150°F.) | 473 | 1920 |
| **War Sudra** | 5599 | 1920 |
| **Warwick** | 4669 | 1921 |
| **Washington** | 7912 | 1920 |
| **Waterlows** | 6315 | 1919 |
| **Westbank** (Carrying Vegetable Oil in deep tank) | 5150 | 1923 |
| **Wellfield** | 6054 | 1924 |
| **Western Sun** | 9100 | 1920 |
| **White Flash** (Carrying Oil) | 436 | 1924 |
| **Wilhelm A. Riedemann** | 10553 | 1920 |
| **Wilhelmine** | 1474 | 1899 |
| **Wilhelmsburg** | 325 | 1922 |
| **Wm. Boyce Thomas** | 7963 | 1921 |
| **William F. Humphrey** | 7903 | 1921 |
| **Wm. G. Warden** | 9114 | 1917 |
| **William Green** | 6353 | 1917 |
| **William Kipping** | 146 | 1906 |
| **William P. Cowan** | 5429 | 1919 |
| **William Rockefeller** | 14954 | 1921 |
| **William Strachan** | 6157 | 1921 |
| **Willy** | 3402 | 1916 |
| **Winaman** | 5767 | 1913 |
| **SAILING VESSELS.** | | |
| **Britmex No. 10** (Carrying Oil Fuel F.P. above 150°F.) | 476 | 1921 |
| **Britmex No. 11** (Carrying Oil Fuel F.P. above 150°F.) | 476 | 1921 |
| **Carlos** (Carrying Petroleum in Portable Tanks) | — | 1921 |
| **Castone** (Carrying Petroleum in Portable Tanks) | 97 | 1922 |
| **Chagres** (Carrying Oil in Bulk) | 1161 | 1923 |
| **Cleyrod No. 1** (Carrying Petroleum in Portable Tanks) | 126 | 1920 |
| **Cleyrod No. 2** (Carrying Petroleum in Portable Tanks) | 132 | 1926 |
| **Cromnagh** (Carrying Oil in Bulk) | 1774 | 1879 |
| **Cronness** (Carrying Oil in Bulk) | 1630 | 1873 |
| **Cosmos No. 1** | 1040 | 1926 |
| **Cumberland** | — | 1921 |
| **Dallas** (Carrying Oil in Bulk) | 1149 | 1892 |
| **Dartmouth** (Carrying Petroleum in Portable Tanks) | — | 1923 |
| **Daylight** (Carrying Oil in Bulk in Iron Tank) | 3436 | 1910 |
| **Deltaruz** (Carrying Oil Fuel) | 244 | 1923 |
| **Destone** (Carrying Petroleum in Portable Tanks) | — | 1924 |
| **Diamond Head** (Carrying Oil in Bulk) | 1012 | 1900 |
| **Drake** (Carrying Petroleum in Portable Tanks) | 89 | 1920 |
| **E. 19** | 185 | 1922 |
| **E. 20** | 185 | 1922 |
| **E. 21** | 189 | 1922 |
| **E. 22** | 189 | 1922 |
| **E. 23** | 185 | 1922 |
| **E. 24** | 185 | 1922 |
| **E. 25** | 282 | 1924 |
| **Windsolite** | 1590 | 1922 |
| **Winifred** | 2551 | 1898 |
| **Winkler** | 4927 | 1920 |
| **Winnebago** | 4667 | 1915 |
| **Winnetou** | 3413 | 1915 |
| **Wocadrwki** | 4668 | 1920 |
| **Wollin** | 1765 | 1914 |
| **Wyoric** (Fitted with Cylindrical Tanks to hold for carrying Petroleum) | 4469 | 1914 |
| **Tamaasta** | 2590 | 1928 |
| **Tankee Arrow** | 9066 | 1921 |
| **Tarraville** | 9077 | 1928 |
| **Tetyo Maru** | 9674 | 1929 |
| **Torba Linda** | 6900 | 1921 |
| **Zahra** | 921 | 1927 |
| **Zapara** | 5036 | 1928 |
| **Zerrena** | 4597 | 1921 |
| **Zelya Kara** | 7385 | 1917 |
| **Zweena** | 640 | 1926 |
| **E. 26** | 282 | 1928 |
| **E. 27** | 282 | 1928 |
| **E. 28** | 282 | 1928 |
| **E. 29** | 282 | 1928 |
| **E. 30** | 282 | 1928 |
| **Erskine M. Phelps** (Carrying Oil in Bulk) | 3029 | 1909 |
| **Estone** (Carrying Petroleum in Portable Tanks) | — | 1925 |
| **Kameeth** (Carrying Petroleum in Portable Tanks) | — | 1922 |
| **Falls of Clyde** (Carrying Oil in Bulk) | 1869 | 1878 |
| **Falmouth** (Carrying Petroleum in Portable Tanks) | 346 | 1925 |
| **Fastone** (Carrying Petroleum in Portable Tanks) | — | 1926 |
| **Franquien III.** (Carrying Oil Fuel F.P. not lower than 150°F.) | 475 | 1920 |
| **Franquien IV.** (Carrying Oil Fuel F.P. not lower than 150°F.) | 472 | 1920 |
| **Friesland** | 1169 | 1909 |
| **Frisia** | 762 | 1909 |
| **Gamesrue** | 472 | 1928 |
| **Gemstone** (Carrying Petroleum in Portable Tanks) | 69 | 1927 |
| **Glamorgan** (Carrying Petroleum in Portable Tanks) | — | 1921 |
| **Gotham 84** | 2441 | 1919 |
| **Gotham 85** | 2441 | 1919 |
| **Grangemouth** (Carrying Petroleum in Portable Tanks) | — | 1927 |
| **Greenoran** (Carrying Oil Fuel in Bulk) | 954 | 1921 |
| **H. Stone** (Carrying Petroleum in Portable Tanks) | — | 1918 |
| **H. T. No. 858** | 118 | 1920 |
| **Harana** (Carrying Petroleum in Portable Tanks) | — | 1924 |
| **Hereford** | 86 | 1925 |
| **Homeward** (Carrying Vegetable Oil in Portable Tanks) | — | 1929 |

# LISTE DE NAVIRES TRANSPORTANT DU PETROLE EN CITERNE—*suite.*

| NOM DU NAVIRE | Tonnage Brut | Date de mise en service |
|---|---|---|
| L 1 | 364 | 1930 |
| L 2 | 364 | 1930 |
| L 3 | 364 | 1930 |
| L 4 | 364 | 1930 |
| Letane | 69 | 1929 |
| (Carrying Petroleum in Portable Tanks) | | |
| J. S. Abercrombie Company No. 36 | 100 | 1929 |
| J. S. Abercrombie Company No. 37 | 100 | 1929 |
| Jamaica | — | 1924 |
| (Carrying Petroleum in Portable Tanks) | | |
| Japetone | — | 1929 |
| (Carrying Petroleum in Portable Tanks) | | |
| Juniata | 1432 | 1917 |
| (Carrying Oil in Bulk) | | |
| Katherine | 2435 | 1892 |
| Kapetone | — | 1930 |
| (Carrying Petroleum in Portable Tanks) | | |
| L. 3 | — | 1930 |
| (Carrying Petroleum in Portable Tanks) | | |
| L. 4 | — | 1930 |
| (Carrying Petroleum in Portable Tanks) | | |
| L.T.C. No. 7 | 152 | 1930 |
| L.T.C. No. 8 | 152 | 1930 |
| L.T.C. No. 9 | 152 | 1930 |
| Laystone | — | 1930 |
| (Carrying Petroleum in Portable Tanks) | | |
| Leicester | — | 1930 |
| Lowgate | 32 | 1925 |
| (Carrying Petroleum in Portable Tanks) | | |
| Lostis | 960 | 1919 |
| M. P. 10 | 321 | 1930 |
| M. P. 11 | 321 | 1931 |
| M. P. 12 | 321 | 1931 |
| M. P. 13 | 321 | 1931 |
| McKistrick | 3702 | 1931 |
| (Carrying Oil) | | |
| Magnolia | 441 | 1916 |
| (Carrying Oil) | | |
| Mahaweli | 167 | 1930 |
| (Carrying Oil Fuel) | | |
| Maine | 819 | 1900 |
| Marina Chilcott | 1788 | 1892 |
| Marti | 1769 | 1887 |
| (Carrying Molasses) | | |
| Maystone | — | 1931 |
| (Carrying Petroleum in Portable Tanks) | | |
| Mezimet | — | 1923 |
| (Carrying Petroleum in Portable Tanks) | | |
| Monmouth | — | 1923 |
| Montgabelle | 1571 | 1918 |
| (Carrying Oil in Bulk) | | |
| Monterey | 1014 | 1878 |
| (Carrying Oil in Bulk) | | |
| Montgomery | — | 1921 |
| (Carrying Petroleum in Portable Tanks) | | |
| Motul | 269 | 1925 |
| Navegadora No. 75 | 442 | 1912 |
| Navegadora No. 76 | 442 | 1912 |
| Navegadora No. 77 | 442 | 1912 |
| Neerlandia | 918 | 1909 |
| Neptune | — | 1923 |
| (Carrying Petroleum in Portable Tanks) | | |

## NAVIRES A VOILES—*suite.*

| NOM DU NAVIRE | Tonnage Brut | Date de mise en service |
|---|---|---|
| Northampton | — | 1930 |
| (Carrying Petroleum in Portable Tanks) | | |
| Northumberland | — | 1921 |
| No. 1 | 326 | 1920 |
| (Carrying Oil Fuel) | | |
| No. 1 | 298 | 1920 |
| No. 2 | 188 | 1920 |
| No. 3 | 299 | 1922 |
| (Carrying Oil Fuel) | | |
| No. 5 | 229 | 1920 |
| (Carrying Oil Fuel) | | |
| No. 102 | 724 | 1920 |
| No. 254 | 354 | 1921 |
| Ohio | 1477 | 1918 |
| (Carrying Oil in Bulk) | | |
| Olistone | — | 1930 |
| (Carrying Petroleum in Portable Tanks) | | |
| Panama | 802 | 1909 |
| (Carrying Molasses) | | |
| Petroleum No. 2 | 2048 | 1919 |
| Petroleum No. 3 | 557 | 1926 |
| Petroleum No. 4 | 557 | 1926 |
| Petroleum No. 5 | 557 | 1926 |
| Petroleum No. 6 | 557 | 1928 |
| Petstone | — | 1932 |
| (Carrying Petroleum in Portable Tanks) | | |
| Platapet | 1956 | 1918 |
| (Carrying a homogeneous mixture of Petroleum) | | |
| Plymouth | 160 | 1922 |
| (Carrying Petroleum in Portable Tanks) | | |
| Purlack | 182 | 1927 |
| Pure Fuel Oil | 1168 | 1919 |
| (Carrying Oil) | | |
| Pure Sheerill | 1078 | 1918 |
| (Carrying Oil) | | |
| Pure Wave Pep | 8248 | 1905 |
| (Carrying Oil) | | |
| Pure Wilford | 1974 | 1918 |
| (Carrying Oil) | | |
| Purol | 8232 | 1918 |
| Quarrelsome | — | 1902 |
| (Carrying Petroleum in Portable Tanks) | | |
| R.O.P. No. 1 | 78 | 1927 |
| (Carrying Petroleum in Portable Tanks) | | |
| R.O.P. No. 2 | 78 | 1927 |
| (Carrying Petroleum in Portable Tanks) | | |
| R.O.P. No. 3 | 105 | 1929 |
| R.O.P. No. 4 | 105 | 1929 |
| R.O.P. No. 5 | 99 | 1929 |
| Radnor | — | 1930 |
| (Carrying Petroleum in Portable Tanks) | | |
| Rimu No. 1 | 2432 | 1913 |
| Rockstone | — | 1930 |
| (Carrying Petroleum in Portable Tanks) | | |
| S | 734 | 1920 |
| S. M. C. 42 | 187 | 1922 |
| (Carrying Oil Fuel) | | |
| S. M. C. 43 | 187 | 1929 |
| (Carrying Oil Fuel) | | |
| S. M. P. 32 | 140 | 1921 |
| (Carrying Oil Fuel) | | |

| NOM DU NAVIRE | Tonnage Brut | Date de mise en service |
|---|---|---|
| S. N. 103 | 543 | 1930 |
| S. N. 104 | 543 | 1930 |
| S. N. 105 | 543 | 1930 |
| S. N. 106 | 543 | 1930 |
| S. O. Co. C | 8200 | 1907 |
| (Carrying Oil) | | |
| S. O. Co. No. 90 | 2471 | 1902 |
| (Carrying Oil) | | |
| S. O. Co. No. 95 | 4211 | 1905 |
| Sandstone | — | 1932 |
| (Carrying Petroleum in Portable Tanks) | | |
| Service Shell VI | 317 | 1930 |
| (Carrying Oil Fuel in Bulk) | | |
| Shell | 311 | 1930 |
| (Carrying Oil Fuel in Bulk) | | |
| Shell | 305 | 1931 |
| (Carrying Oil Fuel in Bulk) | | |
| Shell 5 | 278 | 1929 |
| Shell 6 | 278 | 1929 |
| Shell XI | 305 | 1931 |
| (Carrying Oil Fuel in Bulk) | | |
| Shell Mex 7 | 132 | 1927 |
| Sidmouth | 160 | 1923 |
| (Carrying Petroleum in Portable Tanks) | | |
| Sigmacrus | 100 | 1921 |
| (Carrying Oil Fuel in Bulk) | | |
| Silver Queen | 183 | 1912 |
| Sonny 14 | 898 | 1917 |
| Sumatra | — | 1924 |
| (Carrying Petroleum in Portable Tanks) | | |
| Sunset Una | 1195 | 1920 |
| Susquehanna | 1281 | 1917 |
| (Carrying Oil) | | |
| Sutherland | — | 1892 |
| Tampico | 1364 | 1909 |
| (Carrying Oil in Bulk) | | |
| Tampico No. 1 | 495 | 1919 |
| Tankstone | — | 1932 |
| (Carrying Petroleum in Portable Tanks) | | |
| Texas X | 150 | 1930 |
| Texas XI | 150 | 1930 |
| Transito | 2108 | 1918 |
| Tulac | 607 | 1909 |
| (Carrying Oil in Bulk) | | |
| Tuxpan | 1014 | 1901 |
| (Carrying Molasses) | | |
| Tynemouth | — | 1921 |
| (Carrying Petroleum in Portable Tanks) | | |
| Ulak | 2222 | 1919 |
| (Carrying Oil in Bulk) | | |
| Upstone | — | 1932 |
| (Carrying Petroleum in Portable Tanks) | | |
| Upward | — | 1919 |
| (Carrying Vegetable Oil in Portable Tanks) | | |
| W. H. Wales, Jr. | 219 | 1909 |
| (Carrying Oil in Bulk) | | |
| Westmorland | — | 1923 |
| Weymouth | 160 | 1923 |
| (Carrying Petroleum in Portable Tanks) | | |
| Winnipie | 2411 | 1919 |
| (Carrying Oil in Bulk) | | |
| Worcester | — | 1923 |
| Yarmouth | — | 1923 |
| (Carrying Petroleum in Portable Tanks) | | |

# LIST OF CABLE VESSELS.

| Vessel's Name. | Gross Tonnage. | H.P. | Whether Single or Twin Screw. | Owners. |
|---|---|---|---|---|
| Alert | 941 | 166 | Twin | H.M. Postmaster-General. |
| All America | 1919 | 384 | Twin | All America Cables, Inc. |
| Ampere | 2439 | 324 | Twin | French Government (Postes & Télégraphes). |
| Arago | 901 | 163 | Single | French Government (Postes & Télégraphes). |
| Cable Enterprise | 943 | 145 | Single | Western Telegraph Co., Ld. |
| Cambria | 1959 | 294 | Twin | Eastern Telegraph Co., Ld. |
| Cyrus Field | 1288 | 307 | Twin | British Western Union, Ld. |
| Dickenson | 831 | 166 | Single | Commercial Pacific Cable Co. |
| Dominia | 9973 | 852 | Twin | Telegraph Construction & Maintenance Co., Ld. (Sir Geoffrey R. Clarke, C.B.E., O.B.E., *Mgr.*) |
| Edward Jenner | 2916 | 390 | Twin | All America Cables, Inc. |
| Edward Dunscombe | 1559 | 304 | Single | A/S Det Store Nordiske Telegraf Selskab. |
| Emile Baudot | 1149 | 167 | Twin | French Government (Postes & Télégraphes). |
| Faraday | 5388 | 520 | Twin | Siemens Bros. & Co., Ld. |
| Guardian | 1749 | 265 | Twin | All America Cables, Inc. |
| Henry Holmes | 924 | 148 | Twin | West India & Panama Telegraph Co., Ld. |
| J. Bustamante | 1074 | 152 | Single | Philippine Government. |
| John W. Mackay | 6049 | 486 | Twin | Commercial Cable Co. |
| Lady Denison-Pender | 1394 | 352 | Twin | Eastern Telegraph Co., Ld. |
| Lady Lorne | 1001 | 265 | Twin | Canadian Government. |
| Landsort | 344 | 33 | Single | Den Norske Stat (Telegrafstyret). |
| Levant | 280 | 77 | Single | Eastern Telegraph Co., Ld. |
| Lord Kelvin | 2041 | 380 | Twin | Anglo-American Telegraph Co., Ld. |
| Marie Louise Mackay | 1378 | 155 | Twin | Commercial Cable Co. |
| Mirror | 1800 | 320 | Twin | Eastern Telegraph Co., Ld. |
| Monarch | 1130 | 146 | Twin | H.M. Postmaster-General. |
| Nagyo Maru | 3605 | 374 | Twin | Government of Japan (Department of Communications). |
| Neptun | 7350 | 600 | Twin | Nordeutsche Seekabelwerke A. G. |
| Norseman | 1844 | 330 | Twin | Western Telegraph Co., Ld. |
| Ogasawara Maru | 1397 | 176 | Twin | Government of Japan (Department of Communications). |
| Okinawa Maru | 2187 | 313 | Twin | Government of Japan (Department of Communications). |
| Pacific | 1370 | 210 | Twin | A/S Det Store Nordiske Telegraf Selskab. |
| Patrol | 2132 | 704 | Twin | Eastern Extension, Australasia & China Telegraph Co., Ld. |
| Ramos | 577 | 98 | Twin | Amazon Telegraph Co., Ld. |
| Recorder | 2278 | 459 | Twin | Imperial & International Communications, Ld. |
| Reis II | 174 | 88 | Single | A/S Nordskeraten (Arne Trote, *Mgr.*) |
| Restorer | 3150 | 705 | Twin | Commercial Pacific Cable Co. |
| Retriever | 674 | 91 | Single | West Coast of America Telegraph Co., Ld. |
| Salvor | 383 | 70 | Twin | Siebenson Salvage Corp. |
| Silvergray | 2412 | 382 | Single | The India Rubber, Gutta Percha and Telegraph Works Co., Ld. |
| Store Nordiske | 1456 | 207 | Single | A/S Det Store Nordiske Telegraf Selskab. |
| Telconia | 1012 | 149 | Twin | Telegraph Construction & Maintenance Co., Ld. (Sir Geoffrey R. Clarke, C.B.E., O.B.E., *Mgr.*) |
| Telegraf | 227 | 27 | Single | Den Norske Stat (Telegrafstyret). |
| The Cable | 1534 | 237 | Twin | Eastern Extension, Australasia and China Telegraph Co., Ld. |
| Tyrian | 1033 | 108 | Single | Canadian Government. |
| Viking | 979 | 164 | Single | Amazon Telegraph Co., Ld. |
| Zuiderkruis | 2200 | 117 | Twin | Dutch East Indian Government (Dienst van Scheepvaart). |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES.

**Vessels having a capacity of 80,000 cubic feet and over, and including all vessels holding Lloyd's R.M.C.**

| Vessel's Name | Gross Tonnage | Situation and Type of Last Survey of Refrigerating Machinery | Owners | Refrigerating Machinery: No. of Units | Refrigerating Machinery: No. of Compressors | Refrigerating Machinery: Systems | Refrigerating Machinery: Makers | Refrigerating Machinery: Date of Construction | Purpose of Refrigerating Chambers | Power: Total H.P. | Power: Total Refrigerating Capacity per 24 Hours | Insulated Cargo Chambers: No. | Insulated Cargo Chambers: Capacity |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Abangarez | 4707 | | Dated Frutt S. Corp. (Dated Frutt Co. Hyrs.) | 1 | 1 | Carb. Anhy. | J. & E. Hall Ltd. | 1908 | Brine & Air Cold Storage Chamber | — | 150 | 4 | [illegible] |
| Abraham Lincoln | 5749 | [illegible] | A/S Dampskib T. Herth & Co. (Hyrs.) | 2 | 4 | Carb. Anhy. | A/S Thomas Tho. Sabrowski & Co. | 1919 | Brine & Air Insulated Cork | [illegible] | 73 | 3 | [illegible] |
| Acoma | 10659 | | Dated S. S. Co. Ltd. (A. Ruth & Co. Hyrs.) | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1910 | Brine & Air Silicate Cotton | — | 85 | 4 | [illegible] |
| Afric Star | 11487 | [illegible] | Blue Star Line Ltd. | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1919 | Brine & Air Cork Slabs Insulated Cork Silicate Cotton | — | 130 | 43 | [illegible] |
| Africa Mars | [illegible] | [illegible] | Cunard Steam S. S. | 2 | 2 | Carb. Anhy. | Riverside Iron Works | 1917 | Brine Cork | — | 12 | 3 | [illegible] |
| Akaroa | 13129 | [illegible] | Shaw Savill & Albion Co. Ltd. | 1<br>1 | 2<br>1 | Carb. Anhy.<br>Carb. Anhy. | J. & E. Hall Ltd.<br>J. & E. Hall Ltd. | 1914<br>1921 | Brine Insulated Cork | — | 224 | 14 | [illegible] |
| Alaunia | 14000 | [illegible] | Cunard S. S. Co. Ltd. | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1925 | Brine Insulated Cork | — | 44 | 7 | [illegible] |
| Albertville | 10769 | [illegible] | Cie Maritime Belge (Lloyd Royal) Soc. Anon. (Agent Matthews & Incorporated, Hyrs.) | 2 | 2 | Carb. Anhy. | Cie et Bacalan | 1929 | Brine Insulated Cork Silicate Cotton | — | 9 | 2 | [illegible] |
| Albion Star | 7920 | [illegible] | Dated Cold Storage Co. Ltd. (Blue Star Line Ltd., Hyrs.) | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1919 | Brine Cork Silicate Cotton | — | 194 | 14 | [illegible] |
| Alcantara | 22181 | [illegible] | Royal Mail Steam Ltd. | 4 | 4 | Carb. Anhy. | J. & E. Hall Ltd. | 1927 | Brine & Air Insulated Cork | [illegible] | 130 | 14 | [illegible] |
| Algerian Prince | 9093 | [illegible] | Prince Line Ltd. (Furness Withy & Co. Ltd. Hyrs.) | 1 | 1 | Carb. Anhy. | J. & E. Hall Ltd. | 1928 | Brine Insulated Cork Silicate Cotton | — | 84 | 8 | [illegible] |
| Almanzora | 15551 | [illegible] | Royal Mail Steam Ltd. | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1914 | Brine Insulated Cork Alfol Cork | — | 94 | 9 | [illegible] |
| Almeda Star | 12946 | [illegible] | Blue Star Line Ltd. | 2 | 2 | Carb. Anhy. | Liverpool Refrigeration Co. Ltd. | 1926 | Brine & Air Cork Slabs Insulated Cork Silicate Cotton | — | 177 | 49 | [illegible] |
| Alsina | 8404 | | Soc. Gen. de Transp. Mar. à Vap. | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1922 | Brine Cork & Silicate Cotton | — | 80 | 80 | [illegible] |
| Amerika | 10110 | [illegible] | A/S Det Forenede Dampskibs Selskab | 2<br>1 | 4<br>1 | Carb. Anhy.<br>Carb. Anhy. | Atlas-Werke A. G.<br>A. S. Thomas Tho. Sabrowski & Co. | 1930<br>1921 | Brine & Air Insulated Cork | [illegible] | 90<br>39 | 8<br>1 | [illegible] |
| Amstelland | 6150 | [illegible] | N. V. Koninkl. Nederlandsche Lloyd | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1920 | Brine Insulated Cork | — | 140 | 4 | [illegible] |
| Anchises | 10000 | | Cunard S. S. Co. Ltd. (A. Ruth & Co. Hyrs.) | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1911 | Brine & Air Silicate Cotton | — | 80 | 7 | [illegible] |
| Andalucia Star | 12946 | [illegible] | Blue Star Line Ltd. | 2 | 2 | Carb. Anhy. | Liverpool Refrigeration Co. Ltd. | 1927 | Brine & Air Cork Slabs Insulated Cork Silicate Cotton | — | 177 | 49 | [illegible] |
| Andania | 13950 | [illegible] | Cunard S. S. Co. Ltd. | 2 | 2 | Carb. Anhy. | Liverpool Refrigeration Co. Ltd. | 1927 | Brine & Cold Air Cork | — | 80 | 4 | [illegible] |
| Anna C. | 7193 | [illegible] | Gerdsk Dan. Dampskibs & Bar. | 4 | 4 | Carb. Anhy.<br>Carb. Anhy. | J. & E. Hall Ltd. | 1925<br>1929 | Brine & Air<br>Cork & Silicate Cotton | [illegible] | 84<br>80 | 6 | [illegible] |
| Anna Maersk | 5039 | [illegible] | A/S D/S Svendborg A. & S. D/S of 1912 (A. P. Moller, Copenhagen, Hyrs.) | 2 | 2 | Carb. Anhy. | A. S. Thomas Tho. Sabrowski & Co. | 1932 | Brine Gas Cork | — | 4 | 2 | [illegible] |
| Annie Johnson | 4806 | [illegible] | Federal Steam Navigation Co. Ltd. (A. & J. Johnson, Hyrs.) | 2 | 2 | Carb. Anhy. | A/S Thomas Tho. Sabrowski & Co. | 1920 | Brine & Air Insulated Cork | [illegible] | 49 | 9 | [illegible] |
| Antenor | 11174 | [illegible] | China Mutual Steam Nav. Co. Ltd. (A. Ruth & Co. Hyrs.) | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1924 | Brine Cork | — | 49 | 3 | [illegible] |
| Antigua | 6992 | | United Mail S. S. Co. (United Fruit Co. Hyrs.) | 3 | 3 | Carb. Anhy. | Turk Manufacturing Co. | 1932 | Brine & Air Insulated Cork | — | 104 | 14 | [illegible] |

# LISTE DES NAVIRES POURVUS DE MACHINES FRIGORIFIQUES—suite.

**Navires ayant une capacité de 50.000 pieds cubes et au dalà y compris les navires possédant le Lloyd's R.M.C. (Certificat du Lloyd's Register pour Appareils Frigorifiques).**

| NOM DES NAVIRES. | Tonnage Brut. | Propriétaires de fait de la Société [illegible] | ARMATEURS. | MACHINES FRIGORIFIQUES. Nombre de Machines. | Nombre de compartiments. | Système. | Fabricants. | Année de leur installation. | Système (1er du [illegible] de l'installation des machines). | FUMIGATION. Nature des produits employés. | Nombre de volumes par jour. | CHAMBRES FRIGORIFIQUES. Nombre. | Capacité. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Antonia | 13867 | [illegible] | Cunard S.S. Co. Ltd. | 2 | 2 | Carb. Anhy. | Liverpool Refrigerating Co. Ltd. | 1921 | [illegible] Carb. | — | 20 | 4 | [illegible] |
| Anversville | 9470 | [illegible] | Cie. Maritime Belge (Lloyd Royal Soc. Anon.) Agence Maritime Internationale (Algie.) | 1<br>1 | 2<br>1 | Carb. Anhy. | J. & E. Hall Ltd. | 1912<br>1921 | Belco<br>Blue Carb. | — | 10<br>10 | 3 | 1,700 |
| Aorangi | 17601 | [illegible] | Canadian Australasian Steamships Ltd. | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1924 | Belco<br>Silicone Carbon<br>Sulphur Carb. | — | 90 | 3 | 84,000 |
| Arabia Maru | [illegible]<br>9470 | [illegible] | Nippon Yusen K.K. | 2 | 2 | Carb. Anhy. | Mitsubishi Zosen Kaisha | 1917 | Belco<br>Carb. | — | 10 | 3 | 11,417 |
| Aracataca | 5879 | | Elders & Fyffes Ltd. | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1925 | Belco Air<br>Sulphur Carb. | — | 40 | 14 | 140,000 |
| Aragadera Star | 14894 | | Blue Star Line Ltd. | 2 | 2 | Carb. Anhy. | Liverpool Refrigerating Co. Ltd. | 1927 | Belco Air<br>Carb. Dioxide<br>Sulphur Carb.<br>Silicone Carbon | — | 177 | 11 | 411,411 |
| Aparagua | 4872 | [illegible] | Lloyd Brasileiro Rio. Anon. | 1 | 1 | Carb. Anhy. | J. & E. Hall Ltd. | 1927 | Belco<br>Carb.<br>Silicone Carbon | — | 10 | 3 | 18,000 |
| Araraquara | 4872 | [illegible] | Lloyd Brasileiro Rio. Anon. | 1 | 1 | Carb. Anhy. | J. & E. Hall Ltd. | 1927 | Belco Air<br>Carb. Dioxide<br>Sulphur | — | 10 | 3 | 18,000 |
| Aratimbo | 4872 | [illegible] | Lloyd Brasileiro Rio. Anon. | 1 | 1 | Carb. Anhy. | J. & E. Hall Ltd. | 1928 | Belco Air<br>Carb. Dioxide | 1,000 | 10 | 3 | [illegible] |
| Aradian | 12011 | | | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1909 | Belco<br>Carb. | — | | 13 | 94,000 |
| Arctic Prince | 5430 | [illegible] | Bailey & Sons Ltd. | 2 | 6 | Carb. Anhy. | J. & E. Hall Ltd. | 1920 | Belco<br>Sulphur Carb. | — | 70 | 22 | 161,172 |
| Arctic Queen | 10079 | | Bailey & Sons Ltd. | 6 | 6 | Carb. Anhy. | J. & E. Hall Ltd. | 1915 | Belco<br>Sulphur Carb.<br>Sulphur Carb. | — | 144 | 31 | 351,000 |
| Arica | 4582 | [illegible] | Cie Chilene de Navegacion Interoceanica (W. R. Sanders Agt.) | 1 | 1 | Carb. Anhy. | J. & E. Hall Ltd. | 1921 | Belco Air<br>Carb. Dioxide | 100,000 | 30 | 3 | 7,000 |
| Arigoni | 6746 | | Elders & Fyffes Ltd. | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1926 | Belco Air<br>Sulphur Carb.<br>Silicone Carbon | — | 46 | 14 | 104,000 |
| Arizona Maru | [illegible]<br>9470 | [illegible] | Nippon Yusen K.K. | 2 | 2 | Carb. Anhy. | Mitsubishi Zosen Kaisha | 1919 | Belco<br>Carb. | — | 10 | 3 | 11,417 |
| Arlanza | 14822 | [illegible] | Royal Mail Steam Pkt. | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1912 | Belco<br>Carbon Dioxide<br>Sulphur Carb. | — | | 10 | 140,000 |
| Armadale Castle | 12000 | | The Union Castle Mail S.S. Co. Ltd. | 2<br>1 | 2<br>1 | Carb. Anhy.<br>Carb. Anhy. | J. & E. Hall Ltd.<br>J. & E. Hall Ltd. | 1929<br>1931 | Belco Air<br>Silicone Carbon<br>Silicone Carbon<br>Carb. | — | 50<br>40 | 11 | 160,710 |
| Arlino | 240 | [illegible] | Soc. Anon. di Nav. "La Veloce" | 1 | 1 | Carb. Anhy. | J. & E. Hall Ltd. | 1924 | Belco<br>Carb. | — | 12 | 2 | 3,000 |
| Arundel Castle | 19023 | | The Union Castle Mail S.S. Co. Ltd. | 2<br>1 | 2<br>1 | Carb. Anhy.<br>Carb. Anhy. | J. & E. Hall Ltd.<br>J. & E. Hall Ltd. | 1931<br>1934 | Belco Air<br>Silicone Carbon<br>& Carb. | — | 44<br>40 | 12 | 140,000 |
| Asama Maru | 14973 | [illegible] | Nippon Yusen K.K. | 2 | 4 | Carb. Anhy. | Kobe Steel Works | 1923 | Belco<br>Sulphur | — | 20 | 4 | 35,000 |
| Asania | 14018 | [illegible] | Cunard S.S. Co. Ltd. | 2 | 2 | Carb. Anhy.<br>Carb. Anhy. | Liverpool Refrigerating Co. Ltd.<br>J. & E. Hall Ltd. | 1922<br>1926 | Belco Air<br>Carb. | — | 70 | 4 | 90,000 |
| Asaniva | 10046 | | Cunard S.S. Co. Ltd. (A. Rolli & Co. Agts.) | 2 | 2 | Carb. Anhy.<br>Carb. Anhy. | J. & E. Hall Ltd.<br>J. & E. Hall Ltd. | 1910 | Belco Air<br>Silicone Carbon | — | 80 | 3 | 120,000 |
| Asphalites | 6214 | | China Navigation Co. Ltd. (A. Rolli & Co. Agts.) | 2 | 2 | Carb. Anhy. | Liverpool Refrigerating Co. Ltd. | 1924 | Belco Air<br>Carb. | — | 40 | 3 | 41,000 |
| Asturias | 20017 | [illegible] | Royal Mail Steam Pkt. | 4 | 4 | Carb. Anhy. | J. & E. Hall Ltd. | 1926 | Belco Air<br>Carbon Dioxide | 1,000,000 | 100 | 10 | 320,000 |
| Atenas | 4702 | | United Fruit S. Corp. (United Fruit Co. Agts.) | 4 | 4 | Carb. Anhy. | J. & E. Hall Ltd. | 1908 | Belco Air<br>Carbon Dioxide<br>Chemical | — | 100 | 4 | 102,000 |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

**Vessels having a capacity of 50,000 cubic feet and over, and including all vessels holding Lloyd's R.M.C.**

| Vessel's Name | Gross Tonnage | Position and Date of Last Survey of Refrigerating Appliances | Owners | Refrigerating Machinery: No. of Units | No. of Compressors | Pressure | Makers | Year of Construction | System of (1) Refrigeration (2) Insulating the Chambers | Power: Cubic ft. of air displaced per hour | Nominal capacity per 24 hours, Tons of Meat | Insulated Chambers: No. | Capacity |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Atlanta | 4556 | [illegible] | Cunliffe Bros. Trustees & Mar. | 2 | 2 | Carb. Anhy. | Liverpool Refrigeration Co. Ltd. | 1911 | Brine Cork & Silicate Cotton | — | 50 | 6 | [illegible] |
| Atlantis | 13135 | | Royal Mail Steam S.P. | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1913 | Brine Cork | — | 16 | 9 | 148,464 |
| Augusta | 5702 | [illegible] | A. Zanchi | 2 | 2 | Carb. Anhy. | Hudson Foundry & Eng. Co. Ltd. | 1924 | Brine Charcoal | — | 156 | 12 | 194,000 |
| Augustus | 20418 | [illegible] | "Italia" Flotta Riunita Società Di Navigazione Generale (Lloyd Sabaudo-Navigazione Generale) | 3 | 6 | Carb. Anhy. | G. Bartram & Co. | 1927 | Brine Slab Cork | — | 19 | 4 | 91,000 |
| Aurania | 13984 | [illegible] | Cunard S.S. Co. Ltd. | 2 | 2 | Carb. Anhy. | Liverpool Refrigeration Co. Ltd. | 1924 | Brine & Air Cork | — | 30 | 4 | 49,979 |
| Aurigny | 8589 | [illegible] | Channel Islands | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1917 | Brine Granulated Cork | — | 110 | 11 | 211,000 |
| Ausonia | 13913 | [illegible] | Cunard S.S. Co. Ltd. | 2 | 2 | Carb. Anhy. | Liverpool Refrigeration Co. Ltd. | 1927 | Brine & Cold Air Cork | — | 30 | 8 | 50,400 |
| Ausonia | 13993 | [illegible] | Lloyd Triestino | 2 | 2 | Carb. Anhy. | G. Bartram | 1929 | Brine Granulated & Slab Cork | — | 91 | 4 | 4,347 |
| Autolycus | 7736 | | China Mutual S.N. Co. Ltd. (A. Holt & Co. Mgrs.) | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1927 | Brine Cork | — | 48 | 4 | 130,700 |
| Automedon | 7600 | | Royal S.P. Co. Ltd. (A. Holt & Co. Mgrs.) | 2 | 2 | Carb. Anhy. | Liverpool Refrigeration Co. Ltd. | 1923 | Brine Cork | — | 43 | 4 | 113,000 |
| Avelona Star | 13376 | [illegible] | Blue Star Line, Ltd. | 2 | 2 | Carb. Anhy. | Hudson Foundry & Eng. Co. Ltd. | 1927 | Brine & Air Cork Slabs Gran. Cork Silicate Cotton | — | 700 | [illegible] 77 | 621,000 |
| Avila Star | 13877 | [illegible] | Blue Star Line, Ltd. | 2 | 2 | Carb. Anhy. | Hudson Foundry & Eng. Co. Ltd. | 1927 | Brine & Air Cork Slabs Granulated Cork Silicate Cotton | — | 177 | 49 | 805,150 |
| Axel Johnson | 4890 | [illegible] | Rederiaktiebolaget Nordstjernan (A. A. Johnson, Mgr.) | 2 | 2 | Carb. Anhy. | Aktiebolaget T. T. Salomon & Co. | 1925 | Brine & Air Granulated Cork | 1,245,000 | 45 | 9 | 49,042 |
| Aztec | 5502 | | Elder & Fyffes, Ltd. | 2 | 2 | Carb. Anhy. | Hudson Foundry & Eng. Co. Ltd. | 1929 | Air Granulated Cork | 1,245,000 | 170 | 7 | 170,340 |
| Ballarat | 13986 | [illegible] | P. & O. Steam Nav. Co. | 4 | 4 | Carb. Anhy. | Hudson Foundry & Eng. Co. Ltd. | 1921 | Brine & Air Granulated Cork | — | 300 | 11 | 324,000 |
| Balmoral Castle | 13063 | | Union Castle Mail S.S. Co. Ltd. | 2 + 1 | 2 + 1 | Carb. Anhy. | J. & E. Hall, Ltd. | 1921 1930 | Brine & Air Silicate Cotton & Cork | — | 45 + 60 | 9 | 145,700 |
| Balmoral | 12000 | [illegible] | P. & O. Steam Nav. Co. | 4 | 4 | Carb. Anhy. | Hudson Foundry & Eng. Co. Ltd. | 1922 | Brine & Air Granulated Cork | — | 300 | 11 | 324,000 |
| Baltallias | 1303 | [illegible] | United Baltic Corporation, Ltd. | 1 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1931 | Brine Granulated Cork & Silicate Cotton | — | 15 | 5 | 40,000 |
| Baltannic | 1729 | [illegible] | United Baltic Corporation, Ltd. | 1 | 1 | Carb. Anhy. | J. & E. Hall, Ltd. | 1925 | Brine Granulated Cork & Silicate Cotton | — | 10 | [illegible] | [illegible] |
| Baltavia | 2415 | [illegible] | United Baltic Corporation, Ltd. | 1 | 1 | Carb. Anhy. | J. & E. Hall, Ltd. | 1929 | Brine Granulated Cork | — | 15 | 8 | 90,000 |
| Baltonia | 3939 | [illegible] | United Baltic Corporation, Ltd. | 2 | 2 | Carb. Anhy. | A. & W. Thomas & Co. Ltd. & Co. | 1925 | Brine Granulated Cork | — | 37 | 8 | 49,104 |
| Baltrader | 1039 | [illegible] | United Baltic Corporation, Ltd. | 1 | 1 | Carb. Anhy. | J. & E. Hall, Ltd. | 1926 | Brine Cork & Silicate Cotton | — | | 3 | 30,000 |

# LISTE DES NAVIRES POURVUS DE MACHINES FRIGORIFIQUES—suite.

**Navires ayant une capacité de 80.000 pieds cubes et au dessus y compris les navires possédant le Lloyd's R.M.C. (Certificat du Lloyd's Register pour Appareils Frigorifiques).**

| NOM DU NAVIRE | Tonnage Brut | Appartenant au Gouvernement Anglais ou à des sociétés Anglaises ou à des sociétés Indépendantes | CONSTRUCTEURS | Machines Frigorifiques: Nombre d'unités | Nombre de compartiments | Système | Fabrication | Date de mise en service | Résultat de la réfrigération [illegible] | Pétrolier: Poids [illegible] | Pétrolier: Cargo [illegible] | Chaudières [illegible]: No. | Chaudières [illegible]: Pression |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bangalore | 6067 | [illegible] | Harland & Co. Ltd. | 1 | 1 | Carb. Anhy. | J. & E. Hall Ltd. | 1929 | [illegible] | — | [illegible] | 4 | [illegible] |
| Baroldine | 13073 | [illegible] | F. & O. Steam. Nav. Co. | 4 | 4 | Carb. Anhy. | J. & E. Hall Ltd. | 1931 | [illegible] | — | [illegible] | 15 | [illegible] |
| Bartlett | [illegible] | [illegible] | A/S [illegible] (A. F. Rasmussen & Co., Hjørr.) | 1 | 1 | Carb. Anhy. | J. & E. Hall Ltd. | 1929 | [illegible] | — | [illegible] | 3 | [illegible] |
| Barcoona | 8023 | [illegible] | Furness Shipbldg. Co. Ltd. | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1919 | [illegible] | — | [illegible] | 14 | [illegible] |
| Barrabool | 13042 | [illegible] | F. & O. Steam. Nav. Co. | 4 | 4 | Carb. Anhy. | J. & E. Hall Ltd. | 1932 | [illegible] | — | [illegible] | 14 | [illegible] |
| Barranca | 4124 | | Elder & Fyffe Ltd. | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1930 | [illegible] | — | [illegible] | 5 | [illegible] |
| Bayano | 4799 | | Elder & Fyffe Ltd. | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1917 | [illegible] | — | [illegible] | 14 | [illegible] |
| Beaverbrae | 9904 | | Canadian Pacific Railway Co. (Canadian Pacific Steamships Ltd. Hjørr.) | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1929 | [illegible] | — | [illegible] | 4 | [illegible] |
| Beaverburn | 9974 | | Canadian Pacific Railway Co. (Canadian Pacific Steamships Ltd. Hjørr.) | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1927 | [illegible] | — | [illegible] | 4 | [illegible] |
| Beaverdale | 9957 | | Canadian Pacific Railway Co. (Canadian Pacific Steamships Ltd. Hjørr.) | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1929 | [illegible] | — | [illegible] | 4 | [illegible] |
| Beaverford | 10043 | | Canadian Pacific Railway Co. (Canadian Pacific Steamships Ltd. Hjørr.) | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1929 | [illegible] | — | [illegible] | 4 | [illegible] |
| Beaverhill | 10041 | | Canadian Pacific Railway Co. (Canadian Pacific Steamships Ltd. Hjørr.) | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1929 | [illegible] | — | [illegible] | 4 | [illegible] |
| Behar | 6109 | [illegible] | Harland & Co. Ltd. | 1 | 1 | Carb. Anhy. | J. & E. Hall Ltd. | 1929 | [illegible] | — | [illegible] | 4 | [illegible] |
| Belle Isle | 9091 | [illegible] | [illegible] | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1918 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Belvedere | 7429 | [illegible] | [illegible] Tromsø & Mar. | 2 | 2 | Carb. Anhy. | Liverpool Refrigeration Co. Ltd. | 1934 | [illegible] | — | [illegible] | 3 | [illegible] |
| Benalgo | 12972 | [illegible] | F. & O. Steam. Nav. Co. | 4 | 4 | Carb. Anhy. | Hudson Foundry & Eng. Co. Ltd. | 1932 | [illegible] | — | [illegible] | 14 | [illegible] |
| Bengalen | 4903 | [illegible] | [illegible] Lloyd. W. Bayuk [illegible] Hjørr.) | 2 | 2 | [illegible] | S. V. Ensser's Maskinfabriken | [illegible] | [illegible] | [illegible] | [illegible] | 4 | [illegible] |
| Benjamin Franklin | 7084 | [illegible] | A/S [illegible] (F. [illegible] Hjørr.) | 2 | 4 | Carb. Anhy. | [illegible] Dyle & [illegible] | 1937 | [illegible] | [illegible] | [illegible] | 1 | [illegible] |
| Bergenger | 6929 | | [illegible] | 3 | 3 | [illegible] | A/S [illegible] | [illegible] | [illegible] | — | [illegible] | 3 | [illegible] |
| Berrima | 11202 | | | 4 | 4 | Carb. Anhy. | Hudson Foundry & Eng. Co. Ltd. | 1912 | [illegible] | — | [illegible] | 8 | [illegible] |
| Berwickshire | 7464 | | [illegible] Ltd. (Turnbull, [illegible] & Co. Ltd. Hjørr.) | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1912 | [illegible] | — | [illegible] | 1 | [illegible] |
| Betty | 1562 | | J. Lewerenz | 1 | 2 | [illegible] | A/S [illegible] | 1932 | [illegible] | [illegible] | — | 2 | [illegible] |
| Bhutan | 6304 | [illegible] | Harland & Co. Ltd. | 1 | 1 | Carb. Anhy. | J. & E. Hall Ltd. | 1929 | [illegible] | — | [illegible] | 4 | [illegible] |
| Bitterfeld | 7620 | [illegible] | [illegible] (Hans [illegible] Linie) | 2 | 4 | [illegible] | [illegible] | 1929 | [illegible] | [illegible] | [illegible] | 4 | [illegible] |
| Blue Peter | 4122 | [illegible] | [illegible] Ltd. | 2 | 2 | [illegible] | [illegible] Ltd. | 1929 | [illegible] | [illegible] | [illegible] | 1 | [illegible] |
| | | | | 1 | 1 | [illegible] | Liverpool Refrigeration Co. Ltd. | [illegible] | | | | | |
| | | | | 1 | 1 | [illegible] | [illegible] | [illegible] | | | | | |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

**Vessels having a capacity of 80,000 cubic feet and over, and including all vessels holding Lloyd's R.M.C.**

| Vessel's Name | Gross Tonnage | Publication and Date of Last Survey of Refrigerating Appliances | Owners | Refrigerating Machines: No. of Engines | No. of Compressors | Portable | Makers | Date of Installation | System of (1) Refrigeration (2) Insulation | Power: Main Engines | Refrigerating Machinery per 24 Hours | Insulated Cargo Chambers: No. | Capacity |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Borinquen | 7116 | | Grace S.S. Corp. (New York & Puerto Rico S.S. Co. Agts.) | 2 | 2 | Automatic Brine | Brunswick Kroeschell Co. | 1911 | Brine Cork | — | 200 | 9 | 100,000 |
| Brisbane Maru | 5423 | [illegible] | Nichiro Gyogyo K.K. | 2 | 2 | Carb. Acid | A.N. Thomas The Nichiro Co. | 1930 | Brine Shell Cork | — | 19 | 1 | 8,577 |
| Britannia | 1930 | [illegible] | Union Cold Storage Co. Ltd. (Blackstar Line Ltd. Agts.) | 2 | 2 | Ammonia | Liverpool Refrigeration Co. Ltd. | 1915 | Brine Granulated Cork | — | 50 | 7 | 48,968 |
| Buenos Aires Maru | 9420 | [illegible] | Nichiro Gyogyo K.K. | 2 | 4 | Carb. Acid | Mitsubishi Jukogyo Kaisha Ltd. | 1929 | Brine Shell Cork | — | 11 | 4 | 18,419 |
| Burdwan | 9403 | [illegible] | Burrell & Co. Ltd. | 1 | 1 | Carb. Acid | J. & E. Hall Ltd. | 1929 | Brine & Air Granulated Cork | — | 11 | 4 | 15,130 |
| Buteshire | 6390 | | Coastal Steamships Ltd. (Turnbull, Martin & Co. Ltd. Agts.) | 2 | 2 | Carb. Acid | Liverpool Refrigeration Co. Ltd. | 1932 | Brine & Air Silicate Cotton | 10,200 | 11 | 1 | 47,170 |
| Cabo Palos | 6342 | [illegible] | Thomas & Co. | 2 | 2 | Carb. Acid | Allgemeine A.G. | 1927 | Brine Shell Cork | — | 80 | 4 | 84,202 |
| Cabo Quilates | 6423 | [illegible] | Thomas & Co. | 2 | 2 | Carb. Acid | Allgemeine A.G. | 1927 | Brine Shell Cork | — | 80 | 4 | 84,202 |
| Cairnesk | 5407 | [illegible] | Cairn Line of Steamships Ltd. (Cairns, Belisle & Co. Agts.) | 2 | 2 | Carb. Acid | Liverpool Refrigeration Co. Ltd. | 1926 | Brine Cork | — | 83 | 4 | 81,110 |
| Cairngles | 5413 | [illegible] | Cairn Line of Steamships Ltd. (Cairns, Belisle & Co. Agts.) | 2 | 2 | Carb. Acid | Liverpool Refrigeration Co. Ltd. | 1926 | Brine Cork | — | 80 | 4 | 81,452 |
| Cairnmona | 4000 | [illegible] | Cairn Line of Steamships Ltd. (Cairns, Belisle & Co. Agts.) | 2 | 2 | Carb. Acid | Liverpool Refrigeration Co. Ltd. | 1925 | Brine Cork | — | 50 | 4 | 48,400 |
| Cairnross | 5404 | [illegible] | Cairn Line of Steamships Ltd. (Cairns, Belisle & Co. Agts.) | 2 | 2 | Carb. Acid | Liverpool Refrigeration Co. Ltd. | 1925 | Brine Cork | — | 82 | 4 | 81,020 |
| Cairnvalona | 4923 | [illegible] | Cairn Line of Steamships Ltd. (Cairns, Belisle & Co. Agts.) | 2 | 2 | Carb. Acid | Liverpool Refrigeration Co. Ltd. | 1925 | Brine Cork | — | 87 | 4 | 47,140 |
| Calamares | 7215 | | United Fruit S.S. Corp. (United Fruit Co. Agts.) | 4 | 4 | Carb. Acid | J. & E. Hall Ltd. | 1918 | Brine & Air Brine, Cork & Charcoal | — | 160 | 8 | 178,000 |
| California | 20035 | | American Line S.S. Corp. | 4 | 4 | Carb. Acid | Brunswick Kroeschell Co. | 1929 | Brine & Air Cork | — | 160 | 8 | 164,370 |
| California | 12951 | [illegible] | Rio Libera Trasatlantica S.A. | 2 | 2 | Carb. Acid | Liverpool Refrigeration Co. Ltd. | 1923 | Brine & Cold Air Cork | 750,000 | 49 | 3 | 76,704 |
| Cambridge | 10840 | [illegible] | Palmer Bros. Bar. Co. Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1925 | Brine Cork & Silicate Cotton | — | 130 | 18 | 418,787 |
| Camerania | 10297 | [illegible] | Anchor Line (Henderson Bros. Ltd.) | 2 | 4 | Carb. Acid | J. & E. Hall Ltd. | 1923 | Brine Cork & Flake | — | 80 | 4 | 52,420 |
| Camito | 6011 | | Elders & Fyffes Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1915 | Brine & Air Brine, Cork & Silicate Cotton | — | 84 | 14 | 100,000 |
| Campana | 10810 | | Soc. Ann. de Transp. Mar. d'Exp. | 2 | 2 | Carb. Acid | Hudson & Newton, Ltd. | 1929 | Brine Granulated Cork | 600,000 | 80 | 4 | 87,000 |
| Canadian Conqueror | 5449 | [illegible] | Canadian Conqueror Ltd. (Canadian Pacific Steamships, Agts.) | 1 | 2 | Carb. Acid | Lightfoot Refrigeration Co. Ltd. | 1930 | Brine Granulated Cork | — | 22 | 4 | 41,545 |
| Canadian Constructor | 7170 | [illegible] | Canadian Constructor Ltd. (Canadian Pacific Steamships, Agts.) | 1 | 2 | Carb. Acid | Lightfoot Refrigeration Ltd. | 1922 | Brine Granulated & Shell Cork | — | 19 | 4 | 18,000 |
| Canadian Cruiser | 7178 | [illegible] | Canadian Cruiser, Ltd. (Canadian Pacific Steamships, Agts.) | 1 | 2 | Carb. Acid | Lightfoot Refrigeration Ltd. | 1920 | Brine Granulated & Shell Cork | — | 19 | 4 | 18,781 |
| Canadian Highlander | 5270 | [illegible] | Canadian Highlander Ltd. (Canadian Pacific Steamships, Agts.) | 1 | 2 | Carb. Acid | Lightfoot Refrigeration Ltd. | 1922 | Brine Granulated Cork | — | 18 | 4 | 4,004 |

# LISTE DES NAVIRES POURVUS DE MACHINES FRIGORIFIQUES — *suite.*

**Navires ayant une capacité de 80.000 pieds cubes et au delà y compris les navires possédant le Lloyd's R.M.C.**
(Certificat du Lloyd's Register pour Appareils Frigorifiques).

| NOM DU NAVIRE | Tonnage Brut | Association de Sociétés de Navigation [illegible] | ARMATEURS | MACHINES FRIGORIFIQUES: Nombre [illegible] | Nombre de compartiments [illegible] | Système | Fabricants | Date de leur [illegible] | Numéro [illegible] | PÉNÉTRATION: Pieds cubes [illegible] | Pieds cubes [illegible] | CHAMBRES [illegible] CARGAISON: No. | Capacité |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Canadian Leader | [illegible] | [illegible] | Canadian Leader, Ltd. (Canadian Pacific Steamships, Ltd.) | 1 | 2 | Carb. Acid | Kylchrist Kettenburg-Lowell, Ltd. | 1920 | Brine Direct-Cooled Coils | — | 13 | 4 | [illegible] |
| Canadian Victor | [illegible] | [illegible] | Canadian Victor, Ltd. (Canadian Pacific Steamships, Ltd.) | 1 | 2 | Carb. Acid | Kylchrist Kettenburg-Lowell, Ltd. | 1920 | Brine Direct-Cooled Coils Without Cistern | — | 13 | 4 | [illegible] |
| Canoness | [illegible] | | Furness, Bowlder Argentine Lines, Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1920 | Brine Coils & Without Cistern | — | [illegible] | [illegible] | [illegible] |
| Cape Nord | [illegible] | [illegible] | A. Dando | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1900 | Brine Chamber | — | [illegible] | 4 | [illegible] |
| Carare | [illegible] | | Elder & Fyffes, Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1925 | Brine & Air Direct Coils & Without Cistern | — | [illegible] | 14 | [illegible] |
| Carinthia | [illegible] | [illegible] | Cunard S. S. Co. Ltd. | 4 | 8 | Carb. Acid | J. & E. Hall, Ltd. | 1925 | Brine Direct Coils | — | [illegible] | 14 | [illegible] |
| Carnarvon Castle | [illegible] | | Union Castle Mail S. S. Co. Ltd. | 2 + 1 | 4 + 4 | Carb. Acid | J. & E. Hall, Ltd. | 1925 1926 | Brine & Air Direct-Cooled Coils | — | [illegible] | 18 | [illegible] |
| Carnarvonshire | [illegible] | [illegible] | Royal Mail Steam, Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1914 | Brine Coils | — | [illegible] | 1 | [illegible] |
| Carrillo | [illegible] | | United Fruit S. S. Corp. (United Fruit Co., Agts.) | 1 | 4 | Carb. Acid | J. & E. Hall, Ltd. | 1911 | Brine & Air Direct Coils & Cistern | — | [illegible] | 1 | [illegible] |
| Carthage | [illegible] | [illegible] | F. & C. Rice, Bar. Co. | 2 | 4 | Carb. Acid | J. & E. Hall, Ltd. | 1921 | Brine & Air Direct Coils | — | [illegible] | 1 | [illegible] |
| Cassanare | [illegible] | | Elder & Fyffes, Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1925 | Brine & Air Coils | — | [illegible] | 14 | [illegible] |
| Cathay | [illegible] | [illegible] | F. & C. Rice, Bar. Co. | 2 | 4 | Carb. Acid | J. & E. Hall, Ltd. | 1925 | Brine & Air Direct-Cooled Coils | — | [illegible] | 1 | [illegible] |
| Cathcart | [illegible] | [illegible] | Canadian Pacific, S.S. (Canadian National Steamships, Agts.) | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1920 | Air Coils & Without Cistern | — | [illegible] | 8 | [illegible] |
| Cavalier | [illegible] | [illegible] | Canadian Pacific, Ltd. (Canadian National Steamships, Agts.) | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1920 | Air Direct Coils & Without Cistern | — | [illegible] | 4 | [illegible] |
| Cavina | [illegible] | | Elder & Fyffes, Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1920 | Brine & Air Direct Coils & Without Cistern | — | [illegible] | 14 | [illegible] |
| Celaia | [illegible] | [illegible] | Tweedie & Co. | 2 | 2 | Carb. Acid | Boulton & Paul, Ltd. | 1920 | Air Coils & Without Cistern | [illegible] | [illegible] | 1 | [illegible] |
| Celtica | [illegible] | [illegible] | Rae Johnston, Trentham, S.A. | 1 | 1 | Carb. Acid | J. & E. Hall, Ltd. | 1924 | Brine & Air Direct Coils & Without Cistern | [illegible] | [illegible] | 2 | [illegible] |
| Celtic Star | [illegible] | [illegible] | Cunard Steamship Co. Ltd. / Blue Star Line, Ltd. (Agts.) | 2 | 2 | Carb. Acid | Boulton & Paul, Ltd. | 1919 | Brine Coils & Without Cistern | — | [illegible] | 12 | [illegible] |
| Ceramic | [illegible] | [illegible] | Dominion Nav. Co. Ltd. / White Star Line | 4 | 4 | Carb. Acid | J. & E. Hall, Ltd. | 1919 | Brine Coils | — | | 14 | [illegible] |
| Ceylan | [illegible] | [illegible] | Chargeurs Réunis | 2 | 2 | Ammonia | Liverpool Refrigeration Co. Ltd. | 1916 | Brine Direct-Cooled Coils | — | [illegible] | 11 | [illegible] |
| Ceylon Bulbul | [illegible] | [illegible] | Ceylon Fisheries, Ltd. | 1 | 1 | Carb. Acid | J. & E. Hall, Ltd. | 1920 | Brine Direct-Cooled Coils | — | [illegible] | 1 | [illegible] |
| Chagres | [illegible] | | Elder & Fyffes, Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1926 | Brine & Air Direct-Cooled Coils | — | [illegible] | 14 | [illegible] |
| Changsi | [illegible] | [illegible] | Anchor Line (Oriental Line), Ltd. | 2 | 2 | Ammonia | Boulton & Paul, Ltd. | 1921 | Brine Direct-Cooled Coils | — | [illegible] | 12 | [illegible] |
| Changsinsia | [illegible] | | Elder & Fyffes, Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1912 | Brine & Air Coils | — | [illegible] | 14 | [illegible] |
| Chindhu Maru | [illegible] | [illegible] | Nippon Yusen K. K. | 2 | 4 | Carb. Acid | Kobe Steel Works | 1920 | Brine Shell Coils | — | [illegible] | 4 | [illegible] |
| Chiriqui | [illegible] | | United Mail S. S. Co. (United Fruit Co., Agts.) | 2 | 2 | Carb. Acid | Turk Manufacturing Co. | 1907 | Brine & Air Direct-Cooled Coils | — | [illegible] | 14 | [illegible] |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

**Vessels having a capacity of 80,000 cubic feet and over, and including all vessels holding Lloyd's R.M.C.**

| Vessels Name | Gross Tons | Extension and Type of Cold Rooms of Refrigerating Installation | Owners | Refrigeration Machinery: No. of Units | No. of Compressors | Systems | Makers | Date of Construction | Systems of Refrigeration (Including the Chambers) | Power: Cubic Ft. Consumption per hr. Lbs. per hour | Capacity per 24 hours. Tons of 50 Cubic Ft. | Circulated Cargo Chambers: No. | Capacity |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cairrigo | [illegible] | | Elders & Fyffes Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1930 | Brine & Air Insulated Cork | — | 84 | 14 | [illegible] |
| Chitral | [illegible] | [illegible] | P. & O. Steam Nav. Co. | 4 | 4 | Carb. Acid | J. & E. Hall Ltd. | 1930 | Brine & Air Insulated Cork | — | [illegible] | 7 | [illegible] |
| City of Canberra | [illegible] | [illegible] | Elder Dempster Lines Ltd. (Shaw, Savill & Albion Co. Ltd. Agts.) | 2 | 2 | Carb. Acid | Liverpool Refrigeration Co. Ltd. | 1927 | Brine & Air Cork | [illegible] | 90 | 6 | [illegible] |
| City of Delhi | [illegible] | [illegible] | Elder Dempster Lines Ltd. (City Line Ltd. Agts.) | 2 | 2 | Carb. Acid | Haslam Foundry & Eng. Co. Ltd. | 1914 | Brine Cork Slab, Cement Lined | — | 49 | 6 | [illegible] |
| City of Dieppe | [illegible] | [illegible] | Elder Dempster Lines Ltd. (City Line Ltd. Agts.) | 2 | 2 | Carb. Acid | Liverpool Refrigeration Co. Ltd. | 1929 | Brine Granulated Slab Cork Cement Lined | — | 100 | 8 | [illegible] |
| City of Glasgow | [illegible] | [illegible] | Elder Dempster Lines Ltd. (Hall Line Ltd. Agts.) | 2 | 2 | Carb. Acid | Liverpool Refrigeration Co. Ltd. | 1921 | Brine Granulated Cork | — | 84 | 6 | [illegible] |
| City of Tokio | [illegible] | [illegible] | Elder Dempster Lines Ltd. (Hall Line Ltd. Agts.) | 2 | 2 | Carb. Acid | Liverpool Refrigeration Co. Ltd. | 1921 | Brine Granulated Cork | — | 84 | 7 | [illegible] |
| City of Winchester | [illegible] | [illegible] | Elder Dempster Lines Ltd. (Hall Line Ltd. Agts.) | 2 | 2 | Carb. Acid | Liverpool Refrigeration Co. Ltd. | 1917 | Brine Cork | [illegible] | 100 | 6 | [illegible] |
| Ciudad de Cadiz | [illegible] | [illegible] | Cia. Transatlantica Espan. | 1 | 1 | Carb. Acid | J. & E. Hall Ltd. | 1929 | Brine Cork Slab | — | [illegible] | 1 | [illegible] |
| Clan Macdougall | [illegible] | | The Clan Line Steamers Ltd. (Sayers Irvin & Co. Ltd. Agts.) | 2 | 2 | Carb. Acid | Haslam Foundry & Eng. Co. Ltd. | 1929 | Brine Cork Timber | — | 90 | 6 | [illegible] |
| Clan Urquhart | [illegible] | [illegible] | The Clan Line Steamers Ltd. (Sayers Irvin & Co. Ltd. Agts.) | 2 | 2 | Ammonia | Haslam Foundry & Eng. Co. Ltd. | 1911 | Brine & Air Channel | [illegible] | 170 | 10 | [illegible] |
| Cuamo | [illegible] | | Quandt Steamship Corp. (New York Trade Fruit Co. & Co. Inc. Agts.) | 2 | 2 | Ammonia & Brine | Brunswick Kinnaird Co. | 1925 | Brine Cork | — | 100 | 7 | [illegible] |
| Culberra | [illegible] | [illegible] | Canadian Government Ltd. (Canadian National Steamships Agts.) | 1 | 2 | Carb. Acid | Liquid Air Refrigeration Co. Ltd. | 1930 | Brine Granulated Cork | — | [illegible] | 4 | [illegible] |
| Colombia | [illegible] | [illegible] | I. V. Koninklijke Indische Stoomvaart Mij. | 1 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1930 | Brine Granulated Cork | — | 12 | 2 | [illegible] |
| Camoria | [illegible] | [illegible] | P. & O. Steam Nav. Co. | 4 | 4 | Carb. Acid | J. & E. Hall Ltd. | 1925 | Brine & Air Granulated Cork | — | 160 | 7 | [illegible] |
| Cossacter | [illegible] | [illegible] | Canadian Pacific Ltd. (Canadian National Steamships, Agts.) | 1 | 1 | Carb. Acid | J. & E. Hall Ltd. | 1929 | Brine Slab Cork | — | [illegible] | 3 | [illegible] |
| Conte Biancamano | [illegible] | [illegible] | "Italia" (Flotta Riunita Italia-Lloyd Sabaudo-Navigazione Generale) | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1925 | Brine Cork | — | 30 | 9 | [illegible] |
| Conte di Savoia | [illegible] | [illegible] | "Italia" (Flotta Riunita Italia-Lloyd Sabaudo-Navigazione Generale) | 2 | 4 | Carb. Acid | J. & E. Hall Ltd. | 1932 | Brine Slab Cork & Mineral Cotton | — | 72 | 8 | [illegible] |
| Conte Grande | [illegible] | [illegible] | "Italia" (Flotta Riunita Italia-Lloyd Sabaudo-Navigazione Generale) | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1928 | Brine Granulated Cork | — | 90 | 8 | [illegible] |
| Conte Rosso | [illegible] | [illegible] | "Italia" (Flotta Riunita Italia-Lloyd Sabaudo-Navigazione Generale) | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1929 | Brine Cork Slab | — | 94 | 8 | [illegible] |
| Conte Verde | [illegible] | [illegible] | "Italia" (Flotta Riunita Italia-Lloyd Sabaudo-Navigazione Generale) | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1922 | Brine Granulated Cork | — | 94 | 8 | [illegible] |
| Coniness | [illegible] | [illegible] | Vassos Bros. Ltd. | 2 | 2 | Carb. Acid | Rodgers & Brown Ltd. | 1930 | Brine & Air Cork | [illegible] | 110 | 8 | [illegible] |
| Cooperatania | [illegible] | | Berwinglee | 2 | 4 | Carb. Acid | A. & W. Thomson Ltd. Helensburgh. | 1929 | Brine Slab & Granul. Cork | — | 80 | 8 | [illegible] |

# LISTE DES NAVIRES POURVUS DE MACHINES FRIGORIFIQUES—*suite.*

**Navires ayant une capacité de 80.000 pieds cubes et au delà y compris les navires possédant le Lloyd's R.M.C. (Certificat du Lloyd's Register pour Appareils Frigorifiques).**

| NOM DU NAVIRE | Tonnage Brut | Association et Date de la dernière visite des appareils frigorifiques et de leurs installations | ARMATEURS | MACHINES FRIGORIFIQUES: Nombre d'hélices | Nombre de compartiments | Système | Fabricant | Date des mises frigorifiques | Nombre de kilogrammes d'acide carbonique | FUMIGATION: Date [illegible] | Nombre de pieds cubes [illegible] | CHAMBRES FRIGORIFIQUES: Nombre | Capacité |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cappagana | [illegible] | | United Fruit S.S. Co. (United Fruit Co. Agts.) | 2 | 4 | Carb. Acid | J. & E. Hall Ltd. | 1917 | [illegible] | — | 79 | 8 | [illegible] |
| Capito | [illegible] | [illegible] | [illegible] | 2 | 4 | Carb. Acid | J. & E. Hall Ltd. | 1919 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Caracas | [illegible] | [illegible] | [illegible] | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1922 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Cordillera | [illegible] | [illegible] | [illegible] | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1921 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Corfu | [illegible] | [illegible] | P. & O. Steam Nav. Co. | 2 | 4 | Carb. Acid | J. & E. Hall Ltd. | 1921 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Corinalda | [illegible] | [illegible] | [illegible] | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1921 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Cornwall | [illegible] | [illegible] | [illegible] | 2 | 2 | Carb. Acid | [illegible] | 1920 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Coronado | [illegible] | | [illegible] | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1915 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Corrales | [illegible] | | [illegible] | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1919 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Corrientes | [illegible] | [illegible] | [illegible] | 2 | 2 | Carb. Acid | [illegible] | 1920 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Cortona | [illegible] | [illegible] | [illegible] | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1920 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Cobalt | [illegible] | | United States Shipping Board | 2 | 4 | Carb. Acid | [illegible] | 1919 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Cristales | [illegible] | | [illegible] | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1926 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Cumberland | [illegible] | [illegible] | [illegible] | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1924 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Cuyamaya | [illegible] | | [illegible] | 2 | 2 | Carb. Acid | [illegible] | 1914 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Cyprian Prince | [illegible] | [illegible] | Prince Line, Ltd. (Furness, Withy & Co. Ltd. Agts.) | 1 | 1 | Carb. Acid | J. & E. Hall Ltd. | 1926 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Dameterdijk | [illegible] | [illegible] | [illegible] | 4 | 8 | Carb. Acid | J. & E. Hall Ltd. | 1930 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Darien | [illegible] | | [illegible] | 2 | 4 | Carb. Acid | J. & E. Hall Ltd. | 1924 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Darro | [illegible] | | [illegible] | 4 | 4 | Carb. Acid | J. & E. Hall Ltd. | 1912 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Dart | [illegible] | [illegible] | [illegible] | 2 | 2 | Ammonia | [illegible] | 1912 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Delftdijk | [illegible] | [illegible] | [illegible] | 4 | 4 | Carb. Acid | J. & E. Hall Ltd. | 1929 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Delphin | [illegible] | [illegible] | [illegible] | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1929 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Demerara | [illegible] | | [illegible] | 4 | 4 | Carb. Acid | J. & E. Hall Ltd. | 1912 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Demosthenes | [illegible] | | [illegible] | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1913 | [illegible] | — | [illegible] | [illegible] | [illegible] |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

**Vessels having a capacity of 80,000 cubic feet and over, and including all vessels holding Lloyd's R.M.C.**

| Vessel's Name | Gross Tonnage | Situation and Date of Last Survey of Refrigerating Appliances | Owners | Refrigerating Machinery: No. of Units | No. of Compressors | Symbols | Makers | Date of Installation | System of Refrigeration (i.e. Employing Gas Compressors) | Power: Gross & Nominal Horse Power of one Engine and Boiler | Capacity per 24 Hours | Insulated Cargo Chambers: No. | Capacity |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Demerara | 11473 | [illegible] | Royal Mail Lines, Ltd. | 4 | 4 | Carb. Anhy. | J. & E. Hall, Ltd. | 1912 | Brine Cork | — | 150 | 66 | 90[illegible] |
| Desirade | 9643 | | Chargeurs Réunis | 2 | 2 | Carb. Anhy. | Delaunay Belleville | 1921 | Brine Gross Cork Silicate Cotton | — | 110 | 14 | 84[illegible] |
| Desna | 11464 | [illegible] | Royal Mail Lines, Ltd. | 4 | 4 | Carb. Anhy. | J. & E. Hall, Ltd. | 1912 | Brine Cork | — | 150 | 66 | 90[illegible] |
| Devon | 9916 | [illegible] | Peninsular & Nav. Co. Ltd. | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1915 | Brine Cork & Silicate Cotton | — | 150 | 14 | 8[illegible] |
| Devon | 1364 | [illegible] | Royal Mail Lines, Ltd. | 2 | 2 | Ammonia | Liverpool Refrigeration Co. Ltd. | 1914 | Brine Granulated Cork | — | 30 | 4 | [illegible] |
| Dinteldijk | 9699 | [illegible] | Holland-Amerika Lijn | 3 | 3 | Carb. Anhy. | J. & E. Hall, Ltd. | 1922 1925 | Brine & Air Cork Slabs & Granulated Cork Cement Finished | — | 90 | 9 | 176,[illegible] |
| Dalsjöt | 3071 | | Svenska Ost | 2 | 2 | Ammonia | Rodman Foundry & Eng. Co. Ltd. | 1915 | Brine Granulated Cork & Granulated Cotton | — | 30 | 4 | [illegible] |
| Donax | [illegible] | [illegible] | Rotterdamsche Lloyd | 2 | 2 | Carb. Anhy. | A. Ind. Fortuna A.G. | 1929 | Brine & Air Slab Cork | — | 22 | 4 | [illegible] |
| Doris Star | [illegible] | [illegible] | Eastmann Ltd. (Shuttar Line, Ltd. Agts.) | 2 | 2 | Carb. Anhy. | Rodman Foundry & Eng. Co. Ltd. | 1921 | Brine & Air Cork & Silicate Cotton | — | 140 | [illegible] | [illegible] |
| Drechtdijk | 9326 | [illegible] | Holland-Amerik. Stoom. Maats. (Holland-Amerika Lijn) | 3 | 3 | Carb. Anhy. | J. & E. Hall, Ltd. | 1922 1926 | Brine & Air Granulated Cork Cement Finished & Cork Slabs | — | 63 | 9 | 135,[illegible] |
| Duchessa d'Aosta | 7672 | [illegible] | Nav. Libera Triestina, S.A. | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1916 | Brine & Air Granulated Cork & Silicate Cotton | [illegible] | 110 | 4 | [illegible] |
| Dulcie | 14281 | [illegible] | Dodia Ghana Bombay Cassim Lloyd Salvado Refrigerante (Lisbon) | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1929 | Brine Slab Cork Cement Lined | — | 90 | 2 | [illegible] |
| Dunbar Castle | 10602 | | Union Castle Mail S.S. Co. Ltd. | 3 | 6 | Carb. Anhy. | J. & E. Hall, Ltd. | 1929 | Brine & Air Cork | — | 90 | 3 | 97,[illegible] |
| Dunster Grange | 9494 | [illegible] | Houlder Line, Ltd. (Houlder Bros. & Co. Ltd. Agts.) | 2 | 4 | Carb. Anhy. | J. & E. Hall, Ltd. | 1929 | Brine Granulated Cork | — | 100 | 52 | 5[illegible] |
| Duquesa | 6631 | [illegible] | Furness Houlder Argentine Lines, Ltd. | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1918 | Brine Cork & Silicate Cotton | — | 136 | 14 | 407,[illegible] |
| Eastern Prince | 10916 | [illegible] | Friendship Ltd. (Furness, Withy & Co. Ltd. Agts.) | 3 | 6 | Carb. Anhy. | J. & E. Hall, Ltd. | 1929 | Brine & Air Granulated Cork & Silicate Cotton | [illegible] | 60 | 8 | 148,[illegible] |
| Ebro | 8140 | [illegible] | Pacific Steam Nav. Co. | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1912 | Brine Cork & Silicate Cotton | — | 80 | 8 | 35,[illegible] |
| Ebro | 3522 | [illegible] | M. M. de Pinillos | 1 | 1 | Ammonia | Balzer Bros. | 1929 | Brine & Air Slab Cork | [illegible] | 45 | 1 | 18,[illegible] |
| Edda | 6107 | [illegible] | Nav. Libera Triestina, S.A. | 6 | 6 | Carb. Anhy. | Liverpool Refrigeration Co. Ltd. J. & E. Hall, Ltd. | 1916 1921 | Brine & Air Granulated Cork & Silicate Cotton | [illegible] | 70 | 11 | 207,[illegible] |
| Edinburgh Castle | 12325 | | Union Castle Mail S.S. Co. Ltd. | 2 2 | 2 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1911 1929 | Brine & Air Silicate Cotton & Cork | — | 42 66 | 10 | 103,[illegible] |
| Edith | 1346 | | J. Lauritzen | 1 | 2 | Ammonia | A/S Atlas Maskinfabrik | 1932 | Air Granulated Cork | [illegible] | — | 3 | 105,[illegible] |
| Eendijk | 7655 | [illegible] | Holland-Amerik. Stoom. Maats. (Holland-Amerika Lijn) | 2 | 2 | Carb. Anhy. | N. Koninyne | 1917 | Brine & Air Granulated Cork | [illegible] | 60 | 4 | 80,[illegible] |
| El Argentino | 9501 | [illegible] | British & Argentine Steam Nav. Co. Ltd. | 2 | 4 | Carb. Anhy. | J. & E. Hall, Ltd. | 1929 | Brine Granulated Cork | — | 100 | 60 | 5[illegible] |
| El Paraguayo | 8308 | [illegible] | Houlder Line, Ltd. (Houlder Bros. & Co. Ltd. Agts.) | 2 | 2 | Carb. Anhy. | Rodman Foundry & Eng. Co. Ltd. | 1912 | Brine Silicated Cork | — | 136 | 60 | 417,[illegible] |

# LISTE DES NAVIRES POURVUS DE MACHINES FRIGORIFIQUES—*suite.*

**Navires ayant une capacité de 80.000 pieds cubes et au dela y compris les navires possédant le Lloyd's R.M.C. (Certificat du Lloyd's Register pour Appareils Frigorifiques).**

| NOM DU NAVIRE. | Tonnage Brut. | Immatriculation et date de la première Cales des appareils frigorifiques et de leurs modifications. | ARMATEURS | MACHINES FRIGORIFIQUES. Nombre de cylindres. | Nombre de condenseurs. | Système. | Fabricants. | Date de mise en service. | Nombre et dimensions des cylindres frigorifiques. | FONDAGE. Poids [illegible] | Poids de glace [illegible] | CHAMBRES FRIGORIFIQUES. Nombre. | Capacité. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| El Uruguayo | 4361 | | [illegible] S.S. Co. Ltd. | 2 | 2 | Carb. Acide | J. & E. Hall Ltd. | 1913 | Brine Carb. | — | 100 | 43 | [illegible] |
| Elizabethville | [illegible] 8.132 | [illegible] | The Morrison Steamship Co. Ltd. (Agents: Morrison Steamship Company, Sydney.) | 2 | 2 | Carb. Acide | J. & E. Hall Ltd. | 1911 | Brine Carb. | — | 11 | 4 | [illegible] |
| Elsa | 1600 | | J. Lauritzen | 1 | 2 | Ammoniac | A/S Atlas Maskinfabrik | 1922 | Air Compressed Carb. | [illegible] | — | | [illegible] |
| Elstree Grange | 4500 | [illegible] | Houlder Bros. & Co. Ltd. (Houlder Bros. & Co. Ltd. Mgrs.) | 2 | 2 | Carb. Acide | J. & E. Hall Ltd. | 1910 | Brine Carb. | — | 100 | 80 | [illegible] |
| Empire Star | 7190 | [illegible] | Union Cold Storage Co. Ltd. (Houlder Lines Ltd. Mgrs.) | 2 | 2 | Ammoniac | Liverpool Refrigeration Co. Ltd. | 1920 | Brine Compressed Carb. | — | [illegible] | 76 | [illegible] |
| Erin | 3730 | [illegible] | Bristol S.S. Co. Ltd. | 2 | 2 | Carb. Acide | J. & E. Hall Ltd. | 1922 | Air Carb. | [illegible] | [illegible] | 14 | [illegible] |
| Erna | 1500 | | J. Lauritzen | 1 | 2 | Ammoniac | A/S Atlas Maskinfabrik | 1922 | Air Compressed Carb. | [illegible] | — | 4 | [illegible] |
| Esparta | 3181 | | Cadet Frères & Co. (Cadet Frères & Co. Mgrs.) | 1 | 2 | Ammoniac | Tod & Rossiter Engineering Co. | 1914 | Brine & Air Compressed Carb. (Spontaneous) | — | [illegible] | 1 | [illegible] |
| Esperance Bay | 11174 | [illegible] | White Star Line Ltd. (A. Thompson & Co. Ltd. Mgrs.) | 2 | 2 | Carb. Acide | J. & E. Hall Ltd. | 1922 | Brine & Air Carb. Compressed | — | 110 | 13 | [illegible] |
| Essequibo | 8400 | [illegible] | Pacific Steam Nav. Co. | 2 | 2 | Carb. Acide | J. & E. Hall Ltd. | 1914 | Brine Carb. | — | [illegible] | 1 | [illegible] |
| Este | 7911 | [illegible] | Deutsche Ostafrika Linie | 2 | 2 | Carb. Acide | Atlas Werke A.G. | 1920 | Brine & Air Compressed Carb. | — | 40 | 1 | [illegible] |
| Eubea | 3645 | [illegible] | Chargeurs Réunis | 2 | 2 | Carb. Acide | Sulzer Bros. Ltd. | 1921 | Brine Carb. | — | 140 | 14 12 | [illegible] |
| Europa | 9271 | [illegible] | A/S Det Sydamerikanske Linie (Copenhagen) | 2 | 4 | Carb. Acide | Atlas Werke A.G. | 1921 | Brine & Air Compressed Carb. | [illegible] | [illegible] | 1 | [illegible] |
| Felix Dzerjinsky | 3242 | | Sovrengflot | 2 | 4 | Carb. Acide | Burmeister & Co. | 1929 | Brine Compressed Carb. | — | 90 | | [illegible] |
| Felix | 6023 | [illegible] | Rio Libera Transoceanica S.A. | 1 | 1 | Carb. Acide | J. & E. Hall Ltd. | 1926 | Brine & Air Carb. | [illegible] | 15 | 1 | [illegible] |
| Feltre | 6301 | [illegible] | Rio Libera Transoceanica S.A. | 1 | 1 | Carb. Acide | J. & E. Hall Ltd. | 1927 | Brine & Air Carb. | [illegible] | 15 | 1 | [illegible] |
| Flandria | 10171 | [illegible] | N.V. Koninklijke Hollandsche Lloyd | 1 | 2 | Carb. Acide | J. & E. Hall Ltd. | 1924 | Brine | — | 15 | 1 | [illegible] |
| Florida | 8881 | | Société Anonyme d'Exploitation Mat. & Vap. | 2 | 2 | Carb. Acide | J. & E. Hall Ltd. | 1926 | Brine Compressed Carb. | [illegible] | 90 | 8 | [illegible] |
| Fordsdale | 5949 | [illegible] | White Star Line Ltd. (A. Thompson & Co. Ltd. Mgrs.) | 2 | 2 | Carb. Acide | Liverpool Refrigeration Co. Ltd. | 1924 | Brine & Air Compressed Carb. | — | 90 | 10 | [illegible] |
| Formose | 5975 | [illegible] | Chargeurs Réunis | 1 2 | 1 2 | Carb. Acide | J. & E. Hall Ltd. Sylv. & Humblot | 1924 1921 | Brine Compressed Carb. | — | 110 [illegible] | 11 | [illegible] |
| Fort St. George | 7765 | [illegible] | Brunswick West Indian S.S. Co. Ltd. | — | 2 1 | Carb. Acide Carb. Acide | Tod & Rossiter Co. J. & E. Hall Ltd. | 1919 1911 | Brine Brine & Air Carb. | — | 40 42 | 6 | [illegible] |
| Foylebank | 5568 | [illegible] | Bank Line Ltd. (A. Weir & Co. Mgrs.) | 1 | 2 | Carb. Acide | J. & E. Hall Ltd. | 1920 | Brine & Air Carb. | [illegible] | 10 | 8 | [illegible] |
| Franconia | [illegible] | [illegible] | Cunard S.S. Co. Ltd. | 2 | 2 | Carb. Acide | Liverpool Refrigeration Co. Ltd. | 1913 | Brine Carb. | — | 44 | 10 | [illegible] |
| Franco Star | 7300 | [illegible] | [illegible] | 2 | 2 | Carb. Acide | J. & E. Hall Ltd. | 1917 | Brine Carb. Compressed | — | 140 | 12 | [illegible] |
| Frigoríficos Grale. grayrión No. 1 | 7[illegible] | [illegible] | Frigoríficos Nacionales Sociedad Anónima | 2 | 6 | Ammoniac | Linde's Eismaschinen A.G. | 1911 | Brine Compressed Carb. | — | 11 | 8 | [illegible] |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

**Vessels having a capacity of 50,000 cubic feet and over, and including all vessels holding Lloyd's R.M.C.**

| Vessel's Name | Gross Tonnage | Nature and Date of Last Survey of Refrigerating Installation | Owners | Refrigerating Machinery: No. of Units | No. of Compartments | Primary | Makers | Date of Construction | Purpose of Refrigerating or Cooling the Cargoes | Power: Capacity of Refrigerating Machinery per 24 Hours | Insulated Cargo Chambers: No. | Capacity |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pualjama | 4344 | [illegible] | Cory Group | 1 | 1 | Carb. Acid | [illegible] | [illegible] | Bilge Carb. Stow | — | 1 | [illegible] |
| Gaelic Star | [illegible] | [illegible] | Union Cold Storage Co. Ltd. (Blue Star Line Ltd. Agts.) | 2 | 2 | Carb. Acid | Hudson Foundry & Eng. Co. Ltd. | 1917 | Brine Carb. & Ethylene Cooling | — | [illegible] | [illegible] |
| Galilee "Casa Ortiz-Echague," see Supplementary list | 7912 | [illegible] | Houston Line & Rec. Co. Ltd. (Wilson Line) | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1913 | Brine Carb. & Ethylene Cooling | — | [illegible] | [illegible] |
| Garnet | 1447 | [illegible] | Greenock Ice & Cold Stor. Co. Ltd. | 1 | 1 | Carb. Acid | J. & E. Hall Ltd. | 1923 | Brine Spent Carb. & Ethylene Cooling | — | 7 | [illegible] |
| Gelria | [illegible] | [illegible] | N.V. Koninkl. Rotterdam Lloyd | 4 | 4 | Carb. Acid | J. & E. Hall Ltd. | 1920 | Brine Frozen and Cold | — | 31 | [illegible] |
| General Lee | 4722 | [illegible] | [illegible] | 4 | 4 | Carb. Acid | J. & E. Hall Ltd. | 1909 | Brine & Air Cold and Chamber | — | 100 | [illegible] |
| General Pershing | 4722 | [illegible] | [illegible] | 4 | 4 | Carb. Acid | J. & E. Hall Ltd. | 1909 | Brine & Air Cold and Chamber | — | 100 | [illegible] |
| General Sherman | 4722 | [illegible] | [illegible] | 4 | 4 | Carb. Acid | J. & E. Hall Ltd. | 1909 | Brine & Air Cold and Chamber | — | 100 | [illegible] |
| Georgic | [illegible] | [illegible] | Greenock Ice & Cold Stor. Co. Ltd. (Wilson Line) | 2 | 4 | Carb. Acid | J. & E. Hall Ltd. | 1921 | Brine & Air | — | 11 | [illegible] |
| Giulia | 3021 | [illegible] | Sociedade Tonelas Ellas | 1 | | Carb. Acid | J. & E. Hall Ltd. | 1925 | Brine Frozen and Cold Ethylene Cooling | — | 11 | [illegible] |
| Glaciera "Ballara," see Supplementary list | [illegible] | [illegible] | R. Dobie & Son Ltd. | 3 | 3 | Carb. Acid | [illegible] | 1921 | Brine Flash Cold | — | 12 | [illegible] |
| Glenamoy | ~~[illegible]~~ 7[illegible] | [illegible] | Glen Line Ltd. | 2 | 4-2 | Carb. Acid | J. & E. Hall Ltd. | 1916 | Brine Frozen and Cold | — | 10 | [illegible] |
| Glenapp | 9503 | [illegible] | Glen Line Ltd. | 2 | 4 | Carb. Acid | J. & E. Hall Ltd. | 1929 | Brine Frozen and Cold | — | 10 | [illegible] |
| Glenbeg | 9461 | [illegible] | Glen Line Ltd. | 2 | 4 | Carb. Acid | J. & E. Hall Ltd. | 1928 | Brine Frozen and Cold | — | 10 | [illegible] |
| Glengarry | 9460 | [illegible] | Glen Line Ltd. | 2 | 4 | Carb. Acid | J. & E. Hall Ltd. | 1928 | Brine Frozen and Cold | — | 10 | [illegible] |
| Glenlyffer | 9429 | [illegible] | Glen Line Ltd. | 1 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1915 | Brine Frozen and Cold | — | 10 | [illegible] |
| Glenogle | 9518 | [illegible] | Glen Line Ltd. | 2 | 4 | Carb. Acid | J. & E. Hall Ltd. | 1929 | Brine Frozen and Cold | — | 10 | [illegible] |
| Glenshiel | 9410 | [illegible] | Glen Line Ltd. | 2 | 4 | Carb. Acid | J. & E. Hall Ltd. | 1928 | Brine Frozen and Cold | — | 10 | [illegible] |
| Gothic Star | 5712 | [illegible] | Blue Star Line Ltd. | 2 | 2 | Ammonia | Linde British Refrigeration Co. Ltd. | [illegible] | Air Chamber, Meat Cold & Ethylene Cooling | [illegible] | 10 | [illegible] |
| Gracia | 5643 | [illegible] | Houston Line Ltd. (Houston Rec. Co. Ltd. Agts.) | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1924 | Brine & Air Ethylene Frozen and Cold | — | 10 | [illegible] |
| Grande-Terre | [illegible] 2[illegible] | [illegible] | Cie. Générale Transatlantique (Compagnie Générale Transatlantique, Agts.) | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1922 | Air Frozen & Cold | [illegible] | 10 | [illegible] |
| Greenbrier | 6722 | | Elder & Fyffe Ltd. | ... | ... | Carb. Acid | G. Kemper Eng. Co. | 1911 | Brine & Air Cold | — | [illegible] | [illegible] |
| Gregalia | [illegible] | [illegible] | Houston Line Ltd. (Houston Rec. Co. Ltd. Agts.) | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1929 | Brine & Air Frozen and Cold Ethylene Cooling | — | 10 | [illegible] |
| Grete | 1543 | | J. Lauritzen | 1 | 2 | Ammonia | A. Nielsen Kaldmaskinfb. | 1922 | Air Frozen and Cold | [illegible] | — | [illegible] |
| Greta | 9973 | [illegible] | Thompson & Sons | 2 | 2 | Carb. Acid | Dick & Kerr Ltd. | 1922 | Brine Frozen and Cold | — | 100 | [illegible] |
| Groningen | 1003 | [illegible] | Greenock Ice & Cold Stor. Co. Ltd. | 1 | 1 | Carb. Acid | J. & E. Hall Ltd. | 1927 | Air Frozen and Cold | — | 15 | [illegible] |

# LISTE DES NAVIRES POURVUS DE MACHINES FRIGORIFIQUES—suite.

**Navires ayant une capacité de 50.000 pieds cubes et au delà y compris les navires possédant le Lloyd's R.M.C. (Certificat du Lloyd's Register pour Appareils Frigorifiques).**

| NOM DU NAVIRE | Tonnage Brut | [illegible] | ARMATEURS | MACHINES FRIGORIFIQUES | | | | | [illegible] | [illegible] | | [illegible] | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Nombre | Nombre de compartiments | Système | Fabricants | Année de mise en service | | [illegible] | [illegible] | [illegible] | [illegible] |
| Guinée | 6109 | | [illegible] Shipping Board | 3 | — | Carb. Anhy. | York Manufacturing Co. York, Pa. | 1919 | Brine Calcium Chloride | — | 440 | 4 | [illegible] |
| Hakone Maru | 10420 | [illegible] | Nippon Yusen K.K. | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1921 | Brine Sodium Chloride | — | 14 | 4 | [illegible] |
| Hakoosan Maru | 6675 | [illegible] | Mitsui Bussan Kaisha, Ltd. | 1 | 1 | Carb. Anhy. | Kobe Steel Works | 1929 | Brine Salt | — | 94 | — | [illegible] |
| Hakoshi Maru | 10412 | [illegible] | Nippon Yusen K.K. | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1922 | Brine Sodium Chloride | — | 17 | 3 | [illegible] |
| Hakubasan Maru | 6920 | [illegible] | Mitsui Bussan Kaisha, Ltd. | 1 | 1 | Carb. Anhy. | Kobe Steel Works | 1929 | Brine Chloride | — | 94 | 4 | [illegible] |
| Hakusan Maru | 10390 | [illegible] | Nippon Yusen K.K. | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1923 | Brine Sodium Chloride | — | 17 | 3 | [illegible] |
| Hardwicke Grange | 9400 | [illegible] | Booker Line Ltd. (Booker Brothers Ltd. Agts.) | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1921 | Brine Calcium Chloride Sodium Chloride | — | 1.00 | 40 | 176,787 |
| Harima Maru | 10421 | [illegible] | Nippon Yusen K.K. | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1922 | Brine Sodium Chloride | — | 17 | 3 | [illegible] |
| Harsi | 7230 | [illegible] | Nordeutscher Lloyd | 2 | 2 | Carb. Anhy. | A.G. Weser (vorm. A.G. Vulcan) | 1929 | Brine Calcium Chloride | [illegible] | 91 | 1 | [illegible] |
| Hector | 11180 | | Donald R. Co. Ltd. (A. Robb & Co. Agts.) | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1924 | Brine Chloride | — | 49 | 1 | [illegible] |
| Heian Maru | 11616 | [illegible] | Nippon Yusen K.K. | 2 | 4 | Carb. Anhy. | A/B Thomas Tho. Sabroe & Co. | 1930 | Brine Sodium Chloride | — | 94 | 1 | [illegible] |
| Helga | 1305 | | J. Leerstaat | 2 | 4 | Ammonia | A/B Atlas Maskinfabrik | 1922 | [illegible] | [illegible] | — | 1 | [illegible] |
| Henri Jasper | 2744 | [illegible] | Cie. Maritime Belge (Lloyd Royal) Rue Aren. (Agence Maritime Internationale, Agts.) | 2 | 2 | Carb. Anhy. | Atlas-Werke A.G. | 1929 | Brine Magnesium Chloride | [illegible] | 74 | 1 | [illegible] |
| Horus | 1314 | [illegible] | Donald R. Co. Ltd. | 1 | 1 | Carb. Anhy. | J. & E. Hall, Ltd. | 1929 | Brine Chloride | — | 4 | 1 | [illegible] |
| Hertford | 10922 | [illegible] | Federal Sta. Nav. Co. Ltd. | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1922 | Brine Calcium Chloride | — | 104 | 10 | [illegible] |
| Highland Brigade | 14181 | [illegible] | Royal Mail Lines, Ltd. | 3 | 4 | Ammonia | Liverpool Refrigeration Co. Ltd. | 1929 | Brine Calcium Chloride | — | 800 | [illegible] | [illegible] |
| Highland Chieftain | 14181 | [illegible] | Royal Mail Lines, Ltd. | 3 | 4 | Ammonia | J. & E. Hall, Ltd. | 1929 | Brine Brine Chloride Calcium Chloride | — | 800 | [illegible] | [illegible] |
| Highland Monarch | 14187 | [illegible] | Royal Mail Lines, Ltd. | 3 | 4 | Ammonia | Liverpool Refrigeration Co. Ltd. | 1929 | Brine Chloride Calcium Chloride | — | 800 | [illegible] | [illegible] |
| Highland Patriot | 14187 | [illegible] | Royal Mail Lines, Ltd. | 3 | 4 | Ammonia | J. & E. Hall, Ltd. | 1932 | Brine Brine Chloride Calcium Chloride | — | 800 | [illegible] | [illegible] |
| Highland Princess | 14229 | [illegible] | Royal Mail Lines, Ltd. | 3 | 4 | Ammonia | J. & E. Hall, Ltd. | 1930 | Brine Brine Chloride Calcium Chloride | — | 800 | [illegible] | [illegible] |
| Highland Warrior | 6443 | [illegible] | Royal Mail Lines, Ltd. | 3 | 3 | Ammonia | Liverpool Refrigeration Co. Ltd. | 1931 | Brine Brine Chloride Calcium Chloride Chloride | — | 115 | [illegible] | [illegible] |
| Hikawa Maru | 11622 | [illegible] | Nippon Yusen K.K. | 2 | 4 | Carb. Anhy. | A/B Thomas Tho. Sabroe & Co. | 1930 | Brine Sodium Chloride | — | 94 | 4 | [illegible] |
| Himalaya | 6240 | [illegible] | Royal Dutch Lines | 1 | 1 | Carb. Anhy. | G. Haas | 1930 | Brine Chloride | — | 5 | 1 | [illegible] |
| Hiye Maru | 11681 | [illegible] | Nippon Yusen K.K. | 2 | 4 | Carb. Anhy. | A/B Thomas Tho. Sabroe & Co. | 1930 | Brine Sodium Chloride | — | 94 | 1 | [illegible] |
| Hobart's Bay | 14190 | [illegible] | White Star Line Ltd. (J. Thompson & Co. Ltd. Agts.) | 3 | 3 | Carb. Anhy. | Liverpool Refrigeration Co. Ltd. | 1932 | [illegible] | — | 510 | 10 | [illegible] |
| Hokkai Maru | 6410 | [illegible] | Nippon Yusen K.K. | 2 | 1 | Carb. Anhy. | Mitsubishi Heavy Industries Ltd. | 1932 | Brine Sodium Chloride | — | 11 | 3 | [illegible] |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

**Vessels having a capacity of 80,000 cubic feet and over, and including all vessels holding Lloyd's R.M.C.**

| Vessel's Name | Tonnage | Owners and Date of Last Survey of Refrigerating Appliances | Owners | Refrigerating Machine: No. of Units | No. of Compartments | System | Makers | Date of Construction | Nature of Refrigerating Gas Employing Its Characteristic | Power: Power of Refrigerating Plant | Power: Horse-power of Main Engines | Insulated Cargo Chambers: No. | Insulated Cargo Chambers: Capacity |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Kakuroku Maru | [illegible] | [illegible] | [illegible] S.S. | 2 | 2 | Carb. Anhy. | [illegible] Works | 1930 | Brine Slab Cork | — | 34 | 4 | [illegible] |
| Herstine | 7961 | [illegible] | Shaw, Savill & Albion Co. Ltd. | 2 | 2 | Carb. Anhy. | Liverpool Refrigeration Co. Ltd. | 1924 | Brine & Air Grass Cork & Slab Cork | — | 114 | 6 | [illegible] |
| Hororata | [illegible] | [illegible] | New Zealand Shipping Co. Ltd. | 2 | 2 | Ammonia | Hudson Foundry & Eng. Co. Ltd. | 1924 | Air & Brine Silvered Cotton Granulated Cork | [illegible] | 170 | 8 | [illegible] |
| Huntingdon | 10946 | [illegible] | Palmolive Sat. Co. Ltd. | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1923 | Brine Granulated Cork & Silvered Cotton | — | 100 | 10 | 441,262 |
| Hurunui | 8815 | [illegible] | New Zealand Shipping Co. Ltd. | 2 | 2 | Carb. Anhy. | Hudson Foundry & Eng. Co. Ltd. | 1922 | Brine Granulated Cork & Silvered Cotton | — | 100 | 8 | [illegible] |
| Idomeneus | 7842 | | Union Steam S.S. Co. Ltd. (A. Rodd & Co. Mgrs.) | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1926 | Brine & Air Cork | — | 40 | 6 | 117,770 |
| India | 9642 | [illegible] | Aktien. Deutscher Lloyd Dampfer | 2 | 2 | Carb. Anhy. | A/S Thomas Tu. Sabro & Co. | 1926 | Brine & Air Grass Cork | [illegible] | 41 | 6 | [illegible] |
| Ionic | 12552 | [illegible] | Oceanic Steam Nav. Co. Ltd. (White Star Line) | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1902 | Brine Silvered Cotton | — | | 10 | 707,436 |
| Ionic Star | 5596 | [illegible] | Union Cold Storage Co. Ltd. (Stockbar Line Ltd. Mgrs.) | 2 | 2 | Carb. Anhy. | Hudson Foundry & Eng. Co. Ltd. | 1917 | Brine Cork & Silvered Cotton | — | 144 | 10 | [illegible] |
| Irishbank | [illegible] | [illegible] | The Bank Line Ltd. (A. Weir & Co. Mgrs.) | 1 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1920 | Air & Brine Granulated Cork & Slab Cork | [illegible] | 17 | 8 | 18,000 |
| Isar | 9024 | [illegible] | Norddeutscher Lloyd | 2 | 2 | Carb. Anhy. | Atlas-Werke A.G. | 1929 | Brine & Air Slab Cork | — | 31 | 6 | 41,371 |
| Jamaica Merchant | 7420 | [illegible] | Jamaica Direct Fruit Line Ltd. (Kaye, Son & Co. Ltd. Mgrs.) | 1 | 2 | Ammonia | Liverpool Refrigeration Co. Ltd. | 1911 | Air Charcoal Silvered Cotton & Cork | [illegible] | 300 | 6 | 341,030 |
| Jamaica Pioneer | 5043 | [illegible] | Jamaica Banana Producers S.S. Co. Ltd. (Kaye, Son & Co. Ltd. Mgrs.) | 2 | 2 | Ammonia | Liverpool Refrigeration Co. Ltd. | 1921 | Air Grass Cork | [illegible] | 450 | 6 | 700,000 |
| Jamaica Planter | 7482 | [illegible] | Jamaica Direct Fruit Line Ltd. (Kaye, Son & Co. Ltd. Mgrs.) | 2 | 2 | Ammonia | Liverpool Refrigeration Co. Ltd. | 1911 | Air Charcoal Silvered Cotton & Cork | [illegible] | 300 | 6 | 343,000 |
| Jamaica Producer | 7477 | [illegible] | Jamaica Direct Fruit Line Ltd. (Kaye, Son & Co. Ltd. Mgrs.) | 2 | 2 | Ammonia (Compressor) | Liverpool Refrigeration Co. Ltd. | 1910 | Air Charcoal, Silvered Cotton & Cork | [illegible] | 300 | 6 | 336,426 |
| Jamaica Progress | 5551 | [illegible] | Jamaica Banana Producers S.S. Co. Ltd. (Kaye, Son & Co. Ltd. Mgrs.) | 2 | 2 | Ammonia | Liverpool Refrigeration Co. Ltd. | 1922 | Brine & Air Granulated Cork | [illegible] | 150 | 6 | 337,000 |
| Jamaica Settler | 7206 | [illegible] | Jamaica Direct Fruit Line Ltd. (Kaye, Son & Co. Ltd. Mgrs.) | 2 | 2 | Ammonia | Liverpool Refrigeration Co. Ltd. | 1910 | Air Charcoal, Silvered Cotton & Cork | [illegible] | 300 | 6 | 341,000 |
| Jamaique | 10125 | [illegible] | Chargeurs Réunis | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1922 | Brine Grass Cork | — | 100 | 10 | 110,262 |
| Jervis Bay | 14164 | [illegible] | White Star Line Ltd. (A. Thompson & Co. Ltd., Mgrs.) | 2 | 2 | Carb. Anhy. | Liverpool Refrigeration Co. Ltd. | 1922 | Brine & Air Granulated Cork | — | 110 | 12 | 300,017 |
| John Bakke | 4740 | [illegible] | A/S A/S Jasmine (Lauritz K. Knudsen & A.S. Mgr.) | 2 | 4 | Carb. Anhy. | A/S Brummen Jernstøberi Skibsverksted | 1929 | Brine & Air Granulated Cork | [illegible] | 16 | 8 | 48,000 |
| Justin | 6055 | [illegible] | Norddeutscher Lloyd | 1 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1919 | Brine & Air Charcoal | — | 10 | 4 | 80,347 |
| Kangaroo | 4428 | [illegible] | Government of Western Australia | 2 | 4 | Ammonia | J. & E. Hall Ltd. | 1921 | Brine Cork | — | 71 | 8 | 70,424 |
| Kaslack | 1837 | | Union Cold Storage Co. Ltd. (Stockbar Line Ltd. Mgrs.) | 2 | 2 | Ammonia | Liverpool Refrigeration Co. Ltd. | 1916 | Brine Granulated Cork | — | 90 | 10 | 11,000 |
| Karamea | 8282 | [illegible] | Shaw, Savill & Albion Co. Ltd. | 2 | 4 | Carb. Anhy. | J. & E. Hall Ltd. | 1929 | Brine Granulated Cork | — | 300 | 10 | 499,400 |

# LISTE DES NAVIRES POURVUS DE MACHINES FRIGORIFIQUES — suite.

**Navires ayant une capacité de 50.000 pieds cubes et au delà y compris les navires possédant le Lloyd's R.M.C. (Certificat du Lloyd's Register pour Appareils Frigorifiques).**

| NOM DU NAVIRE. | Tonnage Brut. | Propriétaires ou Agents de la Société Propriétaire ou des Sociétés de Navigation | PROPRIÉTAIRES. | MACHINES FRIGORIFIQUES. Nombre de Machines. | Nombre de compartiments. | Système. | Fabrication. | Année de la mise en service. | Système 1er du compartiment de 1er Compartiment. Gaz Employés. | FONCTIONNEMENT. Nombre de jours de navigation par an. | Nombre de jours de navigation par jour. | CHARGEMENT FRIGORIFIQUE. Nb. | Capacité. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Karanja | [illegible] | [illegible] | [illegible] | 2 | 4 | Carb.-Ammy | J. & E. Hall Ltd. | [illegible] | Brine Carb. | — | [illegible] | 4 | [illegible] |
| Kastalia | [illegible] | [illegible] | [illegible] | 2 | 3 | Carb.-Ammy | J. & E. Hall Ltd. | [illegible] | Brine Carb. | — | [illegible] | 5 | [illegible] |
| Kenilworth Castle | [illegible] | | [illegible] | 2<br>1 | 3<br>1 | Carb.-Ammy | J. & E. Hall Ltd. | [illegible] | [illegible] | — | [illegible] | 11 | [illegible] |
| Kent | [illegible] | [illegible] | [illegible] | 2 | 3 | Carb.-Ammy | Liverpool Refrigeration Co. Ltd. | [illegible] | Brine Carb. | — | [illegible] | [illegible] | [illegible] |
| Kenya | [illegible] | [illegible] | [illegible] | 2 | 4 | Carb.-Ammy | J. & E. Hall Ltd. | [illegible] | Brine Carb. | — | [illegible] | 4 | [illegible] |
| Kerguelen | [illegible] | [illegible] | [illegible] | 2 | 3 | Carb.-Ammy | J. & E. Hall Ltd. | [illegible] | Brine [illegible] | — | [illegible] | [illegible] | [illegible] |
| Kia Ora | [illegible] | [illegible] | [illegible] | 2 | 3 | Carb.-Ammy | J. & E. Hall Ltd. | [illegible] | Brine [illegible] | — | [illegible] | 4 | [illegible] |
| Kinai Maru | [illegible] | [illegible] | [illegible] | 2 | 3 | Carb.-Ammy | Kawasaki Works | [illegible] | Brine Carb. | — | [illegible] | 4 | [illegible] |
| Kinderdijk | [illegible] | [illegible] | [illegible] | 2 | 3 | Carb.-Ammy | [illegible] | [illegible] | [illegible] Carb. | [illegible] | [illegible] | 4 | [illegible] |
| Kinta Nelson | [illegible] | [illegible] | [illegible] | 2 | 4 | Carb.-Ammy | T. T. Boiler Co. Ltd. | [illegible] | [illegible] | [illegible] | [illegible] | 8 | [illegible] |
| Koko Maru | [illegible] | [illegible] | [illegible] | 1 | 2 | [illegible] | [illegible] | [illegible] | Brine Carb. | — | [illegible] | 4 | [illegible] |
| Koreik | [illegible] | [illegible] | [illegible] | 2 | 2 | Carb.-Ammy | J. & E. Hall Ltd. | [illegible] | Brine [illegible] | — | [illegible] | 4 | [illegible] |
| Krakue | [illegible] | [illegible] | [illegible] | 1 | 2 | Ammonia | Liverpool Refrigeration Co. Ltd. | [illegible] | Brine [illegible] Carb. | — | [illegible] | 8 | [illegible] |
| Kraljica Marija | [illegible] | | [illegible] | 2 | 2 | Carb.-Ammy | J. & E. Hall Ltd. | [illegible] | Brine [illegible] | — | [illegible] | [illegible] | [illegible] |
| Kwanai Maru | [illegible] | [illegible] | [illegible] | 2 | 4 | Carb.-Ammy | A/S Thomas Ths. Sabsen & Co. | [illegible] | Brine Carb. | — | [illegible] | 4 | [illegible] |
| Kwasto Maru | [illegible] | [illegible] | [illegible] | 2 | 4 | Carb.-Ammy | A/S Thomas Ths. Sabsen & Co. | [illegible] | [illegible] | — | [illegible] | 3 | [illegible] |
| La Paria | [illegible] | | United Fruit S.S. Corp. (United Fruit Co. Agts.) | 2 | 4 | Carb.-Ammy | J. & E. Hall Ltd. | [illegible] | [illegible] Carb. | [illegible] | [illegible] | 3 | [illegible] |
| La Plata Maru | [illegible] | [illegible] | [illegible] | 2 | 2 | Carb.-Ammy | [illegible] | [illegible] | Brine Carb. | — | [illegible] | 4 | [illegible] |
| La Playa | [illegible] | | [illegible] (United Fruit Co. Agts.) | 2 | 4 | Carb.-Ammy | J. & E. Hall Ltd. | [illegible] | [illegible] Carb. | [illegible] | [illegible] | 7 | [illegible] |
| La Rosarina | [illegible] | [illegible] | [illegible] | 2 | 2 | Carb.-Ammy | J. & E. Hall Ltd. | [illegible] | Brine Carb. [illegible] | — | [illegible] | [illegible] | [illegible] |
| Laconia | [illegible] | [illegible] | [illegible] | 4 | 1 | Carb.-Ammy | J. & E. Hall Ltd. | [illegible] | Brine Carb. | — | [illegible] | [illegible] | [illegible] |
| Lady Rodney | [illegible] | [illegible] | Lady Rodney Ltd. (Canadian National Steamships) | 4<br>4 | 4<br>4 | Carb.-Ammy | J. & E. Hall Ltd. | [illegible] | [illegible] | [illegible] | [illegible] | 4 | [illegible] |
| Lady Somers | [illegible] | [illegible] | Lady Somers Ltd. (Canadian National Steamships) | 4<br>4 | 4<br>4 | Carb.-Ammy | J. & E. Hall Ltd. | [illegible] | Air [illegible] Brine [illegible] | — | [illegible] | 8 | [illegible] |
| Lagunbank | [illegible] | [illegible] | [illegible] | 1 | 2 | Carb.-Ammy | J. & E. Hall Ltd. | [illegible] | [illegible] | [illegible] | [illegible] | 3 | [illegible] |
| Lancastria | [illegible] | [illegible] | [illegible] | 2 | 2 | Carb.-Ammy | J. & E. Hall Ltd. | [illegible] | Brine Carb. | — | [illegible] | 8 | [illegible] |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

**Vessels having a capacity of 80,000 cubic feet and over, and including all vessels holding Lloyd's R.M.C.**

| Vessels' Name | Gross Tonnage | Number and Date of Last Survey of Refrigerating Appliances | Owners | Refrigerating Machinery: No. of Machines | No. of Compressors | Type | Makers | Date of Construction | Systems of Refrigerating and Insulating Chambers | Power: Cubic ft. Refrigerated per day (Cooled and Frozen) | Consumption per 24 hours | Insulated Cargo Chambers: No. | Capacity |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Largs Bay | 14181 | [illegible] | [illegible] | 2 | 2 | Carb. Amm. | J. & E. Hall Ltd. | 1921 | Brine & Air Cooled Cargo Cargo | — | [illegible] | 12 | [illegible] |
| Laura C. | 6181 | [illegible] | [illegible] | 1 | 1 | Carb. Amm. | J. & E. Hall Ltd. | 1925 | Brine Cooled Cargo Cargo | — | 91 | 9 | [illegible] |
| Laurita Swensen | 5721 | [illegible] | [illegible] | 2 | 4 | Carb. Amm. | A/B Thomas Tu. Schiff & Co. | 1930 | Brine & Air [illegible] Cooled | [illegible] | [illegible] | 6 | [illegible] |
| Leeuwarden | 1709 | [illegible] | [illegible] | 1 | 1 | Carb. Amm. | J. & E. Hall Ltd. | 1929 | Air [illegible] Cooled | — | 19 | | [illegible] |
| Lemu | 9154 | [illegible] | Bar Lines Trinidad, S.A. | 1 | 1 | Carb. Amm. | J. & E. Hall Ltd. | 1923 | Brine & Air [illegible] Cooled & Brine Cooled | 274,000 | 19 | 7 | [illegible] |
| Lempira | 2259 | | Royal S.S. Corp. & United Fruit Co. | 2 | 2 | Carb. Amm. | Harland & Wolff Eng. Co. Ltd. | 1914 | Air Cooled | [illegible] | 92 | 22 | [illegible] |
| Leopoldville | 11506 | [illegible] | Cie. Maritime Belge (Lloyd Royal Belge Lines) Agence Maritime Internationale | 2 | 4 | Carb. Amm. | E. Leleux | 1929 | Brine Dish Cooled with Cargo | — | 42 | 4 | [illegible] |
| Lessa | 4804 | [illegible] | Hamburg-Amerik. Packetf. Act. Ges. (Ham.-Amer. Line) | 2 | 4 | Ammonia | Maschf. "Germania" vorm. F. S. Schwalbe & Sohn | 1929 | Brine & Air [illegible] Cooled | [illegible] | 90 | 4 | [illegible] |
| Limerick | 8894 | [illegible] | United S.S. Co. of New Zealand Ltd. | 2 | 2 | Carb. Amm. | Harland & Wolff Eng. Co. Ltd. | 1925 | Brine [illegible] Cooled & Brine Cooled | — | 104 | 9 | [illegible] |
| Limon | 3295 | | United Fruit S. Corp. (United Fruit Co. Agts.) | 1 | 2 | Ammonia | York Manufacturing Co. | 1916 | Brine & Air Cooled & Chamber | — | 80 | 7 | [illegible] |
| Lipari | 3954 | [illegible] | Thompson Bros. | 2 | 2 | Carb. Amm. | Sulzer Bros. Ltd. | 1922 | Brine Cooled Cargo | — | 111 | 14 11 | [illegible] |
| Llandaff Castle | 10796 | | Union Castle Mail S.S. Co. Ltd. | 2 2 | 2 2 | Carb. Amm. | J. & E. Hall Ltd. | 1926 1932 | Brine & Air Cooled | — | 44 94 | 5 | [illegible] |
| Llandovery Castle | [illegible] | | Union Castle Mail S.S. Co. Ltd. | 2 2 | 2 2 | Carb. Amm. | J. & E. Hall Ltd. | 1925 1929 | Brine & Air Cooled | — | 42 80 | 5 | [illegible] |
| Llangibby Castle | 11353 | | Union Castle Mail S.S. Co. Ltd. | 3 | 3 | Carb. Amm. | J. & E. Hall Ltd. | 1929 | Brine & Air Cooled | — | 110 | 7 | [illegible] |
| Lochgoil | 9462 | [illegible] | Royal Mail Lines Ltd. | 4 | 5 | Carb. Amm. | J. & E. Hall Ltd. | 1922 1923 1927 | Brine & Air Cooled Cargo | [illegible] | 78 | 11 | [illegible] |
| Lochkatrine | 9409 | [illegible] | Royal Mail Lines Ltd. | 4 | 5 | Carb. Amm. | J. & E. Hall Ltd. | 1921 1924 1927 | Brine & Air Cooled Cargo Cargo | [illegible] | 78 | 11 | [illegible] |
| Lochmonar | 9412 | [illegible] | Royal Mail Lines Ltd. | 4 | 5 | Carb. Amm. | J. & E. Hall Ltd. | 1924 1925 1927 | Brine & Air Cooled Cargo & Brine Cooled Cargo, gr. Cooled Cargo | [illegible] | 78 | 11 | [illegible] |
| London Exchange | 5415 | [illegible] | Royal Steam Bat. Co. Ltd. / Furness, Withy & Co. Ltd. Mgrs. | 1 | 1 | Carb. Amm. | J. & E. Hall Ltd. | 1924 | Brine Cooled Cargo | — | 19 | 1 | [illegible] |
| London Merchant | 7909 | [illegible] | Royal Steam Bat. Co. Ltd. / Furness, Withy & Co. Ltd. Mgrs. | 1 | 1 | Carb. Amm. | J. & E. Hall Ltd. | 1922 1926 | Brine & Air Cooled & Air Cooled | — | 90 | 7 | [illegible] |
| Loodiana | 6027 | [illegible] | Bank Line Ltd. (A. Weir & Co. Mgrs.) | 1 | 2 | Carb. Amm. | J. & E. Hall Ltd. | 1930 | Air & Brine Cooled & Air Cooled | [illegible] | 32 | 7 | [illegible] |
| Loolia | 4150 | | United States Shipping Board | 2 | — | Ammonia | Frick Co. | 1919 | Brine Cooled Carb. & Carb. Board | — | 230 | 8 | [illegible] |
| Madras Maru | 3907 | [illegible] | Nippon Yusen K.K. | 1 | 1 | Carb. Amm. | Mitsubishi Jukogyo Kaisha | 1919 | Brine Carb. | — | | 4 | [illegible] |
| Mahana | 8740 | [illegible] | Shaw, Savill & Albion Co. Ltd. | 2 | 2 | Carb. Amm. | Harland & Wolff Eng. Co. Ltd. | 1917 | Brine & Brine Cooled & Carb. | — | 220 | 10 | [illegible] |
| Mahia | 7914 | [illegible] | Shaw, Savill & Albion Co. Ltd. | 2 | 2 | Carb. Amm. | Harland & Wolff Eng. Co. Ltd. | 1917 | Brine & Air Cooled Cargo & Brine Carb. | — | [illegible] | [illegible] 11 | [illegible] |
| Malella | 5524 | [illegible] | Bar Lines Trinidad, S.A. | 2 | 2 | Carb. Amm. | J. & E. Hall Ltd. | 1916 | Brine Cooled Carb. | — | 94 | 4 | [illegible] |

# LISTE DES NAVIRES POURVUS DE MACHINES FRIGORIFIQUES—*suite.*

**Navires ayant une capacité de 50.000 pieds cubes et au delà y compris les navires possédant le Lloyd's R.M.C. (Certificat du Lloyd's Register pour Appareils Frigorifiques).**

| Nom du navire | Tonnage brut | Dimensions et date de la dernière visite des appareils frigorifiques et de leurs installations | Armateurs | Machines frigorifiques: Nombre d'unités | Nombre de compartiments | Système | Fabricants | Date de la mise en service | Nature et lieu des produits à refroidir et à congeler des chambres | Pénétration: Plus grand espace en pieds cubes | Plus grande quantité de viande et poisson | Chambres réfrigérantes: No. | Capacité |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Maimoa | [illegible] | [illegible] | Shaw, Savill & Albion Co. Ld. | 2 | 2 | Carb. Acid | J. & E. Hall, Ld. | 1906 | Brine [illegible] | — | 190 | 10 | [illegible] |
| Maloja | [illegible] | [illegible] | P. & O. Stm. Nav. Co. | 4 | 4 | Carb. Acid | J. & E. Hall, Ld. | 1910 | Brine [illegible] | — | 190 | 19 | [illegible] |
| Mamari | 7979 | [illegible] | [illegible] Nav. Co. Ld. (Waterhouse Line) | 2 | 2 | Carb. Acid | J. & E. Hall, Ld. | 1911 | Brine [illegible] | — | | 17 | [illegible] |
| Manchester Brigade | [illegible] | [illegible] | Manchester Liners, Ld. | 1 | 1 | Carb. Acid | J. & E. Hall, Ld. | 1919 | Brine [illegible] | — | 14 | 4 | [illegible] |
| Manchester Citizen | [illegible] | [illegible] | Manchester Liners, Ld. | 1 | 1 | Carb. Acid | J. & E. Hall, Ld. | 1917 | Brine [illegible] | — | 14 | 4 | [illegible] |
| Manchester Commerce | [illegible] | [illegible] | Manchester Liners, Ld. | 1 | 1 | Carb. Acid | J. & E. Hall, Ld. | 1917 | Brine [illegible] | — | 14 | 4 | [illegible] |
| Manchester Division | [illegible] | [illegible] | Manchester Liners, Ld. | 1 | 1 | Carb. Acid | J. & E. Hall, Ld. | 1919 | Brine [illegible] | — | 14 | 4 | [illegible] |
| Manchester Producer | [illegible] | [illegible] | Manchester Liners, Ld. | 1 | 1 | Carb. Acid | J. & E. Hall, Ld. | 1919 | Brine [illegible] | — | 14 | 4 | [illegible] |
| Manchester Regiment | [illegible] | [illegible] | Manchester Liners, Ld. | 1 | 1 | Carb. Acid | J. & E. Hall, Ld. | 1919 | Brine [illegible] | — | 14 | 4 | [illegible] |
| Mangola | [illegible] | [illegible] | Burns, Philp & Co. Ld. | 1 | 1 | Ammonia | Linde Kältemaschinen Aktiengesellschaft | 1907 | Brine [illegible] | — | 14 | 4 | [illegible] |
| Manila Maru | [illegible] | [illegible] | Nippon Yusen K. K. | 1 | 1 | Carb. Acid | Mitsubishi Shipbuilding Kaisha | 1913 | Brine [illegible] | — | 14 | 1 | [illegible] |
| Manistee | 5909 | | Elder & Fyffes, Ld. | 2 | 2 | Carb. Acid | J. & E. Hall, Ld. | 1911 | Brine & Air [illegible] | — | 44 | 14 | [illegible] |
| Mannamara | [illegible] | | Elder & Fyffes, Ld. | 2 | 2 | Carb. Acid | J. & E. Hall, Ld. | 1910 | Brine & Air [illegible] | — | 44 | 4 | [illegible] |
| Mar Blanco | [illegible] | [illegible] | A. Zanchi | 2 | 2 | Carb. Acid | Harland & Wolff Engineering Co. Ld. | 1910 | Brine [illegible] | — | 194 | 8 | [illegible] |
| Marconi | 7400 | [illegible] | Liverpool, Brazil & River Plate S. S. Co. Ld. (Lamport & Holt Ld. Mgrs.) | 4 | 4 | Carb. Acid | J. & E. Hall, Ld. | 1916 | Brine [illegible] | — | 144 | 20 | [illegible] |
| Marella | 7473 | [illegible] | Burns, Philp & Co. Ld. | 1 | 1 | Ammonia | Harland & Wolff Eng. Co. Ld. & Willebrandt & Sparnaay, Ld. | 1921 | Brine [illegible] | — | 14 | 4 | [illegible] |
| Margaret Johnson | 5143 | [illegible] | Det. A/S Rederiet af A. Johnson, Kjøb. | 2 | 2 | Carb. Acid | A/S Burmeister & Wain's Skibsmaskinfabrik | 1925 | Air [illegible] | [illegible] | 47 | 8 | [illegible] |
| Maria | [illegible] | [illegible] | [illegible] Provinciale Stoomboot Maatschappij | 1 | 1 | Carb. Acid | J. & E. Hall, Ld. | 1924 | Brine [illegible] | — | 14 | 1 | [illegible] |
| Marquesas | [illegible] | [illegible] | Furness, Bridge & Argentine Lines, Ld. | 2 | 2 | Carb. Acid | J. & E. Hall, Ld. | 1919 | Brine [illegible] | — | 110 | 40 | [illegible] |
| Matakana | [illegible] | [illegible] | Shaw Savill & Albion Co. Ld. | 2 | 2 | Carb. Acid | J. & E. Hall, Ld. | 1911 | Brine [illegible] | — | [illegible] | [illegible] | [illegible] |
| Matatua | [illegible] | [illegible] | Shaw Savill & Albion Co. Ld. | 2 | 2 | Carb. Acid | J. & E. Hall, Ld. | 1923 | Brine [illegible] | — | 111 | 18 | [illegible] |
| Matina | 5909 | | Elder & Fyffes, Ld. | 2 | 2 | Carb. Acid | J. & E. Hall, Ld. | 1909 | Brine & Air [illegible] | — | 44 | 14 | [illegible] |
| Mayon | 5871 | [illegible] | Philippine Interinsular Steamship Co. | 1 | 2 | Carb. Acid | Harland & Wolff, Ld. | 1920 | Brine [illegible] | [illegible] | 11 | 4 | [illegible] |
| Mazatlan | 5900 | | Elder & Fyffes, Ld. | 2 | 2 | Carb. Acid | Harland & Wolff Engineering Co. Ld. | 1923 | [illegible] Carb. Acid | [illegible] | 110 | 7 | [illegible] |
| Meissonier | 7900 | [illegible] | [illegible] Ld. | 4 | 4 | Carb. Acid | J. & E. Hall, Ld. | 1913 | Brine [illegible] | — | 110 | 20 | [illegible] |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

**Vessels having a capacity of 80,000 cubic feet and over, and including all vessels holding Lloyd's R.M.C.**

| Vessel's Name | Gross Tonnage | Nationality and Port of Registry of Refrigerating Appliances | Owners | Refrigerating Machinery: No. of Cylinders | No. of Compressors | Symbols | Makers | Date of Completion | Systems of (1) Refrigeration (2) Ventilation (3) Circulation | Power: Indicated Horse Power | Power: Capacity in Tons | Insulated Cargo Chambers: No. | Insulated Cargo Chambers: Capacity |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Melbourne Mars | 5433 | [illegible] | Shaw, Savill & N. S. | 2 | 2 | Carb. Anhy. | A/B Thomas Tha Sulzer, Sdfa. | 1931 | Brine Hold Cork | — | 10 | 8 | 6,331 |
| Melisbeek | 5919 | [illegible] | Vereenigde Nederl. Scheepv. Maats. (Dominion Lijn—Koninklijke Maats. Holland-Amerika Lijn) N.V. Hgve. | 1 | 2 | Ammonia | S. Elsinger | 1922 | Brine & Air Granulated Cork | [illegible] | 14 | 5 | 32,406 |
| Menelaus | 6193 | | Ben. Line Steamers, Ltd. | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1924 | Brine Cork & Sawdust Cotton | — | 10 | 10 | 115,500 |
| Meru | 5000 | [illegible] | Commonwealth Nav. Co. Ltd. | 1 | 1 | Carb. Anhy. | J. & E. Hall, Ltd. | 1925 | Brine Granulated Cork | — | 12 | 1 | 7,850 |
| Merimas | 7671 | | Orient Steam N. Co. Ltd. & Hill & Co. (Hgve.) | 2 | 2 | Carb. Anhy. | Rodman Foundry & Eng. Co. Ltd. | 1922 | Brine Cork | — | 12 | 4 | 211,400 |
| Metapan | 4736 | | United Fruit S.S. Corp. (United Fruit Co. Hgve.) | 4 | 4 | Carb. Anhy. | J. & E. Hall, Ltd. | 1920 | Brine & Air Cork & Cork Chamber | — | 44 | 6 | 102,000 |
| Miami | 4499 | | Blue Funnel Line, Ltd. | 2 | 2 | Carb. Anhy. | S. Rempel & Co. Ltd. | 1914 | Brine & Air Cork | — | 172 | 7 | 250,000 |
| Middlesex | 8575 | [illegible] | Federal Nav. Co. Ltd. | 2 | 2 | Carb. Anhy. | Rodman Foundry & Eng. Co. Ltd. | 1920 | Brine Cork & Sawdust Cotton | — | 150 | 14 | 457,200 |
| Millais | 7300 | [illegible] | Liverpool, Brazil & River Plate S.S. Co. Ltd. (Lamport & Holt, Ltd. Hgve.) | 4 | 4 | Carb. Anhy. | J. & E. Hall, Ltd. | 1917 | Brine Cork & Sawdust Cotton | — | 144 | 22 | 441,107 |
| Modavia | 4828 | [illegible] | Prescilian Line, Ltd. (Prescilian Bros. Ltd. Hgve.) | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1927 | Brine & Air Gran. Cork & Sawdust Cotton | — | 76 | 8 | 104,750 |
| Moerdijk | 7811 | [illegible] | Rotterdam Lloyd N. V. Maats. Holland-Amerika Lijn) | 2 | 2 | Carb. Anhy. | Atlas Werke A. G. | 1918 | Brine & Air Granulated Cork | 3,000,000 | 94 | 4 | 62,000 |
| Moldanger | 7500 | | Wilh. Lorenzen Co. A. S. | 2 | 2 | Ammonia | A/B Thomas Tha Sulzer & Co. | 1933 | Cellular | — | — | 2 | 194,000 |
| Moldavia | 16556 | [illegible] | P. & O. Steam Nav. Co. | 4 | 4 | Carb. Anhy. | J. & E. Hall, Ltd. | 1927 | Brine & Air Granulated Cork | — | 300 | 7 | 704,000 |
| Moliere (Ex "Hela," see Supplementary list) | 7212 | [illegible] | Royal Mail Line, Ltd. | 4 | 4 | Carb. Anhy. | Rodman Foundry & Eng. Co. Ltd. | 1916 | Brine Cork & Sawdust Cotton | — | 112 | 20 | 225,000 |
| Monarch of Bermuda | 27424 | [illegible] | Furness, Withy & Co. Ltd. | 2 | 4 | Carb. Anhy. | J. & E. Hall, Ltd. | 1931 | Brine Granulated & Hold Cork | — | 80 | 7 | 71,000 |
| Monasore | 5900 | | Bombay Steam Shipping Board | 2 | — | Carb. Anhy. | Turk Boardmaking Co. | 1919 | Brine Sawdust Cotton | — | 300 | 8 | 607,000 |
| Mongolia | [illegible] | [illegible] | P. & O. Steam Nav. Co. | 4 | 4 | Carb. Anhy. | Rodman Foundry & Eng. Co. Ltd. | 1921 | Brine & Air Granulated Cork | — | 347 | 7 | 700,000 |
| Monowai | 10850 | [illegible] | Union S.S. Co. of New Zealand, Ltd. | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1930 | Brine Granulated Cork | — | 30 | 1 | 30,000 |
| Montclair | 4773 | | United States Shipping Board | 2 | — | Carb. Anhy. | Turk Boardmaking Co. | 1919 | Brine Sawdust Cotton | — | 150 | 7 | 318,707 |
| Montevideo Mars | 7267 | [illegible] | Shaw, Savill & N. S. | 2 | 2 | Carb. Anhy. | Blomsholm & N. S. | 1925 | Brine Hold Cork | — | 11 | 3 | 9,000 |
| Northland | 6796 | [illegible] | N. V. Koninklijke Nederlandsche Lloyd | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1921 | Brine Granulated Cork | — | 110 | 4 | 111,717 |
| Moultan | 10000 | [illegible] | P. & O. Steam Nav. Co. | 4-2 | 4 | Carb. Anhy. | J. & E. Hall, Ltd. | 1923 | Brine & Air Granulated Cork | — | 420 | 10 | 316,700 |
| Mopan | 5295 | | Elder & Fyffes, Ltd. | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1929 | Brine & Air Granulated Cork | — | 94 | 10 | 100,750 |
| Moreton Bay | 14143 | [illegible] | White Star Line, Ltd. (J. Thompson & Co. Ltd. Hgve.) | 2 | 2 | Carb. Anhy. | Liverpool Refrigeration Co. Ltd. | 1921 | Brine & Air Cement-lined Cork | — | 150 | 12 | 350,000 |
| Morro Castle | 11520 | | Atlantic Gulf & West Indies S.S. Lines | 2 | 2 | Ammonia | Brunswick Kronhelm Co. | 1930 | Brine Cork Board | — | | 11 | 115,200 |
| Motagua | 5995 | | Elder & Fyffes, Ltd. | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1912 | Brine & Air Cork | — | 70 | 14 | 140,000 |

# LISTE DES NAVIRES POURVUS DE MACHINES FRIGORIFIQUES—suite.

**Navires ayant une capacité de 80,000 pieds cubes et au delà y compris les navires possédant le Lloyd's R.M.C.**
(Certificat du Lloyd's Register pour Appareils Frigorifiques).

| NOM DU NAVIRE. | Tonnage Brut. | Emplacement des Soutes à Marchandises. | ARMATEURS. | MACHINES FRIGORIFIQUES. Nombre d'Unités. | Nombre de compartiments. | Système. | Fabricants. | Date du navire. | Nombre d'unités frigorifiques et système des machines. | FONDAGE. Poids moyen du fondage par tonne. | Poids total du fondage par navire. | CHAMBRES FRIGORIFIQUES. Nombre. | Capacité. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Moeria | 4967 | | [illegible] | 2 | 2 | Carb. Acide | J. & E. Hall, Ltd. | 1905 | [illegible] | — | [illegible] | 4 | 171,000 |
| Morlle | 7209 | | [illegible] | 4 | 4 | Carb. Acide | J. & E. Hall, Ltd. | 1911 | [illegible] | — | | 10 | [illegible] |
| "New Palos," see Supplement p. [illegible] | | | | | | | | | | | | | |
| Mons | [illegible] | | [illegible] | 4 | 4 | Carb. Acide | J. & E. Hall, Ltd. | 1910 | [illegible] | — | 125 | 7 | [illegible] |
| Nagara | 8791 | | [illegible] | 4 | 4 | Carb. Acide | Liverpool Refrigeration Co. Ltd. | 1919 | [illegible] | — | 140 | 12 | [illegible] |
| Naldera | 16000 | | [illegible] | 4 | 4 | Carb. Acide | [illegible] | 1919 | [illegible] | — | 97 | 8 | [illegible] |
| Nankai Maru | 8416 | | [illegible] | 2 | 4 | Carb. Acide | [illegible] | 1915 | [illegible] | — | 11 | 4 | [illegible] |
| Nankin | 7069 | | [illegible] | 2 | 2 | Carb. Acide | J. & E. Hall, Ltd. | 1911 | [illegible] | — | 80 | 4 | [illegible] |
| Naplet Star | 10000 | | [illegible] | 2 | 2 | Carb. Acide | [illegible] | 1917 | [illegible] | — | 171 | 10 | [illegible] |
| Narvuta | 8500 | | [illegible] | 2 | 2 | Carb. Acide | J. & E. Hall, Ltd. | 1920 | [illegible] | [illegible] | 144 | 10 | [illegible] |
| Narva | 8716 | | [illegible] | 4 | 4 | Carb. Acide | J. & E. Hall, Ltd. | 1919 | [illegible] | — | 140 | 10 | [illegible] |
| Narkunda | [illegible] | | [illegible] | 2 | 2 | Carb. Acide | J. & E. Hall, Ltd. | 1919 | [illegible] | — | 95 | 5 | [illegible] |
| Natia | 8715 | | [illegible] | 4 | 4 | Carb. Acide | J. & E. Hall, Ltd. | 1920 | [illegible] | — | 160 | 11 | [illegible] |
| Navasota | 8796 | | [illegible] | 4 | 4 | Carb. Acide | Liverpool Refrigeration Co. Ltd. | 1917 | [illegible] | — | 180 | 11 | [illegible] |
| Nebraska | 8503 | | [illegible] | 2 | 2 | Carb. Acide | J. & E. Hall, Ltd. | 1920 | [illegible] | [illegible] | 146 | 11 | [illegible] |
| Neleus | [illegible] | | [illegible] | 2 | 2 | Carb. Acide | J. & E. Hall, Ltd. | 1919 | [illegible] | — | 50 | 4 | [illegible] |
| Neptunia | 13471 | | [illegible] | 2 | 6 | Carb. Acide | Atlas-Werke, A.G. | 1912 | [illegible] | — | 64 | 8 | [illegible] |
| Nerissa | 5000 | | [illegible] | 1 | 1 | Carb. Acide | J. & E. Hall, Ltd. | 1906 | [illegible] | — | 14 | 5 | [illegible] |
| Nestor | 14929 | | [illegible] | 2 | 2 | Carb. Acide | J. & E. Hall, Ltd. | 1913 | [illegible] | — | 60 | 6 | [illegible] |
| New Northland | [illegible] | | [illegible] | 1 | 1 | Carb. Acide | J. & E. Hall, Ltd. | 1906 | [illegible] | — | 74 | 7 | [illegible] |
| Newfoundland | 6791 | | [illegible] | 2 | 2 | Carb. Acide | J. & E. Hall, Ltd. | 1911 | [illegible] | — | 55 | 8 | [illegible] |
| | | | | 1 | 1 | Carb. Acide | J. & E. Hall, Ltd. | 1910 | [illegible] | | 11 | 3 | [illegible] |
| Niagara | 13416 | | [illegible] | 4 | 4 | Carb. Acide | J. & E. Hall, Ltd. | 1913 | [illegible] | — | 80 | 4 | [illegible] |
| | | | | | | Carb. Acide | J. & E. Hall, Ltd. | [illegible] | | | 80 | | |
| Nieuwa | 3566 | | [illegible] | 2 | 2 | Carb. Acide | J. & E. Hall, Ltd. | 1919 | [illegible] | — | 84 | 14 | [illegible] |
| Nuthaney | 8962 | | [illegible] | 2 | 2 | Carb. Acide | J. & E. Hall, Ltd. | 1920 | [illegible] | [illegible] | 104 | 10 | [illegible] |
| Nieuw Holland | 10007 | | [illegible] | 2 | 2 | Ammoniac | Liverpool Refrigeration Co. Ltd. | 1920 | [illegible] | — | 64 | 1 | [illegible] |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

**Vessels having a capacity of 80,000 cubic feet and over, and including all vessels holding Lloyd's R.M.C.**

| Vessel's Name | Gross Tonnage | Date of Last Survey of Refrigerating Appliances | Owners | Refrigerating Machinery: No. of Engines | No. of Compressors | System | Makers | Date of Construction | Position of (1) Refrigerating (2) Insulating Gas Chambers | Power: Cubic ft. of gas free space | Tons refrigerating capacity per 24 hours | Insulated Cargo Chambers: No. | Capacity |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Niew Zealand | 11000 | [illegible] | Koninkl. Paketv. Maats. | 2 | 2 | Ammonia | Liverpool Refrigeration Co. Ltd. | 1928 | Brine Insulated Cork | — | 60 | 6 | 80,754 |
| Nieuwkerk | 6200 | [illegible] | Tweeniejk Rederij, Rotterdam, Maatschappij Agentuur Kaven (Gerard & Hilda Lijst N.V. Mgrs.) | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1929 | Air Insulated M. Hatch Lock | 1,550,000 | 70 | 3 | 60,000 |
| Norkum | 5000 | | Deutsche Shipping Board | 2 | — | Carb. Acid | Tod Manufacturing Co. Tod, Pa. | 1919 | Brine Silvered Cotton | — | 100 | 4 | 107,000 |
| Norfolk | 10000 | [illegible] | Federal Steam Nav. Co. Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1924 | Brine Granulated Cork & Silvered Cotton | — | 100 | 12 | 400,000 |
| Norge | 6511 | [illegible] | A. Smidt | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1907 | Brine Charcoal, Cork & Silvered Cotton | — | 50 | 6 | 200,107 |
| Norman Star | 6812 | [illegible] | Union Cold Storage Co. Ltd. (Blue Star Line Ltd. Mgrs.) | 2 | 2 | Carb. Acid | Harland & Wolff Eng. Co. Ltd. | 1913 | Brine Granulated Cork & Silvered Cotton | — | 144 | 10 | 333,000 |
| North Pole | 4131 | | Danish Steam Shipping Board | 2 | — | Carb. Acid | Frick Co. | 1918 | Brine Granulated Cork & Cork Board | — | 120 | 8 | 180,700 |
| Northern Prince | 10017 | [illegible] | Furness Ltd. (Furness, Withy & Co. Ltd. Mgrs.) | 3 | 6 | Carb. Acid | J. & E. Hall, Ltd. | 1929 | Brine & Air Grass, Cork & Silvered Cotton | 1,700,000 | 90 | 8 | 140,000 |
| Northumberland | 11555 | [illegible] | Federal Steam Nav. Co. Ltd. | 2 | 2 | Carb. Acid | Harland & Wolff Eng. Co. Ltd. | 1915 | Brine Cork & Silvered Cotton | — | 140 | 12 | 394,700 |
| Nova Scotia | 6796 | [illegible] | Warren Line (Liverpool) Ltd. (Furness, Withy & Co. Ltd. Mgrs.) | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1926 | Brine Granulated Cork | — | 55 | 4 | 92,040 |
| | | | | 1 | 1 | Carb. Acid | J. & E. Hall, Ltd. | [illegible] | Brine Cork & Bag Wool | | 12 | 2 | 11,000 |
| Opawa | 10107 | [illegible] | New Zealand Shipping Co. Ltd. | 2 | 6 | Carb. Acid | J. & E. Hall, Ltd. | 1931 | Brine & Air Granulated Cork | 2,100,000 | 160 | 14 | 415,051 |
| Orama | 19777 | [illegible] | Orient Steam Nav. Co. Ltd. | 2 | 6 | Carb. Acid | Harland & Wolff Eng. Co. Ltd. | 1924 | Brine & Air Cork | 2,700,000 | 150 | 7 | 174,140 |
| Orania | 9763 | [illegible] | N.V. Koninkl. Rotterdamsche Lloyd | 1 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1924 | Brine Granulated Cork | — | 55 | 4 | 70,000 |
| Orari | 10107 | [illegible] | New Zealand Shipping Co. Ltd. | 2 | 6 | Carb. Acid | J. & E. Hall, Ltd. | 1931 | Brine & Air Grass Cork | 2,100,000 | 160 | 14 | 415,000 |
| Orazio | 11668 | [illegible] | "Italia" (Flotte Riunite Cosulich-Lloyd Sabaudo-Navigazione Generale) | 2 | 2 | Carb. Acid | G. Bartram & Co. | 1927 | Brine Cork | — | 55 | 6 | 77,000 |
| Oregon Star | 6707 | [illegible] | Union Cold Storage Co. Ltd. (Blue Star Line Ltd. Mgrs.) | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1914 | Brine Charcoal | — | 84 | 8 | 225,000 |
| Orestes | 7843 | | Donald & Co. Ltd. (A. Holt & Co. Mgrs.) | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1925 | Brine & Air Cork | — | 60 | 6 | 157,000 |
| Orford | 19941 | [illegible] | Orient Steam Nav. Co. Ltd. | 3 | 6 | Carb. Acid | Harland & Wolff Eng. Co. Ltd. | 1929 | Brine & Air | — | 170 | 7 | 160,000 |
| Oriente | 11500 | | Atlantic & Gulf & West Indian S.S. Lines | 2 | 5 | Ammonia | Brunswick Kronenbitte | 1930 | Brine Cork Board | — | | 12 | 119,500 |
| Orontes | 14968 | [illegible] | Orient S. Nav. Co. Ltd. | 2 | 2 | Air | Harland & Wolff Eng. Co. Ltd. | 1917 | Air | 250,000 | 90 | | |
| | | | | 7 | 4 | Carb. Acid | J. & E. Hall, Ltd. | [illegible] | Brine Charcoal, Grass & Silver Cork | | 84 | 4 | 400,000 |
| Oronsay | 20000 | [illegible] | Orient S. Nav. Co. Ltd. | 3 | 6 | Carb. Acid | J. & E. Hall, Ltd. | 1925 | Brine & Air Granulated Cork | 2,100,000 | 170 | 7 | 135,000 |
| Orontes | 19970 | [illegible] | Orient S. Nav. Co. Ltd. | 3 | 6 | Carb. Acid | J. & E. Hall, Ltd. | 1929 | Brine & Air Granulated Cork | — | 190 | 7 | 400,000 |

# LISTE DES NAVIRES POURVUS DE MACHINES FRIGORIFIQUES—suite.

**Navires ayant une capacité de 80.000 pieds cubes et au delà y compris les navires possédant le Lloyd's R.M.C.**
(Certificat du Lloyd's Register pour Appareils Frigorifiques).

| NOM DU NAVIRE. | Tonnage Brut. | Appartenance de deux de la Section (Cette Section représente l'Angleterre et les Iles Britanniques) | CONSTRUCTEUR. | MACHINES FRIGORIFIQUES. | | | | | Emplacement (F. de l'emplacement (F. et Dimensions des Chambres). | FONTAINES. | | CHAMBRES FRIGORIFIQUES. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Nombre d'appareils. | Nombre de compresseurs. | Système. | Fabricants. | Date de mise en service. | | Nombre par jour. | Nombre de pieds cubes par jour. | Nombre. | Capacité. |
| Grasva | 1994 | [illegible] | Brown & Rae Co. Ltd. | 2 | 2 | Air | Rotary Frozen Eng. Co. Ltd. | 1907 | [illegible] | [illegible] | [illegible] | 1 | [illegible] |
| | | | | 1 | 1 | Carb. Acid | Rotary Frozen Eng. Co. Ltd. | [illegible] | | | | | |
| Orungal | 3425 | [illegible] | Sunderland Trades Ltd. | 1 | 1 | Carb. Acid | Raleigh & Sunderland Ltd. | 1920 | Brine (Thermal) | — | [illegible] | 4 | [illegible] |
| Oshawa | 4100 | | Canadian Shipping Board | 2 | — | Carb. Acid | Twin Eng. Co. | 1919 | Brine (Bilge and Cargo Cargo) | — | [illegible] | 4 | [illegible] |
| Otaio | [illegible] | [illegible] | New Zealand Shipping Co. Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1920 | Brine (Cargo) | [illegible] | [illegible] | [illegible] | [illegible] |
| Otaki | 7271 | [illegible] | New Zealand Shipping Co. Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1922 | Brine (Cargo) | — | [illegible] | 3 | [illegible] |
| Otira | 7902 | [illegible] | Shaw, Savill & Albion Co. Ltd. | 2 | [illegible] | Carb. Acid | J. & E. Hall Ltd. | 1923 | Brine (Cargo) | — | [illegible] | 10 | [illegible] |
| Otranto | [illegible] | [illegible] | Swan, Hunter & Wigham Richardson Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1921 | Brine (Cargo) | [illegible] | [illegible] | 3 | [illegible] |
| Pacific Enterprise | 6771 | [illegible] | Barber & Co. American Shipping Co. Ltd., Furness, Withy & Co. Ltd. (Agts.) | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1927 | Air (Cargo and Cargo) | — | [illegible] | 4 | [illegible] |
| Pacific Exporter | 6771 | [illegible] | Barber & Co. American Shipping Co. Ltd., Furness, Withy & Co. Ltd. (Agts.) | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1929 | Air (Cargo and Cargo) | — | [illegible] | 4 | [illegible] |
| Pacific Grove | 7114 | [illegible] | Furness, Withy & Co. Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1929 | Air (Cargo and Cargo) | — | [illegible] | 4 | [illegible] |
| Pacific Pioneer | 6771 | [illegible] | Barber & Co. American Shipping Co. Ltd., Furness, Withy & Co. Ltd. (Agts.) | 2<br>1 | 2<br>1 | Carb. Acid | J. & E. Hall Ltd. | 1928<br>[illegible] | Brine (Cargo) | — | [illegible] | 4 | [illegible] |
| Pacific President | 7114 | [illegible] | Furness, Withy & Co. Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1929 | Air (Cargo and Cargo) | — | [illegible] | 4 | [illegible] |
| Pacific Ranger | 6968 | [illegible] | Furness, Withy & Co. Ltd. | 2<br>1 | 4<br>4 | Carb. Acid | J. & E. Hall Ltd. | 1923<br>[illegible] | Air (Cargo and Cargo) | — | [illegible] | 4 | [illegible] |
| Pacific Reliance | 6717 | [illegible] | Barber & Co. American Shipping Co. Ltd., Furness, Withy & Co. Ltd. (Agts.) | 2<br>1 | 2<br>1 | Carb. Acid | J. & E. Hall Ltd. | 1927<br>[illegible] | Air (Cargo and Cargo) | — | [illegible] | 4 | [illegible] |
| Pacific Shipper | 6304 | [illegible] | Furness, Withy & Co. Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1924 | Brine (Cargo and Cargo) | — | [illegible] | 4 | [illegible] |
| Pacific Trader | 6297 | [illegible] | Furness, Withy & Co. Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1924 | Air (Cargo and Cargo) | [illegible] | [illegible] | 4 | [illegible] |
| Paraure | 3000 | | Harland & Fyffe Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1905 | Brine (Cargo and Cargo) | — | [illegible] | 3 | [illegible] |
| Pakeha | 7909 | [illegible] | Shaw, Savill & Albion Co. Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1910 | Brine (Cargo) | — | [illegible] | 10 | [illegible] |
| Panther | 1300 | | Alexander Pirie & Co. Ltd. (Builders of Lanark & S.B. Agts.) | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1900 | Air (Cargo) | [illegible] | | 3 | [illegible] |
| Parana | 4013 | [illegible] | Royal Mail Lines Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1902 | Brine (Cargo and Cargo) | — | [illegible] | 10 | [illegible] |
| Paraí | 4120 | [illegible] | Royal Mail Lines Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1904 | Brine (Cargo and Cargo) | — | [illegible] | 10 | [illegible] |
| Parthenia | 4811 | [illegible] | Swan, Hunter & Wigham Richardson Ltd. (Swan, Hunter & Co. Ltd. Agts.) | 2 | 2 | Carb. Acid | J. & E. Hall Ltd. | 1909 | Brine (Cargo and Cargo) | — | [illegible] | 3 | [illegible] |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

**Vessels having a capacity of 80,000 cubic feet and over, and including all vessels holding Lloyd's R.M.C.**

| Vessel's Name | Gross Tonnage | Refrigerating Agent of Kind Service of Refrigerating Appliances | Owners | Refrigerating Machinery: No. of Units | No. of Compartments | System | Makers | Date of Completion | Nature of Insulation (Including the Chambers) | Power: Total H.P. of the Engines per hour | Refrigerating capacity per 24 hours | Insulated Cargo Chambers: No. | Capacity |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pastores | [illegible] | | United Fruit S.S. Corp. (United Fruit Co. Agts.) | 4 | 4 | Carb. Acid | J. & E. Hall, Ltd. | 1917 | Brine & Air Granulated Cork & Charcoal | — | [illegible] | 4 | [illegible] |
| Patia | [illegible] | | Elder & Fyffes, Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1921 | Brine & Air Granulated Cork | — | [illegible] | [illegible] | [illegible] |
| Patroclus | [illegible] | | Union Steam S.S. Co. Ltd. (A. Rubattino, Agts.) | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1921 | Brine Cork | — | [illegible] | 5 | [illegible] |
| Patuca | [illegible] | | Elder & Fyffes, Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1919 | Brine & Air Granulated Cork | — | [illegible] | 4 | [illegible] |
| Pembrokeshire | [illegible] | [illegible] | Royal Mail Lines, Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1915 | Brine Cork | — | [illegible] | 11 | [illegible] |
| Pennsylvania | [illegible] | | American Line S.S. Corp. | 4 | 4 | Carb. Acid | Sunswick Engineering Co. | 1919 | Brine & Air Cork | — | [illegible] | 4 | [illegible] |
| Perla | [illegible] | [illegible] | Det Libera Transitus, S.A. | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1920 | Brine Cork & Silicate Cotton | — | [illegible] | 9 | [illegible] |
| Peshawar | [illegible] | [illegible] | P. & O. Steam Nav. Co. | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1920 | Brine Granulated Cork & Silicate Cotton | — | [illegible] | 11 | [illegible] |
| Peten | [illegible] | | United Fruit S.S. Co. (United Fruit Co. Agts.) | 3 | 3 | Carb. Acid | York Manufacturing Co. | 1913 | Brine & Air Granulated Cork | — | [illegible] | 14 | [illegible] |
| Peter Maersk | [illegible] | [illegible] | A/S D/S Svendborg A.A.S.D.S. of 1912 (A. P. Møller, Copenhagen, Agts.) | 2 | 2 | Carb. Acid | Burmeister & Wain | 1922 | Brine Granulated Cork | — | [illegible] | 3 | [illegible] |
| Piako | [illegible] | [illegible] | New Zealand Shipping Co. Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1921 | Brine Granulated Cork | — | [illegible] | 9 | [illegible] |
| Piave | [illegible] | [illegible] | War Libera Transitus, S.A. | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | [illegible] 1911 [illegible] | Brine & Air Granulated Cork & Silicate Cotton | [illegible] | [illegible] | 3 | [illegible] |
| Piatano | [illegible] | | Ballin Shipping Co. (Inc.) (United Fruit Co. Agts.) | 4 | 4 | Carb. Acid | J. & E. Hall, Ltd. | 1920 | Air Granulated Cork | — | [illegible] | 3 | [illegible] |
| Polar Sea | [illegible] | | United States Shipping Board | 2 | — | Ammonia | Frick Co. | 1918 | Brine Granulated Cork & Cork Board | — | [illegible] | 4 | [illegible] |
| Port Adelaide | [illegible] | | Commonwealth & Dominion Lines, Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1919 | Brine Cork | — | [illegible] | 4 | [illegible] |
| Port Alma | [illegible] | | Commonwealth & Dominion Line, Ltd. | 2 | 4 | Carb. Acid | J. & E. Hall, Ltd. | 1920 | Brine Granulated Cork & Cork Cells | — | [illegible] | 7 | [illegible] |
| Port Auckland | [illegible] | | Commonwealth & Dominion Line, Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1922 | Brine Granulated Cork | — | [illegible] | 4 | [illegible] |
| Port Bowen | [illegible] | | Commonwealth & Dominion Line, Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1919 | Brine Cork | — | [illegible] | 4 | [illegible] |
| Port Brisbane | [illegible] | | Commonwealth & Dominion Line, Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1923 | Brine Granulated Cork | — | [illegible] | 4 | [illegible] |
| Port Campbell | [illegible] | | Commonwealth & Dominion Line, Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1922 | Brine Granulated Cork | — | [illegible] | 4 | [illegible] |
| Port Caroline | [illegible] | | Commonwealth & Dominion Line, Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1919 | Brine Granulated Cork | — | [illegible] | 4 | [illegible] |
| Port Curtis | [illegible] | | Commonwealth & Dominion Line, Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1920 | Brine Cork | — | [illegible] | 4 | [illegible] |
| Port Darwin | [illegible] | | Commonwealth & Dominion Line, Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1917 | Brine Cork | — | [illegible] | 4 | [illegible] |
| Port Denison | [illegible] | | Commonwealth & Dominion Line, Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1919 | Brine Cork | — | [illegible] | 4 | [illegible] |
| Port Dunedin | [illegible] | | Commonwealth & Dominion Line, Ltd. | 2 | 4 | Carb. Acid | J. & E. Hall, Ltd. | 1923 | Brine Granulated Cork | — | [illegible] | 5 | [illegible] |
| Port Fairy | [illegible] | | Commonwealth & Dominion Line, Ltd. | 2 | 4 | Carb. Acid | J. & E. Hall, Ltd. | 1920 | Brine & Air Gran. Cork & Cement Gran. Cork | — | [illegible] | 4 | [illegible] |

# LISTE DES NAVIRES POURVUS DE MACHINES FRIGORIFIQUES—*suite.*

**Navires ayant une capacité de 80,000 pieds cubes et au delà y compris les navires possédant le Lloyd's R.M.C.**
(Certificat du Lloyd's Register pour Appareils Frigorifiques).

| NOM DU NAVIRE. | Tonnage Brut. | Antérieur et date de la dernière visite des appareils frigorifiques et de leur installation. | ARMATEURS. | MACHINES FRIGORIFIQUES. | | | | | Nombre d'ordre correspondant à l'installation des chambres. | FONDACOS. | | CHAMBRES FROIDES OU DE TRANSPORT. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Nombre de cylindres. | Nombre de compartiments. | Système. | Fabricants. | Date de mise en service. | | Pieds cubes d'un fondaco. | Poids des grains du fondaco. | No. | Capacité. |
| | | | | | | | | | | | Quintaux à 50 kilos. | | pieds cubes. |
| Port Fremantle | [illegible] | | Commonwealth & Dominion Line, Ltd. | 2 | 4 | Carb. Acid. | J. & E. Hall, Ltd. | 1927 | Brine Direct-Expansion Cooling. | — | [illegible] | 4 | [illegible] |
| Port Gisborne | [illegible] | | Commonwealth & Dominion Line, Ltd. | 2 | 4 | Carb. Acid. | J. & E. Hall, Ltd. | 1927 | Brine Direct-Expansion Cooling with Chamber Cooling. | — | [illegible] | 7 | [illegible] |
| Port Hardy | [illegible] | | Commonwealth & Dominion Line, Ltd. | 2 | 2 | Carb. Acid. | J. & E. Hall, Ltd. | 1929 | Brine Cooling. | — | [illegible] | 4 | [illegible] |
| Port Hobart | 7449 | | Commonwealth & Dominion Line, Ltd. | 2 | 4 | Carb. Acid. | J. & E. Hall, Ltd. | 1930 | Brine Direct-Expansion Cooling & Chamber. | — | [illegible] | 5 | [illegible] |
| Port Hunter | [illegible] | | Commonwealth & Dominion Line, Ltd. | 2 | 2 | Carb. Acid. | J. & E. Hall, Ltd. | 1929 | Brine Cooling. | — | [illegible] | 5 | [illegible] |
| Port Huon | [illegible] | | Commonwealth & Dominion Line, Ltd. | 2 | 4 | Carb. Acid. | J. & E. Hall, Ltd. | 1927 | Brine Direct-Expansion & Chamber. | — | [illegible] | 5 | [illegible] |
| Port Melbourne | [illegible] | | Commonwealth & Dominion Line, Ltd. | 2 | 2 | Carb. Acid. | J. & E. Hall, Ltd. | 1914 | Brine Cooling. | — | | 7 | [illegible] |
| Port Napier | [illegible] | | Commonwealth & Dominion Line, Ltd. | 2 | 2 | Carb. Acid. | J. & E. Hall, Ltd. | 1919 | Brine Chamber. | — | | 7 | [illegible] |
| Port Nicholson | [illegible] | | Commonwealth & Dominion Line, Ltd. | 2 | 2 | Carb. Acid. | J. & E. Hall, Ltd. | 1919 | Brine Cooling. | — | [illegible] | 5 | [illegible] |
| Port Pirie | [illegible] | | Commonwealth & Dominion Line, Ltd. | 2 | 2 | Carb. Acid. | J. & E. Hall, Ltd. | 1919 | Brine Chamber & Bilge. | — | [illegible] | 4 | [illegible] |
| Port Sydney | [illegible] | | Commonwealth & Dominion Line, Ltd. | 2 | 2 | Carb. Acid. | J. & E. Hall, Ltd. | 1914 | Brine Chamber. | — | | 5 | [illegible] |
| Port Victor | [illegible] | | Commonwealth & Dominion Line, Ltd. | 2 | 2 | Carb. Acid. | J. & E. Hall, Ltd. | 1910 | Brine Chamber. | — | | 7 | [illegible] |
| Port Wellington | [illegible] | | Commonwealth & Dominion Line, Ltd. | 2 | 2 | Carb. Acid. | J. & E. Hall, Ltd. | 1924 | Brine Direct-Expansion Cooling. | — | [illegible] | 4 | [illegible] |
| Porto Rico | 4201 | | New York & Porto Rico S.S. Co. | — | 3 | Ammonia & Brine. | Vogt & Co. | 1929 | Brine Cooling. | — | [illegible] | 10 | [illegible] |
| Prisoma | [illegible] | | Furness Houlder Argentine Lines, Ltd. | 3 | 2 | Carb. Acid. | J. & E. Hall, Ltd. | 1919 | Brine Cooling. | — | [illegible] | 45 | [illegible] |
| Principessa Giovanna | [illegible] | [illegible] | "Italia" (Flotta Riunite Cosulich-Lloyd Sabaudo-Navigazione Generale) | 2 | 2 | Carb. Acid. | J. & E. Hall, Ltd. | 1925 | Brine Direct-Expansion & Chamber. | — | [illegible] | 1 | [illegible] |
| Principessa Maria | [illegible] | [illegible] | "Italia" (Flotta Riunite Cosulich-Lloyd Sabaudo-Navigazione Generale) | 2 | 2 | Carb. Acid. | J. & E. Hall, Ltd. | 1925 | Brine Direct-Expansion & Chamber. | — | [illegible] | 4 | [illegible] |
| Puma | [illegible] | | A. B. Ångfartygs Fraktaktiebolaget A. O. (Rederiet Svea, G.S.A.B.). | 1 | 2 | Carb. Acid. | G. Hamyer | [illegible] | Air Cooling. | [illegible] | — | 5 | [illegible] |
| Queen of Bermuda | [illegible] | [illegible] | Furness, Withy & Co. Ltd. | [illegible] | 4 | Carb. Acid. | J. & E. Hall, Ltd. | [illegible] | Brine Direct-Expansion & Chamber. Cooling Tunnel. | | [illegible] | 4 | [illegible] |
| | | | | [illegible] | 4 | Carb. Acid. | J. & E. Hall, Ltd. | [illegible] | Brine Direct-Expansion & Chamber. Cooling Tunnel. | | [illegible] | 5 | [illegible] |
| Quirigua | [illegible] | | United Fruit S.S. Co. (United Fruit Co., Agts.) | 3 | 3 | Carb. Acid. | York Manufacturing Co. | [illegible] | Brine & Air Direct-Expansion Cooling. | — | [illegible] | [illegible] | [illegible] |
| R. H. Sanders | [illegible] | | A. B. Svenska Ångfartygs Rederiet (Svea, Agts.) | 2 | 2 | Carb. Acid. | J. & E. Hall, Ltd. | [illegible] | Brine & Air. | — | [illegible] | [illegible] | [illegible] |
| Randfontein | [illegible] | [illegible] | N. V. Vereenigde Rederijen Scheepvaart Maatschappij (Smeets-Appelman Maatschappij & Wm. Lijn, N. V., Agts.) | 1 | 2 | Carb. Acid. | G. Hamyer | [illegible] | Brine & Air Direct-Expansion Cooling. | [illegible] | [illegible] | 9 | [illegible] |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

Vessels having a capacity of 80,000 cubic feet and over, and including all vessels holding Lloyd's R.M.C.

| Vessels Name | Gross Tonnage | Position and Year of Last Survey of Refrigerating Appliances | Owners | Refrigerating Machinery: No. of Cylinders | No. of Compressors | Systems | Makers | Date of Construction | Position of Refrigerating Gear | Power: Gross Indicated Horse Power | Power: Consumption of Coal per Day in Tons | Insulated Cargo Chambers: No. | Insulated Cargo Chambers: Capacity |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Rangitane | [illegible] | [illegible] | New Zealand Shipping Co. Ld. | 3 | 6 | Carb. Anhy. | J. & E. Hall, Ld. | 1929 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Rangitata | [illegible] | [illegible] | Federal Stm. Nav. Co. Ld. | 3 | 6 | Carb. Anhy. | J. & E. Hall, Ld. | 1929 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Rangitiki | [illegible] | [illegible] | New Zealand Shipping Co. Ld. | 3 | 6 | Carb. Anhy. | J. & E. Hall, Ld. | 1929 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Ratanga | 7300 | [illegible] | [illegible] Co. Ld. | 2 | 2 | Carb. Anhy. | Harland & Wolff, Ld. | 1914 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Rathgiragi | [illegible] | [illegible] | [illegible] Ld. | 2 | 2 | Carb. Anhy. | [illegible] | 1913 | [illegible] | — | 47 | 8 | [illegible] |
| Reina del Pacifico | [illegible] | [illegible] | Pacific Steam Nav. Co. | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ld. | [illegible] | [illegible] | — | 72 | 4 | [illegible] |
| Reliant | [illegible] | [illegible] | [illegible] | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ld. | 1925 | [illegible] | [illegible] | 47 | 7 | [illegible] |
| Remuera | [illegible] | [illegible] | New Zealand Shipping Co. Ld. | 2 | 2 | Ammonia | Harland & Wolff, Ld. | 1911 | [illegible] | [illegible] | 160 | 11 | [illegible] |
| Revestania | 5094 | | Williams & Fyffe, Ld. | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ld. | 1921 | [illegible] | — | 94 | 14 | [illegible] |
| Rex | [illegible] | [illegible] | "Italia" (Flotta Riunita Cosulich-Lloyd Triestino-Navigazione Generale) | 3 | 6 | Carb. Anhy. | G. Barbier & Co. | 1932 | [illegible] | — | 60 | 9 | [illegible] |
| Rialto | [illegible] | [illegible] | Rio Libera Trieste, S.A. | 1 | 1 | Carb. Anhy. | J. & E. Hall, Ld. | 1927 | [illegible] | [illegible] | 10 | 2 | [illegible] |
| Rietfontein | 5794 | [illegible] | N.V. Koninklijke Nederlandsche Stoomvaart Maatschappij (Maatschappij Agentuur Maatschappij Holland-Afrika Lijn N.V. Agents) | 1 | 2 | Carb. Anhy. | G. Kinnear | 1921 | [illegible] | [illegible] | 44 | 8 | [illegible] |
| Rimfrost | [illegible] | [illegible] | A/S Ellerbeck & J. W. Bordewisch (N. Agts.) | 1 | 1 | Carb. Anhy. | J. & E. Hall, Ld. | 1929 | [illegible] | — | 19 | 2 | [illegible] |
| Rio de Janeiro Maru | 9627 | [illegible] | [illegible] K.K. | 2 | 4 | Carb. Anhy. | Mitsubishi Dock Kobe | 1930 | [illegible] | — | 17 | 4 | [illegible] |
| Rodney Star | [illegible] | [illegible] | Blue Star Line, Ld. | 2 | 2 | Carb. Anhy. | Harland & Wolff, Ld. | 1936 | [illegible] | — | 170 | 14 | [illegible] |
| Rock | 1041 | [illegible] | Greenock Stm. Nav. Co. Ld. | 1 | 1 | Carb. Anhy. | J. & E. Hall, Ld. | 1925 | [illegible] | — | 14 | 1 | [illegible] |
| Roma | [illegible] | [illegible] | "Italia" (Flotta Riunita Cosulich-Lloyd Triestino-Navigazione Generale) | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ld. | 1926 | [illegible] | — | 31 | 3 | [illegible] |
| Roman Star | 5711 | [illegible] | Blue Star Line, Ld. | 2 | 2 | Ammonia | Lindes British Refrigeration Co. Ld. | 1930 | [illegible] | [illegible] | 40 | 11 | [illegible] |
| Rosandra | 8604 | [illegible] | Rio Libera Trieste, S.A. | 2 | 4 | Carb. Anhy. | Liverpool Refrigeration Co. Ld. | 1910 | [illegible] | [illegible] | 33 | 7 | [illegible] |
| Rotorua | [illegible] | [illegible] | Federal Stm. Nav. Co. Ld. | 2 | 2 | Ammonia | Harland & Wolff, Ld. | 1911 | [illegible] | [illegible] | 119 | 11 | [illegible] |
| Royal Star | 7904 | [illegible] | [illegible] Co. Ld. (Blue Star Line, Ld. Agts.) | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ld. | 1913 | [illegible] | — | 194 | 17 | [illegible] |
| Ruahine | [illegible] | [illegible] | New Zealand Shipping Co. Ld. | 2 | 2 | Ammonia | Harland & Wolff, Ld. | 1909 | [illegible] | [illegible] | 140 | 10 | [illegible] |

# LISTE DES NAVIRES POURVUS DE MACHINES FRIGORIFIQUES—suite.

**Navires ayant une capacité de 80.000 pieds cubes et au delà y compris les navires possédant le Lloyd's R.M.C. (Certificat du Lloyd's Register pour Appareils Frigorifiques).**

| NOM DU NAVIRE. | Tonnage Brut. | Description et date de la dernière visite du navire [illegible] | OBSERVATIONS. | MACHINES FRIGORIFIQUES. Nombre de machines. | Nombre de compartiments. | Système. | Fabrication. | Date de la mise en service. | Nombre d'appareils [illegible] | FOURNAUX. Nombre. | Surface des grilles en [illegible] | CHAUDIERES. Nombre. | Capacité. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Susie | [illegible] | [illegible] | [illegible] | 2 | 2 | Carb. Acide | [illegible] | 1925 | [illegible] | [illegible] | 86 | 4 | [illegible] |
| Sabbia | [illegible] | [illegible] | [illegible] | 2 | 2 | Carb. Acide | J. & E. Hall, Ltd. | 1925 | [illegible] | [illegible] | 44 | 4 | [illegible] |
| Sallaud | [illegible] | [illegible] | [illegible] | 2 | 2 | Carb. Acide | J. & E. Hall, Ltd. | 1927 | [illegible] | — | 110 | 4 | [illegible] |
| Samala | [illegible] | | [illegible] | 2 | 2 | Carb. Acide | J. & E. Hall, Ltd. | 1928 | [illegible] | — | 94 | 14 | [illegible] |
| Samaria | [illegible] | [illegible] | [illegible] | 4 | 4 | Carb. Acide<br>Carb. Acide | J. & E. Hall, Ltd.<br>J. & E. Hall, Ltd. | 1922<br>1925 | [illegible] | — | 20 | 20 | [illegible] |
| Samuel Bakke | [illegible] | [illegible] | [illegible] | 2 | 4 | Carb. Acide | [illegible] | 1923 | [illegible] | [illegible] | [illegible] | 2 | [illegible] |
| San Benito | [illegible] | | [illegible] | 2 | 2 | Carb. Acide | J. & E. Hall, Ltd. | 1921 | [illegible] | — | 94 | 4 | [illegible] |
| San Blas | [illegible] | | [illegible] | 2 | 2 | Carb. Acide | J. & E. Hall, Ltd. | 1920 | [illegible] | — | 44 | 2 | [illegible] |
| San Bruno | [illegible] | | [illegible] | 2 | 2 | Carb. Acide | J. & E. Hall, Ltd. | 1920 | [illegible] | — | 44 | 4 | [illegible] |
| San Gil | [illegible] | | [illegible] | 2 | 2 | Carb. Acide | J. & E. Hall, Ltd. | 1920 | [illegible] | — | 44 | 4 | [illegible] |
| San José | [illegible] | | [illegible] | 1 | 2 | [illegible] | [illegible] | 1924 | [illegible] | — | 40 | 2 | [illegible] |
| San Lorenzo | [illegible] | | [illegible] | 2 | 6 | [illegible] | [illegible] | 1922 | [illegible] | — | 40 | 4 | [illegible] |
| San Mateo | [illegible] | | [illegible] | 2 | 2 | Carb. Acide | J. & E. Hall, Ltd. | 1923 | [illegible] | — | 72 | 4 | [illegible] |
| San Pablo | [illegible] | | [illegible] | 2 | 2 | Carb. Acide | J. & E. Hall, Ltd. | 1925 | [illegible] | — | 72 | 4 | [illegible] |
| Santa Barbara | [illegible] | [illegible] | [illegible] | 2 | 6 | Carb. Acide | J. & E. Hall, Ltd. | 1918 | [illegible] | — | 40 | 4 | [illegible] |
| Santa Clara | [illegible] | | [illegible] | 2 | 6 | Carb. Acide | [illegible] | 1920 | [illegible] | [illegible] | 8 | 4 | [illegible] |
| Santa Maria | [illegible] | [illegible] | [illegible] | 2 | 6 | Carb. Acide | J. & E. Hall, Ltd. | 1927 | [illegible] | — | 40 | 4 | [illegible] |
| Santa Marta | [illegible] | | [illegible] | 4 | 4 | Carb. Acide | J. & E. Hall, Ltd. | 1919 | [illegible] | — | 144 | 8 | [illegible] |
| Santos Maru | [illegible] | [illegible] | [illegible] | 2 | 2 | Carb. Acide | [illegible] | 1925 | [illegible] | — | 44 | 4 | [illegible] |
| Sayre Maru | [illegible] | [illegible] | [illegible] | 2 | 2 | Carb. Acide | [illegible] | 1920 | [illegible] | — | 24 | 2 | [illegible] |
| Saramacca | [illegible] | | [illegible] | 2 | 4 | Carb. Acide | J. & E. Hall, Ltd. | 1907 | [illegible] | [illegible] | 72 | 4 | [illegible] |
| Sarpedon | [illegible] | | [illegible] | 2 | 2 | Carb. Acide | [illegible] | 1921 | [illegible] | — | 44 | 4 | [illegible] |
| Saturnia | [illegible] | [illegible] | [illegible] | 2 | 2 | Carb. Acide | [illegible] | 1927 | [illegible] | — | 40 | 4 | [illegible] |
| Saxon Star | [illegible] | [illegible] | [illegible] | 4 | 4 | Air | [illegible] | 1919 | [illegible] | [illegible] | | 4 | [illegible] |
| | | | | 2 | 2 | Carb. Acide | J. & E. Hall, Ltd. | 1915 | | — | 42 | 4 | [illegible] |
| Schwaben | [illegible] | [illegible] | [illegible] | 2 | 2 | Carb. Acide | [illegible] | 1924 | [illegible] | [illegible] | 44 | 4 | [illegible] |
| Scythia | [illegible] | [illegible] | [illegible] | 2 | 2 | Carb. Acide | [illegible] | 1925 | [illegible] | — | 44 | 4 | [illegible] |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

**Vessels having a capacity of 80,000 cubic feet and over, and including all vessels holding Lloyd's R.M.C.**

| Vessels' Names | Gross Ton-nage | Relation and Date of Last Survey of Refrigerating Appliances | Owners | Refrigeration Machinery: No. of Cylinders | No. of Compartments | Pressure | Makers | Date of Original Fitting | Kind of Cargo Refrigerated or Insulated, and Chambers | Power: Indicated Horse Power | Nominal Horse Power | Insulated Cargo Chambers: No. | Capacity |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Seattle | [illegible] | | Hamburg-Amerik. Packetf. Akt.-Ges. (Ham.-Am. Line) | — | — | Ammonia | J. Borig S.M.S.H. | 1929 | Brine & Air Insulated Cork & Ventilation | [illegible] | 19 | 4 | [illegible] |
| Silver | [illegible] | | Swingler | 2 | 4 | Carb. Anhyd. | A. & W. Thomas Ltd. Schwabe & Co. | 1930 | Brine Fluid Gran. Cork | — | 40 | 3 | [illegible] |
| Sil | [illegible] | [illegible] | Wigan & Co. & Fairline | 1 | 1 | Ammonia | Sulzer Bros. | 1919 | Brine & Air Fluid Cork | [illegible] | [illegible] | 1 | [illegible] |
| Silverash | [illegible] | [illegible] | Silver Line, Ltd. (Stanley & John Thompson, Ltd. Mgrs.) | 2 | 4 | Ammonia | Brunswick-Kirsche & Co. | 1929 | Brine & Air Insulated Cork & Cowhair | [illegible] | 17 | 3 | [illegible] |
| Silverbeech | [illegible] | [illegible] | Silver Line, Ltd. (Stanley & John Thompson, Ltd. Mgrs.) | 2 | 4 | Ammonia | Brunswick-Kirsche & Co. | 1929 | Brine & Air Insulated Cork & Cowhair | [illegible] | 17 | 4 | [illegible] |
| Silverbelle | [illegible] | [illegible] | Silver Line, Ltd. (Stanley & John Thompson, Ltd. Mgrs.) | 1 | 2 | Carb. Anhyd. | Liverpool Refrigeration Co. Ltd. | 1927 | Brine & Air Insulated Cork & Silvered Cotton | [illegible] | 30 | 2 | [illegible] |
| Silvercypress | [illegible] | [illegible] | Silver Line, Ltd. (Stanley & John Thompson, Ltd. Mgrs.) | 2 | 4 | Ammonia | Liverpool Refrigeration Co. Ltd. | 1930 | Brine & Air Cork | [illegible] | 50 | 4 | [illegible] |
| Silverguava | [illegible] | [illegible] | Silver Line, Ltd. (Stanley & John Thompson, Ltd. Mgrs.) | 1 | 2 | Carb. Anhyd. | Liverpool Refrigeration Co. Ltd. | 1927 | Brine & Air Cork & Silvered Cotton | [illegible] | 30 | 2 | [illegible] |
| Silverhazel | [illegible] | [illegible] | Silver Line, Ltd. (Stanley & John Thompson, Ltd. Mgrs.) | 1 | 2 | Carb. Anhyd. | Liverpool Refrigeration Co. Ltd. | 1927 | Brine & Air Cork & Silvered Cotton | [illegible] | 30 | 4 | [illegible] |
| Silvermaple | [illegible] | [illegible] | Silver Line, Ltd. (Stanley & John Thompson, Ltd. Mgrs.) | 1 | 2 | Carb. Anhyd. | Liverpool Refrigeration Co. Ltd. | 1927 | Brine & Air Cork & Silvered Cotton | [illegible] | 30 | 4 | [illegible] |
| Silverpalm | [illegible] | [illegible] | Silver Line, Ltd. (Stanley & John Thompson, Ltd. Mgrs.) | 2 | 4 | Ammonia | Liverpool Refrigeration Co. Ltd. | 1919 | Air Grain-insul. Cork | [illegible] | 50 | 4 | [illegible] |
| Silversandal | [illegible] | [illegible] | Silver Line, Ltd. (Stanley & John Thompson, Ltd. Mgrs.) | 2 | 4 | Ammonia | Liverpool Refrigeration Co. Ltd. | 1920 | Brine & Air Cork | [illegible] | 50 | 4 | [illegible] |
| Silverteak | [illegible] | [illegible] | Silver Line, Ltd. (Stanley & John Thompson, Ltd. Mgrs.) | 2 | 4 | Ammonia | Liverpool Refrigeration Co. Ltd. | 1930 | Air Gran. Cork & Silvered Cotton | [illegible] | 50 | 4 | [illegible] |
| Silverwalnut | [illegible] | [illegible] | Silver Line, Ltd. (Stanley & John Thompson, Ltd. Mgrs.) | 2 | 4 | Ammonia | Liverpool Refrigeration Co. Ltd. | 1930 | Air Cork | [illegible] | 40 | 4 | [illegible] |
| Silverwillow | [illegible] | [illegible] | Silver Line, Ltd. (Stanley & John Thompson, Ltd. Mgrs.) | 2 | 4 | Ammonia | Liverpool Refrigeration Co. Ltd. | 1930 | Brine & Air Granulated Cork & Silvered Cotton | [illegible] | 50 | 4 | [illegible] |
| Silveryew | [illegible] | [illegible] | Silver Line, Ltd. (Stanley & John Thompson, Ltd. Mgrs.) | 2 | 4 | Ammonia | Liverpool Refrigeration Co. Ltd. | 1930 | Air Cork | [illegible] | 50 | 4 | [illegible] |
| Siniana | [illegible] | [illegible] | Bar Lines Trinidad, S.A. | 2 | 2 | Carb. Anhyd. | J. & E. Hall, Ltd. | 1927 | Brine Gran. Cork & Silvered Cotton | — | 22 | 4 | [illegible] |
| Sinaia | [illegible] | | Sutton & Co. (Ltd.) & Cory (Cardiff) Prop. Co. (Mgrs.) | 4 | 4 | Carb. Anhyd. | J. & E. Hall, Ltd. | 1911 | Brine & Air Cork & Thermal | — | 144 | 4 | [illegible] |
| Smoley | [illegible] | | Swingler | 2 | 4 | Carb. Anhyd. | A. & W. Thomas & Schwabe & Co. | 1929 | Brine Fluid Gran. Cork | — | 40 | 3 | [illegible] |
| Somali | [illegible] | [illegible] | P. & O. Steam Nav. Co. | 2 | 2 | Carb. Anhyd. | J. & E. Hall, Ltd. | 1920 | Brine & Air Granulated Cork | — | 22 | 4 | [illegible] |
| Somerset | [illegible] | [illegible] | Tyne-Tees Steam Nav. Co. Ltd. | 2 | 2 | Carb. Anhyd. | Harton Foundry & Eng. Co. Ltd. | 1918 | Brine Cork & Silvered Cotton | — | 110 | 14 | [illegible] |
| Sudan | [illegible] | [illegible] | P. & O. Steam Nav. Co. | 2 | 2 | Carb. Anhyd. | J. & E. Hall, Ltd. | 1931 | Brine & Air Gran. Cork | — | 22 | 4 | [illegible] |
| South Pole | [illegible] | | United States Shipping Board | 2 | — | Ammonia | Frick Co. | 1918 | Brine Gran. Cork & Cork Board | — | 120 | 8 | [illegible] |
| Southern Prince | [illegible] | [illegible] | Prince Line, Ltd. (Furness, Withy & Co. Ltd. Mgrs.) | 2 | 6 | Carb. Anhyd. | J. & E. Hall, Ltd. | 1929 | Brine & Air Granulated Cork & Silvered Cotton | [illegible] | 60 | 7 | [illegible] |
| Starling | [illegible] | [illegible] | Steam Steam Nav. Co. Ltd. | 1 | 1 | Carb. Anhyd. | J. & E. Hall, Ltd. | 1930 | Air Gran. Cork | [illegible] | 8 | 1 | [illegible] |

# LISTE DES NAVIRES POURVUS DE MACHINES FRIGORIFIQUES—suite

**Navires ayant une capacité de 80.000 pieds cubes et au delà y compris les navires possédant le Lloyd's R.M.C. (Certificat du Lloyd's Register pour Appareils Frigorifiques).**

| NOM DES NAVIRES | Tonnage Brut | Propriétaires | CONSTRUCTEURS | MACHINES FRIGORIFIQUES | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Nombre de chaudières | Pression de vapeur en kilogrammes | Système | Fournisseurs | Année de mise en service | Système T. des appareils et T. d'isolation des chambres | FÉCULERIES | | CALORIFÈRES | |
| | | | | | | | | | | Pieds cubes | Pieds de pulpe de fécule par heure | Nbre | Capacité |
| Blasfurt | [illegible] | [illegible] | Maschinenfabrik Deutsch. Werke Akt.-Ges. (Ham.-Amer. Linie) | 2 | 9 | Amoniac | A. Borsig G. m. b. H. | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Statendam | [illegible] | [illegible] | N. V. Nederlandsche Scheepsbouwerfs [illegible] | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | [illegible] | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Stirlingshire | [illegible] | | Harland & Wolff Ltd. (Turbinia Works Ltd. Agts.) | 2 | 4 | Carb. Anhy. | Hulsen & Frendre Eng. Co. Ltd. | [illegible] | Brine Cork & Timber | — | [illegible] | [illegible] | [illegible] |
| Strathaird | [illegible] | [illegible] | P. & O. Steam Nav. Co. | 2 | 7 | Carb. Anhy. | J. & E. Hall Ltd. | [illegible] | Brine & air Cork | — | [illegible] | [illegible] | [illegible] |
| Strathnaver | [illegible] | [illegible] | P. & O. Steam Nav. Co. | 2 | 9 | Carb. Anhy. | J. & E. Hall Ltd. | [illegible] | Brine & air Cork | — | [illegible] | [illegible] | [illegible] |
| Stuart Star | [illegible] | [illegible] | Blue Star Line Ltd. | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | [illegible] | Brine & air Cork Sawdust | — | [illegible] | [illegible] | [illegible] |
| Sulaco | [illegible] | | Elder & Fyffes Ltd. | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | [illegible] | Brine & air Cork | — | [illegible] | [illegible] | [illegible] |
| Sulairia | [illegible] | [illegible] | Donald Curry Line Ltd. (Donald Curry Bros. Ltd. Agts.) | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | [illegible] | Brine & air Cork | [illegible] | [illegible] | [illegible] | [illegible] |
| Sultan Star | [illegible] | [illegible] | Blue Star Line Ltd. | 2 | 4 | Carb. Anhy. | J. & E. Hall Ltd. | [illegible] | Brine & air Cork | [illegible] | [illegible] | [illegible] | [illegible] |
| Suriname | [illegible] | | Royal Dutch S. S. Co. (Royal Dutch Co. Agts.) | 2 | 4 | Carb. Anhy. | J. & E. Hall Ltd. | 1907 | Brine & air Cork | [illegible] | [illegible] | [illegible] | [illegible] |
| Surrey | [illegible] | [illegible] | Peters & Rosser Bar. Co. Ltd. | 2 | 2 | Carb. Anhy. | Hulsen & Frendre Eng. Co. Ltd. | 1913 | Brine Cork & Sawdust | — | [illegible] | [illegible] | [illegible] |
| Sutherland Grange | [illegible] | [illegible] | Scott & Sons Bills Ltd. (Scott & Sons S. Irvine Agts.) | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1907 | Brine Cork | — | [illegible] | [illegible] | [illegible] |
| Svendrott | [illegible] | [illegible] | Burmeister & Wain (A. Ditzen S. Irvine Agts.) | 2 | 4 | Carb. Anhy. | A/S Thomas Tbs. Salvesen & Co. | 1922 | Brine & air Cork | [illegible] | [illegible] | [illegible] | [illegible] |
| Sydney Maru | [illegible] | [illegible] | Osaka Iron Works K. K. | 2 | 2 | Carb. Anhy. | A/S Thomas Tbs. Salvesen & Co. | 1919 | Brine Wood Cork | — | [illegible] | [illegible] | [illegible] |
| Syrian Prince | [illegible] | [illegible] | Prince Line Ltd. (Furness Withy & Co. Ltd. Agts.) | 1 | 1 | Carb. Anhy. | J. & E. Hall Ltd. | 1925 | Brine Cork | — | [illegible] | [illegible] | [illegible] |
| Tacoma | [illegible] | | Maschinenfabrik Deutsch. Werke Akt.-Ges. (Ham.-Amer. Linie) | 2 | 4 | Amoniac | Maschinenfabrik "Germania" (vorm. F. S. Schwalbe & Sohn) | 1919 | Brine & air Pine | [illegible] | [illegible] | [illegible] | [illegible] |
| Tacoma Star | [illegible] | [illegible] | Blue Star Line Ltd. (Harland & Wolff Ltd. Agts.) | 2 | 2 | Carb. Anhy. | J. & E. Hall Ltd. | 1919 | Brine Cork & Sawdust | — | [illegible] | [illegible] | [illegible] |
| Tai-Ping | [illegible] | [illegible] | A/S Det Danske Østasiatiske Selskab & A/S Det Kjøbenhavnske D. F. V. & V. L. (Wilh. Wilhelmsen, Agt.) | 2 | 4 | Carb. Anhy. | A/S Burmeister & Wain Volund | 1919 | Brine & air Cork | [illegible] | [illegible] | [illegible] | [illegible] |
| Tai Ping Tang | [illegible] | [illegible] | Transportfartygen (Wilh. Wilhelmsen, Agt.) | 2 | 4 | Carb. Anhy. | G. Rennyer | 1929 | Brine & air | — | [illegible] | [illegible] | [illegible] |
| Tai-Shan | [illegible] | [illegible] | Transportfartygen (Wilh. Wilhelmsen, Agt.) | 2 | 4 | Carb. Anhy. | A/S Burmeister & Wain Volund | 1929 | Brine & air | [illegible] | [illegible] | [illegible] | [illegible] |
| Tai-Tang | [illegible] | [illegible] | A/S Det Danske Østasiatiske Selskab & A/S Det Kjøbenhavnske D. F. V. & V. L. (Wilh. Wilhelmsen, Agt.) | 2 | 4 | Carb. Anhy. | G. Rennyer | 1929 | Air Cork | — | [illegible] | [illegible] | [illegible] |
| Tai Yin | [illegible] | [illegible] | A/S Det Danske Østasiatiske Selskab & A/S Det Kjøbenhavnske D. F. V. & V. L. (Wilh. Wilhelmsen, Agt.) | 2 | 4 | Carb. Anhy. | G. Rennyer | 1929 | Air Cork | — | [illegible] | [illegible] | [illegible] |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

**Vessels having a capacity of 50,000 cubic feet and over, and including all vessels holding Lloyd's R.M.C.**

| Vessels Name | Gross Tonnage | Nationality and Port of Registry of Refrigerating Appliances | Owners | Refrigerating Machines: Number of Cylinders | Number of Compressors | Systems | Makers | Date of Construction | System of Refrigeration for Refrigerating and Cooling Chambers | Power: Cubic Feet per Hour | Horse-power | Insulated Cargo Chambers: No. | Capacity |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Tainui | [illegible] | [illegible] | Shaw, Savill & Albion Co. Ltd. | 2 | 2 | Carb. Acid | Harland & Wolff Eng. Co. Ltd. | 1909 | Brine & Air Without Cooling of Cork | — | 500 | 4 | [illegible] |
| Taiping | [illegible] | [illegible] | Rotterdamsche Lloyd (N.A. Pelik Co. Ltd. Agts.) | 2 | 2 | Ammonia | Harland & Wolff Eng. Co. Ltd. | 1910 | Brine Granulated Cork | — | [illegible] | 13 | [illegible] |
| Tairoa | [illegible] | [illegible] | Shaw, Savill & Albion Co. Ltd. | 2 | 2 | Carb. Acid | Harland & Wolff Eng. Co. Ltd. | 1920 | Brine Silicate Cotton | — | [illegible] | [illegible] | [illegible] |
| Talamanca | [illegible] | | United Mail S.S. Co. (United Fruit Co. Agts.) | 2 | 2 | Carb. Acid | Tod & Macfarlane Eng. Co. | 1912 | Brine & Air Granulated Cork | — | — | 10 | [illegible] |
| Talisman | [illegible] | [illegible] | Wilhelmsen (S.A.) (With Wilhelmsen, Agts.) | 2 | 4 | Carb. Acid | S. Rennevaag | 1922 | Brine Granulated Cork | — | 34 | 2 | [illegible] |
| Tamaroa | [illegible] | [illegible] | Shaw, Savill & Albion Co. Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1921 | Brine Granulated Cork | — | 110 | 10 | [illegible] |
| Tanda | [illegible] | [illegible] | Rangoon Irrawaddy S. Co. Ltd. | 1 | 2 | Ammonia | Harland & Wolff Eng. Co. Ltd. | 1915 | Brine Charcoal | — | 70 | 4 | [illegible] |
| Taranaki | [illegible] | [illegible] | Shaw, Savill & Albion Co. Ltd. | 2 | 4 | Carb. Acid | J. & E. Hall, Ltd. | 1919 | Brine Granulated Cork | — | [illegible] | 10 | [illegible] |
| Tasmania | [illegible] | [illegible] | New Zealand Shipping Co. Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1922 | Brine Granulated Cork Without Cotton | — | [illegible] | 10 | [illegible] |
| Tatsuta Maru | [illegible] | [illegible] | Nippon Yusen K.K. | 2 | 4 | Carb. Acid | Kobe Steel Works | 1920 | Brine Slab Cork | — | 30 | 6 | [illegible] |
| Tayiana | [illegible] | [illegible] | Rankin & Gold (A. Wardle, Agts.) | 1 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1920 | Brine & Air Granulated Slab Cork | [illegible] | 40 | 7 | [illegible] |
| Tekoa | [illegible] | [illegible] | New Zealand Shipping Co. Ltd. | 2 | 2 | Carb. Acid | Harland & Wolff Eng. Co. Ltd. | 1922 | Brine Granulated Cork Without Cotton | — | 110 | 14 | [illegible] |
| Telamon | [illegible] | | | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1904 | Brine & Air Cork | — | 35 | 5 | [illegible] |
| Teresa | [illegible] | [illegible] | Cunliffe & Dommett, Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1925 | Brine Cork & Silicate Cotton | — | 34 | 2 | [illegible] |
| Terukuni Maru | [illegible] | [illegible] | Nippon Yusen K.K. | 2 | 4 | Carb. Acid | Kobe Steel Works | 1920 | Brine Slab Cork | — | 31 | 4 | [illegible] |
| Tetela | [illegible] | | Silcock & Fyffe, Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1920 | Brine & Air Granulated Cork | — | 44 | 14 | [illegible] |
| Themistocles | [illegible] | [illegible] | Shaw, Savill & Albion Co. Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1911 | Brine Silicate Cotton | — | 44 | 8 | [illegible] |
| Thorland | [illegible] | [illegible] | Thorland, Ltd. | 4 | 4 | Ammonia | Liverpool Refrigeration Co. Ltd. | 1902 (1910) | Brine Charcoal Silicate Cotton | — | 90 | 17 | [illegible] |
| Thyeville | [illegible] | [illegible] | Co. Marítima Delpy (Lloyd Royal Belge, Agts.) (Agents Maritimes Lessepsiennes, Agts.) | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1922 | Brine Cement-lined Slab Cork & Silicate Cotton | — | 11 | 2 | [illegible] |
| Tigre | [illegible] | [illegible] | Wilhelmsen (S.A.) (With Wilhelmsen, Agts.) | 2 | 4 | Carb. Acid | Chantiers et Ateliers de St. Nazaire | 1924 | Brine & Air Granulated Slab Cork & Silicate Cotton | — | 40 | 4 | [illegible] |
| Tilaga | [illegible] | | Silcock & Fyffe, Ltd. | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1920 | Brine & Air Granulated Cork | — | 44 | 14 | [illegible] |
| Timavo | [illegible] | [illegible] | Navigazione Libera Triestina S.A. | 2 | 2 | Carb. Acid | J. & E. Hall, Ltd. | 1917 (refitted 1919) | Brine & Air Cork & Silicate Cotton | [illegible] | 44 | 5 | [illegible] |
| Tiradentes | [illegible] | [illegible] | A/B Tranberg (With Wilhelmsen, Agts.) | 2 | 4 | Carb. Acid | S. Rennevaag | 1923 | Brine Granulated Cork | — | 34 | 2 | [illegible] |
| Titania | [illegible] | [illegible] | Wilhelmsen (S.A.) (With Wilhelmsen, Agts.) | 2 | 4 | Carb. Acid | S. Rennevaag | 1923 | Brine Granulated Cork | — | 44 | 2 | [illegible] |
| Tiviro | [illegible] | | United Fruit S.S. Corp. (United Fruit Co. Agts.) | 4 | 4 | Carb. Acid | J. & E. Hall, Ltd. | 1911 | Brine & Air Cork and Charcoal & Sawdust | — | 144 | 8 | [illegible] |
| Tokai Maru | [illegible] | [illegible] | Nippon Yusen K.K. | 2 | 2 | Carb. Acid | Kobe Steel Works | 1920 | Brine Slab Cork | — | 38 | 4 | [illegible] |

# LISTE DES NAVIRES POURVUS DE MACHINES FRIGORIFIQUES — suite

**Navires ayant une capacité de 80.000 pieds cubes et au delà y compris les navires possédant le Lloyd's R.M.C.**
(Certificat du Lloyd's Register pour Appareils Frigorifiques).

| NOM DU NAVIRE. | Tonnage Brut. | Désignation de Pays du Propriétaire Capitaine ou du Gérant responsable. | ARMATEURS. | MACHINES FRIGORIFIQUES. Nombre d'unités. | Nombre de compartiments. | Système. | Fabrication. | Date de mise en service. | Nombre d'unités frigorifiques de 3 chevaux. | FUTAILLES. Poids moyen du chargement. | Poids de gaz par unité. | Nombre de compartiments. | Capacité. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Tulsa | [illegible] | | United Fruit S.S. Corp. (United Fruit Co. Ltd.) | 2 | 2 | Carb. Acide | J. & E. Hall Ltd. | 1918 | [illegible] | — | [illegible] | 4 | [illegible] |
| Tulsa | [illegible] | | Elder & Fyffes Ltd. | 2 | 2 | Carb. Acide | Kelvin & Foundry & Eng. Co. Ltd. | 1919 | [illegible] | [illegible] | [illegible] | 1 | [illegible] |
| Tulsa | [illegible] | [illegible] | Lewis's Dock Co. Ltd. | 1 | 1 | Carb. Acide | Liverpool Refrigeration Co. Ltd. | 1920 | [illegible] | — | [illegible] | 1 | [illegible] |
| Tungurin | [illegible] | [illegible] | New Zealand Shipping Co. Ltd. | 2 | 2 | Carb. Acide | J. & E. Hall Ltd. | 1923 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Tortuguero | [illegible] | | Elder & Fyffes Ltd. | 2 | 2 | Carb. Acide | J. & E. Hall Ltd. | 1920 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Trave | [illegible] | [illegible] | Bremer Lloyd | 2 | 4 | Carb. Acide | J. & E. Hall Ltd. | 1929 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Trojan Star | [illegible] | [illegible] | Blue Star Line Ltd. | 2 | 2 | Carb. Acide | Kelvin & Foundry & Eng. Co. Ltd. | 1924 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Trondanger | [illegible] | | Wilh. Wilhelmsen A.S. | 2 | 2 | Ammoniac | A/S Norsk Kølmaskinfabrik | 1932 | [illegible] | — | — | 2 | [illegible] |
| Tuscirora | [illegible] | | Elder & Fyffes Ltd. | 2 | 2 | Carb. Acide | J. & E. Hall Ltd. | 1920 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Tudor Star | [illegible] | [illegible] | Blue Star Line Ltd. | 2 | 2 | Carb. Acide | J. & E. Hall Ltd. | 1929 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Turakina | [illegible] | [illegible] | New Zealand Shipping Co. Ltd. | 2 | 2 | Carb. Acide | J. & E. Hall Ltd. | 1925 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Turrialba | [illegible] | | United Fruit S.S. Corp. (United Fruit Co. Ltd.) | 4 | 4 | Carb. Acide | J. & E. Hall Ltd. | 1929 | [illegible] | — | [illegible] | 8 | [illegible] |
| Tuscan Star | [illegible] | [illegible] | Blue Star Line Ltd. | 2 | 12 | Carb. Acide | J. & E. Hall Ltd. | 1930 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Tweedbank | [illegible] | [illegible] | Dunlop Line Ltd. (A. Weir & Co. Ltd.) | 1 | 2 | Carb. Acide | J. & E. Hall Ltd. | 1930 | [illegible] | [illegible] | [illegible] | 1 | [illegible] |
| Ulia | [illegible] | | J. Lauritzen | 1 | 2 | Ammoniac | A/S Atlas Maskinfabrik | 1932 | [illegible] | — | — | 2 | [illegible] |
| Ulua | [illegible] | | United Fruit S.S. Corp. (United Fruit Co. Ltd.) | 2 | 2 | Carb. Acide | J. & E. Hall Ltd. | 1917 | [illegible] | — | [illegible] | 4 | [illegible] |
| Ulysses | [illegible] | | Thos. Nelson & Sons Nav. Co. Ltd. (J. & J. Hall Ltd.) | 2 | 2 | Carb. Acide | J. & E. Hall Ltd. | 1913 | [illegible] | — | [illegible] | 4 | [illegible] |
| Upwey Grange | [illegible] | [illegible] | Dunlop Line Ltd. (Dunlop Bros. & Co. Ltd.) | 2 | 2 | Carb. Acide | J. & E. Hall Ltd. | 1925 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Vancouver | [illegible] | | Stoomvaart-Maatschappij Zeeland (Ned. Amer. Lijn) | 2 | 4 | Ammoniac | N. Rotterdam | 1930 | [illegible] | [illegible] | [illegible] | 2 | [illegible] |
| Vandyck | [illegible] | | Liverpool, Brazil & River Plate S.S. Co. Ltd. (Lamport & Holt Ltd.) | 4 | 4 | Carb. Acide | J. & E. Hall Ltd. | 1931 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Vedic | [illegible] | [illegible] | Pacific Steam Nav. Co. Ltd. (Vestey Bros.) | 2 | 2 | Carb. Acide | J. & E. Hall Ltd. | 1923 | [illegible] | — | [illegible] | 2 | [illegible] |
| Veragua | [illegible] | | United Steamship Co. (United Fruit Co. Ltd.) | 2 | 3 | Carb. Acide | Tyll Maschinenfabrik | 1932 | [illegible] | — | [illegible] | [illegible] | [illegible] |
| Victoria | [illegible] | [illegible] | Lloyd Triestino | 2 | 6 | Carb. Acide | G. Sulzer & Co. | 1931 | [illegible] | — | [illegible] | 6 | [illegible] |
| Viking Star | [illegible] | [illegible] | Blue Star Line Ltd. | 2 | 2 | Carb. Acide | Kelvin & Foundry & Eng. Co. Ltd. | 1929 | [illegible] | — | [illegible] | [illegible] | [illegible] |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

**Vessels having a capacity of 80,000 cubic feet and over, and including all vessels holding Lloyd's R.M.C.**

| Vessels' Name. | Gross Ton-nage. | Number and Date of Lloyd's Survey of Refrigerating Appliances. | Owners. | Refrigerating Machinery. No. of Units. | No. of Compartments. | Systems. | Makers. | Date of Installation. | Purpose of (1) Refrigerating (2) Insulating the Chambers. | Power. Value in Horse-power of one day's supply per hour. | Value in Horse-power of one day's supply per 24 hours. | Insulated Cargo Chambers. No. | Capacity. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Virgilio | 11718 | | "Italia" (Flotte Riunite Società Navigazione Generale) | 2 | 2 | Carb. Anhy. | G. Sachsenberg & Co. | 1929 | Brine Cork | — | 80 | 4 | [illegible] |
| Virginia | 10772 | | American Line S.S. Corp. | 4 | 4 | Carb. Anhy. | Brunswick Kronshaal Co. | 1929 | Brine & Air Cork | — | 100 | 4 | 113,410 |
| Voltaire | 13249 | | Liv. Brazil & S. Plate S.N. Co. Ltd. (Lamport & Holt Ltd. Mgrs.) | 4 | 4 | Carb. Anhy. | J. & E. Hall, Ltd. | 1921 | Brine Cork & Illinois Cotton | — | 119 | 10 | 101,277 |
| Volturno | 22870 | | Cunard Line. Trustees & Res. | 2 | 2 | Carb. Anhy. | Madison Foundry & Eng. Co. Ltd. | 1929 | Brine Granulated & Slab Cork | — | 60 | 4 on 3 sep. decks R.M.C. | 46,724 44,078 |
| Walmana | 7852 | | Shaw, Savill & Albion Co. Ltd. | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1911 | Air & Brine Silvered cotton & Albion Cork | — | 110 | 10 | 109,000 |
| Warwick Castle | 20445 | | Union Castle Mail S.S. Co. Ltd. | 2 | 6 | Carb. Anhy. | J. & E. Hall, Ltd. | 1931 | Brine & Air Cork | — | 150 | 10 | 207,434 |
| Waterland | 6841 | | N.V. Koninkl. Rotterdam Lloyd. | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1931 | Brine Granulated Cork | — | 110 | 4 | 108,704 |
| Wenatchee Star | 6600 | | Deutsche Werke Ent. A.G. | 3 | 3 | Carb. Anhy. | G. Kemper | 1929 | Brine & Air Granulated & Slab Cork | 1,000,700 | 113 | 4 | 100,000 |
| Western Prince | 10920 | | Prince Line Ltd. (Furness, Withy & Co. Ltd. Mgrs.) | 3 | 6 | Carb. Anhy. | J. & E. Hall, Ltd. | 1929 | Brine & Air Granulated Cork & Illinois Cotton | 1,000,000 | 90 | 5 | 140,000 |
| Westmorland | 8999 | | Federal Steam Nav. Co. Ltd. | 2 | 2 | Carb. Anhy. | Madison Foundry & Eng. Co. Ltd. | 1917 | Brine Granulated Cork & Illinois Cotton | — | 100 | 12 | 161,070 |
| Winchester Castle | 20109 | | Union Castle Mail S.S. Co. Ltd. | 2 | 6 | Carb. Anhy. | J. & E. Hall, Ltd. | 1929 | Brine & Air Cork | — | 190 | 14 | 224,267 |
| Windsor Castle | 19922 | | Union Castle Mail S.S. Co. Ltd. | 2<br>1 | 2<br>1 | Carb. Anhy. | J. & E. Hall, Ltd. | 1922<br>1930 | Brine & Air Silvered cotton & Cork | — | 84<br>47 | 12 | 146,106 |
| Winnipeg | 8279 | | Canadian Transcontinental | 2 | 2 | Carb. Anhy. | Atlas Werke | 1930 | Brine & Air Granulated Cork | 700 | 15 | 6 | 29,250 |
| Witell | 6079 | | Nordbrasilianischer Lloyd | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1912 | Brine & Air Charcoal | — | 72 | 4 | 126,443 |
| Witram | 6097 | | Nordbrasilianischer Lloyd | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1911 | Brine & Air Charcoal, Slab & Granu. Cork | — | 60 | 8 | 104,100 |
| Yakima Star | 6007 | | Deutsche Werke Ent. A.G. | 3 | 3 | Carb. Anhy. | G. Kemper | 1929 | Brine & Air Granulated & Slab Cork | 1,000,700 | 111 | 4 | 100,000 |
| Yasukuni Maru | 11000 | | Nippon Yusen K.K. | 2 | 4 | Carb. Anhy. | Kobe Steel Works | 1930 | Brine Slab Cork | — | 11 | 4 | 11,100 |
| Zaasland | 6813 | | N.V. Koninkl. Rotterdam Lloyd | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1921 | Brine Granulated Cork | — | 110 | 4 | 102,100 |
| Zeeuw | 4730 | | United Fruit S.S. Corp. (United Fruit Co. Mgrs.) | 4 | 4 | Carb. Anhy. | J. & E. Hall, Ltd. | 1909 | Brine & Air Cowhair & Charcoal | — | 11 | 6 | 102,000 |
| Zealandic | 8291 | | Shaw, Savill & Albion Co. Ltd. | 2 | 4 | Carb. Anhy. | J. & E. Hall, Ltd. | 1929 | Brine & Air Granulated Cork | — | 110 | 10 | 455,300 |
| Zealandia | 7990 | | Koninkl. Nederlandsche Lloyd | 4 | 4 | Carb. Anhy. | J. & E. Hall, Ltd. | 1924 | Brine Granulated Cork | — | 91 | 4 | 94,000 |
| Zeus | 5863 | | Elders & Fyffes Ltd. | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1920 | Brine & Air Granulated Cork | — | 94 | 14 | 100,000 |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

**Vessels having a capacity of 80,000 cubic feet and over, and including all vessels holding Lloyd's R.M.C.**

| Vessel's Name. | Gross Tonnage. | Sailing and Date of last survey of Refrigerating Appliances. | Owners. | Refrigerating Machinery. No. of Units. | No. of Compartments. | System. | Makers. | Date of Construction. | Purpose of Refrigeration (Or Insulating Or Chambers). | Power. Units in Refrigerating Machinery. | Capacity per 24 hours. | Insulated Cargo Chambers. No. | Capacity. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| For Supplementary List of Vessels Fitted with Refrigerating Appliances, see below. | | | | | | | | | | | | | |
| Baltara | [illegible] | [illegible] | [illegible] | 3 | 4 | Carb. Anhy. | [illegible] | 1921 | [illegible] | — | 87 | 4 | [illegible] |
| Baltraffic | [illegible] | [illegible] | [illegible] | 3 | 4 | Carb. Anhy. | [illegible] | 1921 | [illegible] | — | 87 | 4 | [illegible] |
| Easpoint | [illegible] | [illegible] | [illegible] | 2 | 4 | Carb. Anhy. | [illegible] | 1920 | [illegible] | [illegible] | 80 | 4 | [illegible] |
| Napoya | [illegible] | [illegible] | [illegible] | 3 | 3 | Ammonia | [illegible] | 1921 | [illegible] | — | 115 | 20 | [illegible] |
| Astrida | [illegible] | [illegible] | [illegible] | 2 | 2 | Ammonia | [illegible] | 1920 | [illegible] | [illegible] | 24 | 2 | [illegible] |
| Josephine Charlotte | [illegible] | [illegible] | [illegible] | 2 | 2 | Ammonia | [illegible] | 1920 | [illegible] | [illegible] | 24 | 2 | [illegible] |
| Oceania | [illegible] | [illegible] | [illegible] | 3 | 6 | Carb. Anhy. | [illegible] | 1920 | [illegible] | — | 80 | 4 | [illegible] |
| Glenearn | [illegible] | [illegible] | [illegible] | 1 | 2 | Carb. Anhy. | [illegible] | 1920 | [illegible] | — | 80 | 4 | [illegible] |
| Nola | [illegible] | [illegible] | [illegible] | 4 | 4 | Carb. Anhy. | [illegible] | 1919 | [illegible] | — | 171 | 20 | [illegible] |
| Nalon | [illegible] | [illegible] | [illegible] | 4 | 4 | Carb. Anhy. | J. & E. Hall, Ltd. | 1915 | [illegible] | — | — | 20 | [illegible] |
| Refrigerator No. 1 | [illegible] | [illegible] | [illegible] | 3 | 6 | Carb. Anhy. | A/S Thomas Tha. [illegible] | 1920 | [illegible] | — | 100 | 2 | [illegible] |
| Refrigerator No. 2 | [illegible] | [illegible] | [illegible] | 3 | 6 | Carb. Anhy. | A/S Thomas Tha. [illegible] | 1920 | [illegible] | — | 100 | 2 | [illegible] |
| City of Brisbane | [illegible] | [illegible] | [illegible] | 2 | 2 | Carb. Anhy. | [illegible] | 1920 | [illegible] | [illegible] | 100 | 7 | [illegible] |
| Koolinda | [illegible] | [illegible] | [illegible] | 2 | 2 | Ammonia | J. & E. Hall, Ltd. | 1920 | [illegible] | — | 8 | 6 | [illegible] |
| Ormistoria | [illegible] | [illegible] | [illegible] | 1 | 1 | Carb. Anhy. | J. & E. Hall, Ltd. | 1919 | [illegible] | — | 42 | 2 | [illegible] |
| Nasina | [illegible] | [illegible] | [illegible] | 4 | 4 | Carb. Anhy. | J. & E. Hall, Ltd. | 1915 | [illegible] | — | 116 | 20 | [illegible] |
| Duca degli Abruzzi | [illegible] | [illegible] | [illegible] | 2 | 4 | Carb. Anhy. | J. & E. Hall, Ltd. | 1920 | [illegible] | [illegible] | 80 | 2 | [illegible] |
| Washington Express | [illegible] | [illegible] | [illegible] | 2 | 4 | Carb. Anhy. | A/S [illegible] | 1920 | [illegible] | [illegible] | 14 | 4 | [illegible] |
| Assumana Maru | [illegible] | [illegible] | [illegible] | 2 | 2 | Carb. Anhy. | [illegible] | 1920 | [illegible] | — | 8 | 2 | [illegible] |
| Malaita | [illegible] | [illegible] | [illegible] | 1 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1920 | [illegible] | — | 4 | 2 | [illegible] |
| Captain Bottego | [illegible] | [illegible] | [illegible] | 2 | 4 | Carb. Anhy. | J. & E. Hall, Ltd. | 1920 | [illegible] | — | 80 | 2 | [illegible] |

# LISTE DES NAVIRES POURVUS DE MACHINES FRIGORIFIQUES—suite.

**Navires ayant une capacité de 50.000 pieds cubes et au delà y compris les navires possédant le Lloyd's R.M.C. (Certificat du Lloyd's Register pour Appareils Frigorifiques).**

| NOM DU NAVIRE. | Tonnage Brut. | Année de la dernière visite des appareils frigorifiques et de leurs installations | ARMATEURS. | MACHINES FRIGORIFIQUES. Nombre d'unités | Nombre de compartiments | Système. | Fabricants. | Date de mise en service. | Système et nature du fluide frigorifique. | CAPACITÉ. Pieds cubes utiles. | Poids de viande que peut contenir la cale. | CHAMBRES FROIDES. Nombre. | Capacité. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Oregon Express | 3042 | [illegible] | [illegible] | 2 | 6 | Carb. Anhy. | A/S Theorell Tønsberg. | 1919 | Brine & Air Consolidated Cork | [illegible] | 794 | 10 | [illegible] |
| Clan Farquhar | 7104 | [illegible] | [illegible] | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1920 | Brine & Air Cork | [illegible] | 350 | 8 | [illegible] |
| Kumara | 7920 | [illegible] | [illegible] | 2 | 2 | Carb. Anhy. | Liverpool Refrigeration Co. Ltd. | 1924 | Brine & Air Cross Cork, Consolidated Refrigeration | — | — | 14 | 941,230 |
| Clan Colquhoun | 7944 | [illegible] | [illegible] | 7<br>1 | 7<br>1 | Carb. Anhy.<br>Carb. Anhy. | J. & E. Hall, Ltd.<br>Hamworth Corporation | 1913<br>[illegible] | Brine & Air Cork & Glasgow Corporation | [illegible] | — | 10 | [illegible] |
| Port Chalmers | 8553 | [illegible] | [illegible] | 2 | 6 | Carb. Anhy. | J. & E. Hall, Ltd. | 1922 | Brine & Air Consolidated Cork Refrigeration Plant with [illegible] | — | [illegible] | 11 | [illegible] |
| Adria | [illegible] | [illegible] | [illegible] | 1 | 1 | Carb. Anhy. | J. & E. Hall, Ltd. | 1911 [illegible] | Brine Cork | — | 8 | 3 | [illegible] |
| Angel | 5215 | [illegible] | [illegible] | 1 | 1 | Carb. Anhy. | J. & E. Hall, Ltd. | 1925 | Air Cross Cork | [illegible] | 74 | 3 | [illegible] |
| California Express | [illegible] | [illegible] | [illegible] | 2 | 4 | Carb. Anhy. | A/S Drammen [illegible] Norway | 1924 | Brine & Air Consolidated Cork | [illegible] | 84 | 4 | [illegible] |
| Capitano A. Cecchi | 2002 | [illegible] | [illegible] | 2 | 4 | Carb. Anhy. | A/S Theorell Tønsberg. | 1924 | Brine & Air Consolidated Cork | [illegible] | 27 | 3 | [illegible] |
| Dearne | 1042 | [illegible] | [illegible] | 1 | 1 | Carb. Anhy. | Liverpool Refrigeration Co. Ltd. | 1924 | Brine Consolidated Cork | — | 10 | 3 | [illegible] |
| Amagiran Maru | 7024 | [illegible] | [illegible] | 2 | 2 | Carb. Anhy. | [illegible] Ltd. | [illegible] | Brine Cork | — | 8 | 2 | [illegible] |
| Inipiago | 7003 | [illegible] | [illegible] | 1 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1924 | Air Consolidated Cork | [illegible] | 74 | 2 | [illegible] |
| Nylora | 4494 | [illegible] | [illegible] | 2 | 4 | [illegible] | A/S Drammen Norway | 1924 | Brine & Air Consolidated Cork | [illegible] | [illegible] | 3 | [illegible] |
| Tagliamento | [illegible] | [illegible] | [illegible] | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1910 [illegible] | Brine & Air Consolidated Cork & Copenhagen | [illegible] | 124 | 6 | [illegible] |
| Cernia | 5451 | [illegible] | [illegible] | 2 | 2 | Carb. Anhy. | J. & E. Hall, Ltd. | 1924 | Brine & Air Consolidated Cork & Copenhagen | [illegible] | 174 | 4 | [illegible] |
| Santa Barbara | [illegible] | [illegible] | [illegible] | 1<br>1 | 6<br>4 | Carb. Anhy.<br>[illegible] | J. & E. Hall, Ltd.<br>Twelves & Co. Co. | 1926<br>[illegible] | Brine Cork<br>Brine Consolidated Cork | —<br>[illegible] | 90<br>[illegible] | 4<br>4 | [illegible] |
| Santa Maria | [illegible] | [illegible] | [illegible] | 1<br>1 | 6<br>4 | Carb. Anhy.<br>[illegible] | J. & E. Hall, Ltd.<br>Twelves & Co. Co. | 1927<br>[illegible] | Brine Cork<br>Brine Consolidated Cork | —<br>[illegible] | 90<br>[illegible] | 4<br>4 | [illegible] |
| Giulio Cesare | [illegible] | [illegible] | [illegible] | 2<br>1 | 6<br>1 | Carb. Anhy.<br>Carb. Anhy. | [illegible]<br>J. & E. Hall, Ltd. | 1924<br>[illegible] | Brine & Air [illegible] | [illegible]<br>— | 47<br>[illegible] | 12<br>2 | [illegible] |

# LIST OF VESSELS FITTED WITH REFRIGERATING APPLIANCES—*continued.*

**Vessels having a capacity of 50,000 cubic feet and over, and including all vessels holding Lloyd's R.M.C.**

| VESSEL'S NAME | Gross Tonnage | Date of Last Survey of Refrigerating Appliances | OWNERS | REFRIGERATING MACHINES | | | | | Position of Refrigerating Machinery and Chambers | POWER | | INSULATING CORK CHAMBERS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | No. of Cylinders | Total Compressor Cap. | Cycle | Makers | Date of Construction | | Power in Horse-power of the Engines driving the Compressors | Tons of Refrigerating Capacity per 24 Hours | No. Chambers | Cubic Ft. |
| Iachanga | 7063 | [illegible] | [illegible] | 1 | 2 | Carb. Acid | A.A.E. Bell & Co. | 1901 | [illegible] | [illegible] | 14 | 4 | [illegible] |
| Santa Clara | 6200 | [illegible] | Gaudet & Co. Ltd. | 2 | 8 | Carb. Acid | Brunswick Engineering Co. | 1900 | Below Wine Cork | [illegible] | 8 | 8 | [illegible] |
| | | | | 2 | 4 | [illegible] | Earlier Eng. Co. | 1901 | [illegible] | [illegible] | 10 | 8 | [illegible] |

# LISTE DES NAVIRES POURVUS DE MACHINES FRIGORIFIQUES — suite

**Navires ayant une capacité de 50.000 pieds cubes et au delà y compris les navires possédant le Lloyd's R.M.C. (Certificat du Lloyd's Register pour Appareils Frigorifiques).**

| NOM DU NAVIRE. | Port d'attache. | Jauge brute. | Capacité en pieds cubes des espaces frigorifiques et de toute installation. | OBSERVATIONS. | MACHINES FRIGORIFIQUES. | | | | | Numéro du certificat du R.M.C. | FÉRMETURE. | | CHARGEMENT PRÉVU POUR CHAQUE CARGAISON. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Nature du fluide. | Pression de compression utile. | Dimensions. | Fabricants. | Mode de refroidissement. | | Partie supérieure du navire. | Nature du [illegible] | Tx. | Capacité. |
| | | | | | | | | | | | | | | pieds cubes |

## LIST OF FROZEN MEAT STORES (OF 30,000 CUBIC FEET AND ABOVE) IN GREAT BRITAIN AND IRELAND:

**including also certain other Refrigerated Stores which have been inspected and satisfactorily reported upon by the Surveyors to Lloyd's Register.**

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## LISTE DES ENTREPÔTS DE VIANDE FRIGORIFIÉE (DE 850m³ ET AU-DELA) DANS LA GRANDE BRETAGNE ET EN IRLANDE:

**comprenant aussi certains autres entrepôts frigorifiques qui, après examen par les Inspecteurs du Lloyd's Register, ont fait l'objet d'un rapport satisfaisant.**

# INSTITUTE FROZEN MEAT CLAUSES.

Cold Stores approved by the Institute of London Underwriters are marked with an asterisk in the following list.

The Clauses at present in force for the insurance of frozen meat, covering risk after discharge from the steamer, contain the following wording:—

> "The risk commences from the time the interest is passed into the Cooling and/or Freezing Chambers of the Works at . . . . and, unless previously terminated, continues on board the vessel and/or in cold stores in the United Kingdom [*or Continent*]-[*for the period stipulated for in the policy*] . . . . provided always that the cold stores in the United Kingdom shall be approved by the Institute of London Underwriters."

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# CLAUSES DE L'"INSTITUTE OF LONDON UNDERWRITERS" POUR LA VIANDE CONGELÉE.

Les Entrepôts frigorifiques approuvés par l'"Institute of London Underwriters" sont marqués avec une astérisque dans la liste qui suit.

Les clauses actuellement en vigueur pour l'assurance de la viande congelée, couvrant les risques après déchargement du navire, contiennent les stipulations suivantes:—

> "Le risque commence à partir du moment où les viandes sont entreposées dans les chambres refroidies ou glaceres des Usines à . . . . et, à moins que la police n'expire dans l'intervalle, continue à bord du navire et dans les entrepôts frigorifiques du Royaume-Uni [*ou du Continent*]-[*pour la période stipulée dans la police*] . . . . sous la réserve expresse que les entrepôts en question soient approuvés par l'"Institute of London Underwriters'"

# LIST OF FROZEN MEAT STORES (OF 30,000 CUBIC FEET AND ABOVE) IN GREAT BRITAIN AND IRELAND,

including also certain other Refrigerated Stores which have been inspected and satisfactorily reported upon by the Surveyors to Lloyd's Register.

The sign * indicates that the Store is on the APPROVED LIST OF THE INSTITUTE OF LONDON UNDERWRITERS.

| OWNERS AND NAME OF STORE. | Date of Lloyd's Refrigerating Machinery Certificate (see Column). | REFRIGERATING MACHINERY. | | | | | | Position of (1) Refrigerating Chamber (2) Circulating Air Chamber. | Air circulating Machinery (see note to Column of REMARKS R.T.C. a, per Inst.) | INSULATING CHAMBERS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | No. of Cylinders. | No. of Compressors. | System. | MAKERS. | Motive Power. | Source of Supply. | | | No. | Capacity. |
| **ABERDEEN.** | | | | | | | | | | | |
| Aberdeen Markets Cold Store | | | | | | | | | | | |
| East Street | | | | Ammonia Compression | Lightfoot Refrigeration Co. Ltd. | Electricity | Aberdeen Corporation | Air Blast Circulation Cooling | | 11 | [illegible] |
| **ALDERSHOT.** | | | | | | | | | | | |
| Aldershot & District Ice & Cold Storage Co., Ld. | | | | | | | | | | | |
| Prospect Road | | | | Ammonia Compression | J. & E. Hall Ld. | | | Direct Expansion Static & Circulated Cooling | | 2 | [illegible] |
| **AYR.** | | | | | | | | | | | |
| W. Milne, Ld. | | | | | | | | | | | |
| Fullarton Rd. | | | | Ammonia Compression | L. Sterne & Co. Ld. | | | Direct Expansion in Chambers Cooling | | | [illegible] |
| **BARRY.** | | | | | | | | | | | |
| Cardiff Pure Ice & Cold Storage Co., Ld. | | | | Ammonia Compression | L. Sterne & Co. Ld. | Steam | | Direct Expansion in Chambers Cooling | | 12 | [illegible] |
| **BATH.** | | | | | | | | | | | |
| Bath Cold Storage & Ice Co. (Bath Industries, Ld.) | | | | Ammonia Compression | Lightfoot Refrigeration Co. Ld. | Electricity | Generation of Bath | Air Blast Circulation | 11 | 4 | [illegible] |
| **BELFAST.** | | | | | | | | | | | |
| Armour & Co. | | | | | | | | | | | |
| Langan | [illegible] | 2 | 2 | Ammonia Compression | Lightfoot Refrigeration Co. Ld. | Gas | Generated on Premises and from Town Mains | Direct Expansion in Chambers & in Circulated Air in Cooling Blast | 30 | 4 | [illegible] |
| Belfast Pure Ice & Cold Storage Co. | | | | | | | | | | | |
| Great Victoria Street | | | | Ammonia Compression | Lightfoot Refrigeration Co. Ld. | Steam | | Air Blast Circulation | | | [illegible] |
| Ulster Ice & Cold Stores, Ld. | | | | | | | | | | | |
| Sussexow Street | | | | Ammonia Compression | Lightfoot Refrigeration Co. Ld. | | | Static Cooling | | | [illegible] |
| **BIRMINGHAM.** | | | | | | | | | | | |
| Lightfoot Refrigeration Co., Ld. | | | | | | | | | | | |
| a. City West Market | [illegible] | 6 | 6 | Ammonia Compression | Lightfoot Refrigeration Co. Ld. | Electricity | Birmingham Corporation | Air Blast Cooling Private Cellars | 90 | 24 | [illegible] |
| a. Bightfoot (Chambers 1, 2, 3, 11, 12, 14 & 15) (Chambers 4 & 10) | [illegible] [illegible] | 6 | 6 | Ammonia Compression | Lightfoot Refrigeration Co. Ld. | Electricity | Birmingham Corporation | Air Blast Cooling Private Cellars | [illegible] | 20 | [illegible] |
| | | | | | | | | | | 8 | [illegible] |
| **BOLTON.** | | | | | | | | | | | |
| Bolton Pure Ice & Cold Storage Co., Ld. | | | | | | | | | | | |
| Thynne Street | | | | Ammonia Compression | Lightfoot Refrigeration Co. Ld. | Electricity Other | Corporation of Bolton | Direct Expansion in Chambers Cooling | 170 | | [illegible] |
| Palatine Ice & Cold Storage Co., Ld. | | | | | | | | | | | |
| Bank Street | | | | Carbon Acid | Hudson Fenwick Eng. Co. Ld. | | | Direct Expansion in Chambers in Brine Cooling | | | [illegible] |

In the second column the figure indicates the date of the survey on which Lloyd's Refrigerating Machinery Certificate (Lloyd's 1.R.C.) was granted. The * indicates that the refrigerating machinery and insulation of the Store were constructed under the special survey of the Surveyors to Lloyd's Register.

# LISTE DES ENTREPOTS DE VIANDE FRIGORIFIÉE (DE 850 m³ ET AU-DELA) DANS LA GRANDE BRETAGNE ET EN IRLANDE; comprenant aussi certains autres entrepôts frigorifiques qui, après examen par les Inspecteurs du Lloyd's Register, ont fait l'objet d'un rapport satisfaisant.—suite.

Le signe * indique que l'Entrepôt figure sur la "LISTE APPROUVÉE DE L'INSTITUTE OF LONDON UNDERWRITERS."

| Propriétaires et désignation de l'entrepôt | Date du certificat du Lloyd's pour les machines frigorifiques (voir note au texte) | Machines frigorifiques: Nombre | Machines frigorifiques: Système de compression | Machines frigorifiques: Système | Machines frigorifiques: Fabricants | Machines frigorifiques: Puissance motrice | Machines frigorifiques: Système d'étanchéité | Dimensions (*) des chambres froides et d'entreposage des viandes | Capacité totale des chambres froides en pieds cubes (1 m³ = 35,315 pieds cubes) | Chambres froides: Nombre | Chambres froides: Contenance |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **BOURNEMOUTH.** | | | | | | | | | | | |
| Bournemouth Markets Ice & Cold Stores, Ld. | | | | | | | | | | | |
| Holdenhurst Road | | | | Ammonia Compression | Lightfoot Refrigeration Co. Ld. | Electricity | Sprung Corporation R.S.J. Co. Ld. | [illegible] Hog Wool | [illegible] | 1 | [illegible] |
| **BRADFORD.** | | | | | | | | | | | |
| Bradford Clear Ice & Cold Storage Co. Ld. | | | | | | | | | | | |
| Midgeon Street, Leeds Road | | | | Ammonia Compression | | | | | | | [illegible] |
| Corporation of Bradford Cold Stores | | | | | | | | | | | |
| Filey Street, Leeds Road | | | | Ammonia Compression | Lightfoot Refrigeration Co. Ld. | | | Hog Wool [illegible] | | | [illegible] |
| **BRIGHTON** | | | | | | | | | | | |
| Sussex Cold Storage & Markets, Ld. | | | | | | | | | | | |
| Russell Street | | | | Ammonia Compression | | | | [illegible] | | | [illegible] |
| **BRISTOL.** | | | | | | | | | | | |
| Avon Cold Storage & Ice Co. (Bristol Industries), Ld. | | | | | | | | | | | |
| * St. Philips Bridge, Bristol (Bunnett & Gronwald Ld. (Closed)) | [illegible] | | | | | | | | | | |
| * Do. Extension (Ind. Ref. & Ice Works) | [illegible] | 1 | 2 | Ammonia Compression | Lightfoot Refrigeration Co. Ld. | Electricity | Sprung Corporation R.S.J. Works | [illegible] | [illegible] | 4 | [illegible] |
| Port of Bristol (Bristol Corporation Docks) | | | | | | | | | | | |
| * Royal Edward Dock | [illegible] | 3 | 3 | Ammonia Compression | Lightfoot Refrigeration Co. Ld. | Electricity | Sprung Corporation R.S.J. Works | Cross Corporation and Chamberlain Hog Wools Bagdad Wools | [illegible] | 1 | [illegible] |
| Perry, Benj., & Sons, Ld. | | | | | | | | | | | |
| * 11-14 Temple Street | [illegible] | 1 | 2 | Ammonia Compression | Lightfoot Refrigeration Co. Ld. | Gas | Cross Water and Generator on Premises | [illegible] Hog Wools [illegible] | [illegible] | | [illegible] |
| Union Cold Storage Co., Ld. | | | | | | | | | | | |
| * Jarrett St., Barton Hill Stores (1, 2, 3, 4 & 5 Compartments) | [illegible] | 1 | 2 | Ammonia Compression | Liverpool Refrigeration Co. Ld. | Electricity | Sprung Corporation R.S.J. Works | Hog Wool [illegible] | [illegible] | 19 | [illegible] |
| " B, F, G, H, J, K & N (Ground Floor) | | | | | | | | | | | |
| " E, L, M, V & T (1st Floor) | | | | | | | | | | | |
| " O & P (Top Floor) | | | | | | | | | | | |
| **BURTON-ON-TRENT.** | | | | | | | | | | | |
| Burton Pure Ice & Cold Storage Co., Ld. | | | | | | | | | | | |
| Road Ind. | | | | Ammonia Compression | Burton Founders & Eng. Co. Ld. | Electricity | Sprung Corporation | [illegible] Cork, Kiln [illegible] | [illegible] | 12 | [illegible] |
| Trent Cold Storage & Ice Co., Ld. | | | | Carb. Acid. | J. & R. Red. Ld. | Gas | | Hog Wool | [illegible] | 12 | [illegible] |

Dans la seconde colonne, les chiffres indiquent le jour et le mois de la délivrance du certificat du Lloyd's pour les machines frigorifiques (voir note 2 ci-dessus). Les cases à indiquer que les machines frigorifiques et l'entrepôt ont été construits sous la surveillance spéciale des Surveyors du Lloyd's Register.

# LIST OF FROZEN MEAT STORES (OF 30,000 CUBIC FEET AND ABOVE) IN GREAT BRITAIN AND IRELAND; including also certain other Refrigerated Stores which have been inspected and satisfactorily reported upon by the Surveyors to Lloyd's Register—*continued.*

The sign * indicates that the Store is on the APPROVED LIST OF THE INSTITUTE OF LONDON UNDERWRITERS.

| OWNERS AND NAME OF STORE. | Date of Lloyd's Refrigerating Machinery Certificate (See Footnote) | REFRIGERATING MACHINERY. | | | | | | System of (1) Refrigerating (2) Insulating the Chambers | Cubic Feet per 24 hours (at 10 lbs. ICE per ton) | INSULATED CHAMBERS | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Small Units. | No. of Compressors. | System. | MAKERS. | Motive Power. | Source of Supply. | | | No. | Capacity. |
| **CARDIFF.** | | | | | | | | | | | Cubic Ft. |
| **Cardiff Pure Ice & Cold Storage Co., Ld.** | | | | | | | | | | | |
| Trafalgar Terrace | | | | Ammonia Compressors | A. Shanks & Co. Ld. | Steam (Back Elevating) | Generated on Premises. Electricity from Town Supply | Brine Direct Cooling Channel | [illegible] | 14 | [illegible] |
| **Great Western Railway Co.** | | | | | | | | | | | |
| Queen Alexandra Dock | [illegible] | 2 | 2 | Ammonia Compressors | Pontrhydyfen, Ld. | Gas | Generated on Premises | Direct Expansion (1) Brine (2) Air (3) Cold Carbon | [illegible] | 3 | [illegible] |
| Jetty, Bute Dock | | | | Ammonia Compressors & Absorption | Hodgson Foundry & Eng. Co. Ld. / Brimscombe Engine, Ld. | Steam | | Air Brine Channel (Cold Carbon) | | | [illegible] |
| **Welsh Cold Stores & Ice Co., Ld.** | | | | | | | | | | | |
| Pellas Street | | | | Ammonia Compressors | J. & E. Hall, Ld. | Electricity | Town Supply | Brine Coils | [illegible] | [illegible] | [illegible] |
| **CHATHAM.** | | | | | | | | | | | |
| **A. Gammas, Ld.** | | | | | | | | | | | |
| 9 Kitchen Wharf, Medway Street & Extension, 1906 | [illegible] | 1 | 1 | Ammonia Compressor | Hodgson Foundry & Eng. Co. Ld. | Electricity | Generated on Premises | Air Cold Carbon Coils | [illegible] | 6 / 1 | [illegible] / [illegible] |
| **CHESTER.** | | | | | | | | | | | |
| **Chester Cold Storage & Ice Co., Ld.** | | | | | | | | | | | |
| 31, Queen Street | | | | Ammonia Compressor | | | | Dug Wood | | | [illegible] |
| **CHESTERFIELD.** | | | | | | | | | | | |
| **Sheffield Pure Ice & Cold Storage Co., Ld.** | | | | | | | | | | | |
| Sipper Street | | | | Ammonia Compressor | Lightfoot Refrigerating, Ld. | Electricity | Chesterfield Corporation | Air Channel & Coils | [illegible] | 5 | [illegible] |
| **CORK.** | | | | | | | | | | | |
| **Cork Warehousing Cold Storage & Pure Ice Co., Ld.** | | | | | | | | | | | |
| Beasley Street | | | | Carbonic Anhydride & Ammonia Compressor | | | | Brine & Cold Carbon | | | [illegible] |
| **Sullivan & Sons** | | | | | | | | | | | |
| Greenville Place | | | | Ammonia Compressor | | | | Cork | | | [illegible] |
| **DERBY.** | | | | | | | | | | | |
| **Derby Pure Ice & Cold Storage Co., Ld.** | | | | | | | | | | | |
| Siddals Road, The Slaughs | | | | Ammonia Compressor | Hodgson Foundry & Eng. Co. Ld. | | | Air Dug Wood Channel | | | [illegible] |

In the second column the figures indicate the date of the Survey on which Lloyd's Refrigerating Machinery Certificate (Lloyd's R.M.C.) was granted. The * indicates that the refrigerating machinery and insulation of the Store were constructed under the special survey of the Surveyors to Lloyd's Register.

# LISTE DES ENTREPOTS DE VIANDE FRIGORIFIÉE (DE 850 m³ ET AU-DELA) DANS LA GRANDE BRETAGNE ET EN IRLANDE, comprenant aussi certains autres entrepôts frigorifiques qui, après examen par les Ingénieurs de Lloyd's Register, ont fait l'objet d'un rapport satisfaisant.—suite.

Le signe * indique que l'Entrepôt figure sur la "LISTE APPROUVÉE DE L'INSTITUTE OF LONDON UNDERWRITERS."

| Entrepôts et emplacement de l'entrepôt | Date du rapport du Lloyd's pour les machines frigorifiques (voir notes ci-dessus) | Machines frigorifiques: Nombre | Nombre de compresseurs | Fabricant | Fabricant | Puissance motrice | Système d'évaporation | Nombre d'ex. [illegible] | Capacité [illegible] | Volumes [illegible] | Capacité |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **DONCASTER.** | | | | | | | | | | | |
| Sheffield Pure Ice & Cold Storage Co., Ld. | | | | | | | | | | | |
| Doncaster Ice Works & Cold Stores, Spaghill Street | | | | Ammonia Compressor | Sulphur Refrigerating Mach'n Ld. | Electricity | Compression of Ammonia | [illegible] Chamber | [illegible] | * | [illegible] |
| **DUBLIN.** | | | | | | | | | | | |
| Dublin Pure Ice & Cold Storage Co. | | | | | | | | | | | |
| * Mill Street | [illegible] | 3 | 1 | [illegible] Ammonia Compressor | L. Pierce & Co., Ld. [illegible] Machine | Electricity | [illegible] | [illegible] Chamber [illegible] | [illegible] | [illegible] | [illegible] |
| Merchants Warehousing Co., Ld. | | | | | | | | | | | |
| * Sam Wall | [illegible] | 1 | 1 | Ammonia Compressor | Sulphur Refrigerating Mach'n Ld. | Electricity | Double Compression | [illegible] Chamber | [illegible] | * | [illegible] |
| * Chandler St | [illegible] | | | | | | | [illegible] Chamber | | 1 | [illegible] |
| National Ice & Cold Storage Co., Ld. | | | | | | | | | | | |
| Sir John Rogerson's Quay | | | | Ammonia Compressor | | | | [illegible] Chamber | | | [illegible] |
| **DUNDEE.** | | | | | | | | | | | |
| Dundee Ice & Cold Storage Co., Ld. | | | | | | | | | | | |
| Trades Lane | [illegible] | 1 | 1 | Ammonia Compressor | L. Pierce & Co. Ld. | Electricity | Double Compression | [illegible] Chamber | [illegible] | * | [illegible] |
| * Extension (Chamber on ground floor) | | | | | | | | | | 1 | [illegible] |
| * Extension (2nd floor, 1901) | [illegible] | | | | | | | [illegible] Chamber | | 1 | [illegible] |
| * Extension (2nd floor, 1903) | [illegible] | | | | | | | [illegible] Chamber | | 1 | [illegible] |
| **EDINBURGH.** | | | | | | | | | | | |
| Edinburgh Ice & Cold Storage Co., Ld. | | | | | | | | | | | |
| Leith Pier | | | | Ammonia Compressor | | | | [illegible] Chamber | | | [illegible] |
| **FOLKESTONE.** | | | | | | | | | | | |
| Kent Pure Ice Co., Ld. | | | | | | | | | | | |
| Shorncliffe Station | | | | Ammonia Compressor | J. & E. Hall Ld. | Electricity | Volumetric & gold system | [illegible] Chamber | | [illegible] | [illegible] |
| **GLASGOW.** | | | | | | | | | | | |
| Clyde Cold Storage Co., Ld. | | | | | | | | | | | |
| * Commerce Street (Chambers [illegible]) | [illegible] | 1 | 1 | Ammonia Compressor | L. Pierce & Co. Ld. | Electricity | City of Glasgow Corporation | [illegible] Chamber | [illegible] | [illegible] | [illegible] |
| * Do. Extension No. 1 (Chambers [illegible]) | | | | | | | | | | | |

Dans les annexes suivantes, les chiffres dépassant la date à laquelle le certificat du Lloyd's pour les machines frigorifiques (Lloyd's RMC) a été délivré. Le signe * indique que les machines frigorifiques et l'entrepôt ont été conformes avec la correspondance spéciale des Ingénieurs de Lloyd's Register.

# LIST OF FROZEN MEAT STORES (OF 30,000 CUBIC FEET AND ABOVE) IN GREAT BRITAIN AND IRELAND; including also certain other Refrigerated Stores which have been inspected and satisfactorily reported upon by the Surveyors to Lloyd's Register—*continued.*

The sign * indicates that the Store is on the APPROVED LIST OF THE INSTITUTE OF LONDON UNDERWRITERS.

| OWNERS AND PLACE OF STORE | Date of Lloyd's Refrigerating Machinery Certificate (See Remarks) | REFRIGERATING MACHINERY | | | | | | Dimensions of Refrigerating Chamber for Chilled Meat | Non-insulated Chamber for Frozen Meat (see pp. 11 Lloyd's Rules, R.M.C.) | INSULATED CHAMBERS | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Number of Engines | No. of Compressors | Systems | MAKERS | Motive Power | Source of Supply | | | No. | Capacity |
| **GLASGOW**—*continued.* | | | | | | | | | | | |
| **Wm. Miles Ld.** | | | | | | | | | | | |
| * 41, Old Wynd | [illegible] | 2 | 2 | Ammonia Compression | L. Boreck & Co. Ld. | Electricity | City of Glasgow Corporation | Chamber Dimensions (Chamber for Chilled Meat Certificate Cork Lining and Ship Wood) | [illegible] | 22 | [illegible] |
| **Sawers, Ld.** | | | | | | | | | | | |
| Rutherford Lane | | | | Ammonia Compression | Lightfoot Refrigeration Co. Ld. (Rankin Foundry & Eng. Co. Ld.) | Steam & Gas | Gas from Town Mains | 12 Ship Wool | | 10 | 78,000 |
| **Union Cold Storage Co., Ld.** | | | | | | | | | | | |
| * 130, Cheapside Street | [illegible] | 2 | 2 | Ammonia Compression | Liverpool Refrigeration Co. Ld. | Electricity | City of Glasgow Corporation | [illegible] (Chamber) | 75 | 11 | 175,000 |
| * 114–122, Sauchiehall Street (Rooms 2, 19 to, 2nd, 3rd & 4th Floor) | [illegible] | 2 | 2 | Ammonia Compression | Lightfoot Refrigeration Co. Ld. | Electricity | City of Glasgow Corporation | Air (Chamber 2–14, 17 & 18) Plant (Chamber 15 & 16) Chamber where Chamber Dimensions of Chamber for Chilled Meat Cork | 20 | 24 | 200,000 |
| * Bellahouston Street | [illegible] | 2 | 2 | Ammonia Compression | Rankin Foundry & Eng. Co. Ld. | Electricity | City of Glasgow Corporation | [illegible] | [illegible] | 14 | 131,000 |
| **GRAVESEND** | | | | | | | | | | | |
| **Gravesend District Ice & Cold Storage Co., Ld.** | | | | | | | | | | | |
| * West Street | [illegible] | 2 | 2 | Ammonia Compression | J. & E. Hall, Ld. | Electricity | Gravesend Corporation Land, Works | Chamber Dimensions (Chamber for Chilled Meat Cork) | [illegible] | 8 | 16,750 |
| **GUILDFORD** | | | | | | | | | | | |
| **Edward Colebrook** | | | | | | | | | | | |
| Walnut Tree Close | | | | Ammonia Compression & Absorption | | | | Chamber | | | 90,000 |
| **HULL.** | | | | | | | | | | | |
| **The Sanitarium Company, Ld.** | | | | | | | | | | | |
| * Alexandra Dock (Chambers Nos. 1, 2, 3, 4, 5, 13, 14, 15 & 16) | [illegible] | 1 | 1 | Ammonia Compression | L. Boreck & Co. Ld. | Electricity | Hull Corporation | Chamber Dimensions (Chamber Cross Cork & Ship Wool) | 11 | [illegible] | [illegible] |
| **W. Gilyett & Co., Ld.** | | | | | | | | | | | |
| * 22, High Street | [illegible] | 2 | 2 | Ammonia Compression | L. Boreck & Co. Ld. | Electricity | Hull Corporation | Chamber Dimensions (Chamber Cork & Cork & Ship) | 75 | 4 | 110,000 |
| **Union Cold Storage Co., Ld.** | | | | | | | | | | | |
| * Wilson Wright Dock | [illegible] | 2 | 2 | Ammonia Compression | L. Boreck & Co. Ld. | Steam & Electricity | Generated on premises | Chamber Dimensions of Chamber for Chilled Meat | | 22 | 450,000 |
| **LEEDS.** | | | | | | | | | | | |
| **Leeds Consumers' Ice & Cold Storage Co., Ld.** | | | | | | | | | | | |
| * 36, Marsh Lane | [illegible] | 2 | 2 | Ammonia Compression | York Shipley & Co. | Electricity | Leeds Corporation | Chamber Dimensions (Chamber Cork and Ship Wool) | 40 | 8 | 40,000 |

In the column giving the Dates relative to the date of the Survey on which Lloyd's Refrigerating Machinery Certificate (Lloyd's RMC) was granted. The * indicates that the refrigerating machinery and insulation of the Store were considered under the special survey of the Surveyors to Lloyd's Register.

# LISTE DES ENTREPÔTS DE VIANDE FRIGORIFIÉE (DE 850 m³ ET AU-DELA) DANS LA GRANDE BRETAGNE ET EN IRLANDE

comprenant aussi certains autres entrepôts frigorifiques qui, après examen par les Inspecteurs du Lloyd's Register, ont fait l'objet d'un rapport satisfaisant.

Le signe * indique que l'Entrepôt figure sur la "LISTE APPROUVÉE DE L'INSTITUTE OF LONDON UNDERWRITERS"

| Propriétaires et emplacement de l'entrepôt | Date du certificat du Lloyd's pour les machines frigorifiques (voir notes au texte) | Machines frigorifiques: Nombre | Puissance en chevaux-vapeur | Système | Fabrication | Principaux modèles | Source d'énergie | Dimensions (voir explications en fin de texte) | Capacité totale en viande en m³ (voir explications en fin de texte) | Chambres froides: Nombre | Capacité |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **LEEDS**—continued | | | | | | | | | | | |
| **Union Cold Storage Co., Ld.** | | | | | | | | | | | |
| * Junction Street and Great Wilson Street | [illegible] | | 2 | Ammonia Compression | Lightfoot Refrigeration Co. Ld. | Electricity | London Corporation | [illegible] | | 2 | [illegible] |
| * Do. do. Extension (1905) | | | | | | | | | | 1 | [illegible] |
| **Yorkshire Pure Ice & Cold Storage Co., Ld.** | | | | | | | | | | | |
| New York Street | | | | Ammonia Compression | Lightfoot Refrigeration Co. Ld. | Steam | | [illegible] Mag Wool | | 1 | [illegible] |
| **LEICESTER.** | | | | | | | | | | | |
| **Leicester Pure Ice & Cold Storage Co.** | | | | | | | | | | | |
| East Street | | 2 | 2 | Ammonia Compression | J. & E. Hall, Ld. | Electricity | Leicester Corporation E.S. Dept. | [illegible] Mag Wool | [illegible] | 2 | [illegible] |
| **LEITH.** | | | | | | | | | | | |
| **North British Cold Storage & Ice Co., Ld.** | | | | | | | | | | | |
| Tower Street | | | | Ammonia Compression | Hudson Foundry & Eng. Co. Ld. | | | [illegible] Mag Wool | | | [illegible] |
| **LIVERPOOL.** | | | | | | | | | | | |
| **Dock Cold Storage & Ice Co., Ld.** | | | | | | | | | | | |
| * Canning & Sandon Streets, Regent Road, Docks | [illegible] | 3 | 3 | Ammonia Compression | Lightfoot Refrigeration Co. Ld. | Gas | Generated on premises and from Liverpool Corporation Gas | [illegible] Mag Wool | [illegible] | [illegible] | [illegible] |
| 4, Miller's Bridge, Docks | [illegible] | 1 | 1 | Ammonia Compression | | Electricity | Liverpool Corporation | [illegible] Mag Wool | | [illegible] | [illegible] |
| **City of Liverpool Corporation** | | | | | | | | | | | |
| * Prescot Road (Basement) (Upper Floor) | [illegible] | 4 | 4 | Ammonia Compression | L. Sterne & Co. Ld. | Electricity | Liverpool Corporation | Mag Cork | | [illegible] | [illegible] |
| **The Dealby Cold Stores** [illegible] | | | | | | | | | | | |
| * 17-21, Dealby Street | [illegible] | 3 | 3 | Ammonia Compression | L. Sterne & Co. Ld. | Electricity | Liverpool Corporation | [illegible] Mag Cork | | 3 | [illegible] |
| **Lancashire Cold Storage Co., Ld.** | | | | | | | | | | | |
| * Brunswick Place, Docks | [illegible] | | | | | | | | | | |
| * Do. Extension (Basement and additional Chambers on 6th, 7th, 8th, 9th & 4th Floors) | [illegible] | 3 | 3 | Ammonia Compression | Hudson Foundry & Eng. Co. Ld. | Electricity | Liverpool Corporation | [illegible] | [illegible] | 14 | [illegible] |
| **North Western Co-operative Cold Storage Co., Ld.** | | | | | | | | | | | |
| Midland Railway Goods Depôt, Victoria Street | [illegible] | 1 | 1 | Ammonia Compression | Lightfoot Refrigeration Co. Ld. | Electricity | Liverpool Corporation | [illegible] Cork | [illegible] | 1 | [illegible] |
| * Bulkley Street, Bootle | [illegible] | 3 | 3 | Ammonia Compression | Lightfoot Refrigeration Co. Ld. | Electricity | Liverpool Corporation | [illegible] Mag Wool Cork | [illegible] | 14 | [illegible] |

Dans la seconde colonne, les chiffres indiquent la date à laquelle le certificat du Lloyd's pour les machines frigorifiques (Lloyd's R.M.C.) a été délivré. Le signe * indique que les machines frigorifiques de l'Entrepôt aux ont été examinées sous la surveillance spéciale des Inspecteurs du Lloyd's Register.

# LIST OF FROZEN MEAT STORES (OF 30,000 CUBIC FEET AND ABOVE) IN GREAT BRITAIN AND IRELAND;

including also certain other Refrigerated Stores which have been inspected and satisfactorily reported upon by the Surveyors to Lloyd's Register.—*continued.*

The sign * indicates that the Store is on the APPROVED LIST OF THE INSTITUTE OF LONDON UNDERWRITERS.

| Owners and Name of Store | Date of Lloyd's Refrigerating Machinery Certificate (See Column) | Refrigerating Machinery: Small Cycles | No. of Compressors | Systems | Makers | Motive Power | Source of Supply | Systems of Refrigerating (A) Insulating (B) Circulating the Chambers | Insulating Materials (Kind, K.T.V.'s per foot) | Circulating Chambers: No. | Circulating Chambers: Capacity |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **LIVERPOOL**—*continued.* | | | | | | | | | | | |
| **Reddin's Central Cold Stores** | | | | | | | | | | | |
| Tryon Street | | | | Ammonia Compressor | Liverpool Refrigerating Co. Ltd. | Gas & Electricity | Electricity from Liverpool Corporation. Electricity heavy stated and generated on premises | Air Channel | | 11 | [illegible] |
| **The Sussiness Company, Ld.** | | | | | | | | | | | |
| * Sandon Dock | [illegible] | 7 | 2 | Ammonia Compressor | J. Stewart & Co. Ld. | Electricity | Liverpool Corporation | Direct Expansion Channel. Weatherboard Metal Lining | [illegible] | 16 | [illegible] |
| **Trent Cold Storage & Ice Co., Ld.** | | | | | | | | | | | |
| * Sandhills Lane | [illegible] | 3 | 2 | Carb. Acid. | J. & E. Hall, Ld. | Steam | | Brine Ring Wall | [illegible] | 21 | [illegible] |
| **Union Cold Storage Co., Ld.** | | | | | | | | | | | |
| Alexandra Docks Store | | | | | | | | | | | |
| * Section B | [illegible] | 3 | [illegible] | Ammonia Compressor | Lightfoot Refrigerating Co. Ld. | Electricity | Liverpool Corporation | Direct Expansion in Chambers Wall Cork | | [illegible] | [illegible] |
| * Section C | | | | | | | | | | | |
| * Section D | | | | | | | | | | | |
| * Section D. Roof Chambers | | | | | | | | | | | |
| Brunswick Street | | | | Ammonia Compressor | Lightfoot Refrigerating Co. Ld. | Electricity | Liverpool Corporation | Direct Expansion in Chambers | | 22 | [illegible] |
| Canada Dock Stores | | | | Ammonia Compressor | Lightfoot Refrigerating Co. Ld. | Electricity | Liverpool Corporation | Direct Expansion in Chambers Channel | [illegible] | 14 | [illegible] |
| * Williamson Square | [illegible] | 4 | 4 | Ammonia Compressor | Lightfoot Refrigerating Co. Ld. | Electricity | Liverpool Corporation | Direct Expansion in Chambers & in Channel | | 11 | [illegible] |
| **LONDON.** | | | | | | | | | | | |
| **S. Bohr & Mathew, Ld.** | | | | | | | | | | | |
| * Queen Wharf Stores, West Side, Park Street, S.E.1 | [illegible] | 3 | 3 | Ammonia Compressor | Lightfoot Refrigerating Co. Ld. | Electricity | County of London E.E.Co. Ld. | Air Silvered Cotton | [illegible] | 4 | [illegible] |
| * Do. East Side, Park Street, S.E.1 (Chambers [illegible]) | | | | | | | | Air Wall Cork | | 3 | [illegible] |
| **Blackfriars Cold Storage Co., Ld., Upper Thames Street** | | | | | | | | | | | |
| * Purfleet Wharf | [illegible] | 3 | 3 | Ammonia Compressor | J. Stewart & Co. Ld. | Electricity | Thames Conn. E.L. Co. Ld. | Direct Expansion in Chambers Channel and Wall Cork | [illegible] | 14 | [illegible] |
| * Do. Extension (1906) | | | | | | | | | | 4 | [illegible] |
| * St. Andrew's Wharf | | | | | | | | Direct Expansion in Chambers Silvered Cotton | | 7 | [illegible] |
| * Do. Extension (1906) (Chambers [illegible]) | | | | | | | | | | 3 | [illegible] |
| **Borthwick, T., & Sons** | | | | | | | | | | | |
| * Kinnor Wharf, 41, Upper Thames Street, E.C.4 | [illegible] | 4 | 4 | Ammonia Compressor | Paul Brotherhood, Ld. | Electricity | City of London E.E.Co. Ld. | Air Silvered Cotton | [illegible] | 20 | [illegible] |
| **Brooks Wharf & Bull Wharf, Ld.** | | | | | | | | | | | |
| * Brooks Wharf, Upper Thames Street, E.C.4 | [illegible] | 2 | 2 | Carb. Acid. | J. & E. Hall, Ld. | Electricity | City of London E.E. Co. Ld. | Brine Silvered Cotton | [illegible] | 8 | [illegible] |
| **Cowcross Street Cold Store & Transport Co. Ld.** | | | | | | | | | | | |
| * Cowcross Street, Smithfield, E.C. | [illegible] | 3 | 4 | Ammonia Compressor | J. Stewart & Co. Ld. | Electricity | County of London E.E.Co. Ld. | Direct Expansion Chambers Cork Silvered Cotton Wall Cork | [illegible] | 7 | [illegible] |

In the second column the figures indicate the date of the Survey on which Lloyd's Refrigerating Machinery Certificate (Lloyd's R.M.C.) was awarded. The * indicates that the refrigerating machinery and insulation of the Store were constructed under the special survey of the Surveyors to Lloyd's Register.

# LISTE DES ENTREPÔTS DE VIANDE FRIGORIFIÉE (DE 850 m³ ET AU-DELÀ) DANS LA GRANDE BRETAGNE ET EN IRLANDE,

comprenant aussi certains autres entrepôts frigorifiques qui, après examen par les Inspecteurs de Lloyd's Register, ont fait l'objet d'un rapport satisfaisant.—(*).

Le signe * indique que l'Entrepôt figure sur la "LISTE APPROUVÉE DE L'INSTITUTE OF LONDON UNDERWRITERS."

| PROPRIÉTAIRES ET DÉNOMINATION DE L'ENTREPÔT | Date du Certificat du Lloyd's pour les installations frigorifiques (voir ci-dessus, [illegible]) | MACHINES FRIGORIFIQUES: Nombre | Puissance en [illegible] | Système | FABRICANTS | Fluide | Système d'Entrepôt | Nombre d'[illegible] | CHAMBRES FROIDES: Nombre | Cubage |
|---|---|---|---|---|---|---|---|---|---|---|
| **LONDON**—*continued.* | | | | | | | | | | |
| **Eagle Cold Stores** (F. Warner) | | | | | | | | | | |
| * Eagle Court, Clerkenwell, E.C.1. | [illegible] | 1 | 4 | Ammonia Compression | Salas Brae & Riverside Ltd. | Electricity | County of London E.S.C.Co. Ltd. | [illegible] | 4 | [illegible] |
| **East London Cold Storage & Ice Co. (1901) Ltd.** | | | | | | | | | | |
| * London Road, Barking | [illegible] | 2 | 4 | Ammonia Compression | H. J. Weeks & Co. Ltd. | Electricity | Borough of Barking Council | [illegible] | 4 | [illegible] |
| **English & Scottish Joint Co-operative Wholesale Society, Ltd.** | | | | | | | | | | |
| * High Street, Wapping, E | [illegible] | 1 | 1 | Ammonia Compression | Lightfoot Refrigeration & Co. Ltd. | Electricity | Metropolitan Borough of Stepney | [illegible] | [illegible] | [illegible] |
| **Fairfields, Ld.** | | | | | | | | | | |
| Gale Street, Dacoma Road, Stratford-by-Bow, E.3. | [illegible] | 1 | 4 | Ammonia Compression | Lightfoot Refrigeration & Co. Ltd. / Rankin Foundry & Eng. Co. Ltd. | Electricity | Poplar Borough Council | [illegible] | 4 | [illegible] |
| **J. R. Grimditch** | | | | | | | | | | |
| * Bowman, Walton-on-Thames | [illegible] | 1 | 1 | Ammonia Compression | Lightfoot Refrigeration & Co. Ltd. | Electricity | Walton-on-Thames U.D.C. | [illegible] | | [illegible] |
| **Hedley Vinars Cold Air Stores, Ld.** | | | | | | | | | | |
| * 15-17, St. John's Square, Clerkenwell, E.C.1 (Chambers 1-4) | [illegible] | 2 | 2 to | Ammonia Compression | L. Stone & Co. Ld. / [illegible] / [illegible] / J. & E. Hall, Ld. | Electricity | Clerkenwell Vestry E.S.Co. Ltd. | [illegible] | 7 | [illegible] |
| * Do. Extension (Chambers 5-7) | [illegible] | | | | | | | | | |
| **Johnson, Cole, Brier & Cotterill, Ld.** | | | | | | | | | | |
| Baker Wall Road, Bermondsey East, S.E.16 | | | | | | | | | | |
| * Section 1 | [illegible] | 1 | 4 | Ammonia Compression | J. & E. Hall, Ld. / Lightfoot Refrigeration Co. Ltd. / H. J. Weeks & Co. Ld. | Electricity | London S.S. Corp. Ld. | [illegible] | [illegible] | [illegible] |
| * " 2 | [illegible] | | | | | | | | | |
| * " 3 | | | | | | | | | | |
| * " 4 | | | | | | | | | | |
| * " 5 | [illegible] | | | | | | | | | |
| **Metropolitan Cold Stores** (W. Warner) | | | | | | | | | | |
| * Charterhouse Street, W. Smithfield, E.C.1 | [illegible] | 2 | 6 | Ammonia Compression | L. Stone & Co. Ld. | Electricity | City of London S.S. Co. Ld. | [illegible] | 6 | [illegible] |
| * Extension (Chambers No. 10) | | | | | | | | | 1 | [illegible] |
| **Morris & Company (Meat Importers), Ld.** | | | | | | | | | | |
| * 17-30, West Smithfield (Chambers 1, 2, 3, 4 & 5) | [illegible] | 1 | 1 | Carb. Acid | J. & E. Hall, Ld. | Electricity | City of London S.S. Co. Ld. | [illegible] | 5 | [illegible] |
| **Palmer's Cold Air Stores, Ld.** | | | | | | | | | | |
| * 109-111, Charterhouse Street, E.C.1 | [illegible] | 1 | 1 | Ammonia Compression | Rankin Foundry & Eng. Co. Ld. | Electricity | County of London S.S. Co. Ld. | [illegible] | 4 | [illegible] |

Dans la seconde colonne, les chiffres donnent la date à laquelle le certificat du Lloyd's pour les machines frigorifiques (Lloyd's R.M.) a été délivré. Les noms et numéros des machines frigorifiques et l'emplacement des Entrepôts sont mis conformément aux dispositions du Lloyd's Register.

# LIST OF FROZEN MEAT STORES (OF 30,000 CUBIC FEET AND ABOVE) IN GREAT BRITAIN AND IRELAND; including also certain other Refrigerated Stores which have been inspected and satisfactorily reported upon by the Surveyors to Lloyd's Register—*continued.*

The sign * indicates that the Store is on the APPROVED LIST OF THE INSTITUTE OF LONDON UNDERWRITERS.

| OWNERS AND PLACE OF STORE | Date of Lloyd's Refrigerating Machinery Certificate (See Index) | REFRIGERATION MACHINES: Small Units | No. of Compressors | Systems | MAKERS | Motive Power | Source of Supply | Position of Refrigerating Machinery (See Diagrams) | Air-cooling Capacity per 24 hours (Cubic R.T.O.'s per 24) | INSULATED CHAMBERS: No. | Capacity |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **LONDON**—*continued.* | | | | | | | | | | | |
| **Palmer's Cold Air Stores (Deptford), Ltd.** | | | | | | | | | | | |
| Foreign-Cattle Market, Deptford, S.E. | | | | | | | | | | | |
| * Chambers 1–12 | [illegible] | 4 | 9 | Ammonia Compression | L. Sterne & Co. Ltd. | Electricity | County of London E.R.E.Co. Ltd. | Ground Excavation Rituals of Colony & Flank Surroundings Chambers 1–6, Public Cold & Chambers 13 Chambers 18–26 Public Cold in Chambers 27–36 | 150 | 12<br>12 | 372,000<br>[illegible] |
| * " 14–26 | [illegible] | | | | | | | | | | |
| **Port of London Authority** | | | | | | | | | | | |
| Canadian Produce Warehouses, Greenland Dock, Surrey Commercial Docks | | | | | | | | | | | |
| * Western Warehouses (Blocks 15, 19, 23, 25, 13, 19) | [illegible] | 3 | 3 | Ammonia Compression | Lightfoot Refrigeration Co. Ltd. | Electricity | County of London E.R.E.Co. Ltd. | Air Balanced Cellars | | 6 | 134,000 |
| * Eastern Warehouses (Blocks E.W.1, E.W.2, E.W.3, E.W.4, E.W.5, E.W.6) | [illegible] | 3 | 4 | Ammonia Compression | Lightfoot Refrigeration Co. Ltd. | Electricity | County of London E.R.E.Co. Ltd. | Air Balanced Cellars | | 8 | [illegible] |
| * Charterhouse Street Store, West Smithfield | [illegible] | 3 | 4 | Ammonia Compression | Lightfoot Refrigeration Co. Ltd. | Electricity | County of London E.R.E.Co. Ltd. | Air Balanced Cellars | 300 | 2 | 477,000 |
| **Royal Albert Docks.** | | | | | | | | | | | |
| * Block No. 4 (Cold Stores) | [illegible] | 8 | 9 | Ammonia Compression | L. Sterne & Co. Ltd. | Electricity | West Ham Corporation | Air Cellars Cold Cell | 400 | 9 | 2,282,000 |
| * " " 7 (Cold Storing Plant) Sections A, B, C & D | | | | | | | | | | | |
| * Royal Victoria & Albert Docks (Blocks Nos. 1, 2, 4 & 5) | [illegible] | 4 | 4 | Ammonia Compression | Harland Foundry & Eng. Co. Ltd. | Electricity | West Ham Corporation | Air Channel | 300 | 8 | 1,246,000 |
| * St. John Street Store, West Smithfield | [illegible] | 3 | 3 | Carbon Acid | J. & E. Hall, Ltd. | Electricity | County of London E.R.E.Co. Ltd. | Below Channel & Wing Wall | 90 | 14 | 360,000 |
| **Proprietors of Hay's Wharf, Ltd.** | | | | | | | | | | | |
| * Cotton Wharf, Tooley Street, S.E. (including extensions completed Dec., 1905, in Jan., 1907, and Sections E.1, E.2 and E. completed Jan., 1909) | [illegible] | 8 | 12 | Ammonia Compression | Pontifex & Sons, Ltd. | Electricity | County of London E.R.E.Co. Ltd. | Air Cellars & Channel | | 43 | 434,000 |
| Extensions 1908 and 1910 (Chambers L7, M1, M7, M8, P7, Q) | [illegible] | | | | | | | | | | |
| * New Hibernia Wharf and Extension (Completed 1910), London Bridge, S.E. | [illegible] | 8 | 13 | Ammonia Compression | Pontifex & Sons, Lightfoot Refrigeration Co. Ltd., H. J. Weeks & Co. | Electricity | County of London E.R.E.Co. Ltd. | Air Cellars | | 24 | 197,000 |
| * Mark Brown's Wharf, Tower Hill, E.C. | [illegible] | 3 | 9 | Ammonia Compression | H. J. Weeks & Co. | Electricity | County of London E.R.E.Co. Ltd. | Air Public Cold | | 10 | 360,000 |
| Wilson's Wharf (100 Bunhill Row), E.C. | | | | | | | | | | | |
| * Section M (Chambers 1–3) | [illegible] | 2 | 9 | Ammonia Compression | L. Sterne & Co. Ltd. | Electricity | County of London E.R.E.Co. Ltd. | Air Cellars | 300 | 7 | 142,000 |
| * Section N ( " [illegible]) | | | | | | | | | | 8 | 41,270 |
| * Section O | | | | | | | | | | 7 | 100,000 |
| **J. Sainsbury** | | | | | | | | | | | |
| No. 1 Cold Store, Grove Lane, S.E. | [illegible] | 2 | 7 | Ammonia Compression | Gilles & Co. | Electricity | Thames Electric E.R.E.Co. Ltd. | Air Bay Windows Chambers Cold Air Cellars Expansion Compressed Cork Cellars of Cellars | 100 | 24 | 170,000 |
| * No. 4 Cold Store, Grove Lane, S.E. | [illegible] | 9 | 9 | Ammonia Compression | York Shipley & Co. | Electricity | City of London E.L. Co. Ltd. | | 150 | 9 | 360,000 |

In the second column the figures indicate the date of the Survey on which Lloyd's Refrigerating Machinery Certificate (Lloyd's R.M.C.) was granted. The * indicates that the refrigerating machinery and insulation of the Store were constructed under the special survey of the Surveyors to Lloyd's Register.

# LISTE DES ENTREPÔTS DE VIANDE FRIGORIFIÉE (DE 850 m³ ET AU-DELA) DANS LA GRANDE BRETAGNE ET EN ISLANDE

(comprenant aussi certains autres entrepôts frigorifiques qui, après examen par les Ingénieurs du Lloyd's Register, ont fait l'objet d'un rapport satisfaisant).

Le signe * indique que l'Entrepôt figure sur la "LISTE APPROUVÉE DE L'INSTITUTE OF LONDON UNDERWRITERS."

| Propriétaires et désignation de l'entrepôt | Date du Certificat du Lloyd's pour les machines frigorifiques (voir table ci-dessus) | Machines frigorifiques: Nombre | Machines frigorifiques: Système de réfrigération utilisé | Machines frigorifiques: Fabricant | Machines frigorifiques: Fabricant | Machines frigorifiques: Système d'énergie | Système de ventilation des chambres | Capacité totale en tonnes de viande que peut contenir les chambres | Chambres froides: Nombre | Chambres froides: Capacité |
|---|---|---|---|---|---|---|---|---|---|---|
| **LONDON**—*continued.* | | | | | | | | | | |
| **The Smithfield Company, Ltd.** | | | | | | | | | | |
| *19-27, Long Lane, E.C. | [illegible] | 2 | 2 | Ammonia Compression | L. Sterne & Co. Ltd. | Electricity | City of London E.C. Co. Ltd. / County of London R.E. Co. Ltd. | Open Refrigeration in Chambers. Bag Wool and Refrigerated Cars | | 24 | 140,000 |
| **South London Cold Storage Co., Ltd.** | | | | | | | | | | |
| Albert Road, S.E. | | | | | | | | | | |
| * Chambers [illegible] | [illegible] | 4 | 4-10 | Ammonia Compression | Hudson Foundry & Eng. Co. Ltd. / L. Sterne & Co. Ltd. | Electricity | Country of London R.E. Co. Ltd. | Open Refrigeration in Chambers. Cold Stores. Refrigerated Cars. Bag Wool. Bag Cork | [illegible] | [illegible] | 271,000 |
| * Chambers [illegible] | [illegible] | | | | | | | | | | |
| * Chambers [illegible] | [illegible] | | | | | | | | | | |
| **Times Cold Storage Co., Ltd.** | | | | | | | | | | |
| * 19-27, Long Lane, Smithfield, E.C. (Section 1-27) | [illegible] | 2 | 2 | Ammonia Compression | L. Sterne & Co. | Electricity | Charing Cross R.E. Co. Ltd. | Open Refrigeration in Chambers. Cold Chambers. Bag Cork | 27 | 22 | 32,000 |
| **Towers & Co.** | | | | | | | | | | |
| * Fish Pier Wharf, 66, Upper Thames Street, E.C.4 | [illegible] | 2 | 2 | Ammonia Compression | [illegible] | Electricity | Charing Cross R.E. Co. Ltd. | Bulk. Refrigerated Cars. Bag Wool | 50 | 4 | 60,000 |
| **Union Cold Storage Co., Ltd.** | | | | | | | | | | | |
| * 94, Upper Thames Street (Under Queen Street Viaduct) | [illegible] | 2 | 2 | Ammonia Compression | Hudson Foundry & Eng. Co. Ltd. | Electricity | Charing Cross R.E. Co. Ltd. | Open Refrigeration in Chambers. Bag Wool | 500 | 14 | [illegible] |
| Entrance only in Supplementary list | | | | | | | | | | 40 | [illegible] |
| * Mill Hill Wharf, 66, Upper Thames Street, E.C.4 | | | | | | | | | | | |
| Entrance only in Supplementary list | | | | | | | | | | | |
| * Blackfriars Bridge | [illegible] | 2 | 2 | Ammonia Compression | Lightfoot Refrigeration Co. Ltd. | Electricity | City of London R.E. Co. Ltd. | Open Refrigeration in Chambers. Cold Stores. Bag Wool. Bag Cork. Refrigerated Cars. Bulk Sugar | | 24 | [illegible] |
| * Greenhithe, Tooley Street, S.E.1 | [illegible] | | | | | | | | | 50 | [illegible] |
| Entrance only in Supplementary list | | | | | | | | | | | |
| * Dun & Bro. Wharf & Morgan Lane, Tooley Street, S.E.1 | [illegible] | 2 | 2 | Ammonia Compression | Lightfoot Refrigeration Co. Ltd. / Hudson Foundry & Eng. Co. Ltd. | Electricity | Government in grounds and Total Country of London R.E. Co. | Open Refrigeration in Chambers. Cold Stores | | 24 | [illegible] |
| Entrance only in Supplementary list | | | | | | | | | | | |
| Hunter Lane, Tooley Street, S.E. | | | | | | | | Bulk. Bag Wool | | 4 | 47,000 |
| Entrance only in Supplementary list | | | | | | | | | | | |
| * Bolsa's Wharf, Upper Ground Street, S.E.1 | [illegible] | | | | | | | Open Refrigeration in Chambers. Bag Wool. Bag Cork. Refrigerated Cars. Bulk Cork | | 24 | [illegible] |
| Entrance only in Supplementary list | | | | | | | | | | | |
| * New Zealand, 1909 | [illegible] | 2 | 2 | Ammonia Compression | Hudson Foundry & Eng. Co. Ltd. | Electricity | City of London R.E. Co. Ltd. | | | | |
| * Duke Street & Commercial Road, Limehouse, E.3. | [illegible] | | | | | | | Open Refrigeration in Chambers. Bulk Cork. Refrigerated Cars | 600 | 10 | [illegible] |
| Entrance only in Supplementary list | | | | | | | | | | | |
| * Central Market Rooms, Smithfield | [illegible] | 2 | 2 | Ammonia Compression | Hudson Foundry & Eng. Co. Ltd. | Electricity | Smithfield Market Electricity Supply | Bulk. Refrigerated Cars | 600 | 10 | [illegible] |
| Entrance only in Supplementary list | | | | | | | | | | | |
| * Chancellors Street Store | [illegible] | | | Ammonia Compression | L. Sterne & Co. Ltd. / Liverpool Refrigeration Co. Ltd. | Electricity | Charing Cross R.E. Co. Ltd. | Open Refrigeration in Chambers. Bulk Cork | 100 | 11 | [illegible] |
| Entrance only in Supplementary list | | | | | | | | | | | |
| **Wigan Richardson Cold Stores, Ltd.** | | | | | | | | | | | |
| Hanway Lane and Vine Street, E.C. | | | | | | | | | | | |
| * Sections A, B & D | [illegible] | 2 | 2 | Ammonia Compression | L. Sterne & Co. / Liverpool Refrigeration Co. Ltd. | Electricity | London R.E. Corp. Ltd. | Open Refrigeration in Chambers. Bulk Cork | 140 | 19 | [illegible] |
| * Section E | | | | Ammonia Compression | Lightfoot Refrigeration Co. Ltd. | Electricity | County of London R.E. Co. Ltd. | Open Refrigeration in Chambers. Bulk Cork | | 9 | [illegible] |

Dans la colonne extrême, les chiffres indiquent la date à laquelle le certificat du Lloyd's pour les machines frigorifiques (Lloyd's RMC) a été délivré. La cause de radiation des machines frigorifiques et l'indication de l'Entrepôt sont précisées dans le nouvelle liste spéciale des Ingénieurs du Lloyd's Register.

# LIST OF FROZEN MEAT STORES (OF 30,000 CUBIC FEET AND ABOVE) IN GREAT BRITAIN AND IRELAND; including also certain other Refrigerated Stores which have been inspected and satisfactorily reported upon by the Surveyors to Lloyd's Register—continued.

The sign * indicates that the Store is on the APPROVED LIST OF THE INSTITUTE OF LONDON UNDERWRITERS.

| OWNERS AND NAME OF STORE | Date of Lloyd's Refrigerating Machinery Certificate (See Opposite) | REFRIGERATING MACHINERY: Good Order | No. of Compressors | Systems | MAKERS | Motive Power | Source of Supply | Source of Refrigerating (1) Insulating the Chambers | Gross cubic capacity in cubic feet (Chambers 0, 1, 2, 3, 4 per cent) | INSULATED CHAMBERS: No. | Capacity |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | Cubic Ft. |
| **MANCHESTER.** | | | | | | | | | | | |
| **Manchester Corporation Cold Air Store** | | | | | | | | | | | |
| * Elm Street | [illegible] | 7 | 4 | Ammonia Compression | Lightfoot Refrigeration Co. Ltd. | Electricity | Manchester Corporation Electricity Department | Lath Drive Sawdust Cork Charcoal | [illegible] | [illegible] 22 | [illegible] |
| **Manchester Ship Canal Co., Ltd.** | | | | | | | | | | | |
| * No. 9 Dock, Transit Shed No. 4 (Chambers Nos. 1 & 2) | [illegible] | 7 | 4 | Ammonia Compression | Hulson Foundry & Eng. Co. Ltd. | Electricity | Corporation of Salford | Air Flag Wool Cement-faced Cork | [illegible] | 5 | [illegible] |
| **Trafford Park Cold Storage, Ld.** | | | | | | | | | | | |
| * Trafford Park | [illegible] | 7 | 3 | Ammonia Compression | Lightfoot Refrigeration Co. Ltd. | Electricity | Manchester Corporation Electricity Department | Air Sawdust Cork Kieselguhr | [illegible] | 22 | [illegible] |
| **Union Cold Storage Co., Ld.** | | | | | | | | | | | |
| * Miller Street | [illegible] | 2 | 4 | Ammonia Compression | | Electricity | Generating premises | Direct Expansion in Chambers Charcoal | [illegible] | 22 | [illegible] |
| **MARGATE.** | | | | | | | | | | | |
| **Kent Pure Ice Co., Ld.** | | | | | | | | | | | |
| Bath Place | | | | Ammonia Compression | J. & E. Hall, Ld. | Electricity | Isle of Thanet Supply Co. | Direct Expansion in Chambers | | 4 | [illegible] |
| **NEWCASTLE-ON-TYNE.** | | | | | | | | | | | |
| **The Sanitoma Company, Ld.** | | | | | | | | | | | |
| * The Close | [illegible] | 1 | 2 | Ammonia Compression | L. Sumner & Co. | Electricity | Newcastle District Electric Supply Co. | Direct Expansion in Chambers Charcoal | [illegible] | [illegible] | [illegible] |
| **Union Cold Storage Co., Ld.** | | | | | | | | | | | |
| * Quayside | [illegible] | 2 | 2 | Ammonia Compression | Lightfoot Refrigeration Co. Ltd. | Electricity | Newcastle Electric Supply Co. Ltd. | Direct Air Sawdust Cork | [illegible] | 22 | [illegible] |
| * Westwood Lane | [illegible] | 7 | 3 | Ammonia Compression | Hulson Foundry & Eng. Co. Ltd. Halcyon Sea. | Electricity | Newcastle District E. L. Co. | Direct Expansion Kieselguhr | [illegible] | 3 | [illegible] |
| **NEWPORT, Mon.** | | | | | | | | | | | |
| **Cardiff Pure Ice & Cold Storage Co., Ld.** | | | | | | | | | | | |
| Shackstery Street | | | | Ammonia Compression | Lightfoot Refrigeration Co. Ltd. L. Sumner & Co. | Gas | Purchased on premises | Direct Expansion in Chambers Cork | [illegible] | 22 | [illegible] |
| **Newport (Mon.) Cold Storage & Ice Co., Ld.** | | | | | | | | | | | |
| Alexandra Docks | | | | Ammonia Compression | Hulson Foundry & Eng. Co. Ltd. | Oil Engines | | Direct Expansion in Chambers Flag Wool | [illegible] | 3 | [illegible] |
| **NORTHAMPTON.** | | | | | | | | | | | |
| **County Pure Ice & Cold Storage Co., Ld.** | | | | | | | | | | | |
| Abington Square | | | | Ammonia Compression | Hulson Foundry & Eng. Co. Ltd. | | | Air Flag Wool | | | [illegible] |
| **NORWICH.** | | | | | | | | | | | |
| **W. Weddel & Co., Ld.** | | | | | | | | | | | |
| Lawrence Road | | | | Ammonia Compression | Hulson Foundry & Eng. Co. Ltd. | Electricity | Corporation of Norwich | Direct Flag Wool | [illegible] | 4 | [illegible] |

In the second column the figures indicate the date of the Survey on which Lloyd's Refrigerating Machinery Certificate (Lloyd's R.M.C.) was granted. The * indicates that the refrigerating machinery and insulation of the Store were constructed under the special survey of the Surveyors to Lloyd's Register.

# LISTE DES ENTREPÔTS DE VIANDE FRIGORIFIÉE (DE 850 m³ ET AU-DELÀ) DANS LA GRANDE BRETAGNE ET EN ISLANDE; comprenant aussi certains autres entrepôts frigorifiques qui, après examen par les Inspecteurs du Lloyd's Register, ont fait l'objet d'un rapport spécialement.—(suite.)

Le signe * indique que l'Entrepôt figure sur la "LISTE APPROUVÉE DE L'INSTITUTE OF LONDON UNDERWRITERS."

| Propriétaires et désignation de l'entrepôt | Dates des Certificats du Lloyd's pour les machines frigorifiques (voir aussi les Index) | Machines frigorifiques: Nombre | Machines frigorifiques: Nombre de compresseurs | Machines frigorifiques: Système | Machines frigorifiques: Fabricants | Machines frigorifiques: Fluides frigorifiques | Machines frigorifiques: Système d'Emploi | Nombre d'ordre du Certificat du Lloyd's concernant les machines | Chambres frigorifiques: Nombre de chambres | Chambres frigorifiques: Capacité |
|---|---|---|---|---|---|---|---|---|---|---|
| **NOTTINGHAM.** | | | | | | | | | | |
| **Boots Pure Drug Co., Ld.** | | | | | | | | | | |
| * Island Street, Chesham [illegible] | [illegible] | 1 | 1 | Compressor Compressor | [illegible] | Electricity | Exposed on pressure | [illegible] | 14 | 1 |
| **PORTSMOUTH.** | | | | | | | | | | |
| **The Portsmouth Ice & Cold Storage Co., Ld.** | | | | | | | | | | |
| Broadwick Street (Falls 1907) | [illegible] | | | | | | | | | 1 |
| * Extension, 1907 | [illegible] | 3 | 3 | Compressor Compressor | Hackett Foundry & Eng. Co. Ld. | Gas | Exposed on the pressure, also Gas Cooling Main | [illegible] | [illegible] | 2 |
| * Extension, 1909 | [illegible] | | | | | | | | | 3 |
| * Extension, 1910 | [illegible] | | | | Lightfoot Refrigeration Co. Ld. | | | | | 4 |
| **PRESTON.** | | | | | | | | | | |
| **Preston Cold Storage & Ice Co., Ld.** | | | | | | | | | | |
| Glover's Court | | | | Compressor Compressor | Hackett Foundry & Eng. Co. Ld. | Electricity | Pressure Compression | [illegible] | | 1 |
| **RAMSGATE.** | | | | | | | | | | |
| **Ramsgate Pure Ice Co., Ld.** | | | | | | | | | | |
| Chatham Street | | | | Compressor Compressor | Hackett Foundry & Eng. Co. Ld. | Power | Exposed on pressure | [illegible] | | 1 |
| | | | | | Rennie & Rogers | | | | | |
| **READING.** | | | | | | | | | | |
| **Reading Ice & Cold Storage Co., Ld.** | | | | | | | | | | |
| Lynmouth Road | | | | Compressor Compressor Refrigerator | | | | [illegible] | | |
| **ROMFORD.** | | | | | | | | | | |
| **Romford Ice & Cold Storage Co., Ld.** | | | | | | | | | | |
| Church Lane, North Street | | | | Compressor Compressor | Lightfoot Refrigeration Co. Ld. | Electricity | Cooling Chamber [illegible] | [illegible] | | |
| **SHEFFIELD.** | | | | | | | | | | |
| **City of Sheffield Corporation** | | | | | | | | | | |
| Public Abattoir & Wholesale Meat Market | | | | | | | | | | |
| * Grimes Inn Road | [illegible] | 2 | 1 | Compressor Compressor | Hackett Foundry & Eng. Co. Ld. | Electricity | Sheffield Corporation | [illegible] | | 1 |
| **Sheffield Pure Ice & Cold Storage Co., Ld.** | | | | | | | | | | |
| Pond Street | | | | Compressor Compressor | Lightfoot Refrigeration Co. Ld. | Electricity | Sheffield Corporation | [illegible] | [illegible] | 12 |

Dans le présente colonne, les chiffres [illegible] à ceux de l'Index du Lloyd's pour les machines frigorifiques (Lloyd's NOTE a des Rédacteurs). La mention [illegible] machines frigorifiques et l'Entrepôt ne [illegible] spécialement des Inspecteurs du Lloyd's Register.

# LIST OF FROZEN MEAT STORES OF 30,000 CUBIC FEET AND ABOVE IN GREAT BRITAIN AND IRELAND; including also certain other Refrigerated Stores which have been inspected and satisfactorily reported upon by the Surveyor to Lloyd's Register—continued.

**The sign * indicates that the Store is on the APPROVED LIST OF THE INSTITUTE OF LONDON UNDERWRITERS.**

| OWNERS and NAME OF STORE. | Date of Lloyd's Refrigerating Machinery Certificate. (See Index.) | REFRIGERATING MACHINERY. | | | | | | | | INSULATED CHAMBERS. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Number of Units. | No. of Compressors. | Motive Power. | MAKERS. | Motive Power. | Position of Compressor. | Position of Refrigerating Machinery and Condensers. | Gross capacity in tons (24 hours) at 0 F. | No. | Capacity. |
| **SOUTHAMPTON.** | | | | | | | | | | | |
| **International Cold Storage & Ice Co., Ld.** | | | | | | | | | | | |
| * The Docks | [illegible] | 2 | 4 | Ammonia Compressor | L. Sterne & Co. | Steam & Electricity | Horizontal on premises | Vessel (Expansion of Chamber) & Condenser | [illegible] | 14 | [illegible] |
| **Times Cold Stores, Ld.** | | | | | | | | | | | |
| * French Street | [illegible] | 1 | 2 | Ammonia Compressor | | Electricity | Southampton Corporation | Air Branch & Coil | 50 | 4 | [illegible] |
| **Union Cold Storage Co., Ld.** | | | | | | | | | | | |
| High Street | | | | | | | | | | | |
| * All Chambers (except 1) | [illegible] | 1 | 2 | Ammonia Compressor | | Electricity | Southampton Corporation | Brine (Central) | 60 | 3 | [illegible] |
| Chamber "A" | [illegible] | | | | | | | | | 1 | [illegible] |
| **SOUTHEND-ON-SEA.** | | | | | | | | | | | |
| **H. Gates, Ld.** | | | | | | | | | | | |
| Tyler's Avenue | | | | Ammonia Compressor | J. & E. Hall, Ld. | Electricity | Southend Corporation | Brine (Central) Station | | 3 | [illegible] |
| **STOKE-ON-TRENT.** | | | | | | | | | | | |
| **Stoke-on-Trent Pure Ice & Cold Storage Co.** | | | | | | | | | | | |
| Boulton Street | | | | Ammonia Compressor | Brunslerator | | | Air (Dug Well) | | | [illegible] |
| **SWANSEA.** | | | | | | | | | | | |
| **Cambria Cold Storage & Ice Co., Ld.** | | | | | | | | | | | |
| Strand | | | | Ammonia Compressor | Light Refrigeration Co. Ld. | Electricity | Swansea Corporation | Air (Water) Expansion & Condenser (Central) | | 72 | [illegible] |
| **WATFORD.** | | | | | | | | | | | |
| **Hertfordshire Ice & Cold Storage Co., Ld.** | | | | | | | | | | | |
| Wiggenhall Road | | | | Ammonia Compressor | A. F. Smith & Co. Ld. | Petrol Gas | | Air (Dug Well) | | 6 | [illegible] |

In the second column the figures indicate the date of the Survey on which Lloyd's Refrigerating Machinery Certificate (Lloyd's R.M.C.) was granted. The * indicates that the refrigerating machinery and insulation of the Store were constructed under the special survey of the Surveyors to Lloyd's Register.

# LISTE DES ENTREPÔTS DE VIANDE FRIGORIFIÉE (DE 850 m³ ET AU-DELA) DANS LA GRANDE BRETAGNE ET EN IRLANDE,

comprenant aussi certains autres entrepôts frigorifiques qui, après examen par les Inspecteurs du Lloyd's Register, ont fait l'objet d'un rapport satisfaisant.

Le signe * indique que l'Entrepôt figure sur la "LISTE APPROUVÉE DE L'INSTITUTE OF LONDON UNDERWRITERS."

| Propriétaires ou Exploitants de l'Entrepôt | Date du Certificat du Lloyd's pour les machines frigorifiques (voir notes au bas) | Machines frigorifiques: Nombre | Nombre de compartiments | Système | Fabricants | Réfrigérant | Moteur d'Entraînement | Nombre T. de Réfrigération par 24 heures (voir notes au bas) | Chambres froides: Nombre | Capacité |
|---|---|---|---|---|---|---|---|---|---|---|
| **PLACES ABROAD.** | | | | | | | | | | |
| **ANTWERP.** | | | | | | | | | | |
| Government Cold Stores "Services Frigorifiques de l'Etat Belge" 101, Quai Maria De Hanne | | | | | | | | | | |
| * Sections 1 to 7 | [illegible] | 4 | 4 | Ammonia Compression | Brandebrun | Electricity | Antwerp City Power & Light Co. | Chief Engineer Madelock | 900 | 7 |
| **HAMBURG.** | | | | | | | | | | |
| S. Behr & Mathew | | | | | | | | | | |
| * Freihafen | [illegible] | 4 | 4 | Ammonia Compression | Maschinenfabrik Essen-Altenessen A.G. | Electricity | Elektrizitätswerk Alsen Werke | Chief Engineer Madelock | 160 | 10 |
| Hamburg, 1900 (Gallus) | [illegible] | | | | | | | | | 2 |
| **HAVRE.** | | | | | | | | | | |
| Docks Frigorifiques du Havre | | | | | | | | | | |
| Quai Joannis Ferrari | [illegible] | 4 | 4 | Ammonia Compression | Sulzer Bros. | Electricity | Manufacture d'Energie Electrique | Lord Prime Madelock | 110 | 14 |
| * Chambres 1-14 | | | | | | | | | | |
| Les Frigorifiques de l'Alimentation Nationale | | | | | | | | | | |
| Canal Maritime Quest | [illegible] | 2 | 2 | Ammonia Compression | | Electricity | Manufacture d'Energie Electrique | Lord Prime Madelock | 120 | 14 |
| * Chambres 1-7 & 9-22 | | | | | | | | | | |
| **LEOPOLDVILLE.** | | | | | | | | | | |
| Brasseries de Leopoldville | | | | | | | | | | |
| Leopoldville, Belgian Congo | [illegible] | | | | | | | | | |
| **MATADI.** | | | | | | | | | | |
| La Société des Frigorifères du Congo | | | | | | | | | | |
| Matadi, Belgian Congo | [illegible] | 2 | 2 | Ammonia Compression | J. & E. Hall Ltd. | Sulphur | Gas Gas producer | Chief Engineer Madelock | | 7 |

Dans le nombre indiqué, les chiffres donnent le nombre de machines du Lloyd's pour les machines frigorifiques (Lloyd's 8001) en cet endroit. Les cases d'indiquer que les machines frigorifiques et l'installation de l'Entrepôt ont été construites avec le contrôle spécial des Inspecteurs du Lloyd's Register.

LIST OF FROZEN MEAT STORES (OF 30,000 CUBIC FEET AND ABOVE) IN GREAT BRITAIN AND IRELAND; including also certain other Refrigerated Stores which have been inspected and satisfactorily reported upon by the Surveyors to Lloyd's Register—continued.

The sign * indicates that the Store is on the APPROVED LIST OF THE INSTITUTE OF LONDON UNDERWRITERS.

| Owners and Name of Store | Date of Lloyd's Refrigerating Machinery Certificate (See Footnote.) | Refrigerating Machines: No. of Engines | No. of Compressors | System | Makers | Motive Power | Source of supply | System of Refrigerating the Chambers | Refrigerating capacity | Insulated Chambers: No. | Capacity |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | Cubic Ft. |
| | | | | **PLACES ABROAD**—continued. | | | | | | | |
| **TRIESTE.** | | | | | | | | | | | |
| Soc. Anon. Frigoriferi Generali | | | | | | | | | | | |
| Molo Fratelli Bandiera * (1st, 2nd & 3rd Floors) | [illegible] | 2 | 4 | Ammonia Compression | "Fiat" Ansaldo | Electricity | Officine Elettriche dell'Isonzo | Brine [illegible] | 168 | 21 | [illegible] |
| * Quai Punta Franca [illegible] | [illegible] | 3 | 3 | Ammonia Compression | A. Freundlich | Electricity | Officine Elettriche dell'Isonzo | Direct Expansion Cork Slab Granulated Cork & Charcoal | 347 | 22 | [illegible] |
| **VENICE.** | | | | | | | | | | | |
| Soc. Anon. Frigoriferi Generali | | | | | | | | | | | |
| * Banchina di San Basilio (Canale della Giudecca) | [illegible] | 3 | | Ammonia Compression | A. Freundlich | Electricity | [illegible] | Direct Expansion & Brine Cork Slab | [illegible] | 26 | [illegible] |
| | | | | **SUPPLEMENTARY LIST.** | | | | | | | |
| **LONDON.** | | | | | | | | | | | |
| Union Cold Storage Co., Ld. | | | | | | | | | | | |
| * 61, Upper Thames Street, E.C.4. (Under Cannon Street Station) | [illegible] | 3 | 6 | Ammonia Compression | Haslam Foundry & Eng. Co. Ld. | Electricity | Charing Cross E. S. Co. Ld. | Direct Expansion [illegible] | [illegible] | 24 | [illegible] |
| * Extension, [illegible] | [illegible] | | | | | | | [illegible] | | 9 | [illegible] |
| * Red Bull Wharf, 97, Upper Thames Street, E.C.4 | [illegible] | | | | | | | [illegible] | | [illegible] | [illegible] |
| * Hovenbank, Tooley Street, S.E.1 | [illegible] | | | | | | | [illegible] | | 26 | [illegible] |
| * Extension, [illegible] | [illegible] | | | | | | | [illegible] | | 5 | [illegible] |
| * Gun & Shot Wharf & Morgans Lane, Tooley Street, S.E.1 | [illegible] | 3 | 9 | Ammonia Compression | [illegible] Refrigerating Co. Ld. [illegible] & Eng. Co. Ld. | Electricity | Generated on premises and from County of London E. L. Co. | [illegible] | | 26 | [illegible] |
| * Stoney Lane, Tooley Street, S.E.1 | [illegible] | | | | | | | Brine [illegible] | | 4 | [illegible] |
| * Central Market Store, King Street, Smithfield, E.C.1 | [illegible] | 3 | 3 | Ammonia Compression | Haslam Foundry & Eng. Co. Ld. [illegible] & Co. Ld. [illegible] Refrigerating Co. Ld. | Electricity | Charing Cross E. L. Co. Ld. | Brine [illegible] | 260 | 48 | [illegible] |
| * Charterhouse Street Store, 3A, Charterhouse St., E.C.1 | [illegible] | | | | | | | Direct Expansion [illegible] | [illegible] | 25 | [illegible] |
| * Extension (Chilling Chamber), [illegible] | [illegible] | | | | | | | Direct Expansion [illegible] | | 1 | [illegible] |
| * Nelson's Wharf, Upper Ground Street, S.E.1 | [illegible] | 4 | 11 | Ammonia Compression | Haslam Foundry & Eng. Co. Ld. [illegible] Refrigerating Co. Ld. | Electricity | City of London E. L. Co. Ld. | Direct Expansion [illegible] | [illegible] | 19 | [illegible] |
| * Extension, [illegible] | [illegible] | | | | | | | [illegible] | | | |
| * Dale Street & Commercial Road, Lambeth, S.E.1 | [illegible] | | | | | | | Direct Expansion [illegible] | | 18 | [illegible] |
| * Extension, [illegible] | [illegible] | | | | | | | Direct Expansion [illegible] | | 9 | [illegible] |

In the second column the figures indicate the date of the Survey on which Lloyd's Refrigerating Machinery Certificate (Lloyd's RMC) was granted. The ✠ indicates that the refrigerating machinery and insulation of the Store were constructed under the special survey of the Surveyors to Lloyd's Register.

# LISTE DES ENTREPÔTS DE VIANDE FRIGORIFIÉE (DE 850 m³ ET AU-DELA) DANS LA GRANDE BRETAGNE ET EN IRLANDE

(comprenant aussi certains autres entrepôts frigorifiques qui, après examen par les Inspecteurs de Lloyd's Register, ont fait l'objet d'un rapport satisfaisant.)

Le signe * indique que l'Entrepôt figure sur la "LISTE APPROUVÉE DE L'INSTITUTE OF LONDON UNDERWRITERS."

| PROPRIÉTAIRES ou ORGANISATION DE L'ENTREPÔT | Date du certificat de Lloyd's pour les installations frigorifiques (s'il en existe un) | MACHINES FRIGORIFIQUES | | | | | | Nombre d'appareils de 2 m³ (réfrigérateurs) et de leur capacité | Nombre d'appareils de 2 m³ et de leur capacité [illegible] | CHAMBRES SPÉCIALES |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Nombre [illegible] | Nombre de compresseurs | Système | CAPACITÉS | Puissance [illegible] | Nombre d'Étages | | | Nombre [illegible] Capacité |
| | | | | | | | | | | |

# LIST OF REFRIGERATED RAILWAY CARS

which have been inspected and satisfactorily reported upon by the Surveyors to Lloyd's Register.

| Number and description of the cars | Date of Registered owner | Number and Type of Lloyd's Register of Refrigerating Appliances | Refrigerating Machinery: No. of Units | No. of Compressors or Generators | Makers | Date of Classification | (1) Cooling Method (2) Refrigerating medium | Pipes: Length of connections of one unit separately and in Train | Total Measured capacity |
|---|---|---|---|---|---|---|---|---|---|
| Ser. Aces. Alisk | | | | | | | | | Cubic Ft. |
| 400 | 1929 | [illegible] | 1 | 1 Compressor | Ammonia | Decker, Wyndh'm | 1931 | (1) Direct expansion & forced air circulation. (2) Slab stock & cabinet. — 1 | 4,280 |
| 401 | 1929 | [illegible] | 1 | 1 Compressor | Ammonia | Decker, Wyndh'm | 1931 | (1) Direct expansion & forced air circulation. (2) Slab stock & cabinet. — 1 | 1,050 |
| 402 | 1929 | [illegible] | 1 | 1 Compressor | Ammonia | Decker, Wyndh'm | 1931 | (1) Direct expansion & forced air circulation. (2) Slab stock & cabinet. — 1 | 1,057 |
| D.C.M. IV-4 | 1932 | [illegible] | 1 | 1 Compressor | Ammonia | Decker, Wyndh'm | 1932 | (1) Direct expansion & forced air circulation. (2) Dry ears, granulated & slab stock. | 1,342 |
| D.C.M. IV-5 | 1932 | [illegible] | 1 | 1 Compressor | Ammonia | Decker, Wyndh'm | 1932 | (1) Direct expansion & forced air circulation. (2) Dry ears, granulated & slab stock. | 1,342 |
| D.C.M. IV-6 | 1932 | [illegible] | 1 | 1 Compressor | Ammonia | Decker, Wyndh'm | 1932 | (1) Direct expansion & forced air circulation. (2) Dry ears, granulated & slab stock. | 1,342 |
| D.C.M. IV-7 | 1932 | [illegible] | 1 | 1 Compressor | Ammonia | Decker, Wyndh'm | 1932 | (1) Direct expansion & forced air circulation. (2) Dry ears, granulated & slab stock. | 1,342 |
| D.C.M. IV-8 | 1932 | [illegible] | 1 | 1 Compressor | Ammonia | Decker, Wyndh'm | 1932 | (1) Direct expansion & forced air circulation. (2) Dry ears, granulated & slab stock. | 1,342 |
| D.C.M. IV-9 | 1932 | [illegible] | 1 | 1 Compressor | Ammonia | Decker, Wyndh'm | 1932 | (1) Direct expansion & forced air circulation. (2) Dry ears, granulated & slab stock. | 1,342 |
| D.C.M. IV-10 | 1932 | [illegible] | 1 | 1 Compressor | Ammonia | Decker, Wyndh'm | 1932 | (1) Direct expansion & forced air circulation. (2) Dry ears, granulated & slab stock. | 1,342 |
| D.C.M. IV-11 | 1932 | [illegible] | 1 | 1 Compressor | Ammonia | Decker, Wyndh'm | 1932 | (1) Direct expansion & forced air circulation. (2) Dry ears, granulated & slab stock. | 1,342 |
| D.C.M. IV-12 | 1932 | [illegible] | 1 | 1 Compressor | Ammonia | Decker, Wyndh'm | 1932 | (1) Direct expansion & forced air circulation. (2) Dry ears, granulated & slab stock. | 1,342 |
| D.C.M. IV-13 | 1932 | [illegible] | 1 | 1 Compressor | Ammonia | Decker, Wyndh'm | 1932 | (1) Direct expansion & forced air circulation. (2) Dry ears, granulated & slab stock. | 1,342 |
| ~~[illegible]~~ 14,031 | 1930 | [illegible] | 1 | 1 Compressor | Ammonia | J. & E. Hall Ltd. | 1930 | (1) Direct expansion & forced air circulation. (2) Granulated & slab stock. | 1,342 |

# LISTE DES WAGONS DE CHEMINS DE FER RÉFRIGÉRÉS

qui, après examen par les Inspecteurs du Lloyd's Register, ont fait l'objet d'un rapport satisfaisant.

| [illegible] | [illegible] | [illegible] | MACHINES FRIGORIFIQUES | | | | | [illegible] | FOURNITURE | | [illegible] |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | [illegible] | [illegible] | Compagnie | Fabricants | [illegible] | | [illegible] | [illegible] | |
| | | | | | | | | | | | |

# LIST

OF

# SHIP OWNERS AND MANAGERS.

NOTE.—This List consists chiefly of the Names of Managing Owners. It therefore does not include the names of some large Owners of Shipping Property, or form a true indication of the extent to which others are interested in Shipping.

# LISTE

DES

# ARMATEURS ET DES DIRECTEURS-GÉRANTS.

NOTE.—Cette liste mentionne principalement les noms des Directeurs-Gérants. Elle ne comprend donc pas les noms de certains actionnaires importants et n'indique pas non plus quelle part d'intérêt certaines autres personnes peuvent avoir dans l'affaire.

# GLOSSARY.

## LANGUAGE ABBREVIATIONS.

Dan. = Danish; Dut. = Dutch; Fin. = Finnish; Fre. = French; Ger. = German; Ice. = Icelandic; It. = Italian; Jap. = Japanese; Nor. = Norwegian; Por. = Portuguese; Spa. = Spanish; Swd. = Swedish.

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Acieries ... (Fre.) ... Steel Works.
Agentur ... (Dut.) ... Agency.
Agenzia ... (It.) ... Agencies.
Aktiebolag, Aktieb., Akt. or A/B. (Swd.) ... Limited Company.
Aktiengesellschaft ... (Ger.) ... Limited Company.
Aktieselskab or A/S ... (Nor.) ... Joint Stock Shipowning Co., Ltd.
Aktieselskab, Aktion or A/S ... (Dan.) ... Joint Stock Company, Ltd.
Aktieselskab, Aktion, or A/S ... (Nor.) ... Joint Stock Company, Ltd.
Aktieselskabsdampskibsselskab or A/S D/S (Nor.) ... Joint Stock Steamship Co., Ltd.
Aktion, Dampskibsselskab or A/S D/S ... (Dan.) ... Steamship Co., Ltd.
Algemeen ... (Dut.) ... General.
Amt ... (Ger.) ... District; County.
Angfbåts Aktiebolag ... (Swd.) ... Steamship Co., Ltd.
Angfbytyg ... (Swd.) ... Steamship Co., Ltd.
Angfslup Aktiebolag ... (Swd.) ... Steamboat Co., Ltd.
Arsenaux ... (Spa.) ... Shipworks.
Arsenaux ... (It.) ... Shipwrecking.
Arsenaal ... (It.) ... Shipwrecks.
Arsenaal ... (Fre.) ... Shipwrecks.
Arsenaux ... (Fre.) ... Shipwrecking.
Atelieres ... (Spa.) ... Workshops.
Ateliers ... (Fre.) ... Workshops.
Baisses ... (Fre.) ... Rails.
Befrachtung ... (Ger.) ... Chartering.
Bergings Maatschappij ... (Dut.) ... Salvage Company.
Bergning ... (Swd.) ... Salvage.
Bergnings Aktiebolag ... (Swd.) ... Salvage Co., Ltd.
Bergung ... (Ger.) ... Salvage.
Bjergningsselskab ... (Dan.) ... Salvage Company.
Bogsering ... (Swd.) ... Towing.
Bois ... (Fre.) ... Wood.
Boyeki ... (Jap.) ... Trade; Commerce.
Brodersa ... (Swd.) ... Brothers.
Broedre ... (Dan. & Nor.) ... Brothers.
Bugseselskab ... (Dut.) ... Towing Company.
Bugsier ... (Ger.) ... Towing.
Bunkerkol Depot ... (Dan.) ... Bunkerkoal Depot.
Bussan ... (Jap.) ... Products; Production.
Cabotage ... (Fre.) ... Coasting.
Cabotagem ... (Por.) ... Coasting.
Caminho de Ferro ... (Por.) ... Railway.
Cantiere ... (It.) ... Ship Yard.
Cargue ... (Fre.) ... Cargo Vessels.
Chalutage ... (Fre.) ... Trawling.
Chalutiers et allèges de nuit remorqués ... (Fre.) ... Non-going barges and lighters to be towed.
Chalutier ... (Fre.) ... Trawler.
Chantiers (Navals) ... (Fre.) ... Building Yards (Ship).
Chargeurs ... (Fre.) ... Loaders; Carriers.
Charbonnage ... (Fre.) ... Coal Trade.
Chemin de Fer ... (Fre.) ... Railway.
Chikiko ... (Jap.) ... Harbour Construction.
Chosen ... (Jap.) ... Korea.
Cognati ... (It.) ... Brothers-in-law.
Comercial ... (Spa.) ... Commercial.
Commerciale ... (Dut.) ... Commercial.
Commercio ... (Por.) ... Commerce.
Compagnie ... (Fre.) ... Company.
Compagnia ... (It.) ... Company.
Compañia ... (Por.) ... Company.
Compañia ... (Spa.) ... Company.
Compañia Limitada ... (Spa.) ... Limited Company.
Consorzio ... (It.) ... Association.
Cooperativa ... (It.) ... Cooperative.
Costruzione ... (It.) ... Construction.
Côtier ... (Fre.) ... Coastal.
Cugini ... (It.) ... Cousins.
Dampfer ... (Ger.) ... Steamer.
Dampfschiff Gesellschaft ... (Ger.) ... Steamship Company.
Dampfschiffahrts Gesellschaft ... (Ger.) ... Steam Navigation Company.
Dampfskib or D/S ... (Nor.) ... Steamer, Steamship.
Dampfskibsaktieselskap or D/S A/S (Nor.) ... Joint Stock Steamship Company, Ltd.
Dampfskibsrederiselskaper D/S ... (Nor.) ... Steamship Company.
Dampfskibsrederi ... (Nor.) ... Steamship Owners.
Dampfskibsselskab or Dampfskibs (Dan.) ... Steamship Company.
De or Det ... (Nor.) ... The.
Denki Kido ... (Jap.) ... Electric Tramway.
DN (with name preceding and following) ... (It.) ... Son of.
Ditta ... (It.) ... Firm.
Dragage ... (Fre.) ... Dredging.
Dragsjik ... (Dut.) ... Dry Dock.
Dykeriaktiebolag ... (Swd.) ... Diver Co., Ltd.
Elbe Gigen, Elbfg. or Elbf. (Dan. & Nor.) ... Steamers.
Elektrisk Svetsning ... (Swd.) ... Electric Welding.
Empresa ... (Spa.) ... Undertaking; enterprise.
Empresa ... (Por.) ... Undertaking; enterprise.
Enka ... (Swd.) ... Widow.
Enke ... (Dan. & Nor.) ... Widow.
Entreprise ... (Fre.) ... Undertaking; enterprise.
Eredi di ... (It.) ... Heirs of.
Erven ... (Dut.) ... Heirs.
Exploitatie ... (Dut.) ... Development.
Exploração ... (Por.) ... Development.
Fabrik ... (Ger.) ... Manufactory.
Fangst & Fiske Co. Aktien ... (Nor.) ... Fishing and Fish Co., Ltd.
Fayencefabrik ... (Nor.) ... Glazed Earthenware (Pottery) Factory.
Fedtstoffer ... (It.) ... Polishes.
Ferro Carril ... (Spa.) ... Railway.
Ferrovie dello Stato ... (It.) ... State Railways.
Figli ... (It.) ... Sons.
Filho ... (Por.) ... Son.
Fils ... (Fre.) ... Son; Sons.
Fischerei ... (Ger.) ... Fishing Company.
Fiskeri ... (Dan. & Nor.) ... Fishery.
Fiskeri Aktiebolag ... (Swd.) ... Fishing Co., Ltd.
Fiskeriinspektøren ... (Dan.) ... Inspector of Fisheries.
Fiskeriselskabet ... (Ice.) ... Fishing Company.
Fiskingsförening ... (Swd.) ... Fishing Association.
Fleuve ... (Fre.) ... River (adjective).
Forges ... (Fre.) ... Forges.
Forsyade ... (Swd.) ... Reconstructed.
Fratelli or Fli. ... (It.) ... Brothers.
Freres ... (Fre.) ... Brothers.
Fru ... (Dan., Nor. & Swd.) ... Mrs.
Fu (with name preceding and following) ... (It.) ... Son of the late.
Fylke ... (Nor.) ... District; County.
Gaisaiera ... (Spa.) ... Having to do with cattle.
Gerance ... (Fre.) ... Management.
Gerenteerend ... (Dut.) ... Reconstructed.

Gesellschaft m.b.H. or G.m.b.H. (Ger.) ... Limited Liability Company.
Ginko ... (Jap.) ... Bank.
Gomei Kaisha ... (Jap.) ... Partnership consisting only of members who have unlimited liability.
Goshi Kaisha ... (Jap.) ... Partnership consisting of members with limited liability as well as of those with unlimited liability.
Grande Pêche ... (Fr.) ... Deep Sea Fishing.
Gumi ... (Jap.) ... Partnership; company.
Gyogyo ... (Jap.) ... Fishing.
Gyoyu ... (Jap.) ... Fish oil.
Handels ... (Dut.) ... Commercial.
Handelsaktiebolag ... (Swd.) ... Trading Co., Ld.
Handelsgesellschaft ... (Ger.) ... Trading Company.
Handelsselskab ... (Dan.) ... Trading Company.
Havfiske ... (Nrw.) ... Deep Sea Fishing.
Havnevesen ... (Dan. & Nrw.) ... Harbour Authorities.
Havnefordeling or Havnedrift (Dan.) ... Harbour Commissioners.
Hensha ... (Spn.) ... Hers.
Heringsfischerei ... (Ger.) ... Herring Fishing Company.
Hermanos ... (Spn.) ... Brothers.
Hijos ... (Spn.) ... Sons.
Hiryo ... (Jap.) ... Fertiliser; manure.
Hmaf(ptagid or H/F ... (Ice.) ... Limited Company.
Hochseefischerei ... (Ger.) ... Deep Sea Fishing Company.
Hogei ... (Jap.) ... Whaling.
Houille ... (Fr.) ... Coal; pit coal.
Höyrylaiva ... (Fin.) ... Steamship.
Hvalfangerselskap ... (Nrw.) ... Whaling Company.
Imprese ... (Itl.) ... Undertaking.
Imuro ... (Pig.) ... Brother.
Jernvegsaktiebolag ... (Swd.) ... Railway Co., Ld.
Jimugyo ... (Jap.) ... Business.
Kabushiki Goshi Kaisha ... (Jap.) ... Joint Stock Limited Partnership (consisting of members who have unlimited liability, as well as shareholders with limited liability).
Kabushiki Kaisha ... (Jap.) ... Joint Stock Company, Ld. (consisting only of shareholders with limited liability).
Kaiji ... (Jap.) ... Marine.
Kaikiri ... (Jap.) ... Land and Sea.
Kaiun ... (Jap.) ... Shipping.
Kakelfabrik ... (Swd.) ... Tile Factory.
Kigawa ... (Jap.) ... Raw hide; hide.
Kiido or Kyodo ... (Jap.) ... Metal.
Kisen ... (Jap.) ... Steamship.
Kogyo ... (Jap.) ... Manufacturing Industry.
Kokwan ... (Jap.) ... Exchange.
Kolfält ... (Swd.) ... Coal Field.
Kompagni ... (Dan.) ... Company.
Kosai or Kousi ... (Jap.) ... Mining.
Kulkompani ... (Nrw.) ... Coal Company.
Kungliga ... (Swd.) ... Royal.
Kyokai ... (Jap.) ... Association.
Laivat ... (Fin.) ... Ships.
Lamineir ... (Fr.) ... Rolling Mill.
Landbrugsministeriet ... (Dan.) ... Ministry of Agriculture.
Linie ... (Swd.) ... Line.
Loods ... (Dut.) ... Pilot.
Maatschappij ... (Dut.) ... Company.
Machinefabriek ... (Dut.) ... Engineering Works.
Marinforvaltningen ... (Swd.) ... The Naval Administration.
Maritime ... (Fr.) ... Maritime.
Maru ... (Jap.) ... Merchant Vessel.
Mekanisk Verkstad ... (Swd.) ... Engineering Works.
Messageries ... (Fr.) ... Transport.
Mint-og Handelselskab ... (Dan.) ... Mining and Trading Co.
Minera el Alto Forni ... (Itl.) ... Mines and Blast Furnace.
Motor Fabrik ... (Swd.) ... Motor Factory.
Motorskibsselskab ... (Dan.) ... Motorship Company.
Naamloze Vennootschap ... (Dut.) ... Limited Company.
Nachfolger ... (Ger.) ... Successor.
Nakagai ... (Jap.) ... Broker.
Navali ... (Itl.) ... Naval.
Navegação ... (Pg.) ... Navigation.
Navegacion ... (Spn.) ... Navigation.
Navieria ... (Spn.) ... Shipping.
Navigazione a vapore ... (Itl.) ... Steam Navigation.
Nieuw ... (Dut.) ... New.
Nipponi ... (Itl.) ... Nipponese.
Nya ... (Swd.) ... New.
Och ... (Swd.) ... and.
Onderneming ... (Dut.) ... Enterprises.
Opvolgers ... (Dut.) ... Successors.
Osakayhtiö, Osake Y. or O/Y. ... (Fin.) ... Limited Company.
Ostra ... (Swd.) ... Eastern.
Packetfahrt Gesellschaft ... (Ger.) ... Packet Company.
Pakketvaart Maatschappij ... (Dut.) ... Packet Company.
Pappersbruk ... (Swd.) ... Paper Mill.
Pescaria ... (Pg.) ... Firm, Unlimited Company Partnership.
Pertuslori ... (Nrw.) ... Part Owners.
Pêcheries ... (Fr.) ... Fisheries.
Pesca ... (Itl., Pg. & Spn.) ... Fishing.
Pescaria ... (Pg.) ... Fishery; Fishing.
Pesquera ... (Spn.) ... Fishing.
Pilotage ... (Fr.) ... Pilotage.
Ponts et Chaussées ... (Fr.) ... Bridges and Roads (Department of).
Rederi ... (Dan. & Nrw.) ... Shipowners; Shipowners.
Rederi Aktiebolag / Rederiaktiebolag ... (Swd.) ... Shipowning Co., Ld.
Rederi Aktieselskab ... (Dan.) ... Shipowning Co., Ld.
Rederiaktieselskap ... (Nrw.) ... Shipowning Co., Ld.
Rederiselskab ... (Dan.) ... Shipowning Co.
Rederei, or Rhederei ... (Ger.) ... Shipowners; Shipowners.
Rederij ... (Dut.) ... Shipowners; Shipowners.
Reizer ... (Jap.) ... Refrigerator.
Remolcador ... (Spn.) ... Tug.
Remolque ... (Spn.) ... Towage.
Rimorchiaggio ... (Itl.) ... Towage.
Rijnvaartrederij ... (Dut.) ... Rhine Shipping Co.
Ringyo ... (Jap.) ... Forestry.
Rivier ... (Dut.) ... River.
Samselskap ... (Nrw.) ... Communication Company.
Selfangst-kompani ... (Nrw.) ... Sealing Company.
Sågverk ... (Swd.) ... Saw Mill.
Salvamento ... (Spn.) ... Salvage.
Salvataggio ... (Itl.) ... Salvage.
Sanbashi ... (Jap.) ... Wharf; pier.
Sangyo ... (Jap.) ... Industry.
Sauvetage ... (Fr.) ... Salvage.
Sbarchi, Imbarchi e Trasporti ... (Itl.) ... Unloading, Loading and Transportation.
Scheepsexploitatie ... (Dut.) ... Working of Ships.
Scheepswerven ... (Dut.) ... Shipbuilding Yards.
Scheepvaart ... (Dut.) ... Shipping.
Schiffahrts Gesellschaft ... (Ger.) ... Navigation Company.
Schleppschiffahrt ... (Ger.) ... Towing.
Schnellampfer ... (Ger.) ... Fast Steamer.
Sede Centrale ... (Itl.) ... Head Office.
Seefischerei ... (Ger.) ... Sea Fishing; Sea Fishery.
Seilskibsselskab ... (Dan.) ... Sailing Ship Company.
Seikosho ... (Jap.) ... Steel Works.
Seito ... (Jap.) ... Sugar Refining.
Seiyo ... (Jap.) ... Western Countries; the West.
Sekitan ... (Jap.) ... Coal.
Sekiyu ... (Jap.) ... Oil.
Senkyo ... (Jap.) ... Building Yard; Building Dock.
Senpaku ... (Jap.) ... Vessels.
Shintaku ... (Jap.) ... Trust.
Shoji ... (Jap.) ... Commercial.
Shoko ... (Jap.) ... Commerce and Industry.
Shokai ... (Jap.) ... Company or firm—not limited.
Shosen ... (Jap.) ... Merchant Vessel.
Shoten ... (Jap.) ... Shop; Trading concern.

| | | |
|---|---|---|
| Skärgård | (Swd.) | Coasting. |
| Skeppsrederiaktiebolag | (Swd.) | Shipping Co., Ld. |
| Skepparef / Skepparey | (Swd.) | Ship Yard. |
| Skeppsmäfveri | (Swd.) | Stevedoring Co. |
| Skibsaktieselskab | (Nrw.) | Shipping Company, Ld. |
| Skibsbyggeri | (Nrw.) | Shipbuilding Yard. |
| Skibsbygning | (Nrw.) | Shipbuilding. |
| Skibsopdragning | (Nrw.) | Shipbreaking. |
| Sleepboat | (Dth.) | Tug. |
| Sleepdienst | (Dth.) | Towing Service. |
| Stoog Handelsmaatschappij | (Dth.) | Sea and Trading Company. |
| Sobrinho | (Pg.) | Nephew. |
| Sobrinos | (Sp.) | Nephews. |
| Sociedad | (Sp.) | Society. |
| Sociedad Anónima | (Sp.) | Limited Company. |
| Sociedad en Comandita / S. en C. | (Sp.) | General Partnership. |
| Sociedade Anónima | (Pg.) | Limited Company. |
| Sociedade Anónima de Responsabilidade Limitada | (Pg.) | Limited Liability Company. |
| Società | (It.) | Society; Company. |
| Società Anonima | (It.) | Joint Stock Company. |
| Società Anonima per Azioni | (It.) | Company limited by shares. |
| Società a Responsabilità Limitata | (It.) | Limited Liability Company. |
| Société Anonyme | (Fr.) | Limited Company. |
| Société en Commandite or S. en C. | (Fr.) | Joint Stock Co. (not necessarily limited). |
| Socio | (It.) | Partner in business. |
| Sockerbruk | (Swd.) | Sugar Mill. |
| Sœurs | (Fr.) | Sisters. |
| Sohn | (Ger.) | Son. |
| Soko | (Jap.) | Warehouse. |
| Sloot | (Nrw.) | Sluice. |
| Spoorweg | (Dth.) | Railway. |
| Staatsbaan | (Dth.) | State Railways. |
| Stenkolen | (Dth.) | Coals. |
| Stoomboot | (Dth.) | Steamboat. |
| Stoomboot & Passagiersvaart | (Dth.) | Steamer & Barge Co. |
| Stoomvaart | (Dth.) | Steam Shipping. |
| Stöperi | (Nrw.) | Foundry. |
| Styrelse for Kolonierne | (Dan.) | Administration of Colonies. |
| Successione | (Pg.) | Successors. |
| Sucesores | (Sp.) | Successors. |
| Suisan | (Jap.) | Marine Products. |
| Suikerfabrieken | (Dth.) | Sugar Manufactories. |
| Suomen | (Fin.) | Of Finland; Finnish. |
| Svensk | (Swd.) | Swedish. |
| Taiwan | (Jap.) | Formosa. |
| Taiyo | (Jap.) | Ocean; also Pacific. |
| Takushoku | (Jap.) | Colonization. |
| Tändsticksfabrik | (Swd.) | Match Factory. |
| Tanko | (Jap.) | Colliery. |
| Tankenstoomvaart | (Dth.) | Tank Steamer. |
| Teikoku | (Jap.) | Imperial. |
| Tekko | (Jap.) | Iron. |
| Tekkosho | (Jap.) | Ironworks. |
| Tetsudo | (Jap.) | Railway. |
| Tiaoro | (Jap.) | Trawling. |
| Tiyo | (Jap.) | The Orient; the East. |
| Träskeppsvarf | (Dan.) | Wood Shipbuilding Company. |
| Trafikaktiebolag | (Swd.) | Traffic Co., Ld. |
| Transportaktiebolag | (Swd.) | Transport Co., Ld. |
| Transportes | (Pg. & Sp.) | Transports. |
| Trävaruaktiebolag | (Swd.) | Woodware Co., Ld. |
| Trelleborg | (Fin.) | Wire Mill. |
| Udenrigs Handels Gen. | (Ger.) | Overseas Trading Company. |
| Unso | (Jap.) | Transport. |
| Unsoo | (Jap.) | Ship Transport. |
| Unyu | (Jap.) | Transport. |
| Usine | (Fr.) | Works. |
| Uudenkaupungin | (Fin.) | Of Nystad. |
| Vaartuigen | (Dut.) | Boats. |
| Valtameriaiva | (Fin.) | Ocean Ship. |
| Vapeur | (Fr.) | Steam; Steamer. |
| Vapor | (Pg. & Sp.) | Steam; Steamer. |
| Vapore | (It.) | Steam; Steamer. |
| Varf or Varv | (Swd.) | Ship Yard. |
| Vedlag | (Nrw.) | Wood Company. |
| Veduva or Vva. | (It.) | Widow. |
| Veerdienst | (Dth.) | Ferry Service. |
| Vereenigde | (Dth.) | Associated. |
| Vereeniging | (Dth.) | Association. |
| Verein or Vereinigung | (Ger.) | Association. |
| Verrerie | (Fr.) | Glass Factory. |
| Veuve or Vve. | (Fr.) | Widow. |
| Visscherij Maatschappij | (Dth.) | Fishing Company. |
| Viuda or Vda. | (Sp.) | Widow. |
| Voilier | (Fr.) | Sailing Vessel. |
| Voorheen or vh | (Dth.) | Formerly. |
| Vrachtkantoor | (Dth.) | Chartering Office. |
| Vrachtvaart | (Dth.) | Cargo Trade. |
| Walfang | (Ger.) | Whaling. |
| Weduwe, Wed. or Wwe. | (Dth.) | Widow. |
| Yagyo | (Jap.) | Fish Spearing; Fish culture. |
| Yubin | (Jap.) | Mail. |
| Yugyokumiai Shinyokumiaikai Kumiai | (Jap.) | Co-operative Society, Ld. |
| Yusen | (Jap.) | Mail Steamship. |
| Zeevaart Maatschappij | (Dth.) | Navigation Company. |
| Zeevisscherij | (Dth.) | Sea Fishing Company. |
| Zosensho | (Jap.) | Shipbuilding Works. |

# A

**A.E.G. Companhia Sul-Americana de Electricidade,**
[illegible]
Steamships ..... [illegible]

**A. & S. Transportation Co.,**
[illegible]
Steamships ..... [illegible]

**A. Marítima, Sociedade Anonima de Responsabilidade Ltda.**
[illegible]

**Aabenraa, Rederi A/S,**
[illegible]

**Aaby, E. B.,**
[illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]

**Aalborg Havrendelag,**
[illegible]
- s. [illegible] ..... [illegible]

**Aalborg-Hvalpsund Jernbaneselskab, A.S.**
[illegible]
- s. [illegible] ..... [illegible]

**Aalesund, D/S, A/S,**
[illegible]

**Aalesunds Dampskibsrederi A/S.**
[illegible]

**Aamodt, Oswald,**
[illegible]
- s. [illegible] ..... [illegible]

**Aagre & Co.,**
[illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]

**Aarhus Havrendelag,**
[illegible]
- s. [illegible] ..... [illegible]

**Aarhus Shipping Co.,**
[illegible]

**Aarhustogtene Dampskibsselskab.**
[illegible]

**Aarsæther, Brodr., A/S,**
[illegible]
- s. [illegible] ..... [illegible]

**Aarseth, Eilag,**
[illegible]
- [illegible] ..... [illegible]

**Aarseth, Eilag, & Co.,**
[illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]

**Aarseth, Paal,**
[illegible]
- s. [illegible] ..... [illegible]

**Aarseth, Peder E.,**
[illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]

**Aarstads, Sigurd S., Rederi A/S.**
[illegible]
- s. [illegible] ..... [illegible]

**Aarvold, G. O., & Co.,**
[illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]

**Aass, H. Rich.,**
[illegible]
- s. [illegible] ..... [illegible]

**Abaco Shipping Co., Ld.,**
[illegible]

**Abaco, Skibsaktieselskab,**
[illegible]

**Abbey Line, Ld.,**
[illegible]

**Abdel Kader Eff. El Tarkhanah,**
[illegible]
- s. [illegible] ..... [illegible]

**Abdi Vehbi,**
[illegible]
- s. [illegible] ..... [illegible]

**Abdul Khaliq-Sewdager, M.R.,**
[illegible]

**Abdulla Hussein Arai, Abdu Ibrahim,**
[illegible]
- s. [illegible] ..... [illegible]

**Abe Hamazaki Kabushiki Kaisha.**
- s. [illegible] ..... [illegible]

**Abe Shokai Kabushiki Kaisha.**
[illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]

**Abel, Richard, & Sons, Ld.,**
[illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]

**Aberdeen Coal & Shipping Co., Ld.,**
[illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]

**Aberdeen Harbour Commissioners**
[illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]

**Aberdeen Line.**
[illegible]

**Aberdeen & Commonwealth Line, Ld.,**
[illegible]

**Aberdeen Mutual & General Marine Insurance Co., Ld.,**
[illegible]

**Aberdeen, Newcastle & Hull Steam Co., Ld.,**
[illegible]

**Aberdeen Pioneer Steam Fishing Co., Ld.,**
[illegible]

**Aberdeen Steam Navigation Co., Ld., The**
[illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]

**Aberdeen Steam Trawling & Fishing Co., Ld.,**
[illegible]

**Aberdeen Steam Tug Co., Ld.,**
[illegible]

**Åberg, G.,**
[illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]

**Abitibi Power & Paper Co., Ld.,**
[illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]

**Åbo Skjärgårds Ångbåts A/B.**
[illegible]
- s. [illegible] ..... [illegible]

**Åbolands Ångfartygs A/B,**
[illegible]

**Abrahamsen, A. T.,**
[illegible]
- s. [illegible] ..... [illegible]

**Abrahamsen, Albin,**
[illegible]
- s. [illegible] ..... [illegible]

**Abrahamsen, Carl A.,**
[illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]

**Abram, Henry K.,**
[illegible]
- s. [illegible] ..... [illegible]

**Abshoven, P. H. van,**
[illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]

**Acauna, Salvadore & Emanuele Fratelli,**
[illegible]
- s. [illegible] ..... [illegible]

**Acciaioli, Edoardo,**
[illegible]
- s. [illegible] ..... [illegible]

**Acheson, James D.,**
[illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]

**Achner, Jul., & Aml.,**
[illegible]
- s. [illegible] ..... [illegible]

**Ackermann & Van Haaren,**
[illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]
- s. [illegible] ..... [illegible]

**Activ, Dampselsk., A/S.,**
[illegible]

**Activ, Rederi Aktieselskab.,**
[illegible]

**Active Fishing Co., Ld.,**
[illegible]

**Adam, Thomas A.,**
[illegible]
- s. [illegible] ..... [illegible]

**Adams, E. C., Shipping Co., Ld.,**
[illegible]
- E. C. Adams ..... [illegible]

**Adams, Geo. W.,**
[illegible]
- Mary A. Fisher ..... [illegible]

**Adams, Henry W.,**
[illegible]
- s. [illegible] ..... [illegible]
- [illegible] ..... [illegible]

**Adams, J. R.,**
[illegible]
- s. [illegible] ..... [illegible]

**Adams, John,**
[illegible]
- s. [illegible] ..... [illegible]

**Addicks, H. G.,**
[illegible]
- [illegible] ..... [illegible]

† = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (—Turbo.) = Turbines, with Sc. prefixed.

**Adelaide Steam Tug Co., Ld.,**

**Adelaide Steamship Co., Ld., The.**

**Adelien Shipping Co., Ld.,**

**Aden Port Trust,**

**Administration de Nav. à Vap. Turque.**

**Administration des Ports et Chaussées (Phares et Balises).**

**Admiral Line, The,**

**Admiral Shipping Co., Ld.,**

**Admiralty, The.**

**Admiralty, The**—*continued.*

**Adolf, Ångfartygs Aktieb.,**

**Adragna, Salv., di Vincenzo,**

**"Adria" Società Anonima di Nav. Marittima.**

**Adrian, Ernst,**

**Adriatic S.S. Co., Ld., The.**

**Ægir, A/S,**

**Aegir, Robert A/S,**

**Æolus Rederiaktieb.,**

**Æra, A/S D/S,**

**Æro, A/S Rederiet,**

**Affréteurs Français,**

**Afia Lilali S.S. Co., Ld.**

**Afrais Arbe, J.,**

**Africa, Hvalfanger A/S,**

**Africa Oriental Soc. Anon.,**

**African Fisheries, Ld.**

**African Steam Ship Co.,**

**African Wharfage Co., Ld.,**

**Afrikaanische Frucht Co. A.G.,**

**Afrikanska Angf. Aktieb.,**

**Agdesidens Rederi Aktiesel.,**

**Agnew, A.,**

**Agricultura and Fisheries, Ministry of.**

**Agroyiannis, A.,**

**Aguado, Felipe F.,**

**Aguaiuza (Empresa) & Ronta, Ldn.,**

**Aguirre, Manuel,**

**Aguirregomezcorta,**

**Ahamada, N. O.,**

**Ahlers, H.,**

**Ahlf, Martin,**

**Ahlgren, Carl,**

**Ahlmark, O. F., & Co. Ltd. A.B.,**

**Ahmed Hussein Abdel Fattah El Kamar, Church Sook El Gaa Dhaki,**

**Ahmed Ibrahim El Kouedi**

**Ahmed Mohamed Saleh el Fikah,**

**Ahmet Hamdi Bey & Takup Ercan Bey, Tunali, Bostan Sokaki, Eskiye Eskari,**

**Ahmet Kemaleddin,**

**Ahmet Selim Bey & Hamdi Bey Sok. Ünali Ahirlar Han 1476,**

**Ahrens, Adolf,**

**Ahrens, D.,**

**Ahrens, Erich,**

**Ahrens, Hinr.,**

**Ahrens, I.,**

**Aiken Towboat & Barge Co. Inc.,**

**Aiken, William R., Ld.,**

**Ainsworth Dunn Co.,**

**Air Ministry, The,**

**Airaldi, Humberto,**

**Airs & Calder Navigation Co.,**

F = Navire de pêche (pour les renseignements sur les navires de pêche à vapeur ou à moteur, voir la Liste spéciale qui suit). S = Supplément aux Navires à Voiles. R = Vapeur. M = Navire à moteur. (Tw. Sc.) = Hélice jumelle. (T = Turbine.) = Turbines, sans indication de nombre.

**Ajver, G. P.,**

**Ajax Shipping Co., Ld.,**

**Ajello, Fr., di Ant.,**

**Akada Heion,**

**Akai Naosaburo,**

**Akai Tsunekichi,**

**Åkerman, Ivar,**

**Akershus, Skibsaktieselskab.**

**Akimoto Sadayasu,**

**Akiyama Ito,**

**Akiyama Zenn,**

**Aks,**

**Aktiengesellschaft für Seeschiffahrt,**

**Aladdin, Rederi Aktien,**

**Alafouzos, N. & Sp.,**

**Åland, Angbåts A/B,**

**Ålanda Trafik, Ångfartygs a/b,**

**Alarm Steam Tug Co., Ld.,**

**Alaska Codfish Co., Inc.,**

**Alaska, D/S, A/S,**

**Alaska Packers Association,**

**Alaska-Portland Packers Association,**

**Alaska Salmon Co.,**

**Alaska Salvage & Towing Company,**

**Alaska Steam Ship Co., Inc.,**

**Albanese, Bartolomeo, & L. Bottiglieri,**

**Albertsen, K.,**

**Albertsen, R. L.,**

**"Albetsen," Bagger-en-Bore-Maatr., N.V.,**

**"Albion" N.V. Motorschip,**

**Albion Steam Fishing Co.,**

**Alba, Hijos de Carlos, S.A.,**

**Albrecht, Dr. Max,**

**Alkyn Line, Ld.,**

**"Alcmaria," N.V. Zeevisscherij Maatr.,**

**Ald Shipping Co., Ld.,**

**Aldamiz, Corte y Zalvide Hermanos, S.L.,**

**Aldous, F.,**

**Aleja, Pérez, y Cía, Ld.,**

**Alemdar Zadé Biraderler ve Mahdumları,**

**Alexander Bros. (T. I. & G.), Ld.,**

**Alexander, David, & Sons,**

**Alexander, F., Fils et Cie.,**

**Alexander, James,**

**Alexander Shipping Co., Ld.,**

**Alexander, W. H. J., Ld.,**

**Alexandra Towing Co., Ld.,**

**Alexandria Navigation Co., S.A.E.,**

**Alexandria Sea Pilots Organization,**

**Alexatos Bros.,**

**"Alfa," Ångfartygs Aktiebolag,**

**Alfa, Rederi Aktieb.,**

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† = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (Turb.) = Turbine, with Sc. prefixed.

**Alfano, A., & Figli,**
[illegible]

**Algemeen Vrachtkantoor, N.V.,**
[illegible]

**Algemeene Reed en Handel Maats., N.V.,**
[illegible]

**Algemeene Viss. Maatschappij, [illegible] Vem.,**
[illegible]

**Algoma Central & Hudson Bay Railway Co.,**
[illegible]

**Ali Fuat Mustafa Zade,**
[illegible]

**Ali, Veli,**
[illegible]

**Alicia, Rederi A/B,**
[illegible]

**Aliffi, Sebastiano,**
[illegible]

**Alkvist, U., & M. Utter,**
[illegible]

**All America Cables, Inc.,**
[illegible]

**Allan, Black & Co.,**
[illegible]

**Allan, Rederi A/B,**
[illegible]

**Allegue Francisco, y Puente,**
[illegible]

**Allen, A. G.,**
[illegible]

**Allenby, Ben,**
[illegible]

**Allers, Walter,**
[illegible]

**Allerton, S. G.,**
[illegible]

**Alliance & Dublin Consumers' Gas Co.,**
[illegible]

**Alliance Fiskiveidafjelagid,**
[illegible]

**Alliance, H/F,**
[illegible]

**Alliance Marine Transport Co. Ld.,**
[illegible]

**Allians, Rederi A/B,**
[illegible]

**Allie (Kader),**
[illegible]

**Allied Oil Transport Co., Inc.,**
[illegible]

**Allström, Emil,**
[illegible]

**Alma, D/S A/S,**
[illegible]

**Almada, J. C.,**
[illegible]

**Almagiá, Roberto,**
[illegible]

**Almén, Tor,**
[illegible]

**Almqvist, Gust.,**
[illegible]

**Alonso, José,**
[illegible]

**Alpha, Aktieselskapet,**
[illegible]

**Als, D/S A/S,**
[illegible]

**Alse, Rederiaktieb.,**
[illegible]

**Altamaha Transportation Co.,**
[illegible]

**Altazin, Emile, & fils,**
[illegible]

**Altazin Frères,**
[illegible]

**Altazin, Vve. Henri,**
[illegible]

**Altieri, Antonio,**
[illegible]

**Altieri, Salvatore,**
[illegible]

**Altina & Co., N. V. Handel-[illegible],**
[illegible]

**Althoff, G.,**
[illegible]

**Altomare, Gius.,**
[illegible]

**Altos Hornos de Vizcaya, Soc. Anon.,**
[illegible]

**Alvarez, Angel, S. en C.,**
[illegible]

**Alvarez Claro, R.,**
[illegible]

**Alvarez Claro, R., & Z., Lecumberri,**
[illegible]

**Alvarez & Cia.,**
[illegible]

**Alversund & Manger Dampskibsselskab,**
[illegible]

**Alversund & Molandø Dampskibsselskab A/S,**
[illegible]

**Alves, Antonio Rodrigues,**
[illegible]

**Alvorada, Limitada,**
[illegible]

**Amagasaki Kisenha Gomei Kaisha,**
[illegible]

**Amakura Taichi,**
[illegible]

**Åmåls Nya Rederibolag,**
[illegible]

**Amamiya Ichiro,**
[illegible]

**Amazon, John B.,**
[illegible]

**Amazon River Steam Navigation Co. (1911) Ld.,**
[illegible]

(Continued)

F = Navires de pêche (pour les renseignements sur les navires de pêche à vapeur ou à moteur, voir la Liste séparée qui suit le Supplément aux Navires à Voiles); S = Vapeur; m = Navire à moteur; (Tw. Sc.) = Hélices jumelles; (r. Turb.) = Turbines, avec indication du modèle.

**Amazon River Steam Navigation Co. (1911), Ld.**—*continued.*

[illegible]

**Amazon Telegraph Co., Ld.,**

[illegible]

**Ambrose, Davies & Matthews, Ld.,**

[illegible]

**Amdrup, V. M.,**

[illegible]

**American & Cuban S.S. Line, Inc.,**

[illegible]

**American Diamond Lines, Inc.,**

[illegible]

**American Dredging Co.,**

[illegible]

**American-Foreign S.S. Corp.,**

[illegible]

**American Fruit & S.S. Corp.,**

[illegible]

**American Hampton Roads Line (Southgate Nelson Corp.),**

[illegible]

**American-Hawaiian Steamship Co.,**

[illegible]

**American Line S.S. Corporation,**

[illegible]

**American Mail Line, Ld.,**

[illegible]

**American Pacific Whaling Co.,**

[illegible]

**American Petroleum Co.,**

[illegible]

**American Scantic Line, Inc.,**

[illegible]

**American South African Line, Inc.,**

[illegible]

**American S.S. Co.,**

[illegible]

**American Sugar Transit Corp.,**

[illegible]

**American Tankers Corp.,**

[illegible]

**American Toll Bridge Co., Inc.,**

[illegible]

**American West African Line, Inc.,**

[illegible]

**American Whaling Co.,**

[illegible]

**Americana Steamer,**

[illegible]

**Amfeea Steam Nav. Co., Ld.,**

[illegible]

**Amijhama Gyogyo Kaisei,**

[illegible]

**Amin Bey Khayat,**

[illegible]

**Amity, Rederi A/B,**

[illegible]

**Amlie, Richard,**

[illegible]

**Ammatuna, Francesco, di G.,**

[illegible]

**Amodeo, Leonardo,**

[illegible]

**Amse, A.,**

[illegible]

**Amsterdam, N.V. Motorschoepvaart Maats.**

[illegible]

**Amundsen, J.,**

[illegible]

**An Kee S.S. Co.,**

[illegible]

**An Tai Steam Navigation Co.,**

[illegible]

**An Tung Steamship Co.,**

[illegible]

**Anaghnostakis, M.,**

[illegible]

**Anastasiades & Fotiadis,**

[illegible]

**Anastassatos, Andreas P.,**

[illegible]

**Anatra, R.,**

[illegible]

**Ancher, Karl,**

[illegible]

**Anchor-Brocklebank Line.**

[illegible]

**Anchor-Donaldson, Ld.,**

[illegible]

**Anchor Line (Henderson Bros.), Ld.,**

[illegible]

**Anchor Shipping & Foundry Co., Ld., The,**

[illegible]

**Ancienne Maison S. M. Lignon Brown & Co.,**

[illegible]

**Anda, Brödrene,**

[illegible]

**Andersen, A., & Son,**

[illegible]

**Andersen, C.,**

[illegible]

**Andersen, C. Ring,**

[illegible]

f = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (-Turbs.) = Turbines, with No. prefixed.

**Andersen, Georg A.,**
[illegible]
Nom Tonn.
s. [illegible] ..... [illegible] .. [illegible]

**Andersen, Hans N.,**
[illegible]
s. [illegible] ..... [illegible] .. [illegible]

**Andersen, Herlof,**
[illegible]
s. [illegible] ..... [illegible] .. [illegible]

**Andersen, K., & Co., A/S,**
[illegible]
s. [illegible] ..... [illegible] .. [illegible]
s. [illegible] ..... [illegible] .. [illegible]

**Andersen, Kr.,**
[illegible]
[illegible]

**Andersen, Lorentz,**
[illegible]
s. [illegible] ..... [illegible] .. [illegible]

**Andersen, Th.,**
[illegible]
s. [illegible] ..... [illegible] .. [illegible]

**Andersen, Herlof, Rederi A/S.,**
[illegible]

**Andersen, A.,**
[illegible]

**Andersen, Axel, & Peter Nielsen,**
[illegible]

**Andersen, C. W.,**
[illegible]

**Andersen, David C. G.,**
[illegible]

**Andersen, Gust.,**
[illegible]
s. [illegible] ..... [illegible] .. [illegible]
s. [illegible] ..... [illegible] .. [illegible]

**Andersen & McLennan,**
[illegible]

**Andersen, Adolf,**
[illegible]
Nom Tonn.
s. [illegible] ..... [illegible] .. [illegible]
s. [illegible] ..... [illegible] .. [illegible]

**Andersen, N. P.,**
[illegible]

**Andersen, A. G.,**
[illegible]
s. [illegible] ..... [illegible] .. [illegible]

**Andersen, Arthur,**
[illegible]
s. [illegible] ..... [illegible] .. [illegible]
s. [illegible] ..... [illegible] .. [illegible]
s. [illegible] ..... [illegible] .. [illegible]
[illegible] ..... [illegible] .. [illegible]

**Andersen, Arvid,**
[illegible]
s. [illegible] ..... [illegible] .. [illegible]

**Andersen, Aug.,**
[illegible]
s. [illegible] ..... [illegible] .. [illegible]
s. [illegible] ..... [illegible] .. [illegible]

**Andersen, B. A.,**
[illegible]

**Andersen, Erik A.,**
[illegible]
s. [illegible] ..... [illegible] .. [illegible]

**Andersen, G.,**
[illegible]

**Andersen, G. A.,**
[illegible]

**Andersen, G. E.,**
[illegible]

**Andersen, Herman,**
[illegible]

**Andersen, J.,**
[illegible]
s. [illegible] ..... [illegible] .. [illegible]

**Andersen, K. A.,**
[illegible]
s. [illegible] ..... [illegible] .. [illegible]
s. [illegible] ..... [illegible] .. [illegible]
s. [illegible] ..... [illegible] .. [illegible]

**Andersen, Karl,**
[illegible]

**Andersen, Petter Em.,**
[illegible]

**Andersen V. H.,**
[illegible]
[illegible] ..... [illegible] .. [illegible]
s. [illegible] ..... [illegible] .. [illegible]
s. [illegible] ..... [illegible] .. [illegible]

**Ando, Toramatsu,**
[illegible]

**Andonaegui, Francisco,**
[illegible]
s. [illegible] ..... [illegible] .. [illegible]
s. [illegible] ..... [illegible] .. [illegible]

**Andora A/S,**
[illegible]

**Andrade, Andreas,**
[illegible]

**André, E.,**
[illegible]
s. [illegible] ..... [illegible] .. [illegible]
s. [illegible] ..... [illegible] .. [illegible]

**Andreadis, G. P.,**
[illegible]
s. [illegible] ..... [illegible] .. [illegible]
s. [illegible] ..... [illegible] .. [illegible]

**Andreani, Fratelli,**
[illegible]

**Andreasen, Karl,**
[illegible]

**Andreates, A.,**
[illegible]

**Andrée, Bror,**
[illegible]

**Andrée, J.,**
[illegible]

**Andreu, U.,**
[illegible]

**Andreset, A. S.,**
[illegible]

**Andreus, Chr.,**
[illegible]
Nom Tonn.
s. [illegible] ..... [illegible] .. [illegible]
s. [illegible] ..... [illegible] .. [illegible]
s. [illegible] ..... [illegible] .. [illegible]
s. [illegible] ..... [illegible] .. [illegible]
s. [illegible] ..... [illegible] .. [illegible]
s. [illegible] ..... [illegible] .. [illegible]
s. [illegible] ..... [illegible] .. [illegible]
s. [illegible] ..... [illegible] .. [illegible]
s. [illegible] ..... [illegible] .. [illegible]
s. [illegible] ..... [illegible] .. [illegible]

**Andri, E.F.,**
[illegible]
s. [illegible] ..... [illegible] .. [illegible]

**Aneta, N. V. Viasberij Maat.,**
[illegible]

**Angelillo, George,**
[illegible]
s. [illegible] ..... [illegible] .. [illegible]

**Angelini, Giovanni, & C.,**
[illegible]

**Angelos, John,**
[illegible]
s. [illegible] ..... [illegible] .. [illegible]

**Angholetos, G.,**
[illegible]
s. [illegible] ..... [illegible] .. [illegible]

**Angleterre Lorraine Alsace**
Société Anonyme de Navigation.
[illegible]
s. [illegible] ..... [illegible] .. [illegible]
s. [illegible] ..... [illegible] .. [illegible]
s. [illegible] ..... [illegible] .. [illegible]

**Anglo African Gran. Coaling Co., Ld.,**
[illegible]
s. [illegible] ..... [illegible] .. [illegible]

**Anglo-American Oil Co., Ld.,**
[illegible]

**Anglo-American Tel. Co., Ld.,**
[illegible]
s. [illegible] ..... [illegible] .. [illegible]

**Anglo-Celtic Shipping Co., Ld.,**
[illegible]

**Anglo Danish Shipping Co.,**
[illegible]

**Anglo-Ecuadorian Oil-fields, Ld.,**
[illegible]
Nom Tonn.
s. [illegible] ..... [illegible] .. [illegible]

**Anglo-Egyptian Oilfields, Ld.,**
[illegible]

**Anglo-Hungarian Shipping Co., Ld.,**
[illegible]

**Anglo-Mexican Oil and Shipping Co., Ld.,**
[illegible]
s. [illegible] ..... [illegible] .. [illegible]
s. [illegible] ..... [illegible] .. [illegible]
s. [illegible] ..... [illegible] .. [illegible]

**Anglo-Mexican Petroleum Co., Ld.,**
[illegible]
s. [illegible] ..... [illegible] .. [illegible]

**Anglo-Newfoundland Development Co., Ld.,**
[illegible]

**Anglo-Newfoundland S.S. Co., Ld.,**
[illegible]

**Anglo-Persian Oil Co., Ld.,**
[illegible]
s. [illegible] ..... [illegible] .. [illegible]
s. [illegible] ..... [illegible] .. [illegible]

**Anglo-Persian Oil Co. (Duffer), Ld.,**
[illegible]
s. [illegible] ..... [illegible] .. [illegible]
s. [illegible] ..... [illegible] .. [illegible]
s. [illegible] ..... [illegible] .. [illegible]

**Anglo-Persian Shipping & Trading Co., Ld.,**
[illegible]

[illegible] – Numéro de pavillon (pour les renseignements sur les numéros de pavillon à vapeur [illegible] à moteur, voir la liste séparée qui suit le supplément aux Marines à Voiles).
S. = Vapeur ; M. = Moteur à moteur ; (Tw. Sc.) = Hélices jumelles ; [illegible] = Turbines avec indication de système.

**Anglo-Saxon Petroleum Co., Ld.,**

**Anglo-Siam Corporation, Ld.,**

**"Anholt," A/S Rederiet.,**

**Ankaret, Rederi A/B,**

**Ann Arbor Railroad Co.,**

**Anna Josina, N.V. Stoomvaart Maatschappij,**

**Anne Thomas S.S. Co., Ld.,**

**Annerstedt, Th.,**

**Anning Bros.,**

**"Antarctic," A/S, Svelvikgaarden,**

**Antoniazzo, M.,**

**Anthonippillai, I.,**

**Anthony & Bainbridge, Ld.,**

**Anthony Radcliffe S.S. Co., Ld., & Ethel Radcliffe S.S. Co., Ld.,**

**Antinoeti Shipping Co.,**

**Antinori, Dellio,**

**Antippas & Marchesini,**

**Antis, Thomas,**

**Antofagasta (Chili) Bolivia Railway Co., Ld.,**

**Antonsen, J.,**

**Antrim Iron Ore Co., Ld.,**

**Antwerp Coal Company,**

**Anza Trading Co., Inc.,**

**Aoki Shoju,**

**Aoki Teiso,**

**Aomori Suisan Shokai, Kabushiki Kaisha,**

**Aotaka Kichikiro,**

**Apa Società Anonima Pandoro,**

**Apollonio, Bortolo & Giovanni,**

**Aponte, Fili.,**

**Aponte, Luigi,**

**Apostolopoulo Freres,**

**Appelqvist, J. Ax.,**

**Arai Shikanosuke,**

**Arai Shizuo,**

**Arakaka S.S. Co., Ld.,**

**Aral S.S. Co., Ld.,**

**Aramburri, B.,**

**Arana, Pablo,**

**Aranaa, Rederi A/B,**

**Arango, Jose,**

**Arata Takichi,**

**Araujo, J. G.,**

**Arbuckle, Christina,**

**Arcelus, Javier,**

**Archangel Gostorg,**

**Archangel, Port Authorities of,**

**Arctic Steam Fishing Co., Ld.,**

**Arctic Transport Co.,**

**Ardan S. S., Co. Ld.,**

**Ardrossan Harbour Co.,**

**Areizaga y Larrea,**

**Arena, Pablo,**

**Arend, N. V. Visscherij Maatschappij,**

**Arendals Dampskibsselskab, A/S,**

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† = Fishing Vessel (for particulars of steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (-Turbs.) = Turbines, with No. prefixed.

**"Argentina" Cia. General de Navegación, S.A.,**

**Argentine Government,**

**Argy Rederei, A. G.,**

**Argyll S.S. Line, Inc.,**

**Ariel, A/S,**

**Aries, Steamship,**

**Arild, Rederi Aktieb.,**

**Arimitsu Masaichi,**

**Ariyoshi Kichitaro,**

**Armann, H/F,**

**Armazens Portuenses dos Vinhos Ltda.,**

**Armement Alexander, S.A.,**

**Armement Deppe,**

**Armement L. Hermann, S.A.,**

**Armement Nord-Africain,**

**Armour, Daniel,**

**Arnason, Kjartan,**

**Arnaud, Joseph,**

**Arnhemsche Scheepvaart Maat., N.V.,**

**Arnstein, Bille A/S,**

**Arp, Heinrich F.C., Dampfschiff. Rod.,**

**Arquas, C. L.,**

**Arriado, Felipe, & Cia.,**

**Arrow Steamships, Ltd.,**

**Artaza y Cia.,**

**Artemis, Nya Rederiaktieb.,**

**Artigas, Riofrio y Cia.,**

**Artime, Victoriano,**

**Arvin, Skibs Aktieselskab,**

**Arundale S.S. Co., Ld.,**

**Arundel Corporation, The,**

**Arvanitides, C.,**

**Arvesen, A. H.,**

**Arvon, H. E.,**

**Asahi Bekiyo Kabushiki Kaisha,**

**Asahi Shokai Kabushiki Kaisha,**

**Asano Zosensho Co.,**

**"Asbestinos" Société Anonyme de Navigation,**

**Ashbourne Ld.,**

**Ashley & Dustin Steamer Line,**

**Ashtabula S.S. Co.,**

**Ashton & Welsh, Ld.,**

**Asia Kaiun Kabushiki Kaisha,**

**Asiatic Petroleum Co., Ld.,**

**Asiatic Petroleum Co. (India), Ld.,**

**Asiatic Petroleum Co. (South China), Ld.,**

**Asiatic Petroleum Co. (S. China), Ld.,**

1 = Service de pêche (pour les vapeurs); 2 = Vapeur; m = Moteur à mazout; (Tw. [illegible]) = Bâtiment jumelé; (; Turbo;) = Turbines, avec indication du nombre.

**Asiatic Steam Navigation Co., Ld.,**
[illegible]

**Askeland & Hansen,**
[illegible]

**Askenberg, Ruth,**
[illegible]

**Asker, Bokm & Hurum, Dampskibsselskab,**
[illegible]

**Askersunds Ångfartygs Aktieb.,**
[illegible]

**Askøy Dampskibsselskap, A.S.**
[illegible]

**Aslaug, D/S A/S,**
[illegible]

**Asmussen, H.,**
[illegible]

**Asplund, Skibsaktieselskapet,**
[illegible]

**Assarsson, O. A.,**
[illegible]

**Assimacopoulo, C. A., Bros.,**
[illegible]

**Assimomitis, G.,**
[illegible]

**Assis & Irmão,**
[illegible]

**Assmundsen, & Son, A/B,**
[illegible]

**Associated Fishermen of Alaska,**
[illegible]

**Associated Oil Co.,**
[illegible]

**Associated Portland Cement Manufacturers, Ld.,**
[illegible]

**Association Dieppoise de Peche et d'Armement,**
[illegible]

**Association Maritime Belge (Soc. Anon.),**
[illegible]

**Association Pétrolière,**
[illegible]

**Astigarraga, Hijos de,**
[illegible]

**Astorqui, Viuda de Felipe,**
[illegible]

**"Astra" Cia. Argentina de Petroleo, Soc. Anon.,**
[illegible]

**"Astrakhan" S.S. Co., Ld.,**
[illegible]

**Atais, Rederi A/B,**
[illegible]

**Atalanta Dampsk. Aktieselsk.,**
[illegible]

**Atchia, A. R. H.,**
[illegible]

**Atchison, Topeka & Santa Fe Railway Co.,**
[illegible]

**Athanasoulas, G. N.,**
[illegible]

**Athanassoulis, Heirs of Gabriel S.,**
[illegible]

**Athel Line.**
[illegible]

**Athens, Bank of,**
[illegible]

**Atjeh Transport Maatschappij, N.V.,**
[illegible]

**"Atkins Hughes" Co., Tug.**
[illegible]

**Atkins & Wagner, Inc.,**
[illegible]

**Atkinson, A. W.,**
[illegible]

**Atkinson & Prickett, Ld.,**
[illegible]

**Atlanta Transport Reederei G.m.b.H.,**
[illegible]

**Atlantic, A S D S,**
[illegible]

**Atlantic & Caribbean Steam Navigation Co.**
[illegible]

**Atlantic City Steamship Co.**
[illegible]

**Atlantic Fruit & Sugar Co.,**
[illegible]

**Atlantic, Gulf & Pacific Co., of Manila.**
[illegible]

**Atlantic Gulf & West Indies S.S. Lines,**
[illegible]

**Atlantic Lighterage Corp.,**
[illegible]

**Atlantic Oil Shipping Co.,**
[illegible]

**Atlantic & Pacific Fish Co.,**
[illegible]

**Atlantic-Pacific Navigation Co., Ld.,**
[illegible]

**Atlantic Refining Co., The,**
[illegible]

**Atlantic-Rhederei G.m.b.H.,**
[illegible]

**Atlantic Shipping Co., Ld.,**
[illegible]

**Atlantic Shipping & Trading Co., Ld.,**
[illegible]

**Atlantic Steamship Lines.**
[illegible]

**Atlantic Tank - Reederei G.m.b.H.,**
[illegible]

**Atlantic Towing Co.,**
[illegible]

**Atlantic Trading Corp.,**
[illegible]

**Atlantic Transport Co., Ld.,**
[illegible]

F = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (-Turb.) = Turbines, with No. prefixed.

**Atlantic Transport Co. of West Virginia.**

**Atlantic Transportation Co., Ld.,**

**Atlantica, A/S,**

**"Atlantica" Cia. Portugueza de Frete.**

**"Atlantica," Scheepv. & Transporto Mij.,**

**Atlantica Steam Ship Co., Ld.,**

**"Atlantide" Società per Imprese Marittime.**

**Atlantische Vrachtvaart Maatschappij.**

**Atlantska Plovidba d.d.,**

**Atlas, A/S,**

**Atlas Imperial Diesel Eng. Co.,**

**"Atlas" Rederei Akt.-Ges.,**

**Atlas Steam Fishing Co., Ld.,**

**Atmopolis Parnassides,**

**Atos, Rederi Aktieb.,**

**Atpar Steamship Corporation,**

**Aubault, Rene,**

**Aubery, André,**

**Aubery, Eugène,**

**Auburn Co., Ld.,**

**Auckland Harbour Board,**

**Auctor, A/S,**

**Audebert, E.,**

**Augain, Victor, & Louis Simon,**

**Augusta Shipping Co., Ld.,**

**Aukra Hval A/S,**

**Aulaud, A.,**

**Aurora Rederi Aktieb.,**

**"Aurora," Società Anonima di Navigazione,**

**Ausland, P.,**

**Austad, I.,**

**"Austra" S. S. Co., Ld.,**

**Austral Plaster Co., Ld.,**

**Australasian United Steam Nav. Co., Ld.,**

**Australia, Commonwealth of,**

**Australian Oriental Line, Ld.,**

**Australian Steamships Proprietary (Ld.),**

**Australian Steamships Proprietary (Ld.)** — *continued.*

**Australian Tramp Steamers, Ld.,**

**Australind Steam Shipping Co., Ld.,**

**Autenrieth, Fel.,**

**Auteri, Francesco,**

**Auvray,**

**Auxiliar Marítima (Soc. Anon.),**

**Avanos, Dampsk. Aktiesel.,**

**Avanscomator, A/S,**

**"Avanti," N. V. Vissch. Maats.,**

**Avanti, Skibs A/S,**

**Avoni, Giuseppe, & Vittorio Pontremoli,**

**Avonit, Dampsk. Aktiesel.,**

**Avonue Shipping Co., Ld., The,**

**Avilés, Junta del Puerto de,**

**Avot, Louis,**

**Avry, Emile,**

**Awa Tetsudo Kabushiki Kaisha,**

**Awazukuni Kyoda Kisen Kabushiki Kaisha,**

**Axner, D. E.,**

**Ayala & Co.,**

**Ayrshire Dockyard Co., Ld.,**

**Ayukawa Hogei Kabushiki Kaisha,**

**Azeri, Bros., & F.,**

**Azienda Generale Italiana Petroli,**

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* = Bateaux de pêche (pour les renseignements sur les bateaux de pêche à vapeur ou à moteur, voir le Livre spécial qui est à la disposition des Sociétés ● Vapeur) ;
V = Voilier ; M = Moteur à combust. ; (Tw. Ma.) = Bateau jumeau ; (—) = Turbine (renseignements inférieurs du bateau).

**Anqueta, Hijos de P. de,**
[illegible]

**Azuma Kisen Goshi Kaisha,**
[illegible]

**Azuma Kisen Kabushiki Kaisha,**
[illegible]

# B

**B.C. Mills Tug & Barge Co., Ld.,**
[illegible]

**B. I. Transport Co., Ld.,**
[illegible]

**B. L. Shipping Co., Inc.,**
[illegible]

**B. W. Steamship, Tug & Lighter Co., Ld., & W. Scott,**
[illegible]

**Baas, O.,**
[illegible]

**Baba Goshi Kaisha**
[illegible]

**Babarovic, Ant.,**
[illegible]

**Bachke & Co.,**
[illegible]

**Bachman, Joshua,**
[illegible]

**Bacon, Edwin,**
[illegible]

**Bacon, Fred.,**
[illegible]

**Bacon, J. N.,**
[illegible]

**Baddeck S.S. Co., Ld.,**
[illegible]

**Badewitz, J. H.,**
[illegible]

**Badiola, Francisco,**
[illegible]

**Baen, C. E.,**
[illegible]

**Baerentzen, Kim.,**
[illegible]

**Baerselman, Henry,**
[illegible]

**Bagio, Nuñes & Machado Lda.,**
[illegible]

**Bager, B. E.,**
[illegible]

**Bahamas, Colonial Government of the,**
[illegible]

**Bahamian Salvors, Ld.,**
[illegible]

**Bahemia, I., & Co.,**
[illegible]

**Bahlmann, Georg C. J.,**
[illegible]

**Baiocchi, Fratelli,**
[illegible]

**Baikas, Pothitos,**
[illegible]

**Bailey, G. B.,**
[illegible]

**Bain, Johnston & Co., Ld.,**
[illegible]

**Baird, E. M.,**
[illegible]

**Baird, James, Ld.,**
[illegible]

**Baister, Robert L. C.,**
[illegible]

**Bais, Prospero, & Co.,**
[illegible]

**Bajard, Jules,**
[illegible]

**Baker Nautical School,**
[illegible]

**Bakema, K.,**
[illegible]

**Baker, Edward A.,**
[illegible]

**Baker, H. C.,**
[illegible]

**Baker, H. Croft, & Sons, Ld.,**
[illegible]

**Baker, S. C.,**
[illegible]

**Baker-Whiteley Coal Co.,**
[illegible]

**Bakke, Lars,**
[illegible]

**Bakke, Skibs A/S Samuel,**
[illegible]

**Bakker, G. H.,**
[illegible]

**Bakker, Hendrik,**
[illegible]

**Bakker, P.,**
[illegible]

**Bakker, P. J.,**
[illegible]

**Bakkevig, Erik,**
[illegible]

**Balboa Shipping Co., Inc.,**
[illegible]

**Balilla, A. A. Longo,**
[illegible]

**Balk, B. J.,**
[illegible]

**Balk, J. J.,**
[illegible]

**Balk, P. J.,**
[illegible]

**Ballian, L., & Cie.,**
[illegible]

f = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).
S = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (Turb.) = Turbines with No prefixed.

**Ballier, Charles, & Cie.,**

**Balla, G. W.,**

**Balla, Robert J.,**

**Balle & Stauefeld, Ld.,**

**Baltic, D/S,**

**Baltic Salvage Association,**

**Baltic Shipbuilding & Engineering Works,**

**Baltic Trading Co., Ld.,**

**Baltimore, D/S A/S,**

**Baltimore-Iseler Line, Inc.,**

**Baltimore Mail Steamship Co.,**

**Baltimore & Ohio Railroad Co.,**

**Baltimore & Philadelphia Steamboat Co.,**

**BaltimoreSteam Packet Co.,**

**Baltimore & Virginia Steamboat Co.,**

**Baltisch-Amerikanische Frachtenbureau G.m.b.H.,**

**Baltische Reederei,**

**Baltische Segelschiffs. Reederei G.m.b.H.,**

**Banana, Rederiaktiebolag,**

**Bananfart, D/S, A/S,**

**Bananatransport, A/B,**

**Banca Cazzetta,**

**Banca Falconi Castagnola,**

**Banck & Co.,**

**Banck, Christer,**

**Banck, Erik,**

**Banck, Stellas,**

**Banco Hispano-Suizo para Empresas Eléctricas,**

**Bandak-Norsjökanalen,**

**Bandeira, Antonio Gonçalves,**

**Bandirma Vapur Cirketi,**

**Bang, Johan,**

**Bangs S.S. Co., Ld.,**

**Bank of Czechoslovak Legions,**

**Bank Line, Ld.,**

**Banker, Mrs. Mansfield F. G.,**

**Banks, James,**

**Bannister, Bernard H.,**

**Bantry Bay Steamship Co., Ld.,**

**Banyard, Andrew L.,**

**Baptista & Cia.,**

**Baptista, Leite & Cia.,**

**Baptista, Mariano F. de P.,**

**Barbados Shipping Co., Ld.,**

**Barbaro, Salvatore,**

**Barber S.S. Lines, Inc.,**

**Barber West African Line, Inc.,**

**Barbosa & Barbosa,**

**Barbour, Job K.,**

**Barbosa & Martins,**

**Bargain, C., Hnos y Cia,**

**Barney, Marks, & D.,**

**Barker, Lillian D.,**

**Barlow, J.,**

**Barlum, J. J.,**

**Barlum S.S. Co.,**

**Barnard, W.,**

**Barnett, D. F.,**

**Barnett & Bennett Co.,**

**Barr, Crombie & Co., Ld.,**

**Barraco, Franc.,**

**Barraco, Giuseppe Gabriele,**

**Barranquilla Railway & Pier Co., Ld.,**

**Barrera, Demosion,**

**Barrera, Giuseppe,**

**Barrera, Michele,**

F = Hélices de pales pour les renseignements sur les hélices de pales à vapeur ou à moteur, voir la Liste séparée qui sert de Supplément aux Navires à Voiles; S = Vapeur; M = Moteur à moteur; (Tr. Hy.) = Hélices jumelles; (Turb.) = Turbines, avec indication du nombre.

**Barreras, Francisco,**

**Barreras, Hijos de J., S.A.,**

**Barrett Co., Inc.,**

**Barrett, E. E.,**

**Barreus, Domenico,**

**Barrutia, Leopoldo Lopez,**

**Barry Pilots' Steam Cutter Co., Ld.**

**Barry Shipping Co., Ld.,**

**Barsanti, Arturo,**

**Barsella, E.,**

**Barta, Gius.,**

**Bartels, B. Wilh.,**

**Bartels, Bernard,**

**Bartels, J.,**

**Barthes, J.,**

**Bartley, Gust.,**

**Barwick Inc.,**

**Barsiley & Benjamin,**

**Basanta, A. R.,**

**Baskomb & Northcote, Ld.,**

**Baskomb, Thomas, Ld.,**

**Baskomb, Thomas W.,**

**Baskomb, Thomas W.,—**

**Basseal, Rolando & Lloret,**

**Basst, T.,**

**Basto & Loiriscka, Ldda.,**

**Bata A.G.,**

**Bata s.s.,**

**Batavia Petroleum Maatschappij, De,**

**Batavia, N.V Vies-cherij Maats.,**

**Batchelor, Albert,**

**Bates, Harold T.,**

**Batey, Frank,**

**Bathgate, Archibald, & Son, Ld.,**

**Bathurst Power & Paper Co., Ld.,**

**Battestin, S.,**

**Battisiles, M.,**

**Battle, Enrique M.,**

**Baudy, Pierre,**

**Baumann, Herman,**

**Bauwens, John,**

**Bauwens, Lievin Leonard,**

**Baxter & Catchpole,**

**Baxter, J. N., & Co.,**

**Baxter, John,**

**Bay Shippers, Ld.,**

**Bay Shipping Co.,**

**Bay State Fishing Co.,**

**Bay State S.S. Co.,**

**Bay Steamers, Ld.,**

**Bay Towing Co.,**

**Bay Transport Co.,**

**Bay Transportation Co.,**

**Bayonne & New Haven Transportation Co.,**

**Beacon Transport Co. of Canada, Ld.,**

F - Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S - Steamer; M - Motorship; (Tw. Sc.) - Twin Screw; (Turb.) - Turbine, with No. prefixed.

**Beadle Steamship Co., Ld.,**

**Beamish, Albert E.,**

**Beamish, C.,**

**Bear Creek Oil & Shipping Co., Ld.,**

**Beard, T. W., & Co., Ld.,**

**Beattie Shipping Co.,**

**Beauchemin, Leopold,**

**Beaudet, Mrs. A.,**

**Beaudoin, Joseph E.,**

**Beatorne, Anastasios,**

**Beauard, V., & Cie., S.A.R.L., Soc. d'Arm. et de Gérance,**

**Beauard, Victor,**

**Beccki & Calangna,**

**Beck, Carl, & Co.,**

**Becke Rederi Aktiee.,**

**Beck, H.,**

**Beck, J.,**

**Becker, Claus,**

**Becker, Jacob H.,**

**Bee Line Transportation Co.,**

**Beeley & Sleight, Ld.,**

**Beeley, Walter H.,**

**Behnke, Otto,**

**Behnke & Sieg,**

**Behrens, A.,**

**Behrens, Gerhard,**

**Behrmann, Fr.,**

**Behrmann, F.,**

**Behrmann, R.,**

**Behrsin, A.,**

**Beilken, G.,**

**Beira Works, Ld.,**

**Bekir Arslan & Menin Kilnen,**

**Beku, Rederi A/S.**

**Belfast, Corporation of,**

**Belfast Harbour Commissioners,**

**Belfast & Kerrit Steam Navigation Co., Ld.,**

**Belfast, Mersey & Manchester S.S. Co.,**

**Belfast Steam Ship Co., Ld.,**

**Belgaum, H.F.,**

**Belgium, Government of,**

**Belita, D/S, A/S,**

**Belkin, Hans,**

**Bell Bros. & Co.,**

**Bell, Hemsley, Ld.,**

**Bell Island S.S. Co., Ld.,**

**Bell, James, & Co.,**

**Bell Line, Ld.,**

**Bell, Robert,**

**Bell, Robert, Jr.,**

**Bellambi Coal Co., Ld., The**

**Belle Island (Steamer) Co.,**

**Bellay, W.,**

**Bellingham Tug & Barge Co.,**

**Bellivoux, R., & Co.,**

**Bellorada S. S. Co., Ld.,**

**Bellows & Squires Co., Inc.,**

**Bellusmini, Carmisina,**

**Bellwood, Harry,**

**Belmaira, A/S, Rederiet,**

**Belmont Transportation Co.,**

**Belast, A/S, Rederiet,**

**"Belos," Rederiet,**

**Belot, G.,**

**Belparril, A/S, Rederiet,**

**Ben Line Steamers, Ld.,**

**Benderf, Johannes,**

**Benediktsen, I., & I. C. Kapelsen,**

**Bengal Burma Steam Nav. Co., Ld.,**

**Bengal, Government of,**

**Bengal-Nagpur Railway Co., Ld.,**

**Benguchea, Alejandro, y Cia. Ltda.,**

**Benguchea, Dan., & I. Arpiam,**

**Benjtsen, A.,**

**Benjtsen, Helmer,**

**Bennett Steam Ship Co., Ld.,**

**Benneitts, J. H., Ld.,**

**Benney, Albert E.,**

**Benoit, Alfred,**

**Bennuds & Co.,**

**Benson, Reuben G.,**

**Benzow, Kurt W.,**

**Beck, Charles A.,**

**Bentley & Pugsley,**

**Benteen, Anton,**

**Beraldo, Fratelli, fu G. B.,**

**Berdaxea Hermanos,**

**Berendsohn, Paul, Kohlenend Werk,**

**Berengier, L., & Gaudard,**

**Berg, Odd,**

**Berg, Thorvald,**

**Berg, Torgersen A/S,**

**Berge, Tom Jonteft,**

**Berge y Cia.,**

**Bergelin, Hugo,**

**Bergen Lloyd Aktieselskab,**

**Bergendal, B. T. Schaepr. Maats.,**

**Bergens Skoleskibsstyre,**

**Bergenske Dampskibsselskab, A/S Det.,**

**Bergenske Dampskibsselskab, A/S Det.** (continued)

**Bergenske Russiske Dampskibsselskab A/S, Det.,**

**Berger, Minna & Olga Bolewich,**

**Bergesen, Sigval,**

**Berggren, I. P.,**

**Bergh, Fred. Th.,**

**Bergh & Helland,**

**Bergh, Stig.,**

**Berglund, C. A.,**

**Bergmann, Ernst.,**

**Bergmann, W.,**

**Bergski, Rederiaktiebolaget,**

**Bergquist, Emil,**

**Bergs Tankrederi, Odd.,**

**Bergstrom, G., & J. Lemet,**

**Bergvall, Arvid,**

**Bergvalls Rederi A/S,**

**Berkshire S.S. Co.,**

**Bermuda, Government of,**

**Bermuda Transportation Co., Ld.,**

**Bermuda & West Indies S.S. Co., Ld.,**

**Bermudez Co.,**

(Continued)

§ = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).

† = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (T.) = Turbine, with Sc. prefixed.

**Bernaldo de Quiros, J.,**

**Bernardini, Giuseppe, & A. Bonanni,**

**Bernardo Shipping Co., Ld.,**

**Bernays, F. E. H.,**

**Bernstein, Arnold,**

**Bernstein, L.,**

**Berntsen, M. A.,**

**Berrill, F.,**

**Berry, Alfred W.,**

**Bertacca, Egidio,**

**Bertacca, R.,**

**Bertozzi, Hinks,**

**Bertuccelli, Emilio,**

**Bertuccelli, Enrico, di F.,**

**Berwindmoor S.S. Co., Ld.,**

**"Bessemer" Vessel Co., Ld.,**

**Bessey & Palmer (Lowestoft), Ld.,**

**Bessey, W. H.,**

**Bestum 2, D/S, A/S,**

**Betancourt, Francisco,**

**Bethel, Grant,**

**Bethell, Gwyn & Co.,**

**Bethlehem Shipbuilding Corp.,**

**Bethlehem Transportation Corp.,**

**Bettge, H.,**

**Bettum, Frithjof,**

**Beucker, Otto,**

**Beutelrock, Fr.,**

**Bevan, Randolph A.,**

**Beverwijk, N. V. Stoomvaart Maats.,**

**Bezic, Spiro,**

**Bhavnagar, The State of,**

**Bibby Bros. & Co.,**

**Bibby Line, Ld.,**

**Bibeau, A.,**

**Bibolini, Ing. Gio. Batta.,**

**Bifrost, Rederi A/B,**

**Bilbao, Junta de Obras del Puerto de,**

**Bilbao y Uriarte, S.,**

**Bildt, Olof,**

**Bileci, Algerino,**

**Bileci, Pasquale, fu G.,**

**Bileci, Salv.,**

**Bill, D/S A/S,**

**Billeruds Aktieb.,**

**Billner, Alb.,**

**Bilton, T. R., & Sons, Ld.,**

**Binding, George J.,**

**Bing, Jens,**

**Bingley, W., & Son, Ld.,**

**Birkestad, Bjorn, & Co.,**

**Birch, G. F., & Son (1919), Ld.,**

**Birchbay S.S. Co., Ld.,**

**Birkenhead, Municipal Corporation of,**

**Birt, Potter & Hughes, Ld.,**

**Bishop, John H.,**

**Bisso & Silvestrini,**

**Bisso Steamship Corporation,**

**Bissett, Alfred E.,**

**Bismarck Linie, Gesellschaft mit beschränkter Haftung**

**Bisso Towboat Co., Inc.,**

**Bithell, Thomas, & R. J. Parry,**

**Bitar & Jenner,**

**Bjarg, S/F,**

F. – Bateaux de pêche (pour les renseignements sur les bateaux de pêche à vapeur ou à moteur, voir la Liste séparée qui suit le Supplément aux Navires à Voiles.)
S. – Vapeur; m. – Navire à moteur; (Tw. Sc.) – Hélices jumelles; (Turb.) – Turbines, avec indication du nombre.

**Bjarnason, Sigurdur,**
*Akureyri, Iceland.*
Gross Tonnage
1 Schooner ... 50 ... 111

**Bjelkers, Joh. J.,**
*Bjelkland near Bergen, Norway.*
1 Steamer ... 76 ... 144

**Bjelland, Chr., & Co., A/S,**
*Stavanger, Norway.*
1 Sailing ... 50 ... 177
1 Barq ... 59 ... 326
1 Schooner ... 50 ... 150
1 Motorsailer ... 60 ... 150
1 Yacht ... 60 ... 140

**Bjerknes, N. S., & Sön,**
*Florø, Norway.*
(N. S. Bjerknes & Son, Dampskibsrederi A/S.)
1 Steamer ... 11 ... 1993

**Bjerknes, N. S., & Sönn,**
*Dampskibsrederi, A/S.*
*Florø, Norway.*
See N. S. Bjerknes & Son.

**Bjerkes, O.,**
*Arendal, Norway.*
(A/S Engelsklipper Dampskibe.)
1 Sailing ... 50 ... 241
1 Steamer ... 91 ... 1001
1 Steamer ... 71 ... 1000

**Bjerkaag U. Skiln. A/S,**
*Oslo, Pilot Place 1, Oslo, Norway.*
See A. B. Matthiesen.

**Bjerklund, A.,**
*Bergen, Norway.*
(Sagenings A/S Fr.)
1 Fish Carrier ... 70 ... 140

**Bjerkum, Olav,**
*Florø, Norway.*
(J. Ainmund & Nilsen Dampskibsrederi.)
1 Motorship ... 50 ... 137

**Bjørs, Dampskaktie.,**
*Kristiania (Oslo), Norway.*
See Thorvald Bjørset.

**Bjørnebo, I.,**
*Christiania, Norway.*
(Norsk Dampskibs Selskab A/S.)
1 Kristiania ... 70 ... 1000
1 Bergenhus ... 70 ... 900
1 Tromsø ... 50 ... 1000

**Bjørnebo, Ingvald, Rederi Aktiv.,**
*Christiania, Norway.*
See I. Bjørnebo.

**Bjørnsberg Skipping Co.,**
*Sprøtrø, Finland.*
See Wilhelm Hurtig.

**Bjørnlund, H.,**
*Gävle, Sweden.*
(Aktiebolaget Vinnsala.)
Gross Tonnage
1 Sailing ... 50 ... 200
1 Schooner ... 50 ... 150

**Bjørnstjerne Bjørnsen, A/S Ex.**
*Fiskerstrand, Bergen, Norway.*
(Bergen—Hull Group.)
See Thomas Lade.

**Blaauw, H.,**
*Amsterdam, Holland.*
Adam (Ex. H.) ... 50 ... 150

**Black, Sir Alex. Bart.,**
*Arbroath.*
1 Wet Boat ... 50 ... 200
(East Coast Fishing Co., Ltd.)
1 Gossamer ... 50 ... 200
1 Gossamer ... 50 ... 200
1 Gossamer ... 50 ... 200
1 Gossamer ... 50 ... 200
1 Gossamer ... 50 ... 200
1 Gossamer ... 50 ... 200
1 Lady Schomberg ... 50 ... 200
1 Lady Mabel ... 50 ... 200
1 Lothian ... 50 ... 200
1 Mary Ellen ... 50 ... 200
1 Gossamer ... 50 ... 200
1 Gossamer ... 50 ... 200
1 Gossamer ... 50 ... 200
1 Gossamer ... 50 ... 200
1 Gossamer ... 50 ... 200
1 Gossamer ... 50 ... 200
1 Gossamer ... 50 ... 200
1 Gossamer ... 50 ... 200
1 Gossamer ... 50 ... 200
1 Gossamer ... 50 ... 200

**Black Point S.S. Co., Inc.,**
*St. Jean Port, Boston, Mass., U.S.*
1 Black Point ... 50 ... 1000

**Blackball Coal Mines Proprietary, Ltd.,**
*Wellington, N.Z.*
See T. G. Watts.

**Blackburn, Harry,**
*Gill, Jack Street, Plymouth.*
(Blackburn Trawlers, Ltd.)
1 Gossamer Adelphi ... 50 ... 200
1 Gossamer Gossamer ... 50 ... 200
(Grey Trawlers, Ltd.)
1 City of Derby ... 50 ... 200

**Blackburn Trawlers, Ltd.,**
*Gill, Jack Street, Plymouth.*
See H. Blackburn.

**Blackhall, William,**
*The Anchorage, St. Nicholas Street, Pembroke.*
1 Gordon Premier ... 50 ... 100

**Blackwood, Isaac, J.,**
*Dundrum, Newtownards.*
Eric M. Wooldridge ... 50 ... 100

**Blanchard Lumber Co.,**
*Gill, Jack Street, Boston, Mass., U.S.*
Sarah Blanch ... 50 ... 100

**Bland Line,**
See N. H. Bland & Co., Ltd.

**Bland, N. H., & Co., Ld.**
*(Bland Line.)*
*Hulme Building, Liverpool.*
Gross Tonnage
1 Allied Sierra (Tw. Sc.) ... 50 ... 1000
1 Allied Mania ... 50 ... 1000
1 Allied Maria ... 50 ... 1000
1 Allied Sierra ... 50 ... 1000
1 Rosalia ... 50 ... 1000
1 Sierrana ... 50 ... 1000

**Bland, W. H., & Co.,**
*14, St. Mary Axe, London, E.C.3.*
1 Brighton ... 50 ... 100

**Blankenberg, B. H., & P. J. Reiter,**
*Appartenant à Flandre, Holland.*
(B. H. Reiter, Maats "Vrind 1.")
1 Vrind ... 50 ... 100
(B. H. Reiter, Maats "Vrind 11.")
1 Vrind 11 ... 50 ... 100

**Blan, E., & Co.,**
*Kristiania (Oslo), Norway.*
1 Andenes ... 50 ... 1000

**Blekinge Ångbåts Aktiebolag,**
*Karlskrona, Sweden.*
See G. E. Lindström.

**Bildberg, A.,**
*Haugesund, Stavanger, Norway.*
(Bildberg A/S Klippers.)
1 Power ... 50 ... 100
(Bildberg A/S Lodes.)
1 Power ... 50 ... 100
(Bildberg A/S Lodes.)
1 Motor ... 50 ... 100

**Bile, E.,**
*Bergen, Norway.*
1 Motorship Andenes ... 50 ... 100

**Blindheim, Elias,**
*Ålesund, Norway.*
1 Sailing ... 50 ... 100
1 Fishing Vessel (Tw. Sc.) ... 50 ... 100

**Blodgett, O. W.,**
*Gill, Jack Street, Boston, Mass., U.S.*
1 Pilgrim ... 50 ... 100

**Blomker, A.,**
*Gothenburg, Sweden.*
1 Ship ... 50 ... 100

**Blom, Hugo,**
*Gothenburg, Sweden.*
1 Steamer (Tw. Sc.) ... 50 ... 100
(Gothenburg A/S Ångbåtsbolag.)
1 Motor ... 50 ... 100

**Blomberg, H.,**
*Fredrikshamn, Finland.*
(Ångfartygs A/S Ostersjön.)
Gross Tonnage
1 Kalkon ... 50 ... 100
1 Kalkung ... 50 ... 100
1 Kalkud ... 50 ... 100
1 Kalma ... 50 ... 100
1 Kalk ... 50 ... 100
1 Lahtari (Tw. Sc.) ... 50 ... 100
1 Lahtela Kalkung ... 50 ... 100
1 Nyslott (Tw. S.) ... 50 ... 100
1 Nikkala ... 50 ... 100
1 Nikkala (Tw. Sc.) ... 50 ... 100
1 Kalm ... 50 ... 100
1 Kalmar ... 50 ... 100
1 Kalmar ... 50 ... 100
1 Kalmar ... 50 ... 100
1 Kalmar ... 50 ... 100
1 Kalmar ... 50 ... 100

**Blomgren, K. J.,**
*Helsinki, Finland, Finland.*
Gross ... 50 ... 100

**Blomvaag, Hval- A/S,**
*Blomvaagen, Bergen, Norway.*
See J. A. Brunn.

**Blondel, Maurice L.,**
*Place Jeanne d'Arc 1, Nantes, France.*
Gross ... 50 ... 1000
Gross ... 50 ... 1000

**Blumfelds, Ld.,**
*Rigas Jaunu iela 1, Riga, Latvia.*
1 Gulbis Kalnam ... 50 ... 100
1 Gulbis Dzirnavas ... 50 ... 100
1 Gulbis Lielkalnu ... 50 ... 100
1 Gulbis Lielkalnu ... 50 ... 100
1 Gulbis Bastejkalns ... 50 ... 100
1 Gulbis Vita ... 50 ... 100

**Blue Funnel Line,**
See A. Holt & Co.

**Blue Funnel Towage Co.,**
(Lipsitz & Lalage),
*Antwerp, France.*
See Compagnie de Remorquage "Les Trois Suisses."

**Blue Line Traders, Ld.,**
*Gill, Jackson Street, Hull, Blue Line Docks.*
1 Fishboat ... 50 ... 100

**Blue Star Line, Ld., The,**
*10, St. Mary Axe, London, E.C.3.*
1 Alby Star (Tw. Sc., 4 Turbs.) ... 50 ... 1000
1 Alnwick Star (Tw. Sc., 4 Turbs.) ... 50 ... 1000
1 Ambleside Star (Tw. Sc., 4 Turbs.) ... 50 ... 1000
1 Brighton Star (Tw. Sc., 4 Turbs.) ... 50 ... 1000
1 Bristol Star (Tw. Sc., 4 Turbs.) ... 50 ... 1000
1 Arctic Star (Tw. Sc., 4 Turbs.) ... 50 ... 1000
1 Bristol Star ... 50 ... 1000
1 Bugsy Star (Tw. Sc., 4 Turbs.) ... 50 ... 1000
1 Bulwark Star (Tw. Sc., 4 Turbs.) ... 50 ... 1000
1 Bulwark Star ... 50 ... 1000
1 Bulwark Star ... 50 ... 1000
1 Bulwark Star (Tw. Sc., 4 Turbs.) ... 50 ... 1000
1 Tyrian Star (Tw. Sc.) ... 50 ... 1000
1 Tyrian Star ... 50 ... 1000
1 Tyrian Star ... 50 ... 1000
(Continued, L.S.)
1 Tyrian Star (2 Turbs.) ... 50 ... 1000
(Continued.)

**Blue Star Line, Ld., The—**
(Continued.)
(Thos. Cook Shipping Co., Ld.)
Turbo-electric ships.
Gross Tonnage
1 Arlesia Star (Tw. Sc.) ... 50 ... 1000
1 Brisbane (Tw. Sc.) ... 50 ... 1000
1 Cedric Star ... 50 ... 1000
1 Dorsetshire Star ... 50 ... 1000
1 Florence Star (Tw. Sc.) ... 50 ... 1000
1 Gaelic Star ... 50 ... 1000
1 Lancia Star ... 50 ... 1000
1 Lusitania (Tw. Sc.) ... 50 ... 1000
1 Olympic Star (Serp. J. J. Turb.) ... 50 ... 1000
1 Oregon Star ... 50 ... 1000
1 Royal Star (Tw. Sc.) ... 50 ... 1000
1 Sultan Star (Tw. Sc., 4 Turbs.) ... 50 ... 1000
1 Tartan Star (Tw. Sc.) ... 50 ... 1000
1 Tuscan Star (Tw. Sc.) ... 50 ... 1000

**Bluff Harbour Board,**
*Invercargill, Bluff Harbour, N.Z.*
1 Kakanui (Tw. Sc.) ... 50 ... 100
1 Southland (Tw. Sc.) ... 50 ... 100
1 Thomas Watt ... 50 ... 100

**Blume, August,**
*Torgau M. Amsberg, Germany.*
1 Angelus Blume ... 50 ... 100

**Blume, G.,**
*Wyk a. Föhr, Germany.*
(Wyker Dampfschiff Rend. G.m.b.H.)
1 Föhr Amrum (Tw. Sc.) ... 50 ... 100
1 Nordstrand (Tw. Sc.) ... 50 ... 100

**Blumenfeld, Bd., Kom. Ges., Akt. Ges.,**
*Cuxhaven, Hachmannstr. 1, Hamburg, Germany.*
1 Bremerhaven Bremerhaven ... 50 ... 1000
1 Cuxhaven Bremerhaven ... 50 ... 1000

**Blumenthal, Johann M. K.,**
*Stadt Haus, Altkaufmannstr. 16, Hamburg, Germany.*
1 Gomera Pioneer ... 50 ... 1000
1 Gomera Pioneer ... 50 ... 1000
1 Bremen Blue ... 50 ... 1000
1 Ida Blumenthal ... 50 ... 1000
1 Ida Luise Blumenthal ... 50 ... 1000
1 Johann Blumenthal ... 50 ... 1000
1 Magdalena Bartl ... 50 ... 1000

**Blyth Harbour Commissioners,**
*Blyth.*
H. M. S. No. 10 ... 50 ... 100
H. M. S. No. 11 ... 50 ... 100
H. M. S. No. 12 ... 50 ... 100
1 Cowpen (Tw. Sc.) ... 50 ... 100
1 Cudd (Tw. Sc.) ... 50 ... 100

**Blyth Tug Co., Ld.,**
*1, Ice Pier, Blyth, Northumberland.*
See Frank Butler.

**Boat Owning & Operating Co.,**
*11, Broadway, New York, U.S.*
See C. H. Mallory & Co., Inc.

**Bocardo, Jose,**
*Gijon, Vizcaya.*
Bocardo (Ex. Sc.) ... 50 ... 100

**Bock, Carl, & Co., G.m.b.H.,**
*Altona 1, Hamburg, Germany.*
1 Sea Bock ... 50 ... 100

1 = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).
S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (—Turbs.) = Turbines, with No. prefixed.

**Seddik, Walter A.,**

**Sen, N.,**

**Sen, Olaf,**

**Sen & Federsen,**

**Seck-Hansen, C. A.,**

**Seck-Hansen, Chr. E.,**

**Seiatier, Wilhelm, & Co., G.m.b.H.,**

**Sierbs, F.,**

**Sierma, L.,**

**Sagnai, O.,**

**Sagen & Johnsen**

**Seglaiides, N. D., & Co.,**

**Sagerie, I., & F. Mater,**

**Segestings A/S Frej,**

**Sehl, Karl,**

**Sehwalandska Kustmi Sagbiro Aktiebolaget,**

**Seis, A.,**

**Sek Tim Feng,**

**Sel, Jak.,**

**Seland & Cornelius,**

**Selens & Co.,**

**Selkain, P.,**

**Sella, Chr., & Odd Sirenses,**

**Selinders, J. & C. G., Mek. Verks Aktiebolag,**

**Seliver Exploration Co., Ld.,**

**Seliver Railway Co., Ld.,**

**Sell, Gerh.,**

**Sell, Jos.,**

**Sell, W.,**

**Selten, Aug., Wm. Miller's Enkelingen,**

**Selton, F., & Co.,**

**Selten Steam Shipping Co., Ld.,**

**Sem, H.,**

**Sem, Sederiet A/S,**

**Sombay, Government of (Development Dept.),**

**Sombay & Persia Steam Navigation Co., Ld.,**

**Sombay Port Trust,**

**Sombay Steam Navigation Co., Ld.,**

**Sommarco, Matteo,**

**Son Accord Steam Fishing Co., Ld.,**

**Sonaventi, A.,**

**Sonds, F. W.,**

**Songinera, Antonio,**

**Sonheur, Aktien,**

**Sonifatti, C., fu Ant.,**

**Sonnan-Sorn,**

**Sonnin, Jean,**

**Sonsings, A.,**

**Sonsings, H. Ph.,**

**Sonsings, Jacob,**

**Sonsings, James,**

**Sont, J.,**

**Sontkin-Gosselaar,**

**Sonker Bros., McGonnell, & Co., Ld.,**

**Sons, H.,**

**Sonth & Co. (London), Ld.,**

**Sonth Fisheries Canadian Co., Ld.,**

**Sonth Fisheries Co., Inc.,**

**Sonth Steam Ship Co., Ld.,**

**Sortsman, C.,**

**Sordeaux, Port Autonome de,**

**Sorder Line Nav. Co., Ld.,**

**Sorder Line Transportation Co., The**

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f = Sartes ou sirènes (pour les renseignements sur les navires du pétrole à vapeur ou à moteur, voir la Liste spéciale qui fait le Supplément aux Sartes à Voiles).
S = Vapeur ; m = Sartes à moteur ; (Tw. Sc.) = Hélices jumelles ; ( Turb.) = Turbines, avec indication du nombre.

**Border Shipping Co., Ld.,**

**Borg, Ångfartygs Aktiebolag.**

**Borg, Rederiaktiebolaget,**

**Borgå, Aktieselskabet,**

**Borgå Ångf. Aktiesk.,**

**Borge, Haas & Co., A/S.**

**Borgestad, Aktiesel.,**

**Borgheim, Skibs., A/S.**

**Borgvika, Aktiesk.,**

**Boris, G.,**

**Borjesson, Allan,**

**Borjesson, Sven,**

**Borjesson, T.,**

**Borkumer Kleinbahn & Dampfsch. Akt. Ges.,**

**Borneo-Sumatra Handel Maatschappij,**

**Borsboom, Robert,**

**Borstad, A/S.,**

**Borregaard, Aktiesel-skapet,**

**Borrevan, B. L.,**

**Borriello, Giov.,**

**Borriello, Vinc.,**

**Borthen, Harry, & Co., A/S,**

**Borsone Boggiano y Cia.,**

**Bosch, C. C. N.,**

**Bosch, Nijs de Romulo, S. en C.,**

**Bosch y Sintes,**

**Boschlotse Dampfer G.m.b.H.,**

**Bosco, Annibale,**

**Bose, Haas,**

**Bosma, F.,**

**Bosma, H.,**

**Bosma, Jan,**

**Bosma, K.,**

**Bosma, O.,**

**Bosa, Skibs., A/S.,**

**Bossalini, Peter,**

**Bossema, E.,**

**Boston Deep Sea Fishing & Ice Co., Ld., The.**

**Boston Maritime Corp.,**

**Boston-New York & Southern S.S. Co., Inc.,**

**Boston Pilots Relief Society**

**Boston Sand & Gravel Co.,**

**Boston Ship Brokerage Company, Inc.,**

**Boston Trawling Co.,**

**Botelho Bros.,**

**Botella, Romulo,**

**Both, Willy,**

**Bothner, Chr. Wilh.,**

**Bottiglieri, M., fu G.,**

**Boudard, Victor,**

**Bouet & Co.,**

**Bouet, René,**

**Bouisson, A., Fils et Cie.,**

**Bouker Contracting Co.,**

**Boulgaris, Nicolaos D.,**

**Bouquerau & Co.,**

**Bourgais-Gourray, J. B.,**

**Bourgais-Huret,**

**Bourgais-Vincent,**

**Bourgeois, L.,**

**Bourgeois & Cie.,**

**Bourkoff, A. P.,**

**Bourne Trawling Co., Ld.,**

**Bournemouth-Swanage Motor Road & Ferry Co.,**

**Bouscquet, Victor,**

**Boutwell, W. R.,**

F = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).
S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (Turb.) = Turbine, with No. prefixed.

**Borril, Ld., Argentine**
Estancia [illegible]
[illegible]

**Bowrings Steam Fishing Co., Ld.,**
[illegible]

**Bowles, Joseph,**
[illegible]

**Bowring Brothers, Ld.,**
[illegible]

**Bowring, C. T., & Co., Ld.,**
[illegible]

**Bowring, C. T., & Co., Ld.,**
[illegible]

**Bowring S.S. Co., Ld.,**
[illegible]

**Bowring, Mrs. Wilda,**
[illegible]

**Box, Rederi A/B.,**
[illegible]

**Boxberg, H.,**
[illegible]

**Boxberg, L. G. W.,**
[illegible]

**Boyanides, L., Brother & Co.,**
[illegible]

**Boyn, A. E., & Co.,**
[illegible]

**Boyn, M.,**
[illegible]

**Boyer, Lewis F.,**
[illegible]

**Boyle, John S.,**
[illegible]

**Boyle, Robert,**
[illegible]

**Boyson, H.,**
[illegible]

**Bozzo, Emanuele, & Luigi Bertolo,**
[illegible]

**Bozzo, G. & F. Fratelli,**
[illegible]

**Bozzo, Giuseppe, fu L.,**
[illegible]

**Braakman, H., & Co.,**
[illegible]

**Braathen, L. G.,**
[illegible]

**Braathens Rederi A/S,**
[illegible]

**Brahe, Wilhelm,**
[illegible]

**Bradley, Mrs. L.,**
[illegible]

**Bradley Transportation Co.,**
[illegible]

**Bradney, James H., & Ernest C. Ross,**
[illegible]

**Brakhus, Sigurd A.,**
[illegible]

**Bragg, J.,**
[illegible]

**Bragman Bluff Lumber Co.,**
[illegible]

**Braña Lopez, E.,**
[illegible]

**Brand, Colin H.,**
[illegible]

**Brand & Cutress, Ld.,**
[illegible]

**Brand & Cutress, Ld.,**
[illegible]

**Brandal, Haakon,**
[illegible]

**Brandal, Peder J.,**
[illegible]

**Brandal, Peter S., Jr.,**
[illegible]

**Brandal, Peter S., & Co., A/S,**
[illegible]

**Brandal, Sverre P.,**
[illegible]

**Brantevik Rederi Aktieb.,**
[illegible]

**Brantingham S.S. Co., Ld.,**
[illegible]

**Braa d'Or Bay Navigation Co., Ld.,**
[illegible]

**Bratland, O.,**
[illegible]

**Bratt, Adolf, & Co.,**
[illegible]

**Bratt, H.,**
[illegible]

**Braun & Blanchard,**
Bonded Annex Terminal,
[illegible]

**Brazil, R. F.,**
[illegible]

**Brazilian Government,**
[illegible]

**Breach, Jack, Ld.,**
[illegible]

**Breach, John Victor,**
[illegible]

**Breede, H. C.,**
[illegible]

**Bremen-Vegesacker Fischerei Gesellschaft,**
[illegible]

* Barres de droite (près des renseignements sur les navires de pêche à vapeur ou à moteur), voir la Liste spéciale qui est à Supplément aux Notices à Voiles; * = Voyez; m = Ketch à moteur; (Tr. Br.) = Bilans (année); ( = Date; ) = Tirants, avec indication du mètre.

**Bremen-Vegesacker Fischerei Gesellschaft**

**Bremer Öl Transport G.m.b.H.**

**Breuky, M.,**

**Brevik, F., & Søn A/S,**

**Brevik, Peder,**

**Brevika (Peder) Fiskeriselskap A/S,**

**Brey, H.,**

**Brey, J.,**

**Briand, Jos.,**

**Briand, M.,**

**Brier, F. N., & Son,**

**Bricka, Louis, Ves.,**

**Brickley, D. J.,**

**Bricknall, Herbert J., & W. Bates,**

**Bridgeport & Port Jefferson Steamboat Co.,**

**Bridgetown S.S. Co., Ld.,**

**Brie & Frères, Ld.,**

**Brignone, Fort, fu L.,**

**Brinkman, R.,**

**Bris, A/S,**

**Brisbane Tug & S.S. Co., Ld.,**

**Bristol, The Lord Mayor, Aldermen, and Burgesses of the City of,**

**Bristol Channel Towage, Salvage & Lightage Co., Ld.,**

**Bristol City Line of Steamships, Ld.,**

**Bristol Pilots' Steam Cutter Co., Ld.,**

**Bristol Sand & Gravel Co., Ld.,**

**Bristol Steam Navigation Co., Ld.,**

**Britain S.S. Co., Ld.,**

**"Britamette," Ld.,**

**"Britamhule," Ld.,**

**"Britamoor," Ld.,**

**"Britamsil," Ld.,**

**"Britamslene," Ld.,**

**Britannia Steam Towing Co., Ld.,**

**Britannic, A/S,**

**Britannic S.S. Co., Rederi A/S,**

**Brites, Vaz & Irmão, Ldn.,**

**British & African Steam Navigation Co., Ld.,**

**British Aluminium Co., Ld.,**

**British & Argentine Meat Co. (1903), Ld.,**

**British & Argentine Steam Navigation Co., Ld.,**

**British & Burmese Steam Navigation Co., Ld.,**

**British Canadian Steamships, Ld.,**

**British Columbia Cement Co., Ld.,**

**British Columbia Shipping Agencies, Ld.,**

**British & Continental S.S. Co., Ld.,**

**British Empire Steam Nav. Co., Ld.,**

**British Imperial Oil Co., Ld.,**

**British India Steam Navigation Co., Ld.,**

f = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplements to Sailing Vessels);
s = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (—Turbs.) = Turbines, with No. prefixed.

**British India Steam Navigation Co., Ld.**—continued.

[illegible]

**British & Irish Steam Packet Co., Ld.,**

[illegible]

**British Isles Transport Co., Ld.,**

[illegible]

**British-Mexican Petroleum Co., Ld., The,**

[illegible]

**British Motorship Co., Ld.,**

[illegible]

**British National Exhibition Ship, Ld.,**

[illegible]

**British New Guinea Development Co., Ld.,**

[illegible]

**British Oil Shipping Co., Ld.,**

[illegible]

**British Oil Storage Co., Ld.,**

[illegible]

**British Phosphate Commissioners,**

[illegible]

**British & South American Steam Nav. Co., Ld.,**

[illegible]

**British Steam Shipping Co., Ld.**

[illegible]

**British Tanker Co., Ld.,**

[illegible]

(Continued.)

**British Tanker Co., Ld.**—continued.

[illegible]

**British Western Union, Ld.,**

[illegible]

**Britt, Robert A/B.,**

[illegible]

**Brittany S.S. Co., Ld.,**

[illegible]

**Broad, George,**

[illegible]

**Brocklebank, Thos. & Jas., Ld.**

[illegible]

**Brodarsko Akcionarsko Drustvo "Oceania"**

[illegible]

**Brodarsko "Boka,"**

[illegible]

**Broderick, Edward,**

[illegible]

**Brodin, Erik,**

[illegible]

**Brodin, G.,**

[illegible]

**Brodin, O.,**

[illegible]

**Broderlaasiche Producenten**

[illegible]

**Broekhuizen, Jan.,**

[illegible]

**Brohan, Otto,**

[illegible]

**Broken Hill Proprietary Co., Ld.,**

[illegible]

**Bromage Shipping Co., Ld.,**

[illegible]

**Brooklyn Fishing Co., Ld.,**

[illegible]

**Brooks-Scanlon Corporation,**

[illegible]

**Broomhill Steamships, Ld.,**

[illegible]

**Brouwer, R.,**

[illegible]

**Brovig, Th.,**

[illegible]

**Brovigsell, A/S.,**

[illegible]

**Brown, Archibald G.,**

[illegible]

**Brown, Arthur,**

[illegible]

[illegible]

**Brown & Co.,**

**Brown Corporation,**

**Brown, Miss Elsie M.,**

**Brown, G.,**

**Brown, George,**

**Brown, George H.,**

**Brown, J.,**

**Brown, J. & A., & Abercrombie Dulcick Collieries, Ld.**

**Brown, James, Ld.,**

**Brown, P., Jun., & Co.,**

**Brown Steamship Co.,**

**Brown, T. R., & Sons, Ld.,**

**Brown, Thomas T.,**

**Brown, Wm., Atkinson & Co., Ld.,**

**Brox, Thorvald,**

**Bruber, Robert A/B,**

**Bruce, Alexander,**

**Bruce, Alexander,**

**Bruce, James L.,**

**Bruce, John, & Co.,**

**Bruce, Peter,**

**Bruce, William A.,**

**Brugg, Axel,**

**Bruil, Amadeo Fos,**

**Brumunnes & Torgersen,**

**Brumaert, Georg Wilh.,**

**Brundin, Isidor,**

**Brunkhorst, J. H.,**

**Brunkman, R.,**

**Bruno, Antonio,**

**Bruns, W.,**

**Brunswick S.S. Co., Ld.,**

**"Brunswijk," N.V. Stoomv. Maats.S.S.,**

**Brunkos, Basil,**

**Brussels S.S. Co., Ld.,**

**Bruun, J. Cr. Hansen,**

**Bruun & van der Lippe,**

**Brydekilde, Robert A/S,**

**Brynymor S.S. Co., Ld.,**

**Bryson, C. W.,**

**Bucela Antuñez, José,**

**Buchan, Charles,**

**Buchan & Hogg,**

**Buchan, James, Jr.,**

**Buchan, John,**

**Buchan, John F.,**

**Buchan, Wilson,**

**Buck, J.,**

**Buck, Klaus Hinr.,**

**Buck Steam Shipping & Coal Exports, Ld.,**

**Buckeye S.S. Co., The,**

† = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).
S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (–Turbs.) = Turbines, with No. prefixed.

**Buckland, Wm. L., Proprietary, Ltd.,**
*Port Adelaide, South Australia.*
[illegible]

**Buckley, William,**
[illegible]

**Bueno y Malataus,**
[illegible]

**Buenos Aires, Departamento Nacional de Higiene de,**
[illegible]

**Buenos Ayres Great Southern Railway Co., Ld.,**
[illegible]

**Buffalo & Crystal Beach Corp.,**
[illegible]

**Buffalo Gravel Corp.,**
[illegible]

**Bugge, Iver,**
[illegible]

**Bugge, J. O.,**
[illegible]

**Bugge, N.,**
[illegible]

**Bugsier-Reed.-und Bergungs, A.-G.,**
[illegible]

**Bugsier-Reed.-und Bergungs, A.-G.** — *continued.*
[illegible]

**Bühnemann, Fran E.,**
[illegible]

**Buining, D.,**
[illegible]

**Buining, J.,**
[illegible]

**Bukyu Gojia,**
[illegible]

**Bulcourt,**
[illegible]

**Buley, Samuel A.,**
[illegible]

**Bulgaris, Charalambos Th.,**
[illegible]

**Bulic, I. L.,**
[illegible]

**Bulk Oil S.S. Co., Ltd.,**
[illegible]

**Bull, A. H., & Co., Inc.,**
[illegible]

**Bull, A. H., Steamship Co., Inc.,**
[illegible]

**Bull, Nils,**
[illegible]

**Bullard, King & Co., Ld.,**
[illegible]

**Bunch, Isaac,**
[illegible]

**Bunch Steam Fishing Co., Ld.**
[illegible]

**Bundefjord Dampskibsselskap, A/S,**
[illegible]

**Bungenäs Kalkbrott, A/B,**
[illegible]

**Bunkenburg, Hinrich,**
[illegible]

**Buonomo, Salvatore & Rosina Buonomo,**
[illegible]

**Burchell, George,**
[illegible]

**Burden, Henry, Jun., & Co., Ld.,**
[illegible]

**Bureau Frères,**
[illegible]

**Burger, Bernard,**
[illegible]

**Burger, G.,**
[illegible]

**Buries Markes, Ld.,**
[illegible]

**Burke, John, Ld.,**
[illegible]

**Burke Towing & Salvage Co., Ld.,**
[illegible]

**Burkoff, V.,**
[illegible]

**Burley, C., Ld.,**
[illegible]

**Burmah Oil Co., Ld.,**
[illegible]

**Burmah S.S. Co., Ld.**
[illegible]

**Burnett & Co.,**
[illegible]

**Burnett Steamship Co., Ld.**
[illegible]

**Burns & Laird Lines, Ld.,**
[illegible]

**Burns, Philp & Co., Ld.,**
[illegible]

**Burns, Philp (South Sea) Co., Ld.,**
[illegible]

**Burton, W. H.,**
[illegible]

**Busch, Carl,**
[illegible]

[illegible]

**Buesche, A. L.,**
Wismar, Germany.
Built. Tons.
s. Reggio ... '12 ... 865

**Bush, Charles E.,**
Grand Cayman, Cayman Islands.
Arkadia ... '96 ... 115

**Busnel, Jean,**
Rue Jonas 24, St. Malo, France.
Jean Bienvenue ... '90 ... 108
Montfort en Lamde-
lorey ... '11 ... 299

**Buss, Hans,**
Wilhelmshaven, Germany.
Adam (Gaar m.) ... '96 ... 148

**Busse, F.,**
Wilhelmshaven, Germany.
f. Anita Busse ... '14 ... 157
f. St. Willehad ... '07 ... 159
f. Friedrich Busse ... '09 ... 159
f. Fritz Busse ... '11 ... 164
f. Margarete Busse ... '12 ... 164
f. Rudolf ... '06 ... 172
f. Walter Busse ... '08 ... 172
f. Von Bodelschwingh ... '14 ... 149
(Bahnbetriebsamt u. G. Thiele)
f. Amsterdamp ... '14 ... 146
f. Thorn ... '13 ... 161
f. Thorndiekstein ... '14 ... 162

**Bussema, Joko,**
Pirna, Brazil.
s. Paradiso ... '08 ... 187

**Butler, Alfred J.,**
St. Helen's Street, Broad Street,
Birmingham.
(Jones & Cassel Fishing Co., Ltd.)
s. Alphonse ... '04 ... 119
s. Gaiety ... '11 ... 94
s. Gaiety ... '11 ... 94
s. Seven Trawler ... '10 ... 119

**Butler Bros.,**
[illegible], Cleveland, Ohio,
U.S.A.
Ser. Michigan S.S. Co.

**Butler Freighting & Towing Co., Ltd.,**
[illegible] Street, Fishing, Bristol
Collection.
s. Brazen ... '96 ... 193

**Butler, Thomas C.,**
St. Mary's, F.I.S.
[illegible] Co., Ltd.)
s. Kingsdale ... '11 ... 184

**Butt, Walter W.,**
Fish Quay, Grimsby.
(Cooper Steam Fishing Co., Ltd.)
f. Amphitrite ... '14 ... 140
f. Arkwright ... '13 ... 180
f. Lowell ... '07 ... 219
f. Milton ... '11 ... 207
f. Sensation ... '11 ... 141
f. Regal ... '08 ... 149

**Buxton Lines, Inc.,**
Norfolk, Va., U.S.
s. Kickapoo ... '11 ... 441

**Buys, B. F., & Co.,**
Kanaal Noordzijde, Gr. Zwanenburgwal,
Amsterdam.
Built. Tons.
m. Dania ... '00 ... 464

**Byalfven, Ingh. Aktieb.**
(In liq.)
Malmö, Sweden.
Ser. H. Sjöblom.

**Bylgia, A/B,**
[illegible], Stockholm, Sweden.
Ser. H. Lundström.

**Byrne, D. J.**
(Fish Dealer 1881, 242, Crescent Square,
Montreal, Quebec.
(Leonard Street Trawler, Ltd.)
f. Lucinda ... '08 ... 222

**Byrne, James F.,**
16, Highbury Park Road, Swansea.
(Swansea Fish Dock Co., Ltd.)
m. Rugby Dock ... '04 ... 119

# C

**C.A.F.F.A.,**
[illegible]

**"C.I.M.A.N." Compagnia Italiana Marittima Affari, Roma.**
[illegible], Rome, Italy.
s. Mazzini ... '99 ... 1011
s. Nerone ... '98 ... 1041

**"C.I.T.O.M." Compagnia Italiana Trasporti Oli Minerali.**
[illegible], Italy.
m. Aquitania (Tw. Sc.) ... '13 ... 2440
s. Gennaro W ... '13 ... 4124
s. Giuseppe ... '07 ... 4027
s. Mobilio ... '05 ... 2000

**Cairn-Mora,**
Malmö, Sweden Islands.
s. Sundbusk (Tw. Sc.) ... '14 ... 1100

**Cabo Hermanos,**
Calle de Trinidad Grund 1, Malaga,
Spain.
s. Maria Montiano ... '11 ... 500

**Cabo Martinez, M. & J.,**
Calle de Trinidad Grund 1, Malaga,
Spain.
s. Cabo Pino ... '99 ... 400
s. Cabrera ... '98 ... 400

**Cabot, Samuel, & Co., Inc.,**
[illegible], Boston, Mass., U.S.
Shawsin ... '01 ... 400

**Cacerochas & Tecuce Co.,**
Galaz, Roumania.
Built. Tons.
s. Adrianopolis Grecul ... '14 ... 1900

**Cadagua, Astilleros del,**
Bilbao, Spain.
Sociedad Cadagua No. 2 '14 ... 800

**Cadenina, J. W.,**
Helsingfors, Finland.
(A/B Finska Ångfartygs Rederi O.Y.)
s. Helsingfors ... '14 ... 2000
s. Finland ... '12 ... 2000
(Sudan A/B Bergen)
s. Mangaverde ... '13 ... 1000

**Cadet Shipping Co., Ltd.,**
Tynemouth, Tyne Docks.
m. Cadetmoor ... '14 ... 190

**Cadios, F., & R. Lehserft,**
Canada (Rue de Flandre), France.
Schooner ... '99 ... 200

**Cadogan, Mrs. Mary A.,**
South Ballycastle, Cape Clear,
co. Cork, Ireland.
Smack (Lord m. Tw. Sc.) '98 ... 150

**Cadogan S.S. Co., Ltd.,**
[illegible], St. Mary Axe, London, E.C.3.
Ser T. Dunlop & Sons.

**Catwallader - Gibson London Co.,**
[illegible], Wales, U.K.
s. Pioneers II ... '14 ... 1000

**Cairn Line of Steamships, Ltd.,**
Wilson Line, Limited, Cyprus
Ser Cairn, Scott & Co.

**Cairnie, William,**
[illegible], Aberdeen.
f. Isabella Smith ... '08 ... 111
f. Lucia ... '14 ... 111
f. Pelagia ... '14 ... 111
f. Perseus ... '14 ... 111
f. Resolute ... '14 ... 111

**Cairns Harbour Board,**
Cairns, N. Queensland.
s. Trinity Bay (Tw. Sc.) ... '12 ... 1000

**Cairns, Noble & Co.,**
Wilson Line, Limited, Cyprus.
(Cairn Line of Steamships, Ltd.)
s. Aquitania ... '14 ... 1000
s. Galicia (I Turbs.) ... '08 ... 2000
s. Galicia (I Turbs.) ... '08 ... 2000
s. Galicia ... '14 ... 2000
s. Galicia ... '14 ... 2000
s. Galicia (I Turbs.) ... '11 ... 2000
s. Galicia ... '11 ... 2000

**Calafatis, C. D.,**
[illegible] Street, St. Mark's Square, Venice, and 1000,
[illegible] Street, Piraeus, Greece.
s. Caroline ... '07 ... 400
s. Ford ... '07 ... 400
s. Dora ... '14 ... 1000

**Calamel, Lesien,**
St. Jean de Luz, Pyrénées, France.
(Fishing & Shipping Co. Limited.)
Built. Tons.
f. La Cantine ... '07 ... 200
f. Wimbrette ... '08 ... 200

**Calbert, Herbert S.,**
Bishopsgate Street, Bristol.
m. Digby ... '04 ... 100

**Calcutta, Commissioners for Improvements in the Port of,**
Calcutta.
Lucia ... '04 ... 100
Hooghly ... '04 ... 100

**Calderai, Impresa Ing. U.,**
Via di Campidoglio, No. 90, Brindisi, Italy.
s. Stanislaus ... '97 ... 100

**Caldwell, H.,**
Los Angeles, Cal., U.S.
f. Grace Hopkins (m. Tw. Sc.)
'14 ... 400

**Caldwell's Paper Mill Co., Ltd.,**
Ville, Queen Victoria Street, London,
E.C.4., and Inverkeithing, Fife.
s. Stanhope Hopping ... '14 ... 147
m. Woodcraft ... '07 ... 149

**Caledonia, Bedeni Aktieb.,**
Göteborg, Sweden.
Ser A. Wilhelmsen.

**Calhau & Andrade, Ltda.,**
Figueira da Foz, Portugal.
Lucia Nunes ... '07 ... 100

**California Whaling Co.,**
100, Pacific Street, San Francisco,
Cal., U.S.
s. Kamchatka ... '11 ... 400
s. Kiwi ... '14 ... 110
s. Port Barkelah ... '14 ... 110

**Calligas, L. N., D. G. Calicrosolie & J. A. Galani,**
Zante, Greece.
s. Zante ... '98 ... 4000

**Callimanopulos, P. G.,**
Church Building, 4 Odos Stamatelopoulos,
Piraeus, Greece.
s. Angelos ... '14 ... 2000
s. Gallipoli II ... '98 ... 1000

**Callisiono, A. D.,**
Co. Moors, Stafford & Co., Ltd.,
Fenchurch House, 31, Mincing Lane,
London, E.C.3.
s. Mabel ... '99 ... 4000

**Callisiono, Anastasios Theodor,**
Piraeus, Greece.
s. Elena ... '13 ... 1000

**Calloway, J.,**
Anglesea, Wales, U.K.
Rose Darlington ... '99 ... 100

**Calmer S.S. Corp.,**
[illegible] Broadway, New York, U.S.
Built. Tons.
s. Alabama (Turb.) ... '13 ... 8000
s. Elizabeth ... '11 ... 8000
m. Hickory ... '14 ... 8000
s. Florida ... '13 ... 8000
s. Louisiana ... '14 ... 8000
s. Mississippi ... '13 ... 8000
s. Oklahoma ... '14 ... 8000
s. Pennsylvania ... '14 ... 8000
s. Portland ... '14 ... 8000
s. Tennessee ... '14 ... 8000
s. Vermont ... '14 ... 8000
s. Virginia ... '14 ... 8000

**Calmia, Joseph,**
St. St. Konstantinos, Galata, Post Office
Box 194, Istanbul, Turkey.
s. Nazmiyeh ... '98 ... 170

**Calvo, Venancio,**
Bilbao, Spain.
Judite ... '13 ... 180

**Cam & Sons,**
Dublin Wharf, 1, Dog Street, Sydney,
N.S.W.
f. Alice Cam ... '98 ... 200
f. Beryl II ... '14 ... 200
f. Gertrude ... '14 ... 200
f. Germanicus ... '14 ... 200
f. Gertrude ... '14 ... 200
f. Mary Cam ... '14 ... 200
f. Olive Cam ... '98 ... 200

**Camacho, Mrs. F. P.,**
Georgetown, Demerara.
Marion Belle Wolfe ... '98 ... 170

**Camacho, Manuel P. Sr.,**
Georgetown, Demerara.
Maribel Wood II ... '98 ... 150

**Camalich, A. & N.,**
Piraeus, Italy.
Mariagilio (Aux m.) ... '98 ... 150

**Camalich, Domenico, fu E.,**
Piraeus, Italy.
Maria Salvia II (Aux m.) '14 ... 200

**Camalich, Eugenio,**
Piraeus, Italy.
Maria Salvia (Aux m.) '14 ... 110

**Cambanelis, A. N., & Co.,**
Odos Odysseiou 72, Piraeus, Greece.
s. Aikaterini Papadimanolis
'11 ... 500

**Cambanis, The Heirs of the late L. I.,**
32, Odos Skoufaroi, Athens, Greece.
s. Leonidas I. Cambanis ... '07 ... 4000
s. Periandros L. Cambanis ... '14 ... 4000
s. Sakellos L. Cambanis ... '14 ... 4000

**Cambanis Porus Water Enterprise,**
14, Odos Aiolou, Piraeus, Greece.
s. Erinnyi ... — ... 200

**Cambay State,**
Cambay, India.
s. Shamsul Prince ... '14 ... 400
s. Shamsul Star ... '14 ... 400
s. Sughlamam ... '14 ... 80

f = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (Turb.) = Turbines, with No. prefixed.

**Cambitsis, Stanislas P.,**

**Cambria S.S. Co.,**

**Cambrania Force Water Enterprise,**

**Camclayre Frères, S.A. des Pêcheries,**

**Cameron, Robert, & Co.,**

**Cameron & McFarlane, Ld.,**

**Cameron Fishing Co., Ld.,**

**Cammastata & Hassen Trans.,**

**Cammell Laird & Co., Ld.,**

**Cammish, Richard F.,**

**Campanella, Tito, Società in Accomandita,**

**Campbell, A. H.,**

**Campbell, C. H., Ld.,**

**Campbell, Duncan,**

**Campbell, J. M., & Son,**

**Campbell, P. & A., Ld.,**

**Campbell Bros., & Co.,**

**Campbellbawn & Glasgow Steam Fishing Joint Stock Co., Ld.,**

**Campos Peña, Manuel,**

**Canada Atlantic Transit Co.,**

**Canada Ormont Transport, Ld.,**

**Canada Forwarding Co., Ld.,**

**Canada, Government of,**

**Canada, Government of**

**Canada Steamship Lines, Ld.,**

**Canada Steamship Lines, Ld.**

**Canadian Australasian Line, Ld.,**

**Canadian Aviator, Ld.,**

**Canadian Dredging Co., Ld.,**

**Canadian Fish & Cold Storage Co., Ld.,**

**Canadian Fishing Co., Ld.,**

**Canadian Hunter, Ld.,**

**Canadian Lake Carriers, Ld.,**

**Canadian National Railway Company,**

**Canadian National Steamships,**

Z — Marque de [illegible] ; ⊕ Trawler à moteur ; (Tw. Sc.) — Sciner (chalutier) ; ( Tr.) — Tartane, avec indication du tonnage.

**Canadian Northern Steamships, Ld.,**

**Canadian Pacific Car & Passenger Transfer Co., Ld.,**

**Canadian Pacific Railway Co.,**

**Canadian Pacific Steamships, Ld.**

**Canadian Pacific Steamships, Ld.**—*continued.*

**Canadian Pathfinder, Ld.,**

**Canadian Sapper, Ld.,**

**Canadian Skirmisher, Ld.,**

**Canadian Trader, Ld.,**

**Canadian Transporter, Ld.,**

**Canadian Trust Co.,**

**Canadian Tugboat Co., Ld.,**

**Canadova - Cape Manli Corp.,**

**Candina, Antonio,**

**Canning, G.,**

**Cano, Lamberto,**

**Canoes-Cierto, Viuda de,**

**Canova, Ant.,**

**Canterbury Steam Shipping Co., Ld.**

**Canterbury Steam Trawling Co., Ld.,**

**Cantieri Riuniti dell' Adriatico,**

**Canton Navigation Co., Ld.,**

**Cano, Obellianne, Wimills & Co.**

**Cap. Giuseppe Tabarne, Soc. Anon. Italiana,**

**Cap. Rederiaktieb.,**

**Capano, Raffaele, & figli,**

**Cape Cod Steamship Co.,**

**Cape Fisheries, Ld.,**

**Cape Turk Motorship Co., Ld.**

**Capitania de Porto,**

**Caple, P. G.,**

**Capon, Vve., & Dehillotte,**

**Cappadona, Gius.,**

**Cappelletti, Alfredo,**

**Capper, A.,**

**Capper, Alexander & Co.,**

**Cappiello, S.,**

**Capper, Victor A.,**

**Capps, Edmund T.,**

**Capous, Guerreros & Quilas**

**Capron, H. P.,**

**Caravaetlio, Angel,**

**Caravias, E. D.,**

**Caravias, G.,**

**Carbaiio, Francisco,**

**Card, Edward,**

**Cardella, Egisto,**

**Cardella, Salvatore,**

**Cardiff, Michael,**

**Cardigan Shipping Co., Ld.,**

**Cardon, A.,**

**Cardona & Gonzalez & Co.,**

**Cardwell, Thomas,**

**Care, Richard P., & Co., Ld.,**

S - Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S - Steamer; M - Motorship; (Tw. Sc.) - Twin Screw; (-Turb.) - Turbine, with No. prefixed.

**Carvaga, Jose Maria,**

**Carfantan, Leon,**

**Cargill, A.,**

**Cargo Fleet Iron Co., Ld.,**

**Cargo Rederi, A/B,**

**Caribbean Motor Boat Co., Ld.,**

**Caribbean Petroleum Co.,**

**Carimantrani, Mme. Teresa,**

**Carl, Martin,**

**Carlhom, John,**

**Carlisa, Capel & Leonard,**

**Carletti, C., fu L.,**

**Carlingford Lough Harbour Commissioners,**

**Carlini, Louis, & Cie., S.A.R.L.,**

**Carlos, Rederi A/B,**

**Carlsen, H. C.,**

**Carlsson, A. B.,**

**Carlsson, Aug.,**

**Carlsson, G.,**

**Carlsson, Gunnar,**

**Carlsson, N. A.,**

**Carlsson, Olof M.,**

**Carlsson, Oscar,**

**Carlsson, Simon,**

**Carlsson, Th.,**

**Carlsten, Rederi A/B,**

**Carlstrom, Bror,**

**Carlton S.S. Co., Ld.,**

**Carmichael & Clarke,**

**Carmina, Ettore, di Calogero,**

**"Carnaro" Soc. di Nav.** (Decolai & Co.),

**Carnevali, G., & Figlio,**

**Carney, W.,**

**Carsia, W.,**

**Carsiglia, E.,**

**Carossela, Cost.,**

**Carpenter, Frederick,**

**Carpenter, W. H., & Co., Ld.,**

**Carpentier, W.,**

**Carpo, Pulcarpo V. Lian,**

**Carr, Justin H. & W. H.,**

**Carr, Percy L., & Others,**

**Carranza, L.,**

**Carras Brothers,**

**Carras, John,**

**Carras, Michael J.,**

**Carrib Shipping Co., Ld.,**

**Carrick, F., & Co., Ld.,**

**Carrick, H. A.,**

**Carrilla, August H.,**

**Carrion, Santiago,**

**Carrion Inc.,**

**Carron Company, The,**

**Carswell, James, & Sons,**

**Carter, Edgar E.,**

**Carter, J. H.,**

**Carter, John (Poole), Ld.,**

**Carter, Mary Lee,**

**Carter Wood Lines, Ld.,**

**Carter & Wood,**

**Carvalho, Constantino de Quadros,**

**Carver, Robert O.,**

**Carvill, John,**

**Cary-Davis Tug & Barge Co.,**

Z = Bassins de pêche (pour les renseignements sur les centres de pêche à vapeur voir le lexique, voir la Liste séparée qui est à Suppléments aux Parties 4 Pêche).
S = Tapis; m = Ventre à mouiller; (Tw. Sc.) = Saison (Tweed); (Thames) = Tamises, avec indication du canton.

**Casado, Carlos, Lda.,**
[illegible]
s. [illegible] ... [illegible]

**Castle Hermanos,**
[illegible]
[illegible]

**Cassen, A.,**
[illegible]
s. [illegible] ... [illegible]

**Cassatello, Angel,**
[illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]

**Cassanello, Roberto,**
[illegible]
s. [illegible] ... [illegible]

**Cassar Co., Ld.,**
[illegible]
s. [illegible] ... [illegible]

**Castanos, Stylianos A.,**
[illegible]
s. [illegible] ... [illegible]

**Castella, Rederiaktieb.,**
[illegible]

**Castella, V. & S.,**
[illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]

**Castellano, Adolfo,**
[illegible]
[illegible] ... [illegible]

**Castellano, José,**
[illegible]
[illegible] ... [illegible]

**Castello, M., & Co.,**
[illegible]
s. [illegible] ... [illegible]

**Castillo, A/S,**
[illegible]

**Castonguay, Z.,**
[illegible]
s. [illegible] ... [illegible]

**Castro, Alfredo, & Co., Ld.,**
[illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]

**Castro, Joaquin, & Co.,**
[illegible]
[illegible] ... [illegible]

**Castro, Perlecta,**
[illegible]
[illegible] ... [illegible]

**Castro Garia, José,**
[illegible]
s. [illegible] ... [illegible]

**Catalana de Gas y Electricidad, S.A.,**
[illegible]
s. [illegible] ... [illegible]

**Catalana Maritima S.A.,**
[illegible]

**Catchpole, A. G.,**
[illegible]
f. [illegible] ... [illegible]

**Catchpole, Baxter & Co.,**
[illegible]
f. [illegible] ... [illegible]

**Catchpole, F. E.,**
[illegible]
f. [illegible] ... [illegible]
f. [illegible] ... [illegible]
f. [illegible] ... [illegible]
f. [illegible] ... [illegible]

**Catchpole, S. E.,**
[illegible]
f. [illegible] ... [illegible]
f. [illegible] ... [illegible]

**Caterina Shipping Co., Ld.,**
[illegible]
[illegible] ... [illegible]

**Cathkit Shipping Co., Ld.,**
[illegible]
[illegible] ... [illegible]

**Catsell, S.,**
[illegible]
s. [illegible] ... [illegible]

**Cavaliere, Francesco,**
[illegible]
s. [illegible] ... [illegible]

**Cayman Islands Motor Boat Co., Ld.,**
[illegible]
[illegible] ... [illegible]

**Cayzer, Irvine & Co., Ld.,**
[illegible]

**Cebu Navigation Co.,**
[illegible]
s. [illegible] ... [illegible]

**Cebu-Bohol Ferry Co., Inc.,**
[illegible]
[illegible] ... [illegible]

**Cecil, Rederiaktieb.,**
[illegible]

**Celta Navigation Corp.,**
[illegible]

**Celma Rico y Cia.,**
[illegible]
[illegible] ... [illegible]

**Celebes Trading Co.,**
[illegible]
[illegible] ... [illegible]

**Cemal Bey,**
[illegible]
[illegible] ... [illegible]

**Cement Marketing Co., Ld.,**
[illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]

**Cementos Reunis S.A.,**
[illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]

**Centeno Chaza, E.,**
[illegible]
s. [illegible] ... [illegible]

**Central Committee of Marine Transport (Tanker),**
[illegible]
s. [illegible] ... [illegible]

**Central Dredging Co., The,**
[illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]

**Central Pacific R.R. Co.,**
[illegible]
s. [illegible] ... [illegible]

**Central Railroad Co. of New Jersey,**
[illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]

**Central S. N. Co.,**
[illegible]

**Central Vermont Transportation Co.,**
[illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]

**Century Coal Co., Ld.,**
[illegible]
s. [illegible] ... [illegible]

**Ceylalesian Maritime Co., Ld.,**
[illegible]

**Ceretti, Ditta Pietro,**
[illegible]
s. [illegible] ... [illegible]

**Cerqueira, João Alves,**
[illegible]
[illegible] ... [illegible]

**Cerone, Francesco,**
[illegible]
[illegible] ... [illegible]

**Cesarano, Ettore,**
[illegible]
[illegible] ... [illegible]

**Ceuta Steam Fishing Co., Ld.,**
[illegible]

**Ceylon Fisheries Ld.,**
[illegible]
f. [illegible] ... [illegible]

**Ceylon, Government of,**
[illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]

**Ceylon Wharfage Co., Ld.,**
[illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]

**Chacartegui y Arrieada,**
[illegible]
s. [illegible] ... [illegible]

**Chai Lai Fong.**
[illegible]
s. [illegible] ... [illegible]

**Chalaris, G., & Co.,**
[illegible]
s. [illegible] ... [illegible]

**Chalhaud, F.,**
[illegible]
s. [illegible] ... [illegible]

**Chalutiers Cherbourgeois,**
[illegible]
f. [illegible] ... [illegible]
f. [illegible] ... [illegible]
f. [illegible] ... [illegible]

**Chamberlin, W. R., & Co.,**
[illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]

**Chambers, James, & Co.,**
[illegible]
s. [illegible] ... [illegible]
(Lancashire Shipping Co., Ld.)
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]
(Tw. Sc.) ... [illegible]

**Chambers, Thomas,**
[illegible]
[illegible] ... [illegible]

**Chambre de Commerce,**
[illegible]
s. [illegible] ... [illegible]

**Chambre de Commerce,**
[illegible]
s. [illegible] ... [illegible]

**Chambre de Commerce,**
[illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]

**Chambre de Commerce,**
[illegible]
s. [illegible] ... [illegible]
s. [illegible] ... [illegible]

**Chambrier, Benoist & Cie.,**
[illegible]
f. [illegible] ... [illegible]
f. [illegible] ... [illegible]

**Chamos, José,**
[illegible]
s. [illegible] ... [illegible]

f = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (Turb.) = Turbine, with its product.

**Chas, Alexander,**

**Chandris, John D.,**

**Chang An S.S. Co., Ld.,**

**Chant, J.,**

**Chant, John,**

**Chantiers Maritimes, Ld.,**

**Chantiers Navals Français,**

**Chapman, Hugh G.,**

**Chapman, John M.,**

**Chapman, R., & Son,**

**Chappedelaine, L.,**

**Charaut, Dr. J. B.,**

**Charente Steam Ship Co. Ld., The,**

**Chargeurs de l'Ouest,**

**Chargeurs Réunis, Compagnie Française de Navigation à Vapeur,**

**Charland, Emile,**

**Charlesen Fishing Co., Ld.,**

**Charlottetown S.S. Co., Ld.,**

**Charlton, McAllum & Co., Ld.,**

**Charlton, R. H.,**

**Charlton Steam Shipping Co., Ld.,**

**Charlton's Engineering & Shipbuilding Co., Ld.,**

**Charpin, Delpierre & Cie.,**

**Charrington, Gardner, Locke & Co., Ld.,**

**Charrington S.S. Co., Ld.,**

**Chase, D. R.,**

**Chas Mas Chi,**

**Chaves, Dna. Anna,**

**Cheah Eng Thin,**

**Chebarte Fishing Co., Ld.,**

**Cheeki, Augusto,**

**Cheesewright & Ford,**

**Chellow Navigation Co., Ld.,**

**Chemineau Towing Co., Ld.,**

**Chee An Steam Nav. Co.,**

**Chee Fei Hua,**

**Cherry, Mrs. Alta S.,**

**Cherbalis, James T.,**

**Cheong Hing S.S. Co., Ld.,**

**Cherbourg-Maritime,**

**Cherokee & Seminole S.S. Co.,**

**Chesapeake & Delaware Steamboat Co.,**

**Chesapeake & Ohio Railway Co.,**

**Chesapeake Steamship Co.,**

**Chestet, A.,**

**Chester Fisheries, Ld.,**

**Chevalier & WARNER,**

**Chevalier, Felix,**

**Chiarella, Giuseppe,**

**Chiba Denpo,**

**Chiba Ken,**

**Chicago, Duluth & Georgian Bay Transit Co.,**

**Chicago Roosevelt Steamship Company,**

**Chiesa, Impresa Fratelli,**

**Chili Nitrate Line, Ld.,**

**Chile Steamship Co., Inc.,**

**Chili, Government of,**

**Chilian Naval Commission,**

**Chin Jya,**

**Chin Keng Chew,**

**Chin Li Sheng,**

**Chin Sen Hong,**

**Chin Seng,**

**China Coast Nav. Co., Ld.,**

**ChinaCoasting Aktiesels.,**

**China Import & Export Lumber Co., Ld.,**

**China Merchants' Steam Navigation Co.,**

**China Merchants' Steam Navigation Co.,** *continued*

**China Mutual Steam Navigation Co., Ld.,**

**China Navigation Co., Ld., The.**

**China Pacific Steam Navigation Co., Ld.,**

**China, Republic of,**

**China Rhederei, A. G.,**

**China Trading Corporation,**

**China United Navigation Co., Ld.,**

**China United Steam Navigation Co.,**

**Chinese Dredger Co., Ld.,**

**Chinese Engineering & Mining Co., Ld.,**

**Chinese Government**

**Chinese Maritime Customs**

**Ching Chi Chang,**

**Ching Kee S.N. Co., Ld.,**

**Chiang C. Pkan,**

**China S. S. Co., Ld.** (*in liq.*)

**Chishima Kisen Kabushiki Kaisha,**

**Chisholm, J., Vessels Co.,**

**Chisholm Shipping Co., Ld.,**

**Chit On Company,**

**Chitose Kisen Kabushiki Kaisha,**

**Chittagong Port Commissioners,**

**Chin On S.S. Co., Ld.,**

**Chiyoda Kisen Kabushiki Kaisha,**

**Choctaw Transportation Co., Inc.,**

**Choite, Franciska,**

**Choe J. Geok, Tan C. Thong & Ong S. Ee,**

**Choesen Kisen Kabushiki Kaisha,**

**Choesen Setokafu,**

**Choesen Tsuen Kabushiki Kaisha**

**Choung Chong Co.,**

**Chow Shun Co,**

**Chowdry, A. R.,**

**Chuyski,**

**Christensen, A.,**

(*) = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).

S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (Turbs.) = Turbines, with No. prefixed.

**Christensen & Co., Ld.,**
[illegible]

**Christensen, Chr.,**
[illegible]

**Christensen, H. A.,**
[illegible]

**Christensen, H. A.,**
[illegible]

**Christensen, Hans,**
[illegible]

**Christensen, Ivar An.,**
[illegible]

**Christensen, Ivar An., & S. Holter-Sörensen,**
[illegible]

**Christensen, Jacob,**
[illegible]

**Christensen, Ludvig,**
[illegible]

**Christensen, O. M.,**
[illegible]

**Christensen, R. J.,**
[illegible]

**Christensen, Sören L.,**
[illegible]

**Christensen, T. C.,**
[illegible]

**Christensens, H. C., Damp & Seilskibs Rederi AS,**
[illegible]

**Christensens Rederi, AS Chr.,**
[illegible]

**Christenson S.S. Co., Inc.,**
[illegible]

**Christensson, F.,**
[illegible]

**Christiaens Fils & Co.,**
[illegible]

**Christiania Portland Cementfabrik, AS,**
[illegible]

**Christiansen, T. T.,**
[illegible]

**Christianssands Dampskibsselskab, AS,**
[illegible]

**Christie, Andrew,**
[illegible]

**Christmas Island Phosphate Co., Ld.,**
[illegible]

**Christopher, John,**
[illegible]

**Christophersen, H. W.,**
[illegible]

**Christophides, Stavro,**
[illegible]

**Chua Gee Pin & Co.,**
[illegible]

**Chua Hwa Chwee,**
[illegible]

**Chuan, Dee C., & Co., Inc.,**
[illegible]

**Chuang Yuan An,**
[illegible]

**Chuen On Steam Boat Co., Ld.,**
[illegible]

**Chugai Shosen Kabushiki Kaisha,**
[illegible]

**Chuinard, Remy,**
[illegible]

**Chun Si Dung,**
[illegible]

**Chun Tsung Zen,**
[illegible]

**Chung Hin S.S. Co., Ld.,**
[illegible]

**Chung Hing Shipping Co., Ld.,**
[illegible]

**Chung Kwok Po Lee S.S. Co., Ld.,**
[illegible]

**Chung Shing S.S. Co.,**
[illegible]

**Chuo Lu Yin,**
[illegible]

**Chup Yick S.S. Co., Ld.,**
[illegible]

**Chuyetsu Shoko Goshi Kaisha,**
[illegible]

**Cicellis, G. P., & G. A. Kastrinos,**
[illegible]

**Ciganda Lafaurie, Julio,**
[illegible]

**Cincotta, Vincenzo,**
[illegible]

**Cinquegrani, G.,**
[illegible]

**Cinquini, Arturo,**
[illegible]

**Ciotta, G.,**
[illegible]

**Cirina, Agustin,**
[illegible]

**Cirina, Angel,**
[illegible]

**Cirrincione, A.,**
[illegible]

**"Cisterne Italiane" Società Anonima di Navigazione,**
[illegible]

**Cities Service Refining Trans. Co.,**
[illegible]

**Cities Service Transportation Co.,**
[illegible]

**Citizens' Light, Power & Water Co.,**
[illegible]

**City Line, Ld., The,**
[illegible]

**City Mill Co., Ld.,**
[illegible]

**City of Cork Steam Packet Co., Ld.,**
[illegible]

**City of Three Rivers, Corporation of,**
[illegible]

**City Steam Fishing Co., Ld.,**
[illegible]

[illegible]

**Clan Line Steamers, Ld., Th.**

**"Clarence J. Morrow" Trawl Co., Ld.,**

**Clarises Radcliffe S.S. Co., Ld.,**

**Clark, Miles L.,**

**Clark, Richard B.,**

**Clark & Service,**

**Clarke, Andrew H. W.,**

**Clarke, G. G.,**

**Clarke, John,**

**Clarke, R. D., Ld.,**

**Clarke S.S. Co., Ld.,**

**Clarke (Stephenson) & Associated Companies, Ld.,**

**Clausen, C.,**

**Clausen, C. C.,**

**Clausen, J.,**

**Clausen, M.,**

**Clausen, Hans Hinrich,**

**Claymore Shipping Co., Ld.,**

**Cleantank, Skibs, A/S,**

**Clemmann, P. F.,**

**Clegg Shipowning Corporation,**

**Clemmesen, K.,**

**Clement, Henry,**

**Clemmensen, Isak,**

**Cleveland & Buffalo Transit Co.,**

**Cleveland Cliffs Iron Co.,**

**Cleveland Cliffs Iron Co.—** *continued*

**Cleveland Cliffs S.S. Co.,**

**Cleveland Tankers, Inc.,**

**Cliffe S.S. Co., Ld.,**

**Cliffside Shipping Co., Ld.,**

**Clifton Steam Trawlers, Ld.,**

**Clint, William,**

**Clint, H.,**

**Clow & Nicholson Transportation, Co.,**

**Club Nautico,**

**Clyde Cargo Steamers, Ld.,**

**Clyde Lighthouses, Trustees of the,**

**Clyde-Mallory Lines,**

**Clyde Navigation, Trustees of the,**

**Clyde Saw Milling & Shaping Co., Ld.,**

**Clyde Shipping Co., Ld.,**

**Clydesdale Navigation Co., Ld.,**

**Clydesdale Shipowners Co., Ld.,**

† = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (-Turbs.) = Turbines, with No. prefixed.

**Coal Carriers Corporation, Ltd.,**
[illegible]

**Coal Transportation Co., Inc.,**
[illegible]

**Coama, S. S. Corp.,**
[illegible]

**Coast & Harbour Sound Towing & Transportation Co.,**
[illegible]

**Coast Fishing Co.,**
[illegible]

**Coast Lines, Ltd.,**
[illegible]

**Coast Steamship Co. (1922), Ltd.,**
[illegible]

**Coast Steamships, Ltd.,**
[illegible]

**Coast & West Indies Ship Corp.,**
[illegible]

**Coastal Dredging & Construction Co.,**
[illegible]

**Coastal Shipping Co., Ltd.,**
[illegible]

**Coastal S.S. Co., Ltd.,**
[illegible]

**Coastal Tankers, Ltd.,**
[illegible]

**Coastet, Ld.,**
[illegible]

**Coasting Motor Shipping Co., Ld.,**
[illegible]

**Coastwise Steamship & Barge Co., Inc.,**
[illegible]

**Coastwise Transportation Co., Inc.,**
[illegible]

**Coastwise Transportation Corporation,**
[illegible]

**Coco, Alberto, fu L.,**
[illegible]

**Cochran, H. J.,**
[illegible]

**Cochran, Kenneth J.,**
[illegible]

**Cockerill, Société Anonyme John,**
[illegible]

**Cockerline, Sir W. H.,**
[illegible]

**Cockerline, W. H., & Co.,**
[illegible]

**Cocoto, George,**
[illegible]

**Cobb, Geo. & Gist.,**
[illegible]

**Cohen, Fill.,**
[illegible]

**Cohen, Norman,**
[illegible]

**Çolak Zade Ömer ve Kasim Kardeşler ve Ham Kimlan,**
[illegible]

**Colchester, Corporation of,**
[illegible]

**Cole, J. S.,**
[illegible]

**Colette, Fratelli,**
[illegible]

**Colin, F., & A. Olivier,**
[illegible]

**Collett, Albert,**
[illegible]

**Collin, Wm., & Sons, Ld.,**
[illegible]

**Collinson, Stanley,**
[illegible]

**Colloch, Laurent,**
[illegible]

**Colombel, Gian,**
[illegible]

**Colombia, Government of** (the Republic of Colombia Dept.) (Barranquilla) Colombia,
[illegible]

**Colombian Mail S.S. Corp.,**
[illegible]

**Colombian Steamship Co., Inc.,**
[illegible]

**Colonial Beacon Oil Company, Inc.,**
[illegible]

**Colonial Lands Improvement Co., Ld.,**
[illegible]

**Colonial Navigation Co.,**
[illegible]

**Colonial Shippers, Ld.,**
[illegible]

**Colonial Sugar Refining Co., Ld.,**
[illegible]

**Colonna, Giovanni,**
[illegible]

**Colonna's Shipyard, Inc.,**
[illegible]

**Columbia Coast Mission, Inc.,**
[illegible]

**Columbia River Packers Association,**
[illegible]

**Columbia River Smoked Fish Co.,**
[illegible]

**Columbia Transportation Co.,**
[illegible]

**Colyrakis, Demetrios,**
[illegible]

**Comia, Agustin,**
[illegible]

**Commercial Cable Co.,**
[illegible]

**Commercial, Figrapale Robert Lelch,**
[illegible]

**Commercial Gas Co.,**
[illegible]

**Commercial Pacific Cable Co.,**
[illegible]

**Commissioners of Public Works in Ireland,**
[illegible]

**Commodore Towing Co. Ld.,**
[illegible]

**Comnos, B. E.,**
[illegible]

[illegible]

**Commes Brothers, Ld.,**

[illegible]

**Commonwealth & Dominion Line, Ld.,**

[illegible]

**Commonwealth of Australia.**

[illegible]

**Compagnia Adriatica di Navigazione.**

[illegible]

**Compagnia Adriatica di Navigazione.**

[illegible]

**Compagnia Generale Transatlantica, Soc. Anon.,**

[illegible]

**Compagnia Genovese di Navigazione a Vapore, Soc. Anon.,**

[illegible]

**Compagnia Industrie Marittime Affari Roma.**

[illegible]

**Compagnia Italiana Trasporto Gli Minerali.**

[illegible]

**Compagnia Navi Cisterna, Soc. Anon.,**

[illegible]

**Compagnia Africaine d'Armement.**

[illegible]

**Compagnie Anonyme Franco-Anglaise des Pêches et d'Armement (S.A.F.P.A.).**

[illegible]

**Compagnie Auxiliaire de Navigation.**

[illegible]

**Compagnie Chemin-de-fer de Transbordement.**

[illegible]

**Compagnie Commerciale de l'Afrique Equatoriale Française.**

[illegible]

**Compagnie Côtière de Lisbonne.**

[illegible]

**Compagnie Côtière de Madagascar.**

[illegible]

**Compagnie d'Armement à la Voile Islandaise.**

[illegible]

**Compagnie d'Opérations Maritimes.**

[illegible]

**Compagnie de Dragages et d'Entreprises Maritimes.**

[illegible]

**Compagnie de Fret de Gaspé, Ltée.,**

[illegible]

**Compagnie de Navigation de Gaspé Sud des Chaleurs, Ld.,**

[illegible]

**Compagnie de Navigation d'Orange.**

[illegible]

**Compagnie de Navigation Franco Asiatique.**

[illegible]

**Compagnie de Navigation Libre Syrienne.**

[illegible]

**Compagnie de Navigation Mixte (Compagnie Cyprien).**

[illegible]

**Compagnie de Navigation Nationale, Ltée.,**

[illegible]

**Compagnie de Nav. Olivier.**

[illegible]

**Compagnie de Navigation Paquet.**

[illegible]

**Compagnie de Navigation Sud Atlantique.**

[illegible]

**Compagnie de Navigation Tunisienne.**

[illegible]

**Compagnie de Navigation Trouillay, Ld.,**

[illegible]

**Compagnie de Remorquage & de Sauvetage "Les Abeilles".**

[illegible]

**Compagnie de Remorquage "Les Tryons Blanc" (Lignière & Lalage).**

[illegible]

**Compagnie de Transport de Fret de Gaspé Ltée.**

[illegible]

**Compagnie de Transport du St. Laurent, Ld.,**

[illegible]

**Compagnie de Transports et Remorquages à Malaga.**

[illegible]

**Compagnie de Transports Maritimes et Fluviaux.**

[illegible]

**Compagnie de Travaux Ports de Saint-Tudemar, Ltée.,**

[illegible]

† = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (Turbs.) = Turbines, with No. prefixed.

**Compagnie Delmas frères et Vidgen,**

[illegible]

**"Compagnie Deux-Gosse," Soc. Anon.,**

[illegible]

**Compagnie des Affréteurs Français,**

[illegible]

**Compagnie des Bateaux à Vapeur du Rhône,**

[illegible]

**Compagnie des Chemins de Fer Départementaux,**

[illegible]

**Compagnie des Chemins de Fer du Nord,**

[illegible]

**Compagnie des Forges et Ateliers de la Marine et à Bourgogne,**

[illegible]

**Compagnie des Forges et Ateliers de la Marine et à Bourgogne,**

[illegible]

**Compagnie des Installations Maritimes de Bruges,**

[illegible]

**Compagnie des Messageries Maritimes,**

[illegible]

**Compagnie des Produits Chimiques & Raffineries du Rhône,**

[illegible]

**Compagnie des Transports Maritimes de l'Afrique Occidentale Française,**

[illegible]

**Compagnie du Bolée,**

[illegible]

**Compagnie Égyptienne de Nav. Le Delta,**

[illegible]

**Compagnie Fluviale et Maritime du Haut Africa,**

[illegible]

**Compagnie Fluviale et Maritime du Transports de Fleuve,**

[illegible]

**Compagnie Française d'Armement et d'Exploitation de Navires de Guerre,**

[illegible]

**Compagnie Française de Navigation à Vapeur Franco-Belgique,**

[illegible]

**Compagnie Française de Navigation de la Navigation "Fluviale," Soc. Anon.,**

[illegible]

**Compagnie Française de Tramways,**

[illegible]

**Compagnie Française des Chemins de Fer du Dakar,**

[illegible]

**Compagnie Française des Éclairages Électriques et Téléphonie,**

[illegible]

**Compagnie Française des Téléphones de l'Orient,**

[illegible]

**Compagnie Franco-Africaine de Navigation, "Framéfrica,"**

[illegible]

**Compagnie Franco-Anglaise des Fonds,**

[illegible]

**Compagnie Franco-Belgique-Portugaise,**

[illegible]

**Compagnie Franco-Hollandaise de Navigation à Vapeur,**

[illegible]

**Compagnie Franco-General de Transports Maritimes S.A.,**

[illegible]

**Compagnie Générale Aéronautique,**

[illegible]

**Compagnie Générale d'Assurances Maritimes,**

[illegible]

**Compagnie Générale d'Entreprises Publiques,**

[illegible]

**Compagnie Générale de Navigation et de Transports,**

[illegible]

**Compagnie Générale de Navigation à Vapeur (Ligne Lyon),**

[illegible]

**Compagnie Générale de Publicité Ferroviaire, S.A.,**

[illegible]

**Compagnie Générale des Cies de Navigation, Br. Fluv. & Maritimes,**

[illegible]

**Compagnie Générale Transatlantique,**

[illegible]

**Compagnie Générale Transatlantique** (suite)

[illegible]

**Compagnie Havraise de Navigation et de Transport,**

[illegible]

[illegible] — Vapeur ; [illegible] — Bateau à moteur ; (Tr. Br.) — Bateau [illegible] ; (Turb.) — Turbine, avec indication du nombre.

**Compagnie Havraise de Bretagne**

(Managers—L. Lepont & Co.),

[illegible]

[illegible]

**Compagnie Havraise Péninsulaire de Bretagne à Vapeur,**

[illegible]

**Compagnie Halitière de Fécamp, Islande & Trois Pièces,**

[illegible]

**Compagnie Indo-Chinoise de Bretagne,**

[illegible]

**Compagnie Industrielle Franco-Africaine,**

[illegible]

**Compagnie Lorientaise de Chalutage,**

[illegible]

**Compagnie Maritime Belge (Lloyd Royal), S.A.,**

[illegible]

**Compagnie Maritime Belge** (Lloyd Royal), S.A.—*continued.*

[illegible]

**Compagnie Maritime de la Seine,**

[illegible]

**Compagnie Maritime des Transports Coloniaux,**

[illegible]

**Compagnie Maritime "France-Africa,"**

[illegible]

**Compagnie Maritime Normande,**

[illegible]

**Compagnie Marocaine de Transports Maritimes,**

[illegible]

**Compagnie Marseillaise de Bretagne à Vapeur (Cie. Fraissinet),**

[illegible]

**Compagnie Méridionale de Bretagne,**

[illegible]

**Compagnie Nantaise de Bretagne à Vapeur,**

[illegible]

**Compagnie Nantaise de Bretagne à Vap. Service des Messageries de l'Ouest et Côtiers,**

[illegible]

**Compagnie Nationale Belge de Transports Maritimes,**

[illegible]

**Compagnie Nationale de Bretagne,**

[illegible]

**Compagnie Navale du Midi,**

[illegible]

**Compagnie Navale Industrielle,**

[illegible]

**Compagnie Nazairienne de Remorquage & de Sauvetage,**

[illegible]

**Compagnie Nord Atlantique,**

[illegible]

**Compagnie Normande de Nav. à Vapeur,**

[illegible]

**Compagnie Nouvelle de Bretagne Nord,**

[illegible]

**Compagnie Occidentale des Pêcheries de Morue,**

[illegible]

**Compagnie Girondaise des Bateaux à Vapeur,**

[illegible]

**Compagnie Rhétaise de Bretagne,**

[illegible]

**Compagnie Rhétaise des Bateaux à Vap. de l'Ile de Ré,**

[illegible]

**Compagnie Roumaine de Bretagne,**

[illegible]

**Compagnie Royale Asturienne des Mines,**

[illegible]

**Compagnie Royale Belge Argentine,**

[illegible]

**Compagnie Saigonnaise de Bretagne et de Transports,**

[illegible]

**Compagnie Tessière,**

[illegible]

**Compagnie Universelle du Canal Maritime de Suez,**

[illegible]

**Compagnie Vannetaise de Bretagne,**

[illegible]

**Compagnie Venture-Weir, S.A.,**

[illegible]

**Companhia Anonyma de Nav. Nova Mour Lda.,**

[illegible]

**Companhia Agrícola de Cazengo,**

[illegible]

**Companhia Atlantica de Navegação, Lda.,**

[illegible]

**Companhia Caminhos de Ferro Portugueses,**

[illegible]

**Companhia Cantareira e Viação Fluminense,**

[illegible]

**Companhia Carbonífera Rio-Grandense,**

[illegible]

**Companhia Colonial de Navegação,**

[illegible]

**Companhia da Zambezia,**

[illegible]

f = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).

s = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (—Turb.) = Turbine, with Sc. product.

**Companhia de Cabotagem de Pernambuco,**

[illegible]

**Companhia de Combustiveis de Lobito,**

[illegible]

**Companhia de Moçambique,**

[illegible]

**Companhia de Navegação Bahiana,**

[illegible]

**Companhia de Nav.ᵒⁿ Carregadores Açoreanos,**

[illegible]

**Companhia de Pesca, "A. Pesca,"**

[illegible]

**Companhia de Pesca Norte do Brasil,**

[illegible]

**Companhia Docas de Santos,**

[illegible]

**Companhia E. de Ferro e Minas de São Jeronymo,**

[illegible]

**Companhia Industrial Portuguesa,**

[illegible]

**Companhia Nacional de Construcções Civis & Hydraulicas,**

[illegible]

**Companhia Nacional de Navegação,**

[illegible]

**Companhia Nacional de Navegação Costeira**

[illegible]

**Companhia Navegação S. João da Barra Campos,**

[illegible]

**Companhia Portuguesa de Pesca,**

[illegible]

**Companhia Salinas Perynas,**

[illegible]

**Companhia "Shell,"**

[illegible]

**Compañía Administradora del Guano,**

[illegible]

**Compañía Agrícola y Mumbería Uruguaya S.A.,**

[illegible]

**Compañía Anglo-Cubana de Navegación S.A.,**

[illegible]

**Compañía Anonima de Navegación,**

[illegible]

**Compañía Anonima Marítima Terrileñense,**

[illegible]

**Compañía Anonima Marítima Unión,**

[illegible]

**Compañía Anonima Venezolana de Navegación,**

[illegible]

**Compañía Arenera del Norte, S.A.,**

[illegible]

**Compañía Arenera del Vizcaíno,**

[illegible]

**Compañía Argentina de Lanchas,**

[illegible]

**Compañía Argentina de Navegación Dodero, Ltda.,**

[illegible]

**Compañía Argentina de Navegación Mihanovich, Ltda.,**

[illegible]

(Continuación.)

**Compañía Argentina de Navegación Mihanovich, Ltda.** (continuación)

[illegible]

**Compañía Argentina de Pesca, Soc. Anon.,**

[illegible]

**Compañía Argentina de Pesca y Derivados Pesquemeros,**

[illegible]

**Compañía Argentino-Uruguaya de Navegación Comercial, S.A.,**

[illegible]

**Compañía Arrendataria de Tabacos,**

[illegible]

**Compañía Arrendataria del Monopolio de Petróleos S.A.,**

[illegible]

† = Navires de pêche (pour les renseignements sur les navires de pêche à vapeur et à moteur, voir la Liste séparée qui suit le Supplément aux Navires à Voiles). [illegible]
S = Vapeur ; m. = Navire à moteur ; (Tw. Sc.) = Hélices jumelles ; (Triple) = [illegible]

**Compañía Canaria de Navegación, S.A.,**
Avenida de Julio 12, Santa Cruz, Tenerife, Canary Islands.
Sec. Antonio Rodríguez Alonso.

**Compañía Cantábrica de Navegación,**
(Navegación—Casa de Santander).
Gran Vía, 40, Bilbao, Spain.
Sucursal: Santander.
s. Nervión ..... 30 .. 3.000

**Compañía Carbonífera y de Fundición Schwagen.**
Calle Real, No. 115 (Casilla Correo No. 1012), Valparaíso, Chile.
s. Rosalgarda ..... 76 .. 2.000
s. Juanita ..... 72 .. 2.000
s. Rosalinda Schwagen ..... 72 .. 2.000
s. Lota ..... 72 .. 2.000
s. Fortuna ..... 72 .. 2.000

**Compañía Chilena de Navegación Interoceánica.**
(Navegación—M. G. Rodríguez), Casilla 1456, Valparaíso, Chile.
s. Antofagasta (Chile) ..... 72 .. 2.000
s. Arica ..... 72 .. 2.000
s. Aconcagua ..... 72 .. 2.000
s. Punta Arenas ..... 72 .. 2.000
s. Valparaíso ..... 72 .. 2.000

**Compañía Colonial de Aceros,**
Alcalá 14, Madrid, Spain.
Sec. Sr. Ros (José) ..... 30 .. 300

**Compañía Cubana de Transporte de Malas.**
(Negocio C. Gonzalez, Cuba).
[illegible] ..... 72 .. 300
s. Morelia ..... 72 .. 2.000
Marco ..... 72 .. 1.700
Pinedo ..... 72 .. 300
s. Kaiser ..... 72 .. 1.000
Trinidad ..... 72 .. 1.000

**Compañía de Almacenes Aduanas, S.A.,**
Manzana, Cuba.
s. Manzana ..... 30 .. 300

**Compañía de Combustibles "Sociedad," Ltda.,**
Los Fabricantes (Grand Canary).
s. [illegible] ..... — .. 100

**Compañía de Embarcaciones Cubanas.**
Apartado 24, Las Palmas, Grand Canary.
s. Pinedo 12 ..... 30 .. 100

**Compañía de Maderas,**
Madrid, Spain.
s. [illegible] ..... 50 .. 110

**Compañía de Navegación Nacional S.A.,**
Avda. Juárez 24, Tres Cruces, Mexico.
Sec. Ramón [illegible] ..... 70 .. 300

**Compañía de Navegación Santiago Lombardo, Ltda.,**
[illegible], Buenos Aires, Argentina Republic.
s. Presidente ..... 90 .. 300

**Compañía de Nav. Vasco-Asturiana.**
Santa Marta.
Sec. R. [illegible]

**Compañía de Nav. Vizcaya,**
Avenida Alfonso XII, Bilbao, Spain.
s. [illegible] ..... 50 .. [illegible]
s. [illegible] ..... 50 .. 2.000

**Compañía de Remolcadores Unidos,**
Muelle de Bilbao, Bilbao, Spain.
Sec. [illegible]

**Compañía de Transportes Marítimos, Río Atlas,**
Calle Bernardo 172, Buenos Aires, Argentina Republic.
Sec. [illegible]

**Compañía de Vapores "La Peña de Europa."**
Plaza de la Constitución, Algeciras, Spain.
s. Alfaro ..... 50 .. 300
s. Montpelier II ..... 50 .. 300

**Compañía del Vapor Lanch Ltda.,**
Muelles de Bilbao 32, Bilbao, Spain.
s. Lanch ..... 50 .. 2000

**Compañía Española de Nav. Marítima, S.A.,**
Paseo de Gracia 24, Barcelona, Spain.
s. Montserrat (Tw. Sc.) ..... 72 .. 2000
s. Montserrat ..... 72 .. 2000

**Compañía Frutera Sud-Americana.**
Casilla 102, V., Valparaíso, Chile.
s. Alejandro Bulnes ..... 50 .. 300
s. Glasgow (Tw. Sc.) ..... — .. 300

**Compañía General Canaria de Combustibles, S.A.,**
Apartado 174 bis, Las Palmas, Canary Islands.
s. Alejandro ..... 50 .. 300

**Compañía General de Combustibles,**
Calle Florida 25, 1.º, Buenos Aires, Argentina Republic.
s. U. I. A. R. No. 1 (Tw. Sc.) ..... 300
s. [illegible] (Tw. Sc.) ..... 50 .. [illegible]
s. [illegible] ..... 50 .. 2000

**Compañía General de Navegación,**
Avenida de Pizarro 1027, Bilbao, Spain.
Sec. A. [illegible]

**Compañía General de Pesca y Conservas S.A.,**
Central Tres 1000, Puerto de la [illegible], Los Dominos, Colony Colorado.
s. Santa Rosalía ..... 50 .. 300

**Compañía General de Tabacos de Filipinas.**
Apartado de los Almacenes No. 1, San [illegible] Spain, and Calle Mar [illegible] Manila, Philippine Islands.
s. Comandante de Filipinas 50 .. 300
s. Isabela Pesa ..... 50 .. 1000

**Compañía Habanera de Navegación,**
[illegible], Aguacate, Habana, Cuba.
s. [illegible] ..... 50 .. 300

**Compañía Habanera de Vapores y Lanchas,**
Apartado 1401, Habana, Cuba.
s. Habana ..... 50 .. 100

**Compañía Internacional Unidos,**
Avenida de Cuba 12, Santa Cruz de Tenerife, Canary Islands.
Sec. Eduardo Domínguez Lopez.

**Compañía Marina de Ros,**
Av. Primera Línea, Terminal Aéreal, Colombia, S.A.
s. Montes Blanco ..... 24 .. 114

**Compañía Marítima,**
Cía. Sud Línea, Manila, Philippine Islands.
Sec. Francisco Hernández, [illegible]

**Compañía Marítima Bilbao,**
Dársena 5, Bilbao, Spain.
Sec. G. [illegible]

**Compañía Marítima Canaria,**
Calle Forest, No. 1, Santa Cruz de Tenerife.
s. [illegible] ..... 50 .. 300
s. [illegible] ..... 50 .. 300
s. [illegible] ..... 50 .. 300
s. [illegible] ..... 50 .. 300
s. [illegible] ..... 50 .. 300

**Compañía Marítima General,**
Apartado 279, Magdalena 4 altos, Habana, Cuba.
Secretario ..... 50 .. 100

**Compañía Marítima Cubana,**
P.O. Box 1000, Habana, Cuba.
Sec. [illegible]

**Compañía Marítima de Navegación,**
115, Lima [illegible], Long Beach, Cal., U.S.
s. Mexicana ..... 50 .. 300

**Compañía Marítima del Nervión,**
Laureano 170, Gran Vía No. 1, Bilbao, Spain.
Sec. [illegible]

**Compañía Marítima Blanchard,**
Avenida de Mazarredo 17, 1.º, Bilbao, Spain.
s. Río ..... 50 .. 2000
s. [illegible] ..... 50 .. 2000
s. [illegible] ..... 50 .. 2000

**Compañía Marítima Marsden.**
P.O. Box 1171, Lima, Peru.
s. Marsden (Tw. Sc.) ..... 70 .. 300

**Compañía Mexicana de Navegación, S.A.,**
Apartado 24, Vera Cruz, Mexico.
s. Mexico ..... 50 .. 300

**Compañía Mexicana de Vap., San Antonio S.A.,**
Apartado 1101, Tampico, Mexico.
s. San Elías ..... 50 .. 2000

**Compañía Minera e Industrial de Chile,**
Casilla 1417, Valparaíso (Chile).
s. [illegible] ..... 50 .. 2000
s. [illegible] ..... 50 .. 2000
s. [illegible] ..... 50 .. 2000
s. [illegible] ..... 50 .. 2000
s. [illegible] ..... 50 .. 2000
s. [illegible] ..... 50 .. 2000

**Compañía Nacional de Nav. S.A.,**
Avenida [illegible].
Sec. Carlos Fernández & Cía. S.A.

**Compañía Naval de Puerto Vega,**
Vega, Spain.
s. Puerto de Vega ..... 50 .. 100

**Compañía Naviera Amaya,**
Dársena 1-2º, Lazareto 1-2, Bilbao, Spain.
Sec. C. [illegible]

**Compañía Naviera Bachi,**
Arenal 1-1º, Bilbao, Spain.
Sec. [illegible]

**Compañía Naviera Bidasoa, S.A.,**
(Navegación—Antonio Cardona).
Plaza Circular No. 1, 1.º, Bilbao, Spain.
s. Guadalupe ..... 50 .. 2000
s. [illegible] ..... 50 .. 2000
s. [illegible] ..... 50 .. 2000

**Compañía Naviera de Barcelona,**
Barcelona, Cataluña, Chile.
s. Tobagos ..... 50 .. 2000

**Compañía Naviera de Cuba (S.A.),**
Calle de Alfaro, Habana, Cuba.
s. [illegible] ..... 50 .. 300
s. [illegible] ..... 50 .. 300
s. [illegible] ..... 50 .. 300

**Compañía Naviera del Ebro,**
Pitoria, Spain.
s. [illegible] ..... 50 .. 100

**Compañía Naviera del Golfo, S.A.,**
Vera Cruz, Mexico.
s. [illegible] ..... 50 .. 300
s. [illegible] ..... 50 .. 300

**Compañía Naviera "Esso,"**
Avenida de Mazarredo 2-1º, Bilbao, Spain.
Sec. [illegible]

**Compañía Naviera Estrella de Cuba,**
Calle 300, Valparaíso, Chile.
s. Galápagos ..... 50 .. 300

**Compañía Naviera Euskera,**
Laureano 14-1º (Lazareto 1-2), Bilbao, Spain.
Sec. J. [illegible]

**Compañía Naviera Fierros, S.A.**
Apartado 111, Plaza 2, San Miguel 1, Cádiz, Spain.
s. Almanza Fierro ..... 50 .. 2000
s. [illegible] ..... 50 .. 2000

**Compañía Naviera Gijonesa,**
Gijón, Spain.
s. [illegible] ..... 50 .. 300
s. [illegible] ..... 50 .. 300

**Compañía Naviera Galparsoro,**
Arenal, Plaza 11, 1.º, Bilbao, Spain.
s. [illegible] ..... 50 .. 2000
s. [illegible] ..... 50 .. 2000
s. [illegible] ..... 50 .. 2000
s. [illegible] ..... 50 .. 2000
s. [illegible] ..... 50 .. 2000

**Compañía Naviera Irúan,**
Bilbao, Spain.
s. Pirineo ..... 50 .. 300

**Compañía Naviera Maeker,**
Dársena de Ripoche 6, Bilbao, Spain.
s. Magnolia ..... 50 .. 300

**Compañía Naviera Mexicana, S.A.,**
Sucre 14, Mexico City, also at Vera Cruz and Tampico, Mexico.
s. Cuba ..... 50 .. 100

**Compañía Naviera Madrid, S.A.,**
Calle Ibáñez de Bilbao No. 19, Bilbao, Spain.
Sec. [illegible]

**Compañía Naviera "Oria,"**
Calle de Belmonte No. 4, 1.º, Bilbao, Spain.
Sec. José Echeverría.

**Compañía Naviera "San Cristóbal," S.A.,**
Apartado No. 139, Tampico, Mexico.
s. [illegible] ..... 50 .. 300
s. [illegible] ..... 50 .. 300
s. [illegible] ..... 50 .. 300
s. [illegible] ..... 50 .. 300
No. 123 ..... 50 .. 300
No. 124 ..... 50 .. 300
No. 125 ..... 50 .. 300
San Cristóbal ..... 50 .. 300
Tampico No. 1 ..... 50 .. 300

**Compañía Naviera San Ricardo, S.A.,**
Apartado 115, Manzanillo, and Apartado 101, Tampico, Mexico.
Sec. R. J. R. Dávila.

* = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (Turb.) = Turbines, with No. prefixed.

**Compañía Naviera Bota y Anbat,**

**Compañía Naviera Transportadora de Levante, S.A.,**

**Compañía Naviera Vascongada.**

**Compañía Neptal, S.A.,**

**Compañía Peruana de Vap. y Dique del Callao.**

**Compañía Pesquera Vizcaína.**

**Compañía Petrolera "Ulises," S.A.,**

**Compañía Sassiana de Carnes Congeladas.**

**Compañía Santanderina de Ber.,**

**Compañía Sud Americana de Vapores.**

**Compañía Tille,**

**Compañía Transportadora de Pasajeros (Soc. Anón.),**

**Compañía Trasatlántica.**

**Compañía Trasmediterránea.**

**Compañía Trasmediterránea.**

**Compañía Trasmediterránea.**

**Compañía Uruguaya de Ber., Ltda.**

**Compañía Valenciana de Remolcadores.**

**Compañía Vapor "Urola,"**

**Compañía Vasco Cantábrica de Navegación.**

**Compañía Vasco - Valenciana de Navegación.**

**Compañía Zamorana de Navegación.**

**Comptoir Français de Transports.**

**Comptoire Français de**

**Comptoire Français des Recettes Sûretés.**

**Comunidad "Montes y Sanz Gonda."**

**Comunidad Vapor "Almirante Bobone."**

**Concordia, D/S A/S.**

**Concordia, Rederi Aktieb.**

**Conder, N. V. Visscherij Maatschappij.**

**Conder, Rederi A/B.**

**Condorelli, Giuseppe, fu B.**

**Condyzanis, Stylianos I.**

**Conelly, George N.**

**Confeld, S.S. Co., Ld.**

**Congo, A/B.**

**Congo, Aktiea.**

**Connecticut Motor Transportation Co.**

**Connell & Grace, Ld.**

**Conson, R., Reid & Co.**

**Conrad, Charles.**

**Conrath, E. F. W.**

**Consett Iron Co., Ld.**

**Consolidated Fisheries Co.**

**Consolidated Fisheries, Ld.**

**Consolidated Oka Sand & Gravel Co., Ld.**

**Consolidated S.S. Co.**

**Consolidated Whaling Corporation, Ld.**

(V. — Voiliers de pêche (pour les transbordements voir les navires du groupe à vapeur, dont le libre séjourne qui sont le supplément aux navires à voiles).
S. — Vapeur ; M. — Moteur à combustion ; (Tr. Hr.) — Système Jumelle ; (.) Turbine. — Turbines, avec indication du nombre.

**Consorcio Nacional Almadrabero, S.A.,**
[illegible]

**Consortium Commercial de Transports,**
[illegible]

**Constant, Joseph,**
[illegible]

**Constant, Martin,**
[illegible]

**Constantine, Joseph, S.S. Lines, Ld.**
[illegible]

**Constantinides, Ant.,**
[illegible]

**Constantinidis, Antoine G.,**
[illegible]

**Constants (South Wales), Ld.,**
[illegible]

**Construction Materials Co.,**
[illegible]

**Conte, Fratelli, fu Fr.,**
[illegible]

**Conti, E., fu A.,**
[illegible]

**Continental Indies Shipping Co., Ld.,**
[illegible]

**Continental S.S. Co.,**
[illegible]

**Continental Steamship Co.,**
[illegible]

**Contomichalos, Darke & Co., (1920), Ld.,**
[illegible]

**Convalle, Giovanni, fu Tomaso,**
[illegible]

**Conway, Harvey H.,**
[illegible]

**Conway, Harvey H., Junr.,**
[illegible]

**Conway, Mrs. Kathleen,**
[illegible]

**Conway, Robert,**
[illegible]

**Cook Islands Trading Co., Ld.,**
[illegible]

**Cook, J. W., & Co., Ld.,**
[illegible]

**Cook, R. L., Towage Co., Ld.,**
[illegible]

**Cook Shipping Co., Ld.,**
[illegible]

**Cook, Wm. F.,**
[illegible]

**Cookes Explosives Shipping Co., Ld.,**
[illegible]

**Coombs, William, & Sons,**
[illegible]

**Cooper, Miss Adelaide,**
[illegible]

**Cooper, James H.,**
[illegible]

**Cooper, W. O.,**
[illegible]

**Cooper, William, & Son,**
[illegible]

**Cooper, William, & Sons, Ld.**
[illegible]

**Co-operative Fishing Society, Ld., The,**
[illegible]

**Co-operative Wholesale Society, Ld.,**
[illegible]

**Coos Bay Lumber Co.,**
[illegible]

**Coppack Bros., & Co.,**
[illegible]

**Copper Steamship Co.,**
[illegible]

**Coppin, A.,**
[illegible]

**Coppola, Carmini,**
[illegible]

**Coppola, Giovanni, fu Michele,**
[illegible]

**Coppola & Zunnich,**
[illegible]

**Cora Garcia, M.,**
[illegible]

**Coralle, Giuseppe fu Dom.,**
[illegible]

**Corbett, R. A., & Co., Ld.,**
[illegible]

**Corbett, Thomas H.,**
[illegible]

**Corbiet, L., & Cie.,**
[illegible]

**Corcodilos, J. D., & Sons, Coal Trading & Shipping Co., Ld.,**
[illegible]

**Corcodilos, Ferrakis J.,**
[illegible]

**Cordeiro, Francisco Barroso,**
[illegible]

**Cordelia, Rederi Aktieb.,**
[illegible]

**Cordes, Henry,**
[illegible]

**Cordiner, Alexander,**
[illegible]

**Cords, Aug.,**
[illegible]

**Cords, Aug., Partenreederei,**
[illegible]

**Cords, Dampfschiffs. Ges. mbH., G.m.b.H.,**
[illegible]

**Cork Harbour Commissioners,**
[illegible]

**Corkum, Eric,**
[illegible]

**Corkum, L.,**
[illegible]

**Corkum & Ritcey,**
[illegible]

**Cormack, George,**
[illegible]

**Cormack, James, & Co.,**
[illegible]

**Cormack, John,**
[illegible]

**Cormack S.S. Co., Ld.,**
[illegible]

f = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (Turb.) = Turbines, with No. prefixed.

**Cormack, Thomas,**

**Cornais, Felice,**

**Corneliser's N. Y. Schepvaart, Maatschappij**

**Cornell Steamboat Co.,**

**Cornish Traders, Ld.,**

**Corona, Skibs-Aktiesel.,**

**"Corrado," Società Anonima di Navigazione,**

**Correa, Pedro Luis, e Cabello,**

**Correet, A. S.,**

**Corsi, Brunetti, di Raffaele,**

**Cortina, E.,**

**Corus, Pinero et Cie.,**

**Corzon, José Francisco,**

**Corunna Sailing Ship Co., Ld.,**

**Cory Bros., & Co., Ld.,**

**Cory Colliers, Ld.,**

**Cory Hermanos y Cia.,**

**Cory, John, & Sons, Ld.,**

**Cory & Strick (Steamers), Ld.,**

**Cory, Wm. & Son, Ld.,**

**Cosens & Co., Ld.,**

**Cosmos, D/S A/S,**

**Costa (Giacomo) fu A.,**

**Costa, Fiaccio, fu F.,**

**Costa, Valle Torres in.,**

**Costalas, Sophia,**

**Costalis, Mme S. A., & A. D. Sonakis,**

**Costeira, Navegação, Lda.,**

**"Cosulich" Società Triestina di Navigazione,**

**Cottakis, Nicolaos A.,**

**Cottman Co., The,**

**Cotts (Mitchell) & Co., Ld.,**

**Cotsalas, N. D.,**

**Couch, Theophilus W.,**

**Coull, Stuart B.,**

**Coulouras, Ath.,**

**Coulouthros, A. M.,**

**Coulouthros, J. A.,**

**Coulson, John T.,**

**Coumantaros Bros.,**

**Coumbia, D.,**

**Cousin, Abraam,**

**Cousnell, J.,**

**County of Cornwall Shipping Co., Ld.,**

**County Fishing Co., Ld.,**

**County Line,**

**County Line—** *continued*

**Courpanz, Georges,**

**Cooper, Geo., & Co., Ld.,**

**Courtenet,**

**Courroupes, Miss Pisalopi,**

**Coutinho, Antonio Tavares,**

**Coutsodontis, A. S. & A. G.,**

**Coutsodontis & Papayannopoulos,**

**Couture, L.,**

**Coverdale S.S. Co., Ld.,**

**Cowasjee, Dinshaw & Sons,**

**Cowper, Ralph C.,**

**Cox & Danks, Ld.,**

† = Service de pilotes (pour les transbordements sur les navires de pêche à vapeur voir le Liste séparée qui suit le Supplément aux Pêches & Pêcheurs).
S = Vapeur ; M = Moteur à combustion ; (Tr. Bl.) = Bateau jumelé ; ( ) = Carte. — Portées, avec indication du nombre.

**Cox, William,**

**Coyle, W. G., & Co., Ltd.,**

**Cocuoli, Saverio,**

**Craig, A.,**

**Craig & Co. (Leith Pyne), Ld.,**

**Craig, George,**

**Craig, H., & Co.,**

**Craig, J. J., Ld.,**

**Craig, John,**

**Craig, John,**

**Craig, John, & Co.,**

**Craig, John, Ltd (Trustee),**

**Crampin, Herbert G.,**

**Crampin Steam Fishing Co., Ld.,**

**Cranlan Shipping Co., Ld.,**

**Crane, W. L.,**

**Cranzat Fischdampfer Aktiengesellschaft,**

**Crassus, Victor,**

**Crater Steam Fishing Co., Ld.,**

**Craven, C., & Co.,**

**Crawford, A., & Co., Ld.,**

**Crawford Shipping Co., Ld.,**

**Creelman, James S.,**

**Creenan, John,**

**Cremer, M.,**

**Creole Line.**

**Crescent Navigation Co., Ld.,**

**Crespin, Isidore,**

**Crete Shipping Co., Ld.,**

**Crie du Chalutage,**

**Criesis, D. N.,**

**Crimlis & Co., Ld.,**

**Crockett, Alexander S.,**

**Crockwell, George A.,**

**Cross, F. Lampe,**

**Crosby, Harry W.,**

**Crosby Marine Corp.,**

**Crosby, Son & Co., Ld.,**

**Crosby, R. W.,**

**Crosthwaite, Joseph,**

**Crosthwaite, Joseph, (Tugs) Ld.**

**Crosthwaite S.S. Co., Ld.**

**Crosthwaite, William H.,**

**Crostos Steam Trawling Co., Ld.,**

**Crovari, Fili.,**

**Crovari, Fili., fu Pietro,**

**Crovari, S. & F.,**

**Crowell & Thariow, Inc.,**

**Crows Agents for the Colonies.**

**Crows Steam Fishing Co., Ld.,**

**Cruickshank, Mrs. M.,**

**Cruesmann, F.,**

**Cryss, Alfons,**

**Cuba Distilling Co., Inc.,**

**Cuban Portland Cement Corp.,**

**Cubbin, H. A. Colby,**

**Cuisnard, M. & Mme. Jean,**

**Culcundis, E. G., & S. C. Cocoment,**

**Culcundis, G. M.,**

F = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (Tartn.) = Tartane, with Sc. prefixed.

**Cumes, Inc.,**

[illegible]

**Cumming, Henry M.,**

[illegible]

**Cummins Transportation Co.,**

[illegible]

**Cunard Steam Ship Co., Ld.,**

[illegible]

**Cunis, W. R., Ld.,**

[illegible]

**Cunningham, Roderick,**

[illegible]

**Curaçaosche Schoepen Maats.,**

[illegible]

**Curiera, José R.,**

[illegible]

**Curiera Fernandez, José,**

[illegible]

**Curis, Filippo,**

[illegible]

**Curtis, James, & Co.,**

[illegible]

**Curtis Bay Towing Co.,**

[illegible]

**Curzon, Charles,**

[illegible]

**Cuxhavener Schiffswerft Franz Mitscke,**

[illegible]

**"Cyclo-Chief" (S.S.), Ld.,**

[illegible]

**"Cyclo-Warrior" (S.S.), Ld.,**

[illegible]

**Cygnet, Ld.,**

[illegible]

**Cygnet Steam Fishing Co.,**

[illegible]

**Cyprian Shipping Co., Ld.,**

[illegible]

# D

**D'Amico, Natale,**

[illegible]

**D'Arrigo-Mancuso, Ing., Giuseppe,**

[illegible]

**D'Esposito, A.,**

[illegible]

**D'Esposito, Agostino,**

[illegible]

**D'Oliva, Ferd. & Sobrinho,**

[illegible]

**D'Urso, Vincenzo,**

[illegible]

**Da Costa, José Alves,**

[illegible]

**Da Costa Chaves, Manoel,**

[illegible]

**Da Rocha, C.C.,**

[illegible]

**Da Rocha Agra, Antonio,**

[illegible]

**Da Silva, Adolphe L. M.,**

[illegible]

**Da Silva, José Florentino,**

[illegible]

**Da Silva Bagao, A.,**

[illegible]

**Damen, A., jr.,**

[illegible]

**Danapo, A/S,**

[illegible]

**Danestres, G., G. Sorotta, & C. Colonn.,**

[illegible]

**Danestres, Giovanni,**

[illegible]

**Daly, M. J., Engineering & Contracting Co.,**

[illegible]

**Daenekas, H.,**

[illegible]

**Dagnland, Olav,**

[illegible]

**Dah Fung S.S. Co., Ld.,**

[illegible]

**Daher & Cie.,**

[illegible]

**Dahl, A. W. Jensen,**

[illegible]

**Dahl, N.,**

[illegible]

**Dahl, Nikolai,**

[illegible]

**Dahl, Oscar, & Cie.,**

[illegible]

**Dahl, Thor, A/S,**

[illegible]

**Dahlberg, Carl,**

[illegible]

F = Matrice de pluie (pour les correspondances avec les bassins de pluie à vapeur ou à moteur, voir la Liste séparée qui suit le Supplément aux Matrice à Voiles).
S = Vapeur; M = Moteur à moteur; (Tr. Bo.) = Bâtiment jumelé; ( ) Turbo = Turbine, avec indicateur du moteur.

**Dahlgren, Th.,**
[illegible]

**Dahlriba,**
[illegible]

**Dahlsen, J. L., & Co.,**
[illegible]

**Daido Kaiun Kabushiki Kaisha,**
Kobe, Japan.
[illegible]

**Daido Shosen Kabushiki Kaisha,**
[illegible]

**Daifuku Kisen Kabushiki Kaisha,**
[illegible]

**Daiichi Suisan Kabushiki Kaisha,**
[illegible]

**Dairen Kisen Kabushiki Kaisha.**
[illegible]

(Continued.)

**Dairen Kisen Kabushiki Kaisha**—continued.
[illegible]

**Dairen Sato Kuni Kisen Kabushiki Kaisha,**
[illegible]

**Daishin Kisen Kabushiki Kaisha,**
[illegible]

**"Daisy Marguerite" Vessel Co., Ld.,**
[illegible]

**Daito Gyogyo Kabushiki Kaisha,**
[illegible]

**Dalby Steam Fishing Co., Ld.,**
Fish Docks, Fleetwood.
[illegible]

**Dale Steam Fishing Co. (Grimsby), Ld.,**
Fish Docks, Grimsby.
[illegible]

**Dale S. S. Co., Ld.,**
[illegible]

**Dalehite Boat Line,**
[illegible]

**Daley, J. & J.,**
[illegible]

**Dalfonn, Skibsaktieselsk.,**
[illegible]

**Dalgliesh, R. S., Ld.,**
[illegible]

**Dalgliesh, R. S., & R. I. Jones,**
[illegible]

**Dalgliesh Steam Shipping Co., Ld.,**
[illegible]

**Dalgoerytttrest,**
[illegible]

**Dalgren, G. H.,**
[illegible]

**Dalgren, Aktiebolaget G. H.,**
[illegible]

**Dalhousie Navigation Co., Ld.,**
[illegible]

**Dalzell Towing Co., Inc.,**
[illegible]

**Dam & Svenssons Eftr.,**
[illegible]

**Dambassis, D. J.,**
[illegible]

**Damhof, J.,**
[illegible]

**Dampskibsselskabet af 1912,**
[illegible]

**Dampskibsselskabet af 1920,**
[illegible]

**Dampskibsselskabet af 1896, A/S,**
[illegible]

**Dampskibsselskabet paa Bornholm af 1866, A/S.**
[illegible]

**Danao Conveyance Corp.,**
[illegible]

**Daneau, Calixte,**
[illegible]

**Daneau, Elise,**
[illegible]

**Dani & Co.,**
[illegible]

**Dania, A/S Dampskibsselskabet,**
[illegible]

**Danielsen, K.,**
[illegible]

**Danielsson, Åke,**
[illegible]

**Danielss, C.,**
[illegible]

**Danmark, Sejlskibs A/S,**
[illegible]

**Danneberg, F.,**
[illegible]

**"Dannebrog," Aktieselskabet, Dampskibsselskabet,**
[illegible]

**Dannevig, T., & Co.,**
[illegible]

**Dansereau, George,**
[illegible]

**Dansk Cement Central,**
[illegible]

**Dansk-Franske Dampskibsselskab, Aktieselskabet,**
[illegible]

**Dansk Norske Dampskibs., Det,**
[illegible]

**Danske Kulkompagni, Det,**
[illegible]

**Danske Petroleums A/S, Det,**
[illegible]

**Danske Stat, Den,**
[illegible]

f = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).
s = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (Turb.) = Turbines with No. prefixed.

**Danske Stat, Den,**
Ministeriet for Offentlige Arbejder,
Overretsgade, Copenhagen, Denmark.
(Generalinspektoratet for Statens Telegrafvæsen.)

| | Built | Gross Tons |
|---|---|---|
| s. Fanø | 98 | 148 |
| s. Hvidbjerg | 91 | 144 |

**Danske Statsbaner, De,**
Administration, Bernstorffsvej 40,
Copenhagen K., Denmark.

| | | |
|---|---|---|
| s. Aalborg | 98 | 1000 |
| s. Christiansø (Tw. Sc.) | 98 | 1000 |
| s. Dagmar | 98 | 148 |
| s. Dan | 91 | 172 |
| s. Danmark (Tw. Sc.) | 98 | 1000 |
| s. Danske | 98 | 148 |
| s. Frigg (Tw. Sc.) | 98 | 1000 |
| s. Hjørring | 98 | 1000 |
| s. Ingolf (Tw. Sc.) | 98 | 1000 |
| s. Kalundborg | 91 | 1000 |
| s. Kong (Tw. Sc.) | 91 | 1000 |
| s. Kongeriget Danmark | 98 | 1000 |
| s. Kongeriget Sverige | 91 | 1000 |
| s. Marie (Tw. Sc.) | 98 | 1000 |
| s. Mjølner | 98 | 1000 |
| s. Niels Ebbesen | 98 | 1000 |
| s. Nyborg (Tw. Sc.) | 98 | 1000 |
| s. Odin (Tw. Sc.) | 98 | 1000 |
| s. Oldenborg (Tw. Sc.) | 98 | 148 |
| s. Prinsesse Maud (Tw. Sc.) | 98 | 1000 |
| s. Prinsesse Marie (Tw. Sc.) | 98 | 1000 |
| s. Rigsdagen | 98 | 1000 |
| s. Rigsdagen (Tw. Sc.) | 98 | 1000 |
| s. Skjern (Tw. Sc.) | 98 | 1000 |
| s. Thor | 98 | 1000 |
| s. Thyra | 98 | 1000 |
| s. Tjele | 98 | 1000 |
| s. Vandmand (Tw. Sc.) | 98 | 148 |

**Danske Sukker Fabrikker,**
Aktie. Sk.
Kongensgade 32, Copenhagen,
Denmark.

| | | |
|---|---|---|
| s. Aalborg | 98 | 147 |
| s. Odense | 98 | 148 |
| s. Roskilde | 98 | 148 |
| s. Vordingborg | 98 | 148 |
| s. Vordingborg (Tw. Sc.) | 98 | 148 |
| s. Zeeland | 98 | 148 |

**Danielsen, G. B.,**
Bilsen, Belg., C.D.
Willard B. ..... 91 .. 148

**Dapelo, Simons, & Co.,**
Calle Cuarto 1121, Vedoia, Sydney.

| | | |
|---|---|---|
| Wallaroo Bower | 98 | 148 |
| Jungfrau | 98 | 148 |
| Wallaroo Bower Westbrook | 91 | 148 |

**Darányi, S. C.,**
Budapest, Hungary.
s. Mátyás ..... 91 .. 148

**Darde, F.,**
s. Rue Pierchon, 14, Bordeaux, France.
(Société "La Vieille Garonne.")

| | | |
|---|---|---|
| s. Bordelaise (ex) | 98 | 148 |
| s. Bordelaise (ex) | 91 | 148 |
| s. Bordeaux | 91 | 148 |

**Darling, A.B.**
Brooklyn, N.Y., U.S.A.
s. Philadelphia ..... 98 .. 148

**Darling-Singer Lumber Co.,**
c/o Oregon Building, Portland,
Oregon, U.S.A.
Maid of Orleans ..... 99 .. 1000

**Darrell, John S., & Co.,**
St. Georgis, Grenada.

| | Built | Gross Tons |
|---|---|---|
| s. Grenadine | 98 | 148 |

**Darrell & Meyer, Ld.,**
Grenada.
s. John S. Darrell ..... 98 .. 148

**Dartmouth Ferry Commission,**
Dartmouth, Nova Scotia.
s. Mathew (No. 2 of s.) ..... 91 .. 148

**Darwen & Mostyn Iron Co.,**
Darwen, and Mostyn, North Wales.
s. Wilton ..... 98 .. 148

**Daryaw, Henry,**
c/o Aandeel Maatschappij, Amsterdam,
Holland.
s. M. Hudson ..... 98 .. 148

**Dashach, N. V. Th.,**
Maatschappij tot Exploitatie, Rotterdam.
(Koninklijke Nederl. Stoom- & Sleepvaart
Maatschappij.)
s. Wilhelmina ..... 91 .. 148

**Davenport, J. O.,**
Tel. Dr. Chief Mates, 24, Gallowgate,
Street, Sun Wharf, Hull, U.K.
s. Newcastle ..... 91 .. 148

**Davids, Domingo,**
Calle Cruz de Mayo 148, Buenos Aires,
Argentina.
s. Mazzinghi ..... 98 .. 148

**Davids, A.,**
Amsterdam, Holland, Holland.
s. Scheveningen ..... 98 .. 148

**Davids, D.,**
c/o C. Wijnschenk, Delfzijl, Holland.
Fraeyje Maatschappij.
s. Ceres, No. 1 ..... 98 .. 148

**Davidson, Alexander A.,**
Commercial Quay, Aberdeen.

| | | |
|---|---|---|
| s. Aberdeen Castle | 98 | 148 |
| s. Aberdeenshire | 98 | 148 |
| s. Alnwick | 98 | 148 |
| s. Lord Alva | 98 | 148 |
| s. Mitre | 98 | 148 |
| s. Pelagia | 91 | 148 |
| s. Rosalind | 91 | 148 |
| s. Royal Duke | 91 | 148 |
| s. Stonehaven | 98 | 148 |

**Davidson, J. & A., Ld.,**
(Manager—T. Davidson.)
1, Shipper's Quay, Aberdeen.
s. Fingland ..... 98 .. 148

**Davidson, James,**
St. of Scotland St., New York,
U.S.A.
(Agent Mississippi Co.)
s. Dalhousie ..... 98 .. 148
s. John Wright ..... 98 .. 148

**Davidson, M.,**
(Aktieselskab.) Det Ansø Dampskibsselskab,
Aarhus, Denmark.

| | Built | Gross Tons |
|---|---|---|
| s. Aarhuusbyen (ex) | 98 | 148 |

**Davidson Steamship Co.,**
St. of Scotland St., New York,
U.S.A.
(See Alaska Steamship.)

**Davidson, T.,**
Commercial Quay, Aberdeen.

| | | |
|---|---|---|
| s. Dunottar | 98 | 148 |
| s. Kinnaird | 98 | 148 |
| s. Lord Rosebery | 98 | 148 |
| s. Midlothian | 98 | 148 |
| s. Victoria Regina | 98 | 148 |

**Davidson, Thomas, & William Wood,**
Commercial Quay, Aberdeen.
s. Blairdrummond ..... 98 .. 148

**Davie S. B. & Repairing Co., Ld.** (Incorporated 1901.)
Jackson, Lewis, P.Q., Canada.

| | | |
|---|---|---|
| s. Wood Bay | 98 | 148 |
| s. Chaudière | 98 | 148 |
| s. Montreal | 98 | 148 |

**Davies, Benjamin O.,**
Wilson Chambers, Mount Stuart,
Cardiff.
(Cardiff Steam Carriers Co., Ld.)

| | | |
|---|---|---|
| s. B. O. Davies | 98 | 148 |
| s. Highlander | 98 | 148 |

**Davies, J., Towage & Salvage, Ld.,**
Stuart Chambers, Mount Stuart Square,
Cardiff.
(See Davies Towage & Salvage, Ld.)

| | | |
|---|---|---|
| s. Beaver | 98 | 148 |
| s. Bison | 98 | 148 |
| s. Vanguard | 98 | 148 |

**Davies, John,**
Stuart Chambers, Mount Stuart Square,
Cardiff.
(See Davies Towage & Salvage, Ld.)

| | | |
|---|---|---|
| s. Beaver | 98 | 148 |
| s. Bison | 98 | 148 |
| s. Vanguard | 98 | 148 |

**Davies, John,**
Stanley Docks, Liverpool.
s. Stanley ..... 98 .. 148

**Davies & Newman, Ld.,**
Commercial Street, London, E.C.
(Managers of the Liverpool Steam
Company of the Atlantic, Ld.)

| | | |
|---|---|---|
| s. Chandler | 98 | 1000 |
| s. Dove | 91 | 1000 |
| s. Wear Emblem | 98 | 1000 |

**Davies, Captain William,**
Fl. M. Wharf, Cardiff, London, E.C.
(The Cardiff Towage & Salvage Co., Ld.)
s. Killing Lord ..... 98 .. 148

**Davila, Joaquin, & Co.,**
Algar, Vigo, Spain.
s. Mercedes ..... 98 .. 148

**Davis, John H.,**
St. Thomas Street, Plymouth.

| | Built | Gross Tons |
|---|---|---|
| Jessie | 98 | 148 |

**Davis, Robert,**
Jubilee Buildings, 17, Water Street,
London, E.C.
(Under Receiver Trade Profits, Ld.)

| | | |
|---|---|---|
| s. Triple Point No. 1 (Tw. Sc.) | 98 | 1000 |
| s. Triple Point No. 2 (Tw. Sc.) | 98 | 1000 |
| s. Triple Point No. 3 (Tw. Sc.) | 98 | 1000 |

**Davison Chemical Co.,**
Abr. Baltimore Trust Building,
Baltimore, Md., U.S.
Ashland ..... 98 .. 1000
s. Jackson ..... 98 .. 148
s. Junior ..... 98 .. 1000
s. Tolman ..... 98 .. 148

**Dawson, R. H., & Co.,**
c. a. R. A. Ely Aufbauen, Hugh Street,
Charlestown.
(Alex. Stephen Sons Steamship Co., Ld.)
s. Kaiserin Maria ..... 98 .. 148
(Dawson Trustees, Ld.)
s. Mount Stuart ..... 98 .. 148

**Dawson, S. & Co., Ld.,**
Fort Amherstburg, County of Essex,
Ontario, Canada.
s. Wanderer ..... 98 .. 148

**Dawson S.S. Corp.,**
11, Bowling Place, New York, U.S.
s. Midland ..... 98 .. 1000
s. Midland ..... 98 .. 1000
(Dominion S.S. Co., Ld.)
s. Cardiff ..... 98 .. 1000
s. Cardiff ..... 98 .. 1000

**Dawson, Frank S., Ld.,**
Bute Docks, Bute Street, Cardiff.
(Dawson Line, Ld.)

| | | |
|---|---|---|
| s. Lady Anne | 98 | 1000 |
| s. Lady Bonella | 98 | 1000 |
| s. Lady Rosalind | 98 | 1000 |
| (New Sea S.S. Co., Ld.) | | |
| s. Brandfield | 98 | 1000 |
| s. Fairmile Manor | 98 | 1000 |

**Dawson, John E.,**
Monmouth Chambers, Newcastle-on-Tyne.
(Dawson Parsons Steel & Wire Co., Ld.)

| | | |
|---|---|---|
| s. Chandos | 98 | 148 |
| s. Dunedin | 98 | 148 |
| s. Greenfield | 98 | 148 |
| s. Gwendoline | 98 | 148 |
| s. Gwenfar | 98 | 148 |
| s. Hendon | 98 | 148 |
| s. Hesperian | 98 | 148 |
| s. Mabel | 98 | 148 |
| s. Marmaduke | 98 | 148 |
| s. Mordon | 98 | 148 |
| s. Westminster | 98 | 148 |
| s. Wynnstay | 98 | 148 |

**Dawson Line, Ld.,**
(See R. H. Dawson, Ld.)

**De Almeida, Luiz,**
Rua de Janeiro, Brazil.

| | Built | Gross Tons |
|---|---|---|
| s. Schooner Ana de Fra Bo Cap | 98 | 148 |

**De Andrade, José Julio,**
Bahia, Para, Brazil.

| | | |
|---|---|---|
| s. Alagoas | 98 | 148 |
| s. Alagoas | 98 | 148 |
| s. Alto Tocantins (Tw. Sc.) | 98 | 148 |
| s. Belem (Tw. Sc.) | 98 | 148 |
| s. Belmonte | 98 | 148 |

**De Argacha, J. M.,**
Calle Canal de Isabel No. 68, Bilbao,
Spain.
(Compañía Nacional Minera, S.A.)

| | | |
|---|---|---|
| s. Amelia | 98 | 1000 |
| s. Mercedes | 98 | 1000 |
| s. Independencia | 98 | 1000 |

**De Ascarreta, J.,**
Lekeitio (S. V.) (Guipúzcoa Co.),
Bilbao, Spain.
(Compañía Marítima "Vizcaínos.")

| | | |
|---|---|---|
| s. Bilbaínos | 98 | 1000 |
| s. Bizkaínos | 98 | 1000 |
| s. Bizkaínos | 98 | 1000 |

**De Basterrechea, F.,**
Gran Via 13, Bilbao, Puerto del Musel,
Gijón, Bilbao, Spain.
(Compañía Española Marítima Cantábrica.)

| | | |
|---|---|---|
| s. Aurora | 98 | 1000 |
| s. Bizkaínos | 98 | 1000 |
| s. Dragonal | 98 | 1000 |
| s. Marina | 98 | 1000 |

**De Bichado, Domesico**
Rio G.,
St. Ulrica a. Chaussée, Antwerpen,
Belgium.

| | | |
|---|---|---|
| s. Rio Bichado | 98 | 148 |
| s. Portuaria | 98 | 148 |

**De Boer, E.,**
Delfzijl, Holland.
s. Bonita ..... 98 .. 148

**De Boer, Gerrit,**
Provincial Weg, Delfzijl, Holland.
s. Wilhelmina ..... 98 .. 148

**De Boer, H., N. V. Reed, v.h.,**
Provincial Weg, Delfzijl, Holland.
s. Overbeek Pannekoek ..... 98 .. 148

**De Boer, R.,**
Delfzijl, Holland.
s. Fredericus ..... 98 .. 148

**De Buhr, E.,**
Emmerich, Germany.
s. Mathias Fabricius ..... 98 .. 148

**De Buhr, G.,**
Emmerich, Germany.
Rheinische Lloyd, etc. ..... 98 .. 148

* Farbige Flagge (gegen die Vorschriften) und das Zeichen für Schiffe, welche nicht in Regelmässigen Dienste Reisen. (Tw. Sc.) = Doppel-Schraube. (ex) = Ex-Schiff. (Tw. Sc.) = Twin Screw. (ex) = Ex-Schiff. (Tw. Sc.) = Doppel-Schraube. (ex) = Ex-Schiff.

**De Carvajal, Ramon,**

**De Castro, Giulio, & Co.,***

**De Castro, J. M.,**

**De Champs, Arnold,**

**De Cloux, Ruben,**

**De Coninckstyne-Lamsoch, André, & Co.,**

**De Dominicis, Leopoldo,**

**De Drie, N.V. Stoomvisscherij Maas.,**

**De Figueiredo, Cicero,**

**De Franz, F., di L.,**

**De Gennaro, Paolo,**

**De Goede Verwachting, N.V. Stoomvisscherij Maas.,**

**De Goicoechea, José Maria,**

**De Gorter, Dr. C. B.,**

**De Goyenga, José & Juan,**

**De Groot, E.,**

**De Groot, H.,**

**De Groot, J., Kzn.,**

**De Groot, J. L.,**

**De Guillen, Carmen A.,**

**"De Hoop," N.V. Stoomvisscherij Maas.,**

**De Irala, I.,**

**De Jesus, Manoel,**

**De Jong, A.,**

**De Jong, F. S.,**

**De Jonge, Frederik,**

**De Jonge, J.,**

**De Koning, A.,**

**De Koning, A., & P. H. Rodrigo,**

**De Korver, H.,**

**De La Rama S.S. Co.,**

**de la Torre y Alonso, J. M.,**

**De Laiera, Justo, y Hermano,**

**De Léché et Compagnie,**

**De Leeuw van Weenen, F.,**

**De los Cobos, Vda. de L. C.,**

**De los Cobos, H. C.,**

**De Macedo, Atilio Martins,**

**De Mateiraga, L.,**

**"De Marcaten," N.V. Schepen Exploitatie Maatschappij,**

**De Mello Rego, Fernando,**

**De Mendonça, Luiz Furtado, & Co.,**

**De Monts Shipping Co., Ld.,**

**De Niet, J. J.,**

**"De Nijverheid," N.V. Machinefabriek & Scheepsmeubelfabriek,**

**De Palau, Josefina,**

**De Parayuelo, Andrés S.,**

**De Pass, Fabian G.,**

**de Pinillos, Miguel Martinez,**

**De Pirro, G., & F. Lodredo,**

**De Pirro, Gaetano, fu F.,**

**De Pirro Silvio,**

**De Rosagueta, Herederos,**

**De Roy, A. P.,**

**De Rosa & Moraes,**

**De Saint-Melair, H.,**

**"De Steur," N.V. Stoomvisscherij Maatschappij,**

**"De Stroomlijn," Schepen Exploitatie Maat., N.V.,**

**De Vos, N.V.,**

(Continued.)

F = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List Supplement to Sailing Vessels).

S. & T. S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (Twin.) = Twinscrew, with Sc. prefixed.

**De Vos, N.V.**

**"De Vier Kinderen," N. V. Vanch. Maats.**

**"De Vier," N. V. Stoomvisch. Maats.**

**De Vigueta, P. M., y Cia.,**

**De Vita, Pietro,**

**De Viteria Cenoviaas**

**De Vries, C., Czn.,**

**De Vries, G.,**

**De Vries, K.,**

**De Vries, W. F., Hzn.,**

**De Wit, C.,**

**De Zabalandicoetea, Jose,**

**De Zarraga, Antonia,**

**De Zeeuw & Van Baalt,**

**Deacon, William G.,**

**Deansgate S.S. Co., Ld.,**

**Deckers Bros. & Wirtz,**

**Deemsink, E. J.,**

**Dede Zade Mehmed Sirri Bey,**

**Dedekam, P.,**

**Deen, J.,**

**Deen, U.,**

**Defeaar, H.F.,**

**Defer, Arthur,**

**Defferenna, Basilios P.,**

**Degagné, J. E.,**

**Degen, Johannes,**

**Deguchi Ikutaro,**

**Dehde, C.,**

**Dehde, Heinrich,**

**Dekker, A.,**

**Dekker, H.,**

**Dekker, P. Gzn.,**

**Dekle, A. U.,**

**Del Castillo Francisco,**

**Del Carlo, F.,**

**Del Gatto, Domenico, fu Regio,**

**Del Gatto, Dom., fu G.,**

**Del Prato, D.* & C. Guida,**

**Del Prete Bellusmini,**

**Del Re, Fortunato,**

**Del Rio, Mariano, y Cia., Ltda.,**

**Del Valle, A. R.,**

**Del Valle, A. R., S. Pazos & Cia. Sclaus.**

**Delaneur-Willox, Paul,**

**Delaware Steam Fishing Co., Ld.,**

**Delaware, Lackawanna & Western Coal Co.,**

**Delaware, Lackawanna & Western R.R. Co.,**

**DelRan, A. M., y Cia.,**

**Delgado & Cia.,**

**Dell' Acqua, Alfredo,**

**Della Monica, Francesco, e Fil.,**

**Delphine, A/S D/S,**

**Delpierre Fils, E. & J.,**

**Delpierre, Ves. Frederic, & Cie.,**

**Delpierre, Ves. J. B., & Fils,**

**Delta Steamship Corp.,**

**Demetriades, Ld.,**

**Den Dulk, C.,**

**Den Dulk, Jacob, & Zoon,**

**Den Dulk, M., Gzn.,**

* = Navires en pêche (sous les remorqueurs ou les vapeurs en pêche) et navires en à moitié, mais le Livre exporte qui sont in Suppléments aux Navires à Voiles) ; P = Paquet ; M = Navire à moteur ; (Tr. Bo.) = Bâtiment Canadien ; (Tartu.) = Tartane, avec indication du quartier.

**Den Dell's Handel Maatschappij, N.V. (late),**

**Den Fishing Co., Ld.,**

**Den Hartigh, T.,**

**Den Hartigh, T.,**

**Deslrians, G. & M. N.,**

**Dene Shipmanagement Co., Ld.,**

**Denegri, A., fu F.,**

**Denholm, J. & J., Ld.,**

**Denholm Line Steamers, Ld., The,**

**Denis frères d'Indochine, S.A.,**

**Denos, Lebreton, Tourasse,**

**Department of Scientific & Industrial Research,**

**Deppe, Armement,**

**Derby, Earls,**

**"Derutra" Deutsch-Russische Export und Transport G.m.b.H.,**

**Derwent Transportation Co., Inc.,**

**Desclosseaux, Rosario,**

**Deschenaux, George,**

**Desmarais, Edmond,**

**Desmond, Daniel, & Mrs. M. J. Fulton,**

**Dessus, T. J. B.,**

**Detels, Hermann H. Kl.,**

**Detroit and Cleveland Nav. Co.,**

**Detroit Sulphite Transportation Co.,**

**Detroit and Windsor Ferry Co.,**

**Deuchar, James, Ld.,**

**Deutsch-Englische Transport, Ges.m.b.H.,**

**Deutsch-Nordische Bergwerksbetriebs Vereinigung, G.m.b.H.,**

**Deutsche Dampfschifffahrts Gesellschaft "Hansa,"**

**Deutsche Fischerei Act.Ges.,**

**Deutsche Levante Linie,**

**Deutsche Ost-Afrika Linie,**

**Deutsche Reichsbahn Gesellschaft,**

**Deutsche Reichsbahn Gesellschaft,**

**Deutsche Reichsbahn Gesellschaft,**

**Deutsche Revisions und Treuhand A. G.,**

**Deutsche Vacuum Oil A. G.,**

**Deutsche Werke Kiel A. G.,**

**Deutscher Schulschiff Verein,**

**Deutsches Kohlen Depot G.m.b.H.,**

**Deutsches Reich Marine-Verwaltung,**

**Devis, Chaumet et Cie.,**

**Devesa, Vicente,**

**Devji, Thakan,**

**Devlin, T. L., & Sons,**

**Devon Dock, Pier & S.S. Co., Ld.,**

**Devonia S.S. Co., Ld.,**

**Devonport Steam Ferry Co., Ld.,**

**Devoto, Cirialda, fu G. B.,**

**Dewitte, F., & Al. Veltar,**

**Dewsbury, Mrs. Jennet,**

**Dewsland Trawlers, Ld.,**

**Di Ceglia, Francesco,**

**Di Donna, Luciano,**

**Di Leva, Salvatore,**

**Di Luise, V.,**

**Di Salvatore, L.,**

f = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (—Turts.) = Turtleback, with No. prefixed.

**Di Somma, G.,**

**Diamakis, Minos D.,**

**Diamanta, Evangelia M.,**

**Diamond F. Transportation Co.,**

**Diamond State Fish Products Co.,**

**Diamond Steamship Transportation Corporation,**

**Diamonds Steam Fishing Co., Ld.,**

**Díaz, José,**

**Díaz, José, y Cía. (en liq.),**

**Díaz Amil, Francisco,**

**Dickinson, Wm., & Co., Ld.,**

**Dicks, J., & Co., Ld.,**

**Dickson, C. H.,**

**Dickson, William J. H.,**

**"Die Boelvink," N.V.,**

**Diesel Tanker Elles**

**Diesel Tanker Ira S.**

**Diesel Tanker M. J. Derby,**

**Diesel Tanker T. J. Conway,**

**Diesettank, Skibs A/S,**

**Díez, Emilio,**

**Díez, Gonzalo,**

**Dil, J., & N. Tif,**

**Dinas Steam Trawling Co., Ld.,**

**Dinan, Charles Thomas,**

**Dipor, S. A.,**

**Direction des Travaux Publics et Commerce, Service de Navigation du Port de Dunkerque,**

**Direction Générale des Travaux Publics de Maroc,**

**Direktiunea Serviciului Pescariei Maritime,**

**Direktija Pomorskog Ribarstva,**

**Dirkje, Vissch. Maats.,**

**Dirkwager, M., Hzn.,**

**Dirkwager, N.V. Bewerpaanse v/h M. Hzn.,**

**Diss, Rederiaktieb.,**

**Ditlev-Simonsen, Halltan, & Co.,**

**Ditlev-Simonsen, Sverre,**

**Ditzel, Jørgen F.,**

**Dixon, Henry W.,**

**Dixon, T. W.,**

**Dixon, William B.,**

**Djerv, A/S.,**

**Djurhuus, F. J.,**

**Do Rego, Fernando Melo,**

**Dober, Patrick & Peter,**

**Doberti y Cía.,**

**Dobroflot – Volunteer Fleet,**

**Dobson, Charles,**

**Dobson Steam Fishing Co., Ld.,**

**Dodd, Thomas & Co., Ld.,**

**Dodds Bros.,**

**Dodds, R. J. E.,**

**"Dodds" Steam Fishing Co., Ld., The,**

**Dodds, W. H., & Co., Ld.,**

**Dolcey, Fill. G. B. & N.,**

**Dolwell & Co., Ld.,**

**Dong, John S.,**

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† = Navires de pêche dont les renseignements sont les navires de pêche à vapeur ou à moteur, voir la liste séparée des voiliers, Suppléments des Navires à Voiles.

S = Vapeur; M = Navire à moteur; (Tr. M.) = Moteur-pneumatique; (.) = Turbo; / = Turbines, avec indication du nombre.

**Dekken, N. V. Scheepvaart Maatschappij.**

**Dogger Maatschappij.**

**Doggerbank N.V.,**

**Dai Hachitchi,**

**Dois Tug Co., Ld.,**

**Dollar, The Robert, Co.,**

**Dollar Steamship Lines, Ld.,**

**Dollar Steamship Lines Inc., Ld.,**

**"Dollart," Heringsfischerei, Anton Saalfeldt,**

**Domenech, Luis Gonzalez,**

**Domenici, Ada,**

**Domenici, Dothore Emilio,**

**Domenici, P.,**

**Domenici, T.,**

**Domingues Silva, D.,**

**Domingues Marques,**

**Dominion Steamship Co.,**

**Dominion Atlantic Railway Co.,**

**Dominion Coal Co., Ld.,**

**Dominion Sand & Barging Co., Ld.,**

**Dominion Shipping Co., Ld.,**

**Dominion Steam Fishing Co., Ld.,**

**Dominion Steel Corpn., Ld.,**

**Dominion Tankers, Ld.,**

**Dominion Tug & Barge Co., Ld.,**

**Don Fishing Co., Ld.,**

**Donald, A. B., Ld.,**

**Donald, A. B., Ld.,**

**Donaldson Bros., Ld.,**

**Donaldson, John,**

**Donaldson Line, Ld.,**

**Donaldson South American Line, Ld.,**

**Donaldson Towing & Lighterage Co.,**

**Donat, E.,**

**Donatim, L.,**

**Donato, Giuseppe,**

**Dong Lee S.S. Co., Ld.,**

**Donighan, R.**

**Donker, A. & A. Zaayer,**

**Donking S.S. Co., Ld.,**

**Donking, T. H., & Sons, Ld.,**

**Donnacona Paper Co., Ld.**

**Donnelly, Charles H.,**

**Donnor, H.,**

**Donovan S.S. Co.,**

**Donovan, William, S.S. Co.,**

**Donvia, Biagio & Pietro,**

**Dorey (Cussimas) & Sons, Ld.,**

**Dorien, G.,**

**Doris Burton Steam Trawling Co., Ld.,**

**Dorman, Long & Co., Ld.,**

**Dormio, Sitta Giuseppe,**

**Dortch, G. C.,**

**Dos Santos, Antonio José, & Co., Ltda.,**

**Dos Santos Sá, A.,**

**Dost, H.,**

**Dost, K.,**

**Dost, S.,**

**Dougall, Thos.,**

† Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following supplement to Sailing Vessels).

S. Steamer; M. Motorship; (Tw. Sc.) Twin Screw; (Turb.) Turbine, with No. prefixed.

**Dougherty, P., Co., The,**

**Douglas & Ramsey.**

**Douglas Steam Ship Co. Ld.,**

**Dove, John H.,**

**Dover Harbour Board,**

**Dover Navigation Co., Ld.,**

**Dow, David,**

**Dow, Thomas T.,**

**Dowling & Son, Ld.,**

**Dowell, Peter J.,**

**Downes, W. H.,**

**Downie, Mrs Margaret M.,**

**Dowsing, R. C.**

**Dove Un-Yo Kabushiki Kaisha.**

**Dracoulis, George A.,**

**Dracoulis, G. C.,**

**Drafn, Skibs. A/S,**

**Drake, F. V.,**

**Drammens Havrevesen,**

**Drcker, E. & Cie.,**

**Drekta Co., Ltd.,**

**Drner, Johann,**

**Dreyer, Heinrich,**

**Dreyer, John,**

**Dreyer, Sigurd,**

**Dreyer, Wilhelm,**

**Dreyfus, Louis, & Cie.,**

**Drieboek & Zonen,**

**Drijfhout, Teerd,**

**Drost, E.,**

**Drybough, D.,**

**du Bois, Henry, Sons & Co.,**

**Dublin, Corporation of the City of,**

**Dublin Port & Docks Board,**

**Dublin & Silloth S.S. Co. Ld.,**

**Dublin Trawling, Ice & Cold Storage Co., Ld.,**

**Dubois, Mathuris,**

**Dubois, Mathuris & Fouillard,**

**Dubrey & Lainé,**

**Dubrovnika Parobrodska Plovidba s.d.,**

**Duhes et Le Du,**

**Duchess S.S. Co., Ld.,**

**Duddridge, George H., jr.,**

**Duff, T. L., & Co.,**

**Duff, William,**

**Duffs, John,**

**Duffkol, Ch. & R.,**

**Duggleby, Albert E.,**

**Duhamel, Georges,**

**Duhamel, Joseph, & Frères de Fécamp,**

**Duyvland, N. V. Schepvaart, Maatsch.,**

**Duke Transportation Co.,**

**Duluth S.S. Co.,**

**Dulverton S.S. Co., Ld.,**

**Dumartin & Cie.,**

**Dumartin, S., & V. Lourtine,**

**"Dunaren," Societate Anonimă Romănă pentru Navigațiune,**

**Duncan, Charles & Sons, Ld.,**

**Duncan, Fox & Co.,**

**Duncan (France) S.S. Co., Ld.,**

**Duncan, George,**

* — Dépôts de pièces (pour les renseignements sur les dépôts de pièces à rapport ou à bonnet, voir la Liste séparée qui est le Supplément aux Dépôts & Ventes).
♦ — Vapeur ; ⊕ — Bateau à moteur ; (Tw. Sc.) — Hélice (screw) ; (T) — Turbine ; avec indication du nombre.

**Duncan, J., Son & Co.,**

**Duncan, J. T., & Co., Ld.,**

**Duncan, William,**

**Dundee Fishing Co., Ld.,**

**Dundee, Perth & London Shipping Co., Ld.,**

**Dundee Sand & Lighterage Co., Ltd.,**

**Dundee, Trustees of the Harbour of,**

**Dunedin-Wanganui Shipping Co., Ld.,**

**Dunelm Shipping Co., Ld.,**

**Dunford, S.S. Co., Ld.,**

**Dunin-Sirpéć, Ing. Antoni,**

**Dunlop, T., & Sons,**

**Dunn, Charles G., Shipping Co., Ld.,**

**Dunn & Elliot Co.,**

**Dunphy, Mrs. Mary,**

**Duo, J., y Aguirresrs,**

**Dupuis, Ildevert,**

**Durand, Ernest,**

**Durant, Matias,**

**Durham Navigation Corp.,**

**Durkuss, J. J.,**

**Durrant, Colin,**

**Dutch East Indies Government.**

**Dutch East Indies Government (Salt Monopoly).**

**Dutch East Indies Exploiting Co. of Bovada.**

**Dutch, J.,**

**Dutourize,**

**Duthie, A.,**

**Duthie, William P.,**

**Duval-Gis,**

**Dux, A/S,**

**Dyer Transportation Line,**

**Dyrssen, W.,**

# E

**Eagle Oil & Shipping Co., Ld.,**

**East Anglian Hotels, Ld.,**

**East Asiatic Co., Ld.,**

**East Coast Line Inc.,**

**East Coast Shipping Co., Ld.,**

**East Coast Steam Ship Co., Ld.,**

**East Coast Timber Co., Ld.,**

**East Downshire Steam Ship Co., Ld.,**

**East Fisheries (Proprietary), Ld.,**

**East Hull Steam Trawling Co., Ld.,**

**East Jersey R.R. and Terminal Co.,**

**East, W. H.,**

**East Sea A.B.,**

**Eastbourne, N.Z., Mayor, Councillors & Burgesses of the Borough of,**

**Easter, William H.,**

**Eastern & Australian Steam Ship Co., Ld.,**

**Eastern Canada Coastal Steamships Ld.,**

**Eastern Canada Stevedoring & General Contracting Co.,**

**Eastern Crown S.S. Co., Inc.,**

**Eastern Extension, Australia & China Telegraph Co., Ld.,**

1 = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; m = Motorship; (Twin Scr.) = Twin Screw; (- Turbs.) = Turbines, with No. prefixed.

**Eastern Fishing Co. (1903), Ld.,**

**Eastern Mining & Rubber Co., Ld.**

**Eastern Motorship Co., Ld.,**

**Eastern Navigation Co.**

**Eastern Sea Fisheries Joint Committee.**

**Eastern Steam Navigation Co., Ld.,**

**Eastern S.S. Co.,**

**Eastern Steamship Co., Ld.,**

**Eastern Steamship Lines, Inc.,**

**Eastern Steamship Lines, Inc.** (continued)

**Eastern Tankers Corp.,**

**Eastern Telegraph Co., Ld.,**

**Eastern Traders, Ld.,**

**Eastern Transportation Co.,**

**Eastick, G. W.,**

**Eastick, H. J.,**

**Eastick, Henry F.,**

**Eastmann, Ld.,**

**Eastwood S.S. Co., Ld.,**

**Eaton Oil Co., Ld.,**

**Eden Monck, Ångfartygs A.B.**

**Edesen, Carl R.,**

**Ehaling, N.,**

**Eher S.S. Co., Ld.,**

**Eccles, F. W.,**

**Echevarrieta, I.,**

**Eckford, T., & Co., Ld.,**

**Eckhoff, Johann,**

**Eclipse Shipping & Trading Co., Ld.,**

**Edie, Farrée, & Co.,**

**"Edel," Rederi A/S,**

**Edgar, J., & Co.,**

**Eiling, Henning,**

**Eimar, E. H.,**

**Edmonds Victoria Ferry Co.,**

**Eidfors, Rederi A/B,**

**Eison, Chr.,**

**Edvall, John A.,**

**Edvardsen, O.,**

**Edwards Co., Inc.,**

**Eeflingh, K.,**

**Eemmaad, N. V.,**

**"Eesti Laevandus," A/S,**

**"Eesti Marmor," A/S,**

**Egers, Skile A.S.,**

**Eggers, B.,**

**Eggebiøes Sildolje og Fiskeblok, A.S.,**

**Egilsson, Th.,**

**Ego-Agnere & Demmert,**

**Egns, Rederiaktieb.,**

**Egyptian Government,**

**Egyptian Marine School Trust,**

**Ehlert, Wilh.,**

**Eickmann, Johann,**

**Eide, Lars L.,**

**Eidevik, Peter, A/S,**

**Eidsvold, Dampskibs. A/S,**

**Eikland, D/S A/S,**

**Einskipafjelag Reykjavíkur, H.F.,**

**Einskipafjelag Austurlands H.F.,**

(Entries in plain type are unassigned and are carried as photo & tapyor and & motor; those in italics are marked with Nations & Flags; S = Tapyor; M = Motor & motor; (Tw. Sc.) = Twin screw; (Turb.) = Turbine, when indicated in column.)

**Eisersen, E. Th.,**

[illegible]

**Eisema, E.,**

[illegible]

**Eitzen (Camille) & Co.,**

[illegible]

**Eivindsen, Andreas,**

[illegible]

**"Ejde" A.S, Fiskeriselsk.,**

[illegible]

**Ekbom, Arthur,**

[illegible]

**Ekbom, Ernst,**

[illegible]

**Ekeholm, O. F.,**

[illegible]

**Eklöf, Aug., A/B,**

[illegible]

**Eklöf, Torsten,**

[illegible]

**Ekman, Carl E.,**

[illegible]

**Ekman, H.,**

[illegible]

**Ekroos, John,**

[illegible]

**Elder Dempster Lines, Ld.**

[illegible]

**Elder Line, Ld.**

[illegible]

**Elders & Fyffes, Ld.,**

[illegible]

**Eleftheriades S. & Ibrahim Bey,**

[illegible]

**Eleuthera Shipping Co., Ld.,**

[illegible]

**Eligvimernes Trel A/B,**

[illegible]

**Elfving, H. A.,**

[illegible]

**Elfving, F. A.,**

[illegible]

**Eliguppe, A/B,**

[illegible]

**Eliassen, Johan,**

[illegible]

**Elisor Shipping Co., Ld.,**

[illegible]

**Eliopoulos, E. & A.,**

[illegible]

**"Elizabeth II," Maats. Reederij,**

[illegible]

**Elkin, E. C., Ld.,**

[illegible]

**Ellerman & Bucknall Steamship Co., Ld.,**

[illegible]

**Ellerman Lines, Ld.**

[illegible]

(Continued.)

**Ellerman Lines, Ld.—contd.**

[illegible]

**Ellerman's Wilson Line, Ld.,**

Hull.

[illegible]

(Continued.)

F = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels); S = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (Turbo.) = Turbines, with No. prefixed.

**Elterman's Wilson Line, Ld.**

**Elliot, Hans,**

**Elliott, H.,**

**Elliott, John W.,**

**Elliott Steam Tug Co., Ld.,**

**Ellis, John J.,**

**Ellis, John S., & Co., Ld.,**

**Ellis & McHardy, Ld.,**

**Ellis Shipping Co., Ld.**

**Elson, Lous,**

**Elsø, Hans.,**

**Elswick Steam Ship Co., Ld.,**

**Elsworth, W. R.,**

**Emanuel, D/S A/S,**

**Emanuelsen, Oscar,**

**Embiricos, C. E.,**

**Embiricos, George Mitt.,**

**Embiricos, Marie A.,**

**Embiricos, M. G.,**

**Embiricos, Nic. Geo.,**

**Embiricos, S. G.,**

**"Emden," Hochseefischerei, A.G.,**

**Ender Dampferkompagnie A.-G.,**

**Ender Heringsfischerei Act.-Gesellschaft,**

**Emerald Bank Fisheries, Ld.,**

**Emery, Ralph,**

**Emil & Cia.,**

**Empire Steam Fishing Co. of Aberdeen, Ld.,**

**Empire Traders, Ld.,**

**Empire Transport Co., Ld.,**

**Empresa de Navegação Luso Moçambique, Ldda.,**

**Empresa de Navegação Rodoreno, Ldda.,**

**Empresa de Pesca de Setúbal, Ldda.,**

**Empresa de Pesca, "Estrela de Portugal,"**

**Empresa de Sal e Navegação, Ldda.,**

**Empresa Insulana de Navegação,**

**Empresa Naval de Construções e Pesca, Ldda.,**

**Empresa Naviera de Cuba, S.A.,**

**Empresa Naviera de Cuba, S.A.,**

**Empresa Unias d' Aveiro, Ldda.,**

**Empresa Atlantica de Pesca, Ldda.,**

**Empresa Condestavel, Ldda.,**

**Empresa de Embarcações, Ldda.,**

**Empresa de Pesca à Vapor Lisboa, Ldda.,**

**Empresa de Pesca de Viana,**

**Empresa de Pesca e Salagem Portugal e Americas, Ldda.,**

**Empresa de Pesca Santos, Ldda.,**

**Empresa de Transportes Fluviais e Maritimos,**

**Empresa do Limpopo A. Costa,**

**Empresa Funchalense de Carvagem,**

[illegible]

**Empresa Industrial de Pesca, Ltda.,**

**Empresa Limpopo A.**

**"Ems," Actien Gesellschaft.**

**Ems-Schlepper A.G.,**

**Ens K. Co., Ld.,**

**Enfeld S.S. Co., Ld.,**

**Eng Hep & Co.,**

**Engen, Alfred,**

**Engelhard, A.,**

**Enger, Jac.,**

**Engers, A/S Jac., D/S,**

**England (Richard) S.S. Co., Ld.,**

**England, N.,**

**Engman, O. J.,**

**Enhörning, E. A.,**

**Eklund, Magnus,**

**Enriques, Silva A.,**

**Entre Rios Railways Co., Ld.,**

**Entreprise Côtière de Transports Maritimes.**

**Entreprise de Travaux d'Entretien du Port du Havre.**

**Entreprise Générale de Travaux Maritimes.**

**"Enlia," Società Anonima di Navigazione.**

**Epiphaniades, T. N.,**

**Epirotiki Steamship Navigation Co., "George Potamianos."**

**Eppenga, R.,**

**Epstein, Jacob,**

**Erogli Birketi (Société d'Heraclée),**

**Ernst & Weimer,**

**Erhardt & Dekkers,**

**Erickson, L.,**

**Ericsson, Hans,**

**Ericsson, Hans**—*continued.*

**Erie & St. Lawrence Corporation,**

**Erie Basin Towing and Mooring Co., Inc.,**

**Erie Railroad Co.,**

**Erie Sand & Gravel Co.,**

**Eriksen, Birger,**

**Eriksen, K. T.,**

**Eriksen, E.,**

**Eriksen, Gustaf,**

**Eriksson, E. A.,**

**Eriksson, E. V.,**

**Eriksson, J. W.,**

**Eriksson, K. F.**

**Eriksson, N.,**

**Erin S.S. Co., Ld.,**

**Erling, S.S. Co., O/Y., A/B., Tyr. Ruotsalaiset Laiv. A.B., O/Y., Yrjö Kaja.**

**Ernst, S. A.,**

**Ernst, S. A. & W. A.,**

**Eros Steamships, Ld.,**

† = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (—Turbs.) = Turbines, with No. prefixed.

**Requena, Viuda e Hijos de,**

**Reuthe, Steve,**

**Rehmann, Wieter,**

**Revalsa, Felix,**

**Revalo, F.,**

**Rodera, R.,**

**Rederiaktiebolaget,**

**Remorcs & Co., Sociedad de,**

**Reporia, Rederi A/S.**

**Reposito, Francesco &**

**Rechenger, John T.,**

**Rosen Line, Ld.,**

**Rosen Steamship Co., Ld.,**

**Rosen Transit Co., Ld.,**

**Rosen Transport & Trading Co., Ld.,**

**Rotela Rotela, Miguel,**

**Rothonia Shipping Co., Ld.,**

**Rotenia, Government of,**

**Rotrella D'Alva Lda.,**

**Rotrella Marítima S. A.**

**Rothgeyhen, Andre,**

**Rhéi, Tres, & Le Gall,**

**Rivaud-Delpierre, L.,**

**Ro Kyung Nga,**

**Rotopaische Tankfaget-s Tonna A. G.,**

**Rotopean Commission of the Danube,**

**Rutatkins, Nicolas, & Co.,**

**Rouine Shipping Co., Ld.,**

**Rouse, T. E., & Co., Ld.,**

**Rousson, Rev.,**

**Rousson, J.,**

**Rousson, N. Chr.,**

**Rouvard, Frederick T., & Son, Ld.,**

**Rovrett, L., Ins.,**

**Rocharina, Gebr.,**

**Rous, T.,**

**Rovard, Charles,**

**Rovard-Fourre, Louis,**

**Rowald, Ernst,**

**Rowald, N. V. Vissehertj**

**Rumoth S.S. Co., Ld.,**

**"Report," Ångb. Aktieb.,**

**Rupert S.S. Corp.,**

**"Rupertiess" A.G.,**

# F

**Faaberg & Jakobsen,**

**Faber, C. E. G.,**

**Fabre Line,**

**Fabrica Municipal de Gas,**

**Fabrica Nacional de Papel,**

**Facta, A/S D/S,**

**Farando, Irenee,**

**Fangefurten, Frederiksborg, A/S,**

**Farrerias Aiala Kimmene,**

**Farnoke Hvalfanger-selskab A/S, Det,**

**Faliliss, Stamatios &**

**Fagerland, Chr.,**

Z = Espèces de pêche (pour les renseignements sur les saisons de pêche à rapprocher du n. précédent, voir la Liste spéciale qui est le Supplément aux Revues à Voiles).

# = Tonnage ; (n = Partie à moteur) ; (Tw. du.) = Bateau (canotier) ; (— Parts.) = Tuchiéne, avec remarque du armée.

**Fagerstrom, Arthur,**

**Fagerstrom, E.,**

**Fahlander, Tagre,**

**Fairbanks Morse & Co.,**

**Fairclough, J. D.,**

**Fairfield Steamship Corp.,**

**Fairplay Schiffahrts-Aktien-Gesellschaft,**

**Fairwater Shipping Co., Ld.,**

**Fairy Cove Steam Trawling Co., Ld.,**

**Falck, Emanuele,**

**Falconer, John,**

**Falkland, A. J.,**

**Falkland Islands Co., Ld.,**

**Falkland Islands & Dependencies Sealing Co.,**

**Falkland Islands, Government of,**

**Falkland Shipowners, Ld.,**

**Falkland Whaling Co., Ld.,**

**Falkvik, Rederiaktieb.,**

**Fall River Navigation Co.,**

**Fallesius, C. A.,**

**Falmouth Coaling Co., Ld.,**

**Falmouth Docks & Eng. Co., Ld.,**

**Falmouth Towage Co., Ld.,**

**Falnes, Jens,**

**Famous, F.,**

**Fanciulli, Armando, fu Raffaele,**

**Fanoutt Shipping Co., Ld.,**

**Fängs, Joel,**

**Fangvatskiene, A/S.,**

**Fanson, F.,**

**Faros Shipping Co., Ld.,**

**Fardjallah, Hadj el Hadi,**

**Farquhar Steamships, Ld.,**

**Farquhar, William,**

**Farrington, R. J. Anderson,**

**Farsjo, J. T., & Co.,**

**Farstad, Peter N.,**

**Fassari & Danari,**

**Fat Hing S.S. Co., The,**

**Fearnley & Eger,**

**Feamp, Les Pêcheries de,**

**Feddersen & Nissen,**

**Federal Motorship Corp.,**

**Federal Steam Nav. Co., Ld.,**

**Federated Malay States Railways,**

**Federazione Italiana dei Consorzi Agrari,**

**Fehmarn Linie,**

**Fei Lun S.S. Co., Ld.,**

**Fekken, F.,**

**Fekken, P. H.,**

**Fekken, R.,**

**Fekken, W.,**

**Felez, Pedro Vicente,**

**Feldmann, Julius,**

**Feldtmann, Helmuth H. P.,**

**Felicia, Angf. A/B,**

**Felleskjøpet,**

**Felter, Heinrich,**

**Fenerdjan, H.,**

**Fenili, Gino, & Co.,**

F = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (-Turbs.) = Turbines, with No. prefixed.

**Feja, Rederiaktieb.,**

**Fenner, L. P.,**

**Fenwick, J., & Co., Ld.,**

**Ferdinand, Hugo, Dampfsch. Red.,**

**Ferit, M.,**

**Fetlef, Rederiaktieb.,**

**"Ferm," Ångbåts Aktieb.,**

**Fernandez, Eugenio,**

**Fernandez Hermanos, Isr.,**

**Fernandez, Manuel Angel, y Cia.,**

**Fernandez Perez, Garcia y Martinez,**

**Fernandez Ruiz, José,**

**Fernandez y Gonzalez,**

**Fernandez y Pelaez,**

**Fernandez, Delfin,**

**Fernstrom, A. E., Grosistsekretare,**

**Ferrando & Massaro,**

**Ferrando, Santiago,**

**Ferratin,**

**Ferrero Hermanos & F. Valle,**

**Ferreira Brabo, V.,**

**Ferreira, Costa & Co.,**

**Ferrer, Andres L.,**

**Ferrer Font, Sociedad anónima,**

**Ferrer Font & Viguier,**

**Ferrigno, Rocco,**

**Ferro, Antonio, e Hijos, Soc. anón., Ltda.,**

**Ferro & Cia., Ltda.,**

**Ferro Carril Central de Buenos Ayres,**

**Ferro, Luis,**

**Ferry, J. T.,**

**Fertea, L.,**

**Feschldt, Joh.,**

**Feydel, François,**

**Fiacre, Henri,**

**Fialho, J. A. Judice,**

**Fiebeg, C.,**

**Fido, A/S.,**

**"Fiducia," N. V. Visscherij Maatschappij,**

**Fielser, C.,**

**Field Tank S.S. Co., Ld.,**

**Fierro, Federico G.,**

**Figueredo Herrero, Vicente,**

**Figueira, Joaquin, & Cia.,**

**Figule, Ewald,**

**Fiji Shipping Co., Ld.,**

**Filey United Steam Trawling Co., Ld.,**

**Filisis, M. N.,**

**Findlay, William,**

**Finistère, Département du,**

**Finland-Amerika Linjen, Aktieb.,**

**Finmark Fylkesrederi,**

**Finnish Board of Navigation,**

**Finnsson, Magnus,**

**Finska Ångfartygs Aktiebolaget,**

**Finska Bergsings Aktieb.,**

**Finska Frakt Rederi O.Y., A.B.,**

**Finska Shell A.B.,**

**Finska Skolskeppsrederiet,**

1 = Nationale Ziffer (zwischen den Schiffen mit Segel und Dampf, nach der Liste siehe am Anfang des Buches); P = Segel; M = Motor; (Tw. Sch.) = Schraube; (Turb.) = Turbine, mit Angaben der Namen.

**Finke, D/S A/S,**

**Firth Shipping Co., Ld.,**

**Firth Steam Trawling Co., Ld.,**

**Fischer, F. W., Dampfs. Red.,**

**Fischer, O. C. B.,**

**Fischer, Wilh.,**

**Fish, Ld.,**

**Fish Collectors, Ld.,**

**Fish Products, Ld.,**

**Fisher, J., & Sons, Ld.,**

**Fisher, Jas., & Sons, Ld.,**

**Fisher, J. E.,**

**Fisher, J. E., & Co., Ld.,**

**Fisher, J. W., & Co.,**

**Fisher, Renwick Manchester Liners Reasers, Ld.,**

**Fisher, T. E.,**

**Fisher, W. E., & Son,**

**Fishermen, Ld.,**

**Fishermen's Produce Co.,**

**Fishermens Union Trading Co., Ld.,**

**Fishers Island Navigation Co.,**

**Fishery School,**

**Fishguard & Rosslare Railway & Harbours Co.,**

**Fiskaaen, Carl,**

**Fiske & Fraktfart, A/S,**

**Fiskeri & Slap, D/S A/S,**

**Fiskiveidahlutafelagid "Ernes,"**

**Fiskmaren, Trawl A/S,**

**Fisser, Hendrik, A. G.,**

**Fix Bros.,**

**Fjeld, Skibsaktien.,**

**Fjord, Rederi A/S,**

**Fjordenes Kreditbank,**

**Fjordtrafik, A/S,**

**Fjortoft, Jonas,**

**Fladmark, Ludvig, A/S,**

**Flaka, D/S A/S,**

**"Flandria," N.V. Zeevaart. Maats.,**

**Flechsa, M. M.,**

**Fleetwood Steam Fishing Co., Ld.,**

**Flem, Andr.,**

**Fleming, M. J.,**

**Flensburg - Stettiner Dampfschiffahrt-Gesellschaft**

**Flensburger Dampfer Co.,**

**Flensburger Dampfschiff-fahrt-Gesellschaft v. 1869,**

**Flensburger Schiffsparten-Vereinigung A.-G.,**

**Flint, A/S,**

**Flockhart, A.,**

**Flockhart, G.,**

**Flockhart & Sons,**

**Flood Bros.,**

**Florida East Coast Car Ferry Co.,**

**Florida Inter-Island S.S. Co., Ld.,**

**Flushing Towing Line, Inc.,**

**Flushing Transportation Co.,**

**Fock, H., Hochseefischerei A. G.,**

**Fock, J., & H. Pickenpack,**

**Fogarty, E.,**

**Foins, D/S, A/S,**

**Fold, Dampskibs. Aktien.,**

**Folkestad, Alf B.,**

**Folkman, Jens,**

**Follint, Robert, & Cie.,**

**Fonderia Montegoni,**

**Fontana S.S. Co.,**

**Fonthona, Joaquim & Cia,**



F = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).
S = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (T. Turbs.) = Turbines, with No. prefixed.

**Fu Hung S.S. Co., Ld.,**

**Fu Shing S.S. Co., Ld.,**

**Fuck On S. S. Co., Ld.,**

**Fuels, J. R., & Sons, Ld.,**

**Fuels, James R.,**

**Fuels Transit Co., Ld.,**

**Forbes Fisheries, Ld.,**

**Ford, J., & Co.,**

**Ford Motor Co.,**

**Forenede Dampskibe Selskab, De,**

**Forenede Dampskibe Selskab, De**

**Forenede Kulimportører, A.S. De,**

**Forland, A/S, D/S,**

**Forsyer, Pif Skipsfelagid,**

**Fors Aktiebolaget,**

**Forsberg, A.,**

**Forsberg, E. B.,**

**Forsey, William,**

**Forster, Joseph,**

**Fortin, Alfred,**

**Fortis S.S. Co., Ld.,**

**Forto, D/S A/S,**

**Fortain, J.,**

**Fortune Bay Shipping Co., Ld.,**

**Forward, N.V. Van Maats.,**

**Forward Steam Fishing Co., Ld.,**

**Fossna Aktie-Dampskibsselskab,**

**Fostenes, Lars,**

**Fostenes, Lars, & O. A. Kvinge,**

**Fougère, G., & Co.,**

**Foundation Co., The,**

**Foundation Maritime, Ld.,**

**Fourmentin-Arisse & Co.,**

**Fourny, Francis, & Cie.,**

**Fourny, Victor,**

**Fourny-Duval,**

**Fourny-Micks,**

**Fourny-Truquet & Fils,**

**Fraukas, E.,**

**Fraukas, E. & A.,**

**Fowey Tug & Salvage Co Ld.,**

**Fowler, George W.,**

**Fox, R. B.,**

**Frachtcontor, G.m.b.H.,**

**Frachtverkehr A.G.,**

**Fraders, José,**

[illegible]

**Fraissinet Compagnie,**

**Fralick, J. Dean,**

**Fram, N. V. Visserij Maatschappij,**

**Framnes Mek. Verksted, A/S,**

**France, Government of,**

**France & Canada, Cie. Française de Bar.,**

**France Fenwick Tyne & Wear Co., Ld.,**

**France, W., Fenwick & Co., Ld.,**

**France, W., Fenwick & Co., Ld.** (continued.)

**Franceschi, Carlo, fu G.,**

**Frangs A/S, Hvalfangerselskapet,**

**Frangos, M.,**

**Frangopoulo, Michel,**

**Frankham, A. G., Ld.,**

**Franklin, H., Ld.,**

**Franklin S.S. Co.,**

**Franz, William,**

**Franz, John,**

**Fraser, W.,**

**Frater Smid, Jac.,**

**Frater Smid, Jac. & G. Frias,**

**Fraternitaskompagniet Aktieselskab,**

**Fredberg, Rederi A/S,**

**Frederiksen, Chr.,**

**Fredriks, Rederiaktiebolag,**

**Free Trade Wharf Co. Ld.,**

**Freeland Shipping Co., Ld.,**

**Freeman, S. S.,**

**Freeport Sulphur Transportation Co.,**

**Freikell, Rederi A/S,**

**Freire y Lastres,**

**Freire Tenada Nuno,**

**Freiras, E.,**

**Freiras, S. A., Hermanos,**

**Freja, Rederiaktiebolaget,**

**Fremling, Karl J.,**

**Frenette, Thomas,**

**Frenna, Gaetano, fu Nicola,**

**Frescos, Felix,**

**Fri, Rederi A/S,**

**Friarage Steam Fishing Co., Ld.,**

**Friberg, N.,**

**Fricker, R., & Co., Ld.,**

**Friederich, Rederei Eugen,**

**Friedrichsen, Th. M.,**

**"Frigga" A.G., Seereederei,**

**Frigorífico Armour de la Plata, Sociedad,**

**Frigoríficos Gualeguaychú Soc. Anón.,**

**Frisch, Em., & Co.,**

**"Frisio," N. V. Scheepv. Maats.,**

**Friswell, C. H.,**

**Fritjof Ellis D.S., A.S.,**

**Frøiland, Ole,**

**Fromal, Louis,**

**Frontier Town Steam Ship Co., Ld.,**

**Frosta Dampskibsselskab, Aktie.,**

**Frugtfart, Aktie.,**

**Fry, Eugene W.,**

**Frydenskjold, S.,**

**Frysdalen Ångb. Aktieb.,**

( ) Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).

L L 2 S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; [—Turbine] = Turbine, with No. prefixed.

**Fu Hai S. N. Co.,**

**Fu Ning S. N. Co., Ld.,**

**Fu Tse S. S. Co.,**

**Fuat Kaptan,**

**Fukiishi, A.,**

**Fulge, E. O.,**

**Furstes Cabrera, E.,**

**Fährmann, D., Nissle & Stelter Ylp. Ges. m.b.H.,**

**Fuji Shosen Kabushiki Kaisha,**

**Fujii Senkichi,**

**Fujimura Shosen Kabushiki Kaisha,**

**Fujinaka Isaku,**

**Fujioka Teiichi,**

**Fujita Shizen,**

**Fujita Tomoji,**

**Fujiwara, Hatsue,**

**Fujiwara Jiziei,**

**Fujiwara Kyutaro,**

**Fujiwara Nibei,**

**Fujiyama Kaizo Kabushiki Kaisha,**

**Fukazawa Masakichi,**

**Fukuda Nisaburo,**

**Fukuhara Kisen Kabushiki Kaisha,**

**Fukui Heisaku,**

**Fukushima Den-kichi Shosen Gomei Kaisha,**

**Fukutaku Kisen Kabushiki Kaisha,**

**Fukuyo Kisen Kabushiki Kaisha,**

**Fumoto Fukiko,**

**Fundy Shipping Co., Ld.,**

**Furenak, D/S, A/S,**

**Furlong, J.,**

**Furness-Houlder Argentine Lines, Ld.,**

**Furness Lines,**

**Furness Lines**—*continued.*

**Furness Shipbuilding Co., Ld.,**

**Furno, Michele, and Angelo Serini,**

**Furukawa Magoto,**

**Furslund, Aktieselskapet,**

**Furuno Teikichi,**

**Fusa Kaisen Kabushiki Kaisha,**

**Futaara Tokitoku,**

**Futaba Shokai Gomei Kaisha,**

**Futamura Ryuji,**

**Futterer, Karl,**

**Fylkeshaabene i Sogn og Fordane,**

Les lettres de phrase (pour les nationalités et les noms des pays) à rapprocher de la numérotation qui suit le Lexique spécial qui suit le Supplément aux Services à Voiles.

S = Vapeur ; M = Moteur à moteur ; (Tr. Sc.) = Hélices jumelles ; (— Turbo.) = Turbines, avec indication du moteur.

**Fylkit, H/F,**
[illegible]

**Fys, Selskabet,**
[illegible]

# G

**G. & G. Transporte, Ld.,**
[illegible]

**Gaasbeek & de Bruin,**
[illegible]

**Gabelink, J.,**
[illegible]

**Gabriele, Francesco, fs A.,**
[illegible]

**Gabrielsen, G.,**
[illegible]

**Gagne, J. B.,**
[illegible]

**Gahrs, P.,**
[illegible]

**Galakis, John Th.,**
[illegible]

**Galani, J. A., & T. Behar,**
[illegible]

**Galanis, J. A., & M. de Leon,**
[illegible]

**Galanoudakis, Stavros,**
[illegible]

**Galatolo, E., fs B.,**
[illegible]

**Galatolo, Filippo, fs Bonna,**
[illegible]

**Galeskamp, R.,**
[illegible]

**Galiana, Vicente, S. en C.,**
[illegible]

**Galleano, Agostino Francesco,**
[illegible]

**Galleon Shipping Co., Ld.,**
[illegible]

**Galt, John,**
[illegible]

**Galveston-Texas City Fleet,**
[illegible]

**Galway Bay Steamboat Co., Ld.,**
[illegible]

**Galway Harbour Commissioners,**
[illegible]

**Gambia, Government of the,**
[illegible]

**Gamble, Joseph F.,**
[illegible]

**Gammeck Steam Towing Co., Ld.,**
[illegible]

**"Gamra," Fiskeriselskap,**
[illegible]

**Gamlem, Ivar,**
[illegible]

**Ganger Rolf, Aktiesel.,**
[illegible]

**Ganzaglia, Eustace John,**
[illegible]

**Garay, D. Nicolás,**
[illegible]

**Garbaglia, Liberale,**
[illegible]

**Garbert, Giner, A.,**
[illegible]

**Garcia & Castellanos,**
[illegible]

**Garcia Balague, Manuel,**
[illegible]

**Garcia Castillo, Jesus,**
[illegible]

**Garcia del Moral, Manuel,**
[illegible]

**Garcia, Francisco,**
[illegible]

**Garcias Segui, F.,**
[illegible]

**Gardner, Alexander W.,**
[illegible]

**Gardner, J. & A., & Co., Ld.,**
[illegible]

**Gardner, Robert,**
[illegible]

**"Garibaldi" Società Anonima Cooperativa di Navigazione,**
[illegible]

**Garibiba, Michele,**
[illegible]

**Garm, Skibs A/S.,**
[illegible]

**Garma, O.,**
[illegible]

**Garnier,**
[illegible]

**Garnier & Le Seigle,**
[illegible]

**Garofalo, Francesco,**
[illegible]

**Garofalo, L., fs M.,**
[illegible]

**Garofalo, Michele,**
[illegible]

**Garofalo, Raffaele, di R.,**
[illegible]

**Garofalo, Federico,**
[illegible]

**Garos, Claude,**
[illegible]

**"Garonne," Dampskibsselskabet,**
[illegible]

**Garré Fratelli,**
[illegible]

**Garré, Rinaldo, fs F.,**
[illegible]

**Gari Line, Ld.,**
[illegible]

**Garland S.S. Co.,**
[illegible]

**Gas Light & Coke Co.,**
[illegible]

**Gascoigne, A. E.,**
[illegible]

**Gaskin & Son,**
[illegible]

**"Gasselte," N. V. Motorschip,**
[illegible]

**Gaston Steamship Company, Inc.,**
[illegible]

**Gaudron, Jules,**
[illegible]

**Gaulke, E.,**
[illegible]

**Gauna Corral, Nicolas,**
[illegible]

**Gaunt, Vice-Adm. Sir Guy, K.C.M.G., C.B.,**
[illegible]

| Name | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

† = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (—Turbo.) = Turbines, with No. prefixed.

**Gauthier, Joseph A.,**
Montreal, P.Q., Canada.
Voir Table
[illegible] ..... [illegible] .. [illegible]

**Gautier, G., E. & A.**
Gautier, Ch & Cie.,
Port de Paris, Lorient, France.
[illegible]

**Gavarrone, Giuseppe,**
Piazza Fieno 4 p.p., Genova, Italy.
[illegible]

**Garistas S. A.,**
Bilbao, Portugalete, Spain.
[illegible]

**Gaze, A. H.,**
Young Street, off St. Clifton Street,
Melbourne, Victoria, Australia.
(British Phosphate Commissioners.)
[illegible]

**Gazzolo, Angelo, di A.,**
Via Cairoli 2 (in C) angolo al Molo,
Genova, Italy.
[illegible]

**Gefion, Rederi A/B,**
Kongsgatan 2, Göteborg, Sweden.
No. [illegible]

**Gefle Stads Ångsågverks,**
Gefle, Sweden.
[illegible]

**Gehrkens, H. M.,**
Hotel Stadt Hamburg & Hamburg,
Germany.
[illegible]

**Geiruir, Skibs A/S,**
Christiania, Norway.
No. [illegible]

**Geisa, C. B.,**
Bremerhaven, Germany.
[illegible]

**Gesaie & Co.,**
[illegible]
[illegible]

**General Chemical Co.,**
[illegible]
[illegible]

**General Engineering & Dry Dock Co.,**
[illegible]
[illegible]

**General Lighterage Co., Inc.,**
[illegible]
[illegible]

**General Motorship Corp.,**
[illegible]
[illegible]

**General Navigation Co. of Canada, Ltd.,**
[illegible]
[illegible]

**General Petroleum Corporation of California,**
[illegible]
[illegible]

**General Sea Foods Corp.,**
[illegible]
[illegible]

**General Steam Navigation Co., Ltd.**
(Thomas—Wilhelmsen & Co.)
[illegible]
[illegible]

**General Steamship Corp.,**
[illegible]
[illegible]

**General Wharfage & Repair Co., Ld.,**
[illegible]
[illegible]

**Geage, Angus,**
[illegible]
[illegible]

**Gennari, Ubaldo, fu T.,**
[illegible]
[illegible]

**Gennaro, Jacomino, fu Vac.,**
[illegible]
[illegible]

**Genty, J. D.,**
[illegible]
[illegible]

**Gesa, Hermann,**
[illegible]
[illegible]

**Georgadis, Antonios G.,**
[illegible]
[illegible]

**Georgadis Bros.,**
[illegible]
[illegible]

**Georgadis, Georges Ant.,**
[illegible]
[illegible]

**George, David T.,**
[illegible]
[illegible]

**George, Dennis J.,**
[illegible]
[illegible]

**George, Mrs. G.,**
[illegible]
[illegible]

**George, John,**
[illegible]
[illegible]

**Georgeson, D. W.,**
[illegible]
[illegible]

**Georgiades D. D., & S. A.**
Athens, Greece.
[illegible]

**Georgilis, G. A.,**
[illegible]
[illegible]

**Georgilis, P., & A., Cosmas,**
[illegible]
[illegible]

**Gerasi, S., & Co., Inc.,**
[illegible]
[illegible]

**Gerassimos Vergotis**
Cargo Steam Ship Co., Ld., and
Hellenic Vergotis Steamship Co., Ld.,
[illegible]
[illegible]

**Gerlan, Gustav,**
[illegible]
[illegible]

**Gerlsmann, B.,**
[illegible]
[illegible]

**Gerlsmann, J.**
[illegible]
[illegible]

**Gerdes, J.,**
[illegible]
[illegible]

**Germain, Dixon & Co., Ld.,**
[illegible]
[illegible]

**German Government,**
[illegible]
[illegible]

**Gerne-Bourgain,**
[illegible]
[illegible]

**Gerne, Pierre et Gabriel,**
[illegible]
[illegible]

**Gerslimick & Co.**
[illegible]
[illegible]

**Gerundal, Alex,**
[illegible]
[illegible]

**Gerrard, E., & H. I. Ramsbotham,**
Chemnitz, Prussia.
[illegible]

**Gervais, Aimé,**
[illegible]
[illegible]

**Gesson, Daniel,**
[illegible]
[illegible]

**Geurts, René,**
[illegible]
[illegible]

**Geralis, Rederi A/B,**
Gefle, Sweden.
[illegible]

**Gherzan, Andres,**
[illegible]
[illegible]

**Ghirardi, Ing. Luigi,**
[illegible]
[illegible]

**Ghirlanda, Attilio,**
[illegible]
[illegible]

[illegible]

**Gaye & Zuzakeya,**
[illegible]

**Giambelli, A., y Cia.,**
[illegible]

**Giannatasi, Virginia, Guido & C.,**
[illegible]

**Giannini, Alisa,**
[illegible]

**Giant King Shipping Co., Ld.,**
[illegible]

**Gibbs & Co.,**
[illegible]

**Gibelli, Guido,**
[illegible]

**Gibney, John,**
[illegible]

**Gibson (George) & Co., Ld.,**
[illegible]

**Gibson, George H.,**
[illegible]

**Gibson & Manby,**
[illegible]

**Gibson, Wm. F., W. C., J. G., J. L., & A. E.,**
[illegible]

**Giermann, Captain,**
[illegible]

**Giffin, Robertson,**
[illegible]

**Giggey, H. T., & R. W. Wise,**
[illegible]

**Gilbert, Arthur G.,**
[illegible]

**Gilbert & Co., Ld.,**
[illegible]

**Gilbert, H. D.,**
[illegible]

**Gilbert, Osgood A.,**
[illegible]

**Gilchrist, Robert, & Co.,**
[illegible]

**Gilchrist, Watt & Sanderson, Ld.,**
[illegible]

**Gilchrist's Traders (Steamships), Ld.,**
[illegible]

**Gildemeister & Co.,**
[illegible]

**Gilkey Bros. Towing Co.,**
[illegible]

**Gill-Johannessen, I.,**
[illegible]

**Gillespie, Claudine C.,**
[illegible]

**Gillespie & Nicol,**
[illegible]

**Gillie, G. T., & Blair, Ld.,**
[illegible]

**Gingras, P., & A. Zalstera,**
[illegible]

**Gisbel, Harald,**
[illegible]

**Giordano, Ctes. del Molino Tes.,**
[illegible]

**Giordano, Filomena,**
[illegible]

**Giorgini, Alessandro,**
[illegible]

**Giovanni, Emilio, fu C.,**
[illegible]

**Girard-Estirard,**
[illegible]

**Girard, Louis,**
[illegible]

**Girese, Girolamo, fu Francesco,**
[illegible]

**Gisborne Harbour Trust,**
[illegible]

**Gisborne Sheepfarmers Freeze Meat & Mercantile Co., Ld.,**
[illegible]

**Giske, Bernt,**
[illegible]

**Giske, N. L.,**
[illegible]

**Gislason, Georg,**
[illegible]

**Gissfrs, Natale,**
[illegible]

**Giuffrida, A., fu Carmelo,**
[illegible]

**Giustini, Ettore, di L.,**
[illegible]

**Gjerding, Per.,**
[illegible]

**Gjerstadsen, G. A.,**
[illegible]

**Gjesdal, Th.,**
[illegible]

**Gjessens Eft., O. G.,**
[illegible]

**Gjestland, Birger, & Ingvald Ellersen,**
[illegible]

**Gjestsen, Chr.,**
[illegible]

**Gjestsen, T., & Co Malkus,**
[illegible]

**Gjessad, S.,**
[illegible]

**Glaser, C. W.,**
[illegible]

**Glasgow Corporation,**
[illegible]

**Glasgow Shipowners' Co., Ld.,**
[illegible]

**Glasgow United Shipping Co., Ld.,**
[illegible]

**Glastra, L. J., & Co.,**
[illegible]

**Gleason, F. D., Coal Co.,**
[illegible]

**Gles & Co.,**
[illegible]

**Glen Line, Ld.,**
[illegible]

**Glitre, Aktieselskabet,**
[illegible]

† = Fishing Vessel (For particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (—Turb.) = Turbine, with its product.

**Globe Shipping Co., Ld.,**

**Globe Steamship Co.,**

**Globus, Kvallangerslak,**

**Glover Brothers,**

**Glückauf Kohlenhandels-G.m.b.H.,**

**Glückstädter Fischerei Aktien Gesellschaft,**

**Glussich, D., & C.,**

**Glussich, Fili. M.A. & V.,**

**Glyptis, George,**

**Go Chiuo, Fernando,**

**Go Woon Ho,**

**Gottfred, J.,**

**Goelo, Louis,**

**Gogstad, C. T., & Co.,**

**Goh E. Heng,**

**Gold Coast, Government of,**

**Golden Gate, D/S A/S,**

**Golden Ray Fishing Co. Ld.,**

**Goldsmith, Arthur M.,**

**Goldsmith, E. J. & W., Ld.,**

**Goldsmith, Edward J.,**

**Goleskamp, D.,**

**Gonches, D. A.,**

**Gomes Darder, R.,**

**Gonzales, Fernando,**

**Gonzales, Fernandez, & Co.,**

**Gonzales Gamerstada Alejandro,**

**Gonzales, Pompeyo,**

**Gonzalez-Alegre Ramon,**

**Goodrich Transit Co.,**

**Goodwill, Skiis A/S,**

**Goodwin Steamboat Corp.,**

**Goodwin-Gallagher Sand & Gravel Corp.,**

**Goole & Hull Steam Towing Co., Ld.,**

**Goole Shipbuilding & Repairing Co. (1927) Ld.,**

**Goose Island Fisheries, Ld.,**

**Gonzenza, Marcel,**

**Gopaldas Trikamjee Jivandas,**

**Gorasseva, K. F.,**

**Gordon, James,**

**Gordon, R. G.,**

**Gore, John, and A. J. Spence,**

**Gore, William H.,**

**Gorlato, Onorato,**

**Gorman, Joseph W. (Trustee),**

**Gorrissen & Co., Aktiesel.,**

**Gorrissen, W., & F. Skeiborg,**

**Gorthes, Joh.,**

**Gorthen, Stig,**

**Gorton-Pew Vessels Co.,**

**Gosei Kaisha Tenoye**

**Goss, John L., Corp.,**

**Gosse Parking Co., Ld.,**

**Gota Kanal, Ångfartygs Aktiebolag,**

**Gota, Delfi A/B,**

**Gothenburg Dogeringe & Simpanje Aktiebolag,**

**Gothenburg Motbruks- och Ångsag Aktiebolag,**

**Gothenburg Stad (Ångsågverken),**

**Gotelli, Luigi, & C.,**

1 = Navires de pêche (pour les remorqueurs voir les navires de pêche à vapeur ou à moteur, voir la liste séparée qui suit les Remorqueurs aux Navires à Voiles);
S = Vapeur; M = Navire à moteur; (Tw. Sc.) = Hélice jumelle; (=Tyne) = Tyneside, avec indication du quartier.

**Götha Ångfartygs Aktiebolag,**
"Götaverken," Hisingsbron 5, Gothenburg, Sweden.
See F. Bergegren.

**Gotham Marine Corp.,**
10, Market Lane, New York, U.S.
Built Tons
Gotham 19 ... '13 ... 1181
Gotham 20 ... '13 ... 1181
s. J. Gerwin Boyle (Tw. Sc.) ... '13 ... 1180
Sarnegadera No. 19 ... '13 ... 1171
Sarnegadera No. 20 ... '13 ... 1171
m. New Haarlem ... '13 ... 1181

**Gothenburg Harbour Authorities,**
Gothenburg, Sweden.
s. Nya Lotsen ... '98 ... 1184

**Gothia, Rederi A/B,**
Gothenburg, Sweden.
See G. Gustafsson.

**Gotland, Ångf. Aktieb.,**
Visby, Sweden.
See Chas. E. Ekman.

**Gottfrid, Rederiaktieb.,**
Kronprinsen Hjorgatan 1, Stockholm, Sweden.
See F. Wennergren.

**Gotzmann, G., ed Eredi di A. Repetto,**
Genoa, Italy.
Sea Straight ... '96 ... 180

**Gouda, Joh.,**
Vlaardingen, Holland.
(S. S. Cos. Sly. "Wijnbergen.")
f. DOR FIN ... '14 ... 119

**Gough, James H.,**
11, Stratford Street, Milford Haven.
f. Rover ... '97 ... 140

**Goulandris Bros.,**
Mégalos Loukis, Ermoupolis Street, Piræus, Greece.
s. Stamatis ... '10 ... 1911
s. Prosperous N. Goulandris ... '13 ... 6194
s. George J. Goulandris ... '96 ... 1187
s. Leonidas P. Goulandris ... '11 ... 2181
s. Nicolas L. Goulandris ... '12 ... 2178
s. Petros J. Goulandris ... '13 ... 4664
s. Themistocles ... '14 ... 6427
s. Victoria N. Goulandris ... '14 ... 3000

**Goulandris, D. J.,**
17, Pigma Street, Athens, Greece.
s. Sofoklis ... '14 ... 4500

**Goulandris, E. A.,**
Agiokosmas Street 16, Athens, Greece.
s. Aristides L. Goulandris '14 ... 3470

**Goulandris, J. N.,**
Athens, Greece.
s. Adamos ... '13 ... 4641

**Goulandris, L. J.,**
Mégalos Loukis, Ermoupolis Street, Piræus, Greece.
Built Tons
s. Kostas ... '13 ... 4637

**Goulandris, N. J.,**
[illegible], Piræus, Greece.
s. Georgios ... '97 ... 141

**Goulandris, Petros J.,**
[illegible], Athens, Greece.
s. Diamond ... '14 ... 4667

**Gould, Walter T.,**
Michael House, Cardiff.
(Gouldby Steamship Co., Ltd.)
s. Arnfinland ... '97 ... 1079

**Gouldby, A. C.,**
Lowestoft, Suffolk.
(Gouldby Fishing Co., Ltd.)
f. Joseph Gouldby ... '96 ... 110

**Gouldby, Arthur,**
The Merchant, Church Road, Lowestoft, Suffolk.
f. Arthur Gouldby ... '11 ... 100
f. Lowestoft ... '96 ... 110
f. Gladstone ... '96 ... 110
f. Golden Thought ... '96 ... 110
f. Hope ... '96 ... 110
(Francis & Co. (Lowestoft), Ltd.)
f. Dreadnought ... '13 ... 100
(Wyncoll Steam Drift Fishing Co., Ltd.)
f. Wyncoll ... '14 ... 100
f. Wyncoll ... '13 ... 100

**Goumare, A.,**
Cie. M. H. Jacob & Cie., Ltd., Agents (Suppl. Sec. 17.), Rue Ste. Catherine, Antwerp, Belgium.
m. Mouette ... '10 ... 100

**Goumas, G. J.,**
144, Odos Poseidon, Athens, Greece.
s. Vassiliou A. Polemis ... '97 ... 1600

**Gouzaris, A. & G. Z.,**
Andros, Greece.
s. Kassos Kyriakos ... '97 ... 1600

**Gouzaris, G. Z.,**
Andros, Greece.
s. Kassos Kyriakos Gouzaris ... '14 ... 1600

**Gourdin Frères,**
Bordeaux, France.
f. Jacques Bertin (ex.) ... '94 ... 170

**Gourtzaki & Co., Funda & Sarasti,**
Calle Independencia No. 1344, Buenos Aires, Argentine Republic.
m. Mirasol ... '98 ... 800

**Gouris, Albert,**
10, Quai de la Grande Jetée, Piræus, Greece.
s. Prosperity ... '98 ... 140

**Gournay Frères,**
Rue du Jardin Public, Bordeaux-sur-Mer, France.
Built Tons
f. [illegible] ... '95 ... 111
f. Notre Dame de Bonne ... '11 ... 400
f. Notre Dame de Lourdes ... '17 ... 400

**Gournay-Delpierre, Pierre,**
Boulogne-sur-Mer, France.
f. Mirette ... '97 ... 111

**Gouveia, José Joaquim,**
20, Rua Nova da Alfandega, Oporto, Portugal.
(Companhia Nacional Pescarias)
Lillia ... '14 ... 100
Turquesia ... '10 ... 100
Turquesia ... '14 ... 100
Pulmão ... '10 ... 100
Pedrinhas ... '14 ... 100
Tomaz ... '14 ... 100

**Gow, Harrison & Co.,**
7, Gordon Street, Glasgow, C.1.
s. Fulbeck ... '98 ... 1000
s. Fulham ... '98 ... 1000
s. Tunscarvon ... '98 ... 1000
s. Tunkhana ... '97 ... 1000
s. Tunnella ... '97 ... 1000
s. Tunmella ... '97 ... 1000
s. Tunmella ... '97 ... 1000
s. Tunmey ... '97 ... 1000
s. Tunphia ... '97 ... 1000
(Tunnels S.S. Co., Ltd.)
s. Tunnella ... '98 ... 1000

**Grace, George W., & Co.,**
120, Grey Street, London, S.E.1.
(Lumber Transportation, Wines, Fruit, Fertilizers, Ex Jamaica & S. Francisco, Ex Antwerp & S. Francisco, Ex Antwerp, Ex Sligo, Latvia.)
s. Antonio ... '14 ... 3000

**Grace Steamship Co., Inc.,**
10, Hanover Square, New York City, U.S.
s. Cambrian ... '14 ... 3000
s. Cayuga ... '14 ... 3000
s. Cimbrian ... '14 ... 3000
s. Crawford ... '13 ... 4700
s. Davis ... '14 ... 3000
s. Dunbar ... '14 ... 3000
s. Inca ... '14 ... 3000
m. Santa Barbara (Tw. Sc.) ... '14 ... 3000
s. Santa Clara (Tw. Sc.) ... '14 ... 3000
s. Santa Elena (Tw. Sc.) ... '14 ... 3000
s. Santa Lucia (Tw. Sc.) ... '14 ... 3000
m. Santa Maria (Tw. Sc.) ... '14 ... 3000
m. Santa Olivia ... '14 ... 3000
m. Santa Rita (Tw. Sc.) ... '14 ... 3000
(Pacific Mail S.S. Co., Inc.)
s. Anchoria (Tw. Sc.) ... '14 ... 3000
s. Santa Ana ... '14 ... 3000
m. Santa Catalina (Tw. Sc.) '14 ... 3000
s. Santa Cecilia ... '14 ... 3000
s. Santa Elena ... '14 ... 3000
m. Santa Monica (Tw. Sc.) ... '14 ... 3000
s. Santa Paula (Tw. Sc. Turbs.) ... '14 ... 3000
s. Santa Rosa (Tw. Sc. Turbs.) ... '14 ... 3000
s. Santa Teresa ... '14 ... 3000

**Grace, W. R., & Co.,**
10, Hanover Square, New York, U.S.
s. Frederiksborg ... '14 ... 110

**Gradiz Fishing Co.,**
Vigo, Spain.
f. Galicia ... '14 ... 110

**Graham, J., & Sons,**
North Eastern Railway Buildings and Fish Quay, Shiel Street.
("Graham" Steam Shipping Co., Ltd.)
Built Tons
f. Beagle ... '14 ... 100
f. Longfield ... '96 ... 110
(Grimsby Steam Fishing Co., Ltd.)
f. Sea Perfect ... '13 ... 100
f. Pinafore ... '96 ... 110
f. Admiral D. Jellicoe ... '13 ... 100
f. Kashmir ... '13 ... 100
(Northern Steam Fishing Co., Ltd.)
f. Hampshire ... '13 ... 100
f. Lincolnshire Poacher ... '13 ... 100

**Graham, James D.,**
North Eastern Railway Buildings, and Fish Quay, Shiel Street.
f. Calypso ... '96 ... 100
(Fairy Cube Steam Trawling Co., Ltd.)
f. Morecambe Corporation ... '13 ... 100
f. John V. Hutchison ... '13 ... 100

**Graham, John,**
10, Abbey Gardens, Aberdeen.
f. Marion ... '97 ... 100

**Graham, John T.,**
Portsea, Southsea, Hampshire.
f. Walter Grant ... '96 ... 110
f. William Wilson ... '96 ... 110

**Graham, W., & G. W. Poole,**
Adelaide, S. Australia.
s. Mazeppa ... '13 ... 100

**Grahamston Shipping Co.,**
10, Hanover Square, London, E.C.
See T. L. Gray & Co.

**Graig Shipping Co., Ld.,**
Imperial Buildings, Mount Stuart Square, Cardiff.
See J. Williams & Co.

**Grain Cosulets, Ld.,**
(Manager—H. L. Smith.)
Cornfield Wharf, Seaport, Mon.
s. Marlborough ... '14 ... 100
m. Marlborough ... '14 ... 100

**Grain Elevating & Automatic Weighing Co., Ld.,**
1, Dowgate Street, Liverpool 1.
See J. E. Kapp.

**Grammerstorf, Karl,**
Alte Fischerei, Germany.
s. Gustav ... '10 ... 100
s. Clara Bernhardine ... '13 ... 100
s. Gustavia Wilhelmine ... '11 ... 100

**Grand Canary Coaling Co., Ld.,**
Apartado 14 & 16, Las Palmas, Canary Islands.
s. Gran Canaria ... '98 ... 100
s. Canaria III ... '98 ... 110
s. Canaria IV ... '98 ... 110

**Grand Trunk Milwaukee Car Ferry Co.,**
406, Chamber of Commerce Building, 251, East Michigan Street, Milwaukee, Wis., U.S.A.
s. Grand Haven (Tw. Sc.) ... '98 ... 1000
s. Grand Rapids ... '98 ... 1000
s. Madison (Tw. Sc.) ... '98 ... 1000

**Grand Trunk Pacific Development Co., Ld.,**
170, St. James Street, Montreal, P.Q., Canada.
See Canadian National Steamships.

**Grand Trunk Railway Co.,**
Old Fire Tower Building, Toronto, Ont., Canada.
Built Tons
s. Huron (Tw. Sc.) ... '98 ... 1000
s. Cambrian ... '98 ... 1000

**Grand Trunk Western Railroad, Co.,**
Detroit, Mich., U.S.
s. City of Milwaukee (Tw. Sc.) '98 ... 1000

**Grande Meuliere de Paris,**
10, Rue Front de Seine Orange, Paris, France.
s. Coutilleri de Lorit ... '98 ... 100

**Grangemouth Dockyard Co., Ld.,**
Grangemouth.
m. Kilmarnock (Tw. Sc.) ... '98 ... 100

**Grangemouth & Forth Towing Co., Ld.,**
Grangemouth.
s. Dreadnought ... '98 ... 100
s. Fair Maid ... '98 ... 100
s. John Bailey ... '98 ... 110
s. Kinnaird ... '98 ... 110
s. Williamson ... '98 ... 110

**Grangesberg-Oxelösund, Trafikaktiebolaget**
(Manager—K. Wahlenbäck.)
(P.O. Box 1001) Grand Hotel Tryg 18, Stockholm, Sweden.
s. Ahlmann ... '98 ... 1000
s. Malmö (Ship. & T.P. Full.) ... '14 ... 4000
s. C. F. Liljewalch ... '98 ... 4000
s. Mjölner ... '98 ... 1000
m. Bergslagen ... '98 ... 2000
s. Gustavsvik ... '98 ... 1000
s. Hjorunglarg ... '11 ... 4000
s. Kjelle ... '11 ... 1000
s. Kiruna ... '11 ... 4000
m. Gunnarp (Tw. Sc.) ... '11 ... 4000
m. Lulea (Tw. Sc.) ... '11 ... 4000
m. Luossa (Tw. Sc.) ... '11 ... 4000
s. Mjölnarp ... '11 ... 4000
m. Nordpol ... '98 ... 4000
s. Norrtälje ... '98 ... 4000
m. Oxelösund (Tw. Sc.) ... '98 ... 4000
m. Rapsta (Tw. Sc.) ... '98 ... 4000
s. Polmarkt ... '11 ... 1000
s. Ringar ... '98 ... 1000
m. Ore Brunn Gruvor ... '11 ... 1000
m. Stolpen (Tw. Sc.) ... '11 ... 1000
s. Sjöbjörn ... '11 ... 100
s. Svartvik ... '98 ... 1000
s. Tuvan ... '11 ... 1000
m. Vattenfall Tjänst ... '98 ... 1000

**Granite City S.S. Co., Ld.,**
14, Royal Quay, Aberdeen.
See D. Coutts, Sons & Co.

**Grasse & Fuhr A/S,**
Flensburg, Germany.
(Grossmann & Fuhrmann.)
s. Rolf ... '98 ... 100
s. Rita ... '11 ... 100

f = Fishing Vessel. (For particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels.)
s = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (Turbs.) = Turbines, with No. produced.

**Grant, Arthur, & Son, Ld.,**

**Grant, E. Cyril,**

**Grant, Hugh E.,**

**Grant, K. L.,**

**Grant, R.,**

**Grant, William, & Sons,**

**Granta Steam Shipping Co., Ld.,**

**Grappendorf, F. W.,**

**Grasso, Francesco, fu C.,**

**Grafton, George D.,**

**Gran y Cia., Ltda.,**

**Grande, Frisia,**

**Grande (F.) Shipping Co., Ld.,**

**Gravel Motorship Corp.,**

**Gravel Products Corporation,**

**Gray Dawn Transports, Ld.,**

**Gray, Samuel,**

**Gray, W., & Co., Ld.,**

**Gray, W. J., Jr.,**

**Graham, Sir Henry M., Bt., K.C.B.,**

**Graziani, G.,**

**Great China Steamship Co.,**

**Great Eastern Train Ferries, Ld.,**

**Great Grimsby Coal, Salt and Tanning Co., Ld.,**

**Great Grimsby and East Coast Steam Fishing Co., Ld.,**

**Great Lakes Dredge & Dock Co.,**

**Great Lakes Steamship Co. Inc.,**

**Great Lakes Towing Co.,**

**Great Lakes Transit Corp., Ld.,**

**Great Lakes Transit Corporation,**

**Great Lakes Transport Corp.,**

**Great Rock Towing Line Inc.,**

**Great Southern Lumber Co.,**

**Great Western Fishing Co., Ld.,**

**Great Western Railway Co.,**

**Great Tarmouth Steam Tug Co., Ld.,**

**Greth, Richard A.,**

**Greve, Frederick,**

**Grieve, W. J. R., Ld.,**

**Greenwood Steamship Co.,**

**Grefstads Rederi A.S.,**

**Gregory Tug Boat Co., Ld.,**

**Gregory, Cecil R.,**

**Grela, Mariano,**

**Gresham Shipping Co., Ld.,**

**Greta, Fiskeri A.B.,**

**Greymouth Harbour Board,**

**Grihel, Rud. Christ.,**

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(* = Vapeur de pêche (pour les renseignements sur les navires de pêche à vapeur voir la Liste séparée qui est le Supplément aux Marines à Vapeur);
S = Vapeur; M = Navire à moteur; (Tw. Sc.) = Bateau (remorqueur); (-Tuna.) = Thoniers, avec indication du sonchre.

**Gribel, Rud. Christ.**—*contd.*

[illegible]

**Griese, Carl Achim,**

[illegible]

**Grieve, William,**

[illegible]

**Griffiths (James) & Sons, Inc.,**

[illegible]

**Griffiths, Payne & Co., Ld.,**

[illegible]

**Grimmer, C. K.,**

[illegible]

**Grimsby Express Packet Co., Ld.,**

[illegible]

**Grimsby Steam Fishing Co., Ld.,**

[illegible]

**Grimsby Trawler Owners' Direct Fish Supply Co., Ld.,**

[illegible]

**Grimstvedt, B.,**

[illegible]

**Grindhaug, Gevert,**

[illegible]

**Grindhaugs Fiskerieselskap, A.S.,**

[illegible]

**Grindrod, J. E.,**

[illegible]

**Gripaios, A.,**

[illegible]

**Gripsholms-Mariefreds Angf. Aktieb.,**

[illegible]

**Groen, A.,**

[illegible]

**Groen, B.,**

[illegible]

**Groen, H.,**

[illegible]

**Groen, H.,**

[illegible]

**Groen, H.,**

[illegible]

**Groen, Handels ven Firma Wed. E. J.,**

[illegible]

**Groen, P.,**

[illegible]

**Gronaas, A. L.,**

[illegible]

**Gronaas, Andreas L.,**

[illegible]

**Grondahl, Henrik,**

[illegible]

**Groenmeier, Jonny,**

[illegible]

**Groninger Rotterdammer ...,**

[illegible]

**Gronlands Styrelse,**

[illegible]

**Gronstedt, C. G.,**

[illegible]

**Grosche, W.,**

[illegible]

**Grosos, A., & G. Audoux-Faro,**

[illegible]

**Grosser Kurfürst Heringsfischerei Akt. Ges.,**

[illegible]

**Groth, Gustaf,**

[illegible]

**Groth, R. B.,**

[illegible]

**Grounds, George H.,**

[illegible]

**Grove Line (Glasgow), Ld.,**

[illegible]

**Grube, E. J., & J. W.,**

[illegible]

**Grunewald, Geo.,**

[illegible]

**Grundberg, Clats,**

[illegible]

**Grundmann & Groschel,**

[illegible]

**Guaranty S.S. Co., Ld.,**

[illegible]

**Guardian Line, Ld.,**

[illegible]

**Gudmundseth, Karl R.,**

[illegible]

**Guedes, Francisco, & Co.,**

[illegible]

**Guerret, Llewellyn & Merrett, Ld.,**

[illegible]

**Guéret's Anglo-Brazilian Coaling Co., Ld.,**

[illegible]

**Guernsey Railway Co., Ld.,**

[illegible]

**Guernsey Shipping Co., Ld.,**

[illegible]

**Guerrero, A.,**

[illegible]

**Guesle Bourgain, Vve., & Fils,**

[illegible]

**Guezille, Ch., fils,**

[illegible]

**Guignes & Cie.,**

[illegible]

**Guichmerre, Abel,**

[illegible]

**Guidi, Ang., fu P.,**

[illegible]

**Guilds, S. A.,**

[illegible]

**Guillaume, Maurice,**

[illegible]

**Guina, Gius., & C.,**

[illegible]

**Guindon, Geraldine,**

[illegible]

**Guinness, A., Son & Co., Ld.,**

[illegible]

**Guinness, Kenelm E. L.,**

[illegible]

**Gulf Barge & Towing Co.,**

[illegible]

**Gulf Coast Steamship Line,**

[illegible]

**Gulf, Colorado & Santa Fe Railway Co.,**

[illegible]

F = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels); S = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (Turb.) = Turbines, with No. prefixed.

**Gulf of Georgia Towing Co., Ld.,**
[illegible]

**Gulf Iron & Wrecking Co.,**
[illegible]

**Gulf Islands Ferry Co., Ld.,**
[illegible]

**Gulf Mail S.S. Line, Inc.,**
[illegible]

**Gulf Pacific Mail Line, Ld., Inc.,**
[illegible]

**Gulf Refining Co., Inc.,**
[illegible]

**Gulf Transit Corp.,**
[illegible]

**Guimarelli, Antonio,**
[illegible]

**Gundersen, Chr., & Co.,**
[illegible]

**Gundersen, Fredr., A/S,**
[illegible]

**Gustafson, C. R.,**
[illegible]

**Gustafsson, Axel,**
[illegible]

**Gustafsson, E. J.,**
[illegible]

**Gustavsbergs Fabriks Intressenter, Aktieb.,**
[illegible]

**Gustavsson, S. P.,**
[illegible]

**Gutierrez Hermanos,**
[illegible]

**Gutierrez Hermanos,**
[illegible]

**Guy, W. J., & Sons,**
[illegible]

**Guyatt, Hijos de Thomas,**
[illegible]

**Guyton & Co., Ld.,**
[illegible]

**Gwenllian Thomas Steamship Co., Ld.**
[illegible]

**Gylfe, Rederi A/B,**
[illegible]

**Gypsum Packet Co., Ld.,**
[illegible]

# H

**H. & E. Holding Co.,**
[illegible]

**Haaland, Christian,**
[illegible]

**Haaland, John K.,**
[illegible]

**Haalck, Jakob Fr.,**
[illegible]

**Haalogalands Nye Dampskibsselskab, A/S,**
[illegible]

**Haan, Jan.,**
[illegible]

**Haapa A/B, O/Y,**
[illegible]

**Haarberg, Joh. A.,**
[illegible]

**Haasnoot, N.,**
[illegible]

**Haave, A., A/S,**
[illegible]

**Habil, Capt.,**
[illegible]

**Hachisaburo, Mataro,**
[illegible]

**Hachiuma Kisen Kabushiki Kaisha,**
[illegible]

**Haci Yakup Zade Ahmet ve Efl.,**
[illegible]

**Hacklin, Werner,**
[illegible]

**Hackman & Co.,**
[illegible]

**Hadjiandonis, Jean,**
[illegible]

**Hadjiconstanti Bros.,**
[illegible]

**Hadjilias, Elias E.,**
[illegible]

**Hadjilias, Paul E.,**
[illegible]

**Hadjipateras, C., & Sons,**
[illegible]

**Hadley Shipping Co., Ld.,**
[illegible]

**Haduelle, P. M., &**
[illegible]

**Hadzidakis, George F.,**
[illegible]

**"Hængur," Fiskveidahlutafélag,**
[illegible]

**Hafenbetriebs-Verein,**
[illegible]

**Hafenrundfahrt Aktien Gesellschaft,**
[illegible]

**Hafnarfjardar Kaupstadur,**
[illegible]

**Hafnia, Dampskibsselsk., A/S,**
[illegible]

**Haga, D/S A/S,**
[illegible]

**Hagelquist, Paul,**
[illegible]

**Hagen, N.,**
[illegible]

**Hagenah, Claus,**
[illegible]

**Hagenah, H.,**
[illegible]

**Hager, A. L.,**
[illegible]

**Haggblom, E.,**
[illegible]

**Hai Chang Stm. Nav. Co.,**
[illegible]

† = Bateaux de pêche (pour les renseignements sur les bateaux de pêche à vapeur ou à moteur, voir la Liste séparée qui suit le Supplément aux Navires à Voiles); S = Vapeur; M = Navire à moteur; (Tw. Sc.) = Hélices jumelles; (Turb.) = Turbines, avec indication du nombre.

**Hai Ho Conservancy Department,**

Tientsin, China.

**Hai Woh Mao Yi S.S. Co.,**

Kiaochowan, China.

**Hai-Lee Steam Fishing Co., Ld.,**

**Haiching Steamship Co., Ld.,**

**Hain, R.,**

**Hain Steamship Co., Ld., The,**

**Hakansson, R.,**

**Hakata Trawl Kabushiki Kaisha,**

**Hakatawan Chikuho Kabushiki Kaisha,**

**Hakatawan Teisado Kisen Kabushiki Kaisha,**

**Hakin Trawling Co.,**

**Hakodate Kaiun Kaisha, Ld.,**

**Hakuyo Kisen Kabushiki Kaisha,**

**Halal Shipping Co., Ld.,**

**Halcyon-Lijn,**

**Halden Dampskibsselskap A.S.,**

**Haldens Handelskompani A.S.,**

**Haldin & Philippe, Ld.,**

**Halifax & Canso S.S. Co., Ld.,**

**Halifax Dredging Co., Ld.,**

**Halifax Towboat Co., Ld.,**

**Hall Bey Bigali,**

**Hall Bros.,**

**Hall Bros. Steamship Co., Ld.,**

**Hall Corporation of Canada,**

**"Hallias," Angf. Aktieb.,**

**Halfhill Packing Corp.,**

**Halfon, A. & E.,**

**Halig Vaportari T.A.S.,**

**Halifax & Canso S.S. Co., Ld.,**

**Halifax Dredging Co., Ld.,**

**Halifax Towboat Co., Ld.,**

**Hall Line, Ld.,**

**Hall, Richard T.,**

**Halland & Nersas Sjöfartsbk.,**

**Halberg, Bruno,**

**Halle & Petersen,**

**Haller, L.,**

**Halliday, G.,**

**Halliday, W. C. & J.,**

**Halloween, James A.,**

**Halm, Edmund, & Co.,**

**Halmstad Varv Nya, A.B.,**

**Halstensen, Andr.,**

**Haleyd, Ld.,**

**Haltermann, Johann,**

(f = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (-Turb.) = Turbines, with No. prefixed.

**Halvorsen, Hans.**

**Halvorsen, O. A., & A. L. Dahlstrøm.**

**Halvorsen Shipping Co., Ltd.**

**Halvorsen, Tbv., Aktieselskabet.**

**Hama Gisaburo.**

**Hamagawa Kinjyuro.**

**Hamaguchi Kisen Goshi Kaisha.**

**Hamamoto Torsichi.**

**Hamamura Kosaburo.**

**Hamano Shoten Kabushiki Kaisha.**

**Hamann, Joh.,**

**Hamasaki Tojiro.**

**Hamber, E. W.,**

**Hamburg - Amerikanische Packetfahrt Actien-Gesellschaft.**

**Hamburg - Amerikanische Packetfahrt Actien-Gesellschaft.**

**Hamburg-Danzig Linie, G.m.b.H.**

**Hamburg-Rhein Linie, G.m.b.H.**

**Hamburg - Amerikanische Packetfahrt Actien-Gesellschaft.**

**Hamburg-Südamerikanische Dampfschiffahrts-Gesellschaft.**

**Hamilton, G. & G.,**

**Hamilton, J.,**

**Hamilton, Robert J.,**

**Hanling, Thomas, & Co., Ltd.**

**Hann, Johann.**

**Hanmat, H.,**

**Hanner, Nils.**

**Hammermill Paper Company.**

**Hammerstein's Reederei-Gesellschaft.**

**Hammond & Little River Redwood Co., Ld.**

**Hammond Lumber Co.,**

**Hamnstyrelsen.**

**Hamnaka Sosaaku.**

**Hamon, Robert.**

**Hampton, John.**

**Hamre, Osmund.**

**Han Yah Ping Iron & Coal Co., Ld.**

**Hanasaki Tomimaten.**

**Hancock, P., & Sons.**

**Hancock, Reginald L.,**

(* ou Bottes de pâte (pâte) ou conservées dans des boîtes de pâte à vapeur ou à moteur, voir la Liste spéciale qui est le Supplément aux Bottes à Vapeur.)

S = Vapeur ; m. = Bateau-à-moteur ; (Tw. Sc.) = Hélice (jumelle) ; ( Turb.) = Turbine, avec indication du moteur.

**Handegård, Nils,**

**Handel en Scheepvaart Mij. Amst.,**

**Handel & Verkehr, A. G. für,**

**Handels-och Industri A.B. Svenska, Ösa,**

**Handels Maatschappij, N.V.,**

**Hang Hing,**

**Hanel G.m.b.H.,**

**Hanify, J. R., Co.,**

**Hanke, Julius,**

**Hankinson, George O.,**

**"Hankur" Fiskiveida-félagsk.**

**Hanna, M. A., Co.,**

**Hannestad, M.,**

**Hannevig, Chr., Sr.,**

**"Hansa," Deutsche Dampfschiffahrts Gesellschaft,**

**Hansa Hochseefischerei Aktien Gesellschaft,**

**Hansa-Tank-Rederei G.m.b.H.,**

**Hanseatische Hochseefischerei,**

**Hanseatische Rederei Akt. Ges.,**

**Hanseatische Schiffahrts & Handels Ges. m.b.H.,**

**Hansen, A.,**

**Hansen, Anders,**

**Hansen, A. C.,**

**Hansen & Berg,**

**Hansen, C. K.,**

**Hansen, E. C.,**

**Hansen, Frode,**

**Hansen, G. E.,**

**Hansen, H. T. B.,**

**Hansen, A/S Harts.,**

**Hansen, Herm.,**

**Hansen, J. H.,**

**Hansen, Jes.,**

**Hansen, John,**

**Hansen, Karl,**

**Hansen, Kristian,**

**Hansen, Lorenz W.,**

**Hansen, Malvinus,**

**Hansen, Mathias,**

**Hansen, N. P.,**

**Hansen, Thorvald,**

**Hansen Transportation Co.,**

**Hansen, William,**

**Hansen-Berg & H. Gilberg,**

**Hansens, Johan, Sønner, A/S,**

**Hansens Rederi II., Skibs A/S William,**

**Hansen-Tangen, H. E.,**

† = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).
S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (—Turb.) = Turbine, with No. prefixed.

**Hansen-Tangens Rederi, A/S, Hansen-Tangens Rederi II. A/S.**
[illegible]

**Hansens Rederi, Skibs A/S Wilhelm,**
[illegible]

**Hansens Tankrederi A/S, John,**
[illegible]

**Hanslep, A.,**
[illegible]

**Hanssen, Bernhard,**
[illegible]

**Hansson, Harald,**
[illegible]

**Hansson, Olof,**
[illegible]

**Hansson, Robert,**
[illegible]

**Hantal Zade Tayyar Vapurlari,**
[illegible]

**Hara Chiyomatsu,**
[illegible]

**Hara Shoji Kabushiki Kaisha.**
[illegible]

**Harada Kisen Kabushiki Kaisha.**
[illegible]

**Harada Tohei,**
[illegible]

**Harald Grønske, Rederi A/S.**
[illegible]

**Haraldsen, H.,**
[illegible]

**Harang, Hans, & Ole Roald,**
[illegible]

**Harbor Tug Co.,**
[illegible]

**Harbour Land & Transport Co., Ld.,**
[illegible]

**Harbour Research Institution of the Pacific Coast,**
[illegible]

**Hardanger Sunnhordlandske Dampskipsselskap.**
Bergen, Norway.
[illegible]

**Harder, H.,**
[illegible]

**Hardy, Peter,**
[illegible]

**Hardy, Theophile,**
[illegible]

**Hareide, Einar,**
[illegible]

**Hareide, J. R.,**
[illegible]

**Hargreaves, James, & Sons (Leeds), Ld.,**
[illegible]

**Harker, J., Ld.,**
[illegible]

**Harland & Wolff, Ld.,**
[illegible]

**Harley & Miller, Ld.,**
[illegible]

**Harloff, Albert,**
[illegible]

**Harloffs Rederi A/S, Alfred,**
[illegible]

**Harms, F. O. H.,**
[illegible]

**Harmandroi, Naumarais,**
[illegible]

**Harper, Stanley,**
[illegible]

**Harries Bros. & Co., Ld.,**
[illegible]

**Harris & Dixon, Ld.,**
[illegible]

**Harris, Frank D.,**
[illegible]

**Harris, Frederick S.,**
[illegible]

**Harris, George A.,**
[illegible]

**Harris, George C.,**
[illegible]

**Harris, F. K., & Sons,**
[illegible]

**Harris S.S. Co.,**
[illegible]

**Harris, Samuel, Export Co., Ld.,**
[illegible]

**Harrison, H. (Shipping), Ld.,**
[illegible]

**Harrison, J. & C., Ld.,**
[illegible]

**Harrison, John E.,**
[illegible]

**Harrison, T. & J.,**
[illegible]

**Harrison, T. & J.**—continued.
[illegible]

**Harrisons & Crosfield (Borneo), Ld.,**
[illegible]

**Harrison's (London) 1931, Ld.,**
[illegible]

**Harriss, S. F.,**
[illegible]

**Harrow, J. A.,**
[illegible]

**Harrow-Baxter Steam Fishing Co. Ld.,**
[illegible]

**Harrowing, Robt., & Co.,**
[illegible]

**Harrowing S.S. Co., Ld.**
[illegible]

[illegible]
S = Vapeur ; m = Navire à moteur ; [illegible]

**Harstads Dampsk. Selsk.,**
[illegible]
[illegible]

**Hart-Wood Lumber Co.,**
[illegible]

| | Steam Sails | Steam Tons |
|---|---|---|
| s. [illegible] | [illegible] | [illegible] |
| s. Point Loma | [illegible] | [illegible] |
| s. [illegible] | [illegible] | [illegible] |
| s. [illegible] | [illegible] | [illegible] |
| s. Schooner | [illegible] | [illegible] |
| s. Wildcat | [illegible] | [illegible] |

**Hartford and New York Transportation Co.,**
[illegible]

| | | |
|---|---|---|
| s. Connecticut | [illegible] | [illegible] |
| s. Tuckahoe (Tw. Sc.) | [illegible] | [illegible] |

**Hartford River Transportation Lines, Inc.,**
[illegible]

| | | |
|---|---|---|
| s. Dandelion No. 8 | [illegible] | [illegible] |
| s. Dandelion No. 9 | [illegible] | [illegible] |

**Hartje, Hein,**
[illegible]

| | | |
|---|---|---|
| Windsbraut (Twin Sc.) | [illegible] | [illegible] |

**Hartlepool Pilotage Authority,**
[illegible]

| | | |
|---|---|---|
| s. T. H. Tiny | [illegible] | [illegible] |

**Hartlepool Port & Harbour Commission,**
Hartlepool

| | | |
|---|---|---|
| s. H.P. & H.C. No. 4 (Tw.Sc.) | [illegible] | [illegible] |
| s. H.P. & H.C. No. 5 | [illegible] | [illegible] |
| s. H.P. & H.C. No. 6 (Tw.Sc.) | [illegible] | [illegible] |
| s. Hartlepool | [illegible] | [illegible] |
| Hulkers for Sale | [illegible] | [illegible] |

**Hartlepools S.S. Co., Ltd.,**
[illegible]

**Hartley S.S. Co., Ltd.,**
[illegible]

**Hartman, D.,**
[illegible]

| | | |
|---|---|---|
| Broadstairs (Twin Sc.) | [illegible] | [illegible] |

**Hartmann, W.,**
[illegible]

| | | |
|---|---|---|
| s. Wildcat | [illegible] | [illegible] |

**Hartness Steam Fishing Co., Ltd.,**
[illegible]

**Hartnoll, George P.,**
[illegible]

| | | |
|---|---|---|
| Hunter (Twin Sc.) | [illegible] | [illegible] |

**Hari's (Josef) Sons,**
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Hartwell, H. N., & Sons, Inc.,**
[illegible]

| | | |
|---|---|---|
| s. Hartwellian | [illegible] | [illegible] |
| s. Wildhart | [illegible] | [illegible] |

**Harvey & Co., Ltd.,**
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] |

**Harvey, C. & S., Ltd.,**
[illegible]

| | | |
|---|---|---|
| s. [illegible] | [illegible] | [illegible] |

**Hasegawa Shintaro,**
[illegible]

| | | |
|---|---|---|
| Shikari Maru (Twin Sc.) | [illegible] | [illegible] |

**Hashimoto Ichiro,**
[illegible]

| | | |
|---|---|---|
| Chiyo Maru (Twin Sc.) | [illegible] | [illegible] |

**Hashimoto Kisen Kabushiki Kaisha,**
[illegible]

| | | |
|---|---|---|
| s. Tenno Maru | [illegible] | [illegible] |
| s. Kiyo Maru | [illegible] | [illegible] |
| s. Tokiwa Maru | [illegible] | [illegible] |

**Hashimoto Kokichi,**
[illegible]

| | | |
|---|---|---|
| Tenyo Maru No. 7 (Twin Sc.) | [illegible] | [illegible] |

**Hashimoto Sutejiro,**
[illegible]

| | | |
|---|---|---|
| s. Sanyo Maru | [illegible] | [illegible] |
| s. Tokwin Maru | [illegible] | [illegible] |

**Hashimoto Yeiji,**
[illegible]

| | | |
|---|---|---|
| Hanjiro Maru (Twin Sc.) | [illegible] | [illegible] |

**Hashiya Kabushiki Kaisha,**
[illegible]

| | | |
|---|---|---|
| s. Sadanobi Maru | [illegible] | [illegible] |
| s. Sadanobi Maru No. 2 | [illegible] | [illegible] |
| s. Sadanobi Maru No. 4 | [illegible] | [illegible] |

**Hasle Motor & Sellskabet, A/S**
[illegible]

**Haslum, J.,**
[illegible]

| | | |
|---|---|---|
| s. [illegible] | [illegible] | [illegible] |
| s. [illegible] | [illegible] | [illegible] |
| s. [illegible] | [illegible] | [illegible] |

**Hassan Mahmulari,**
[illegible]

| | | |
|---|---|---|
| s. [illegible] | [illegible] | [illegible] |

**Hassel, D/S A/S,**
[illegible]

**Hasselblock, D.,**
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Hassell, Thomas,**
[illegible]

| | | |
|---|---|---|
| Gulnistan | [illegible] | [illegible] |

**Hastie, Robert, & Sons, Ld.,**
[illegible]

| | | |
|---|---|---|
| s. Agnes H. Hastie | [illegible] | [illegible] |
| s. Alice Hastie | [illegible] | [illegible] |
| s. Dorothy M. Hastie | [illegible] | [illegible] |
| s. John Hastie | [illegible] | [illegible] |
| s. John Fitzgerald | [illegible] | [illegible] |
| s. Mabel M. Hastie | [illegible] | [illegible] |
| s. Mary A. Hastie | [illegible] | [illegible] |
| s. Robert Hastie | [illegible] | [illegible] |
| s. St. Agnes No. 1 | [illegible] | [illegible] |
| s. St. Lawrence No. 1 | [illegible] | [illegible] |
| s. St. Leonard No. 1 | [illegible] | [illegible] |
| s. William H. Hastie | [illegible] | [illegible] |
| s. William King | [illegible] | [illegible] |

**Hatchiuma Kisen, Kabushiki Kaisha,**
[illegible]

| | | |
|---|---|---|
| s. Kaiun Maru | [illegible] | [illegible] |

**Hathaway, Ephraim,**
[illegible]

| | | |
|---|---|---|
| Lali (Twin Sc.) | [illegible] | [illegible] |

**Hatteland, Jakob,**
[illegible]

| | | |
|---|---|---|
| s. Vikefjord | [illegible] | [illegible] |

**Hattori Jukichi,**
[illegible]

| | | |
|---|---|---|
| s. Kaiyo Maru | [illegible] | [illegible] |

**Hauboe, E., Schiffahrtsges. m.b.H.,**
[illegible]

| | | |
|---|---|---|
| s. Erika Seetransport | [illegible] | [illegible] |
| (Kontor: Transportbolaget A/S.) | | |
| s. Viola Seetransport | [illegible] | [illegible] |

**Haugo, A.,**
[illegible]

| | | |
|---|---|---|
| s. Bonnaly | [illegible] | [illegible] |

**Haugo, Kr., & Alf Lindo,**
[illegible]

| | | |
|---|---|---|
| s. Sportsman | [illegible] | [illegible] |

**Haugen, Tollefsen & Co.,**
[illegible]

**Haugve Roderi, Skibs. A/S.**
[illegible]

**Haugesunds Dampskibsselskab, A/S,**
[illegible]

**Haupt, Enrico, fu**
[illegible]

| | | |
|---|---|---|
| s. Prussian Eagle | [illegible] | [illegible] |

**Hauschild, H.,**
[illegible]

| | | |
|---|---|---|
| Seehund (Twin Sc.) | [illegible] | [illegible] |

**Hauseik, Einar, & Co., A/S,**
[illegible]

| | | |
|---|---|---|
| s. Vigra | [illegible] | [illegible] |

**Hav, A/S,**
[illegible]

**Havemeyers & Elder,**
[illegible]

| | | |
|---|---|---|
| s. [illegible] | [illegible] | [illegible] |
| s. [illegible] | [illegible] | [illegible] |
| s. [illegible] | [illegible] | [illegible] |

**Haverbeck & Skalweit,**
[illegible]

| | | |
|---|---|---|
| s. [illegible] | [illegible] | [illegible] |
| s. [illegible] | [illegible] | [illegible] |
| s. [illegible] (Tw. Sc.) | [illegible] | [illegible] |
| s. [illegible] | [illegible] | [illegible] |

**Havet, Selskabet,**
[illegible]

**Havlide, A/S,**
[illegible]

**Havlya, D/S A/S,**
[illegible]

**Havre, Port Autonome du,**
[illegible]

| | | |
|---|---|---|
| s. [illegible] (Tw. Sc.) | [illegible] | [illegible] |
| s. [illegible] | [illegible] | [illegible] |
| s. [illegible] | [illegible] | [illegible] |

**Havre, Société en Participation des Travaux du Port du,**
[illegible]

| | | |
|---|---|---|
| s. [illegible] | [illegible] | [illegible] |

**"Havre" Stoom. Maats.,**
[illegible]

**Havstein, G. M.,**
[illegible]

| | | |
|---|---|---|
| s. Venet | [illegible] | [illegible] |

**Havtank, Aktieselskapet,**
[illegible]

**Havter, A/S,**
[illegible]

**Hawkes, A. G. E.,**
[illegible]

| | | |
|---|---|---|
| s. Alexandra | [illegible] | [illegible] |

**Hawkesbury & Gosford Steamship Co., Ld.,**
[illegible]

| | | |
|---|---|---|
| s. [illegible] | [illegible] | [illegible] |

**Hawkins, J. S.,**
[illegible]

| | | |
|---|---|---|
| Bonaventure | [illegible] | [illegible] |

**Hawksfield, P., & Son, Ld.,**
[illegible]

| | | |
|---|---|---|
| s. Hawksfield | [illegible] | [illegible] |
| s. Kenneth Hawksfield | [illegible] | [illegible] |
| s. Peter Hawksfield | [illegible] | [illegible] |

**Hawthorn Fishing Co., Ld.,**
[illegible]

**Hay, J., & Sons, Ld.,**
[illegible]

| | | |
|---|---|---|
| s. The Baron | [illegible] | [illegible] |
| s. The Countess | [illegible] | [illegible] |
| s. The Duchess | [illegible] | [illegible] |
| s. The Duke | [illegible] | [illegible] |
| s. The Emperor | [illegible] | [illegible] |
| s. The Marquis | [illegible] | [illegible] |
| s. The Marquise | [illegible] | [illegible] |
| s. The Princess | [illegible] | [illegible] |
| s. The Prince | [illegible] | [illegible] |
| s. The Viscount | [illegible] | [illegible] |

**Hayashi Kabushiki Kaisha,**
[illegible]

| | | |
|---|---|---|
| Kaiun Maru (Twin Sc.) | [illegible] | [illegible] |

**Hayashi Kametchi,**
[illegible]

| | | |
|---|---|---|
| s. Shoei Maru No. 5 | [illegible] | [illegible] |

**Hayashi Kisen Kabushiki Kaisha,**
[illegible]

| | | |
|---|---|---|
| s. Daiei Maru No. 1 | [illegible] | [illegible] |
| s. Daiei Maru No. 4 | [illegible] | [illegible] |
| s. Kosen Maru | [illegible] | [illegible] |
| s. Tokio Maru No. 5 | [illegible] | [illegible] |
| s. Tokio Maru No. 10 | [illegible] | [illegible] |

† Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).

S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (—Turbs.) = Turbines, with No. prefixed.

**Hayashi Kuma,**
[illegible]

**Hayashi Renkichi,**
[illegible]

**Hayashi Risuke,**
[illegible]

**Hayashikane Shoten Kabushiki Kaisha,**
[illegible]

**Hayes, John A.,**
[illegible]

**Hayes, John W.,**
[illegible]

**Hayes, W. G.,**
[illegible]

**Hayward, John C.,**
[illegible]

**Hazel L. Myra Shipping Co., Ld.,**
[illegible]

**Hazelwood Shipping Co., Ld.,**
[illegible]

**Hazenberg, B.,**
[illegible]

**Head Line.**
[illegible]

**Head & Wright, Ld.,**
[illegible]

**Headlam & Son,**
[illegible]

**Headlam & Sons, S.S. Co., Ld.,**
[illegible]

**Headspith, Elijah,**
[illegible]

**Heanton Shipping Co., Ld.,**
[illegible]

**Heap Eng Moh S.S. Co., Ld.,**
[illegible]

**Heather, Henry,**
[illegible]

**Hebriderna, Fiskeri A.B.,**
[illegible]

**Hedaa, L.,**
[illegible]

**Hedberg, Emanuel,**
[illegible]

**Hedberg, E. S.,**
[illegible]

**Hedberg, Rudolf,**
[illegible]

**Hedberg, Theod.,**
[illegible]

**Hedenström, J. A.,**
[illegible]

**Hedger, W. E., Transportation Corp.,**
[illegible]

**Hedrum, D/S A/S,**
[illegible]

**"Heemstede I," N.V.**
[illegible]

**"Heemstede II," N.V.**
[illegible]

**"Heemstede III," N.V.**
[illegible]

**Hegstad, Sigurd,**
[illegible]

**Hei Mai S.S. Co.,**
[illegible]

**Heidema, H.,**
[illegible]

**Heim, Erik,**
[illegible]

**"Heimdal," Dampskibsselskabet, A/S,**
[illegible]

**Heimdal, Nya Ångf. Aktieb.,**
[illegible]

**Heinecke, Reederei Adalbert,**
[illegible]

**Heinecke, Bernhard,**
[illegible]

**Heinecke & Co.,**
[illegible]

**Heinsen, Jacob,**
[illegible]

**Heinrich, W.,**
[illegible]

**Heinsen, Abeale,**
[illegible]

**Heitmann, A. F. J.,**
[illegible]

**Heitmann, August,**
[illegible]

**Heitmann, C.,**
[illegible]

**Heitmann, H., & Son,**
[illegible]

**Helton, T., & Co., Ld.,**
[illegible]

**Hektor, A/S,**
[illegible]

**Hektoria, Ld.,**
[illegible]

**Held, H.,**
[illegible]

**Helge, Ångf. A/B,**
[illegible]

**Helgelandske Dampskibsselskab, Det,**
[illegible]

**Helgesen, Ole,**
[illegible]

**Hellberg, Rudolf,**
[illegible]

**Hellenic Coast Lines Co., Ld.,**
[illegible]

**Hellesen, Thor,**
[illegible]

**Hellings, E. J.,**
[illegible]

**Hellings, J., & Son,**
[illegible]

**Hellmann, Otto,**
[illegible]

**Hellström & Tiengel,**
[illegible]

[illegible]

**Hellyer Bros., Ld.,**

**Helsingborg, Rederi A/B,**

**Helsingfors Steamship Co., Ld.,**

**Helsingin Lloyd O/Y,**

**Henckel, H. Trolle,**

**Henckel, Rederi A B,**

**Henderson Bros.**

**Henderson Line.**

**Henderson, P., & Co.**

**Hendriksen's Trawling Co., Ld.,**

**Hendriksen, Gulmund,**

**Hendry, F. D., & Sons,**

**Hendry, Ralph W.,**

**Heng An Cheng Kee S.S. Co.,**

**Henley S.S. Co., Ld.,**

**Hennesvid, Rederi A/B,**

**"Henriette," N. V. Zeevis. Maatschappij,**

**Henriksen & Co., Ld.,**

**Henriksen, F. H.,**

**Henriksen, H.,**

**Henriksen, J.,**

**Henriksen, O.,**

**Henriksen, Eliel,**

**Henriksson, Johan.**

**Henry, Alexander F., & Rodiepre Ld.,**

**Henry, Charles,**

**Hepburn, James V.,**

**Heppla, Thomas,**

**Herberger, Erich Oskar,**

**Hercules Lumber Co., Inc.,**

**Herd, George,**

**Herd, John,**

**Herdebred, A/S,**

**Herdla, Aktiesel.,**

**Herlofsen, S., & Co., A/S,**

**"Herma," Maata,**

**Hermansson, Berta Kristina,**

**Hermansson, Johan,**

**Hermersdorfer, Olga, & H. Kolpe,**

**Hernesand-Sollefteå Ångfarts Aktiebolag.,**

**Herran, Jørgen,**

**Herrange, Grufaktiebolag,**

**Herrera Hermanos,**

**Herring Fishing Co., Ld.,**

**Hersey, J. A.,**

**Herserik, Peder,**

**Hesley & Robson,**

**Hess, Olaf B.,**

**Hesten, John E.,**

**Hetherington & Rylands, Ld.,**

**Hetland, Dampskibsselskab, A/S.,**

**"Hough" Steam Trawling Co., Ld.,**

**Heurey & Chastellain,**

**Hewer, Henry J.,**

**Hewett Fishing Co., Ld., The.**

**Hewett, Robert S.,**

**Heydemann, E., & R. Johnson.**

**Heyn, G., & Sons, Ld.**

**Hibernia S.S. Co., Ld.,**

T = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).

B = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (T = Turbs.) = Turbines, with Sc. protect.

**Hicks, Herbert,**
(Newcastle), Jesmond Co., New Castle.
Steam Tonn.
a. Wesleyan & Methodist [illegible] .. 149

**High Seas Transportation, Inc.,**
[illegible], New York, U.S.
a. [illegible] .. [illegible]

**Higuchi Takian,**
[illegible], Kobe, Japan.
a. [illegible] .. [illegible]

**Hjikema, B.,**
[illegible]
a. [illegible] .. [illegible]

**Hild, A/S,**
[illegible], Norway.
[illegible]

**Hildebrand, E.,**
[illegible], Sweden.
(Ohne Beziehungen [illegible])
a. [illegible] .. [illegible]
b. [illegible] .. [illegible]

**Hill, Chas., & Sons,**
[illegible], England.
(Agent [illegible] Line of Steamships Ltd.)
a. [illegible] .. [illegible]
a. [illegible] .. [illegible]
a. [illegible] .. [illegible]
a. [illegible] .. [illegible]
a. New York [illegible] .. [illegible]

**Hill, Frank C.,**
[illegible], Los Angeles, Cal., U.S.A.
a. [illegible] .. [illegible]

**Hill, James E.,**
[illegible], New Brunswick, Canada.
a. [illegible] .. [illegible]

**Hill Steam Shipping Co., Ltd., The,**
[illegible], Japan.
[illegible]

**Hillcrest Steamship Co.,**
[illegible], San Francisco, Cal., U.S.
a. [illegible] .. [illegible]
b. [illegible] .. [illegible]

**Hillerström, Otto,**
[illegible], Sweden.
(Agent "[illegible]")
a. [illegible] .. [illegible]
(Agent [illegible])
a. [illegible] .. [illegible]
a. [illegible] .. [illegible]
a. [illegible] .. [illegible]
a. [illegible] .. [illegible]
(Agent [illegible])
a. [illegible] .. [illegible]

**Hillerström, Torsten,**
[illegible], Sweden.
a. [illegible] .. [illegible]

**Hillerström, Tore,**
[illegible], Sweden.
Steam Tonn.
a. [illegible] .. [illegible]
(Agent [illegible])
a. [illegible] .. [illegible]
b. [illegible] .. [illegible]
(Agent [illegible])
a. [illegible] .. [illegible]
b. [illegible] .. [illegible]

**Hillier, Edward,**
[illegible], U.S.A.
[illegible] .. [illegible]

**Himmelman, Frede M., Dissing Co., Ld.,**
[illegible], Fyn, Denmark.
a. [illegible] .. [illegible]

**Himmelman, S. E.,**
[illegible], Fyn, Denmark.
a. [illegible] .. [illegible]

**Hinde Dampskibsselskab,**
[illegible], Norway.
a. [illegible] .. [illegible]
b. [illegible] .. [illegible]

**Hindrika, F.,**
[illegible], Sweden.
a. [illegible] .. [illegible]

**Hindrika, W.,**
[illegible], Sweden.
a. [illegible] .. [illegible]

**Hindustan Steam Shipping Co., Ld.,**
[illegible], Japan.
[illegible]

**Hinode Kisen Kabushiki Kaisha,**
[illegible], Japan.
a. [illegible] .. [illegible]
a. [illegible] .. [illegible]
a. [illegible] .. [illegible]
a. [illegible] .. [illegible]
a. [illegible] .. [illegible]

**Hinsch, Julius,**
[illegible], Germany.
a. [illegible] .. [illegible]

**Hinte, Johann Karl,**
[illegible], Germany.
[illegible]

**Hintt, Nicolas,**
[illegible], Roumania.
a. [illegible] .. [illegible]

**Hipkins, Mrs. Caroline,**
[illegible], New Zealand.
[illegible]

**Hirade Shoji Kabushiki Kaisha,**
[illegible], Japan.
a. [illegible] .. [illegible]

**Hirano Shota,**
[illegible], Japan.
a. [illegible] .. [illegible]

**Hirata, Kiyoshi,**
[illegible], Japan.
a. [illegible] .. [illegible]

**Hirayama Katsujiro,**
[illegible], Japan.
[illegible]

**Hirei Chojiro,**
[illegible], Japan.
[illegible]

**Hiromatsu Kisaburo,**
[illegible], Japan.
[illegible]

**Hiromatsu Kyukichi,**
[illegible], Japan.
[illegible]

**Hiroshima Seisakusho Kabushiki Kaisha,**
[illegible], Japan.
a. [illegible] .. [illegible]

**Hirosui Shoji Kabushiki Kaisha,**
[illegible], Japan.
a. [illegible] .. [illegible]
a. [illegible] .. [illegible]
a. [illegible] .. [illegible]
a. [illegible] .. [illegible]
a. [illegible] .. [illegible]
a. [illegible] .. [illegible]
a. [illegible] .. [illegible]
a. [illegible] .. [illegible]

**Hiroyo Naoichi,**
[illegible], Japan.
[illegible]

**Hiscock, John W.,**
[illegible], Canada.
[illegible]

**Hitaka Waichiro,**
[illegible], Japan.
a. [illegible] .. [illegible]

**Hitchen, Lionel W. B.,**
[illegible], London, E.C.4.
a. [illegible] .. [illegible]
b. [illegible] .. [illegible]

**Hiyama Denichi,**
[illegible], Japan.
a. [illegible] .. [illegible]

**Hiyoshi Kaisen Kabushiki Kaisha,**
[illegible], Japan.
[illegible]

**Hjelkrem, Kr.,**
[illegible], Norway.
[illegible]

**Hjelkrem, Ove,**
[illegible], Norway.
[illegible]

**Hjelm, J. A.,**
[illegible], Sweden.
[illegible]

**Hjelms & Herts D/S, A/S,**
[illegible], Norway.
[illegible]

**Hjo, Rederi A/B,**
[illegible], Sweden.
a. [illegible] .. [illegible]

**Ho Chow Hin,**
[illegible], Hongkong.
[illegible]

**Ho Hong S.S. Co. (1922) Ld.,**
[illegible], Hongkong.
a. [illegible] .. [illegible]
a. [illegible] .. [illegible]
a. [illegible] .. [illegible]
a. [illegible] .. [illegible]
a. [illegible] .. [illegible]
a. [illegible] .. [illegible]

**Hobbs, Wall & Co.,**
[illegible], San Francisco, Cal., U.S.A.
a. [illegible] .. [illegible]

**Hoboken Ferry Co.,**
[illegible], N.J., U.S.A.
[illegible]

**Hochelaga Shipping & Towing Co., Ld.,**
[illegible], Canada.
a. [illegible] .. [illegible]
a. [illegible] .. [illegible]

**Hochseefischerei Nordstern A.G.,**
[illegible], Germany.
[illegible]

**Holder, H. & J. B.,**
[illegible], Wales.
Steam Tonn.
[illegible] .. [illegible]

**Hoi An Steamships, Ld.,**
[illegible], Singapore.
a. [illegible] .. [illegible]
a. [illegible] .. [illegible]
a. [illegible] .. [illegible]

**Hogh, Leif,**
[illegible], Norway.
(Agent [illegible])
a. [illegible] .. [illegible]
(Agent [illegible])
a. [illegible] .. [illegible]
(Agent [illegible])
a. [illegible] .. [illegible]
(Agent [illegible])
a. [illegible] .. [illegible]
b. [illegible] .. [illegible]
(Agent [illegible])
a. [illegible] .. [illegible]

**Hoek van Holland, N.V. Scheepvaartmaatschappij,**
[illegible], Holland.
a. [illegible] .. [illegible]

**Hoen, J. M.,**
[illegible], Norway.
a. [illegible] .. [illegible]

**Hoepke, Carlos, S. A.,**
[illegible], Brazil.
a. [illegible] .. [illegible]
a. [illegible] .. [illegible]
a. [illegible] .. [illegible]

**Hoerta, M.,**
[illegible], Chile.
[illegible] .. [illegible]

**Hoey, J.,**
[illegible], Holland.
[illegible] .. [illegible]

**Hof, C. J.,**
[illegible], Holland.
[illegible]
[illegible] .. [illegible]
[illegible] .. [illegible]

**Hof, J.,**
[illegible], Holland.
a. [illegible] .. [illegible]

**Hofling, Rederi Aktieb.,**
[illegible], Sweden.
[illegible]

**Hoff, Jacobus,**
[illegible], Holland.
a. [illegible] .. [illegible]

* = Navire en pleine [illegible] ou remorqueur sur les navires de pêche à vapeur ou à moteur, voir la Liste séparée qui suit le Supplément aux Navires à Voiles.
S = Vapeur, M = Navire à moteur, (Tw. Sc.) = Bateau jumelé, (— Tache) = Tableau, avec indication de couleur.

**Hoffmann, A. H., & Co.,**

**Hoffmann Hnos. y Cia.,**

**Hoffmann, M.,**

**Hoffmann, W.,**

**Hofnagar, K/F.,**

**Hognaas, Rederi Aktieb.,**

**Hogarth, H., & Sons,**

**Hogarth Shipping Co., Ltd.**

**Hogberg, E.,**

**Hogberg, Erik,**

**Hoge, H. Wilh.,**

**Hogh-Hervig, Kr.,**

**Hogafjorts Rederiaktieb. A/S.**

**Hoi Tsang Co.,**

**Hoikkala, U.,**

**Hojem, J. A.,**

**Hokkaido Chihoki,**

**Hokkaido Tanko Kisen Kabushiki Kaisha,**

**Hokstad, Tobias,**

**Hokuriku Kisen Kabushiki Kaisha,**

**Hokuyo Kisen Kabushiki Kaisha,**

**Hokuyo Shosen Kabushiki Kaisha**

**Hol, N.,**

**Holden, Harold E. S.,**

**Holden, G., jun.,**

**Holderness Steam Trawling Co., Ltd.,**

**Holdø, A.,**

**Holdt & Isachsen Eftf.,**

**"Holland-Afrika-Lijn" N.V., Directie-en Agentuur Maatsch.,**

**Holland, Arthur, & Co., Ld.,**

**"Holland-Australie Lijn" N.V., Directie-en Agentuur Maatsch.,**

**"Holland-Britsch-Indië Lijn" N.V., Directie-en Agentuur Maatsch.,**

**"Holland-Oost-Azië" Lijn N.V., Directie-en Agentuur Maatsch.,**

**"Holland-West-Afrika Lijn" N.V.,**

**Holland, N.V. Zeevisscherij Maatschappij,**

**Hollandsche Stoomboot Maatschappij,**

**Holley, Robert I.,**

**Hollis Towing Line, Inc.,**

**Holm, Axel,**

**Holm, Birger,**

**Holm, C. Frem,**

**Holm & Co.,**

**Holm, F.,**

**Holm, F. M.,**

**Holm Shipping Co., Ld.**

**Holm & Wenslid,**

**Holmberg, K. F.,**

**Holmboe, Gudleif,**

**Holmens Bruks & Fabriks Aktieb.,**

F = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).
S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (= Turbo.) = Turbine, with Sc. geared.

**Holmes, C. S., Shipping Co.,**

**Holmes, H. A.,**

**Holme Sand & Gravel Co., Ld.,**

**Holmstrom, Julius,**

**Holscher, C.,**

**Holst, Kristian,**

**Holster, J.,**

**Holt, A., & Co.**

**Holt, A., & Co.** — *cont.*

**Holt, J., & Co. (Liverpool), Ld.,**

**Holt, James A.,**

**Holta, H. H.,**

**Holta, Thoralf,**

**Holter, A/S,**

**Holter, Ditar,**

**Holway, William J.,**

**Holyman, W., & Sons, Propr., Ld.,**

**Home Line, Ld.,**

**Homuth, Alfred, G.m.b.H.,**

**Hon Sauk Lauk,**

**Honduras, A/S,**

**Hong Kong, Canton & Macao Steamboat Co., Ld.,**

**Hong Kong, Government of,**

**Hong Kong & Kowloon Wharf & Godown Co., Ld.,**

**Hong Kong & Whampoa Dock Co., Ld.,**

**Hongs Shotes Gesht Kaisha,**

**Hooker, J., & Fils,**

**Hoolon, Maurice & Joseph,**

**Honnert, M.,**

**Honolulu S.S. Co., Ld.,**

**Honorat, G.,**

**Honow, Richard,**

**Hongendijk, A., Zoon,**

**Hook S.S. Co., Ld.,**

**Hong On S. N. Co., Ld.,**

**Hong Tak S. S. Co., Ld.,**

**Hong, Paul Otto,**

**Hooper, T. J.,**

**Hop, Aktien, (fa Hp.),**

**Hop Hong & Co.,**

**Hop Hing S.S. Co., Ld.,**

**Hopemount Shipping Co., Ld.,**

**Hopkin, Paton & Co.,**

**Hopkins Bros. Towing Co., Ld.,**

**Hopkins, W. H., Son & Co., Ld.,**

**Hopperton, H.,**

**"Hoppet," Ångf. Aktieb.,**

**"Horace E. Baxter" S.S. Co.,**

**Horlin, Fr. A.,**

† = Service de pilote (pour les renseignements sur les ports de pilote à rapport ou à nomination, voir la Liste de ports qui suit le Supplément aux Parties 4 Volume).
S = Vapeur; M = Navire à moteur; (Tw. Sc.) = Hélice (hélice); (—Parts.) = Turbines, avec indication du nombre.

**Herlock, Frederick W.,**

**Herlock's, F. W., Steam Transport Co., Ld.,**

**Hers, H. C.,**

**Herse, C.,**

**Herwen, Dampskibs Selskab A/S.,**

**Herstmann, M.,**

**Herstmann, M. J., & H. H. J.,**

**Herten, Skibs A/S.,**

**Herwood Lemlet Co., Ld.,**

**Hoekawa, Kisaka,**

**Hoth, Hans W. H.,**

**Houdous, Emile, Fils,**

**Houlder Bros. & Co., Ld.,**

**Houlder Bros. & Co., Ld.—** *continued.*

**Houlder Line, Ld.,**

**Hous Mara Tapaaiu**

**Houston, John P.,**

**Houston Line (London), Ld.,**

**Houston Towing Co.,**

**Houtsta, P.,**

**Houtvaart, Naam. Vens.,**

**"Houtrever," N.V. Stoomvaart Maats.,**

**Howaldt, Bernhard,**

**Howard-Jones, Ld.,**

**Howard Smith Limited,**

**Howard Tenna, Ld.,**

**Howard, Thomas J.,**

**Howden Bros., Ld.,**

**Howe Steam Fishing Co., Ld.,**

**Hoyle, Robson, Burnett & Co., Ld.,**

**Hoytylaiva Osakeyhtiö**

**Hrad Gierevamian,**

**Hrcka, H/F.,**

**Hsu, T. S.,**

**Hua Khiew S.S. Co. (1932) Ld.,**

**Hubert, Ernest F.,**

**Hubert Frères & Morel,**

**Hubert Frères & Morel,**

**Hubert, Louis,**

**Huddart Parker, Ld.,**

**Huddleston, Joseph B. B.,**

**Hudig & Pieter's Algemeene Schepv. Maats., N.V.,**

**Hudig & Veder,**

**Hudson, A. A.,**

**Hudson Brothers,**

**Hudson Brothers—** *cont.*

**Hudson River Day Line,**

**Hudson River Navigation Corp.,**

**Hudson River Steamboat Co., Inc.,**

**Hudson Steam Fishing Co., Ld.,**

**Hudson S.S. Co., Ld.,**

**Hudson, Ward & Co., Ld.,**

**Hudson's Bay Co.,**

**Huelva Junta de Obras del Puerto de,**

**Huet, Lucien,**

**Hughes, R., & Co.,**

(* = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (T = Turbs.) = Turbines, with No. prefixed.

**Hughes, R., & Co.** — *cont.*

**Huich, C.,**

**Hukema, W.,**

**Hull & Netherlands Steam Ship Co., Ld.,**

**Hull Northern Fishing Co., Ld.,**

**Hull Steam Fishing & Ice Co., Ld.,**

**Humber Claxfitness Boat.**

**Humber Pilots' Steam Cutter Co., Ld.,**

**Humber Steam Coasters, Ld.,**

**Humble Oil & Refining Co.,**

**Humphery & Grey (Liverpool) Ld.,**

**Humphrey, Raymond L.,**

**Humphreys, T. J. W.,**

**Humphries (Cardiff), Ld.,**

**Hung Hing S.S. Co., Ld.,**

**Hungarian Levant S.S. Co., Ld.,**

**Hungarian Overseas Services Co., Ld.,**

**Hunt, P. V.,**

**Hunt, Richard,**

**Hunting & Son, Ld.,**

**Hunting S.S. Co., Ld.**

**Huntley, H. G.,**

**"Hunzingo," N.V.**

**Hunt Channel & Peninsula S.S. Co., Proprietary, Ld.,**

**Hurel, Eugène,**

**Hurel, Jean, & Co.,**

**Hurel, Joseph, & Co.,**

**Hurel, Rémy & F.,**

**Hurel-Dellenge,**

**Huron Steamships, Ld.,**

**Huron Transportation Co.,**

**Husseyin Avni,**

**Hussain, K. M.,**

**Hussein, Bedir,**

**Hutchings, William,**

**Hutchinson, Alfred,**

**Hutchinson & Co.,**

**Hutchinson, J. T.,**

**Hutchison, J. & P., Ld.,**

**Hutton, E. F.,**

**Hutton, Richard**

**Hvide, Johan,**

**Hvide's Rederi A/S, Johan,**

**Hvistendahl, Sørlie & Co.,**

**Hwah Seng S.S. Co., Ld.,**

**Hydrographic Dept.,**

**Hyland, John,**

**Hylen, Gustaf,**

**Hylkema, H.,**

**I.C.I. (Alkali), Ld.,**

(* = Barème de pilotage (pour les renseignements sur les barèmes de pilotage à vapeur voir à Antwerp), voir le Livre spécial qui sert de Supplément aux Barèmes à Voiles.)

**S** = Vapeur ; **M** = Navire à moteur ; (Tw. Sc.) = Bâtiment jumelée ; (—Tuf.) = Tuffeau, avec indicateur en remorque.

**I.C.I. (General Chemicals), Ld.**

**I.N.S.A. (Industrie Navali Società Anonima).**

**Iago Steam Trawler Co., Ld.,**

**Iberia Shipping Co., Ld.,**

**Ibrahim Tekpi Abdullah & Hussyn Ogtan.**

**Iceland, Government of.**

**Ichein & Sumfeth,**

**Ick, Revd. Johannes, D.D.S.E.**

**"Idaho," D/S A/S,**

**Ide Zenko,**

**Idea, N. J.,**

**Igadi, A/S,**

**Ihosawa Gentaro,**

**Iino Kisen Kabushiki Kaisha,**

**Iino Shoji Kabushiki Kaisha,**

**Iino Torakichi,**

**Iizuka Juzishiro,**

**"Ijmond," N.V. Visscherij Maats.**

**Ikeda Shoji Kabushiki Kaisha,**

**Ikeda Tokuichi,**

**Ikegawa Rikitaro,**

**Ikka Gushi Kaisha,**

**Ilfracombe Coal & Salvage Co., Ld.**

**Illawarra & South Coast Steam Navigation Co., Ld.,**

**Illueca, José,**

**Illuma Navarro, Juan,**

**Illueca, Suesset de Vda. de E.,**

**"Ilse," Rederi A.B.,**

**Imai, Sakuji,**

**Imakire Temoye,**

**Imanishi Tokichi,**

**Imica, D/S A/S,**

**Imperial Street Line, Ld.,**

**Imperial & International Transportations, Ld.,**

**Imperial Oil, Ld.,**

**Impresa di Navigazione Roberto Sabatini.**

**Impresa di Trasporti Marittimi e di Costruzioni, S.a.g.l.**

**Impresa Giuseppe Fogliotti,**

**Impresa Mediterranea Noleggi Marittimi Società Anonima.**

**Impresa Penna & Sportoni.**

**Imura Tokuhei,**

**Inaa Shine,**

**Inciedon, S. J.,**

**Independent Navigation Co.,**

**Indherreds Aktie-Dampskibsselskab.**

**India General Navigation & Railway Co., Ld.,**

**India, High Commissioner for,**

**India, Secretary of State for, in Council.**

**Indian Co-operative Nav. & Trading Co., Ld.**

**Indo-Burma Petroleum Co., Ld.**

**Indo-China, Government of.**

**Indo-China Steam Navigation Co., Ld.,**

**Indo-Pacific Shipping Co., Ld.**

**Indre Nordhordlands Dampskibsselskab, A.S.**

**Induna (S.S.) Co., Ld.,**

**Industria Iberica del Remolque (S.A.).**

**Industria Italiana Pesca Atlantica.**

† = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels.)

S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (T = Turbo.) = Turbine, with No. prefixed.

**Industria Pesca e Sottoprodotti, Soc. Ann., Italiana.**

**Industria Pesquera Argentina, S.A.**

**Industrie Navali Società Anonima.**

**Ingebrigtsen, Aath.,**

**Ingelsson, B.,**

**Inger, Aktiesel.,**

**Inglis Hussein Bustum,**

**Inglesi, D., Sia, S.A. Soc. de Seguro.**

**Inglis, James L.,**

**Ingram, James O.,**

**Inland Lines, Ltd.,**

**Inland Steamship Co.,**

**Inland Waterways Corporation.**

**Innes, J.,**

**Innevar, Lars,**

**Inokioku Myohei,**

**Inoueye Shoji,**

**Inoueye Taisuke,**

**Inoueye Utaro,**

**Inajotrakk, A/B.,**

**Insular Navigation Co.,**

**"Insulinde," N.V. Vissch. Maatschappij.**

**Inter-Island Steam Navigation Co., Ltd.,**

**Interlake S.S. Co.,**

**Interlake Transportation Co., Ltd.,**

**Intern Rechtsten-Kosten G.m.b.H.,**

**International Chartering & Shipping Co.,**

**International, Dampfsteuerungs-Gesellschaft,**

**International Grenfell Association, Ltd.,**

**International Harvester Co.,**

**International Inland Waterways, Ltd.,**

**International Parking Co.,**

**International Petroleum Co., Ltd.,**

**International Power & Paper Co. of N.F.L., Ltd.,**

**International Waterways Navigation, Ltd.,**

**Internationale Sleepdienst Maas, N.V.,**

**Inter-Ocean S.S. Co.,**

**Interports Transportation Corp.,**

**Interstate Oil Transport Co.,**

**Interstate Steamship Co.,**

**Interstate Steamships, Ltd.,**

**Intracoastal Towing & Transportation Co.,**

**Inui Gemri Kaisha,**

**Inukami Kogyo,**

**Iruma Tyemon,**

**Ipland, O.,**

**Ippen, Hermann Otto,**

**Ippen-Linie Rudolstadt, A.G.,**

**Ipswich, the Mayor, Aldermen and Burgesses of the Borough of,**

**Ipswich Dock Commissioners,**

**Iqsarin, J. M.,**

**Iranian Tanker Co., Ltd.,**

**Iraq Government,**

**Ireland, W. J.,**

**Irene, N. V. M. S.,**

**Irgens, O. & A.,**

**Irie Teiso,**

**Irimajir Shiten Kabushiki Kaisha,**

**Iris, N.V.M.S.,**

**Iris, Rederiaktiebolaget,**

**Iris, Rederiaktiebolaget**

**Irish Free State, Government of,**

**Irish Lights, Commissioners of,**

**Irrawaddy Flotilla Co., Ld.,**

**Irrera, G.,**

**Irvin & Johnson (South Africa), Ld.**

**Irvin, J. D.,**

**Irvin, R.,**

**Irvin, R., Jr.,**

**Irvin, Richard, & Sons, Ld.,**

**Irvin, Thomas T.,**

**Irvin, Thomas T., Jun.,**

**Irvine Harbour Company,**

**Irving, T. G., Ld.,**

**Irving, James,**

**Irving Steam Tug Co., Ld.,**

**Isabel S.S. Co., Ld.,**

**Isaksen, T.,**

**Isaksen, A. M.,**

**Isaksen, H.,**

**Isautier & Co.,**

**Isberg, A.,**

**Isberg, Karl,**

**Isetsune Shoten Kabushiki Kaisha,**

**Ishavet A/S, Realiseringsselskab,**

**Ishavet av 1933, A/S,**

**Ishihara Gomei Kaisha,**

**Ishihara Sangyo Kaisha Gomei Kaisha,**

**Ishikawa Takeshige,**

**Ishizaki Kisen Kabushiki Kaisha,**

**Island Transport Co., Ld.,**

**Island Tug & Barge Co., Ld.,**

**Islanda, H.f Eimskipafélag,**

**Islas del Guadalquivir S.A.,**

**Isle of Man Steam Packet Co., Ld.,**

**Isle of Man Steam Packet Co., Ld.** — *continued.*

**Isle of Pines S.S. Co.,**

**Isleña Marítima, S.A.,**

**Isles of Scilly S.S. Co., Ld.,**

**Isnardi, Albert,**

**Isnardi, Albert, & Cie.,**

**Isogawa Senmatsu,**

**Isokawa Suitaro,**

**Israel & Co., Ld.,**

**Istalitan, —,**

**Istanbul Liman Isleri Idaresi T.A.S.,**

f = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (T = Turbine) = Turbines, with Sc. geared.

**Isthmian Steamship Co.,**

**"Iwirks," Aktieselskabet,**

**"Itaca" Compañía Argentina para la Elaboración de Productos Frigoríficos S.A.,**

**"Italia"**

**Italia, Rederiaktiet.,**

**Italian Government,**

**Italian Navy,**

**Italian State Railways,**

**Itaya Shoten Kabushiki Kaisha**

**Itoku Shipping Co.**

**Ito Tsuichiro,**

**Itoarte, Segundo,**

**Itorbe Zabalgo, Carmelo,**

**Ivarans Rederi, A/S,**

**Ivers & Aill,**

**Ivers, F., & Co., G.m.b.H.,**

**Ivers Lizin, Kommandit Ges.,**

**Iversen, Christian,**

**Iversen, O., & O. Bisch,**

**Iwakawa Kosuke,**

**Iwamoto Zenji,**

**Iwar, Rederi A/B,**

**Iwashita Nisaburo,**

**Iyer, S. G. V.,**

**Izmir Liman Islari Sirketi,**

**Izumiya Gishi,**

## J

**Jacinscutos Petrolíferos Fiscales,**

**Jack, Alexander,**

**Jack, Bros.,**

**Jack James,**

**Jack, John,**

**Jackson, Sir John, (Engineers) Ld.,**

**Jacksonville Forwarding Co.,**

**Jacobs, Arthur D. S., Jr.,**

**Jacobs, Fr.,**

**Jacobs, John I., & Co., Ld.,**

**Jacobsen, A.,**

**Jacobsen, Bertrand,**

**Jacobsen, Harry,**

**Jacobsen, J.,**

**Jacobsen, J. E.,**

**Jacobsen, Müller,**

**Jacobsen, E. Th.,**

**Jacobsen, E.,**

**Jacobus Graeweller Co.,**

**Jade-Gebäudereinigt A/G.,**

**Jadran Brodarska d.d.,**

**Jadranska Plovidba, d.d.,**

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† = Nationale Ausgabe (gelegt bei Inseratenaufträgen nur die Nummer der gleichen Ausgabe, nur in Betracht, nur in Liste separate und nur in Supplement aus Nummer 4 Fünfzig).

B. = Tapeur; m. = Barque a mature; (Tw. Bo.) = Bateau jumelée; (T.) = Turbine; avec indication du nombre.

**Jadranska Plovidba, S.A.**

**Jagemann, Claus,**

**Jagger, F. H. & A. F.,**

**Jakre, A.,**

**Jakhelln, Alf.,**

**Jakobsen, A.,**

**Jakobsen, Brødrene,**

**Jakobsen, F. Chr. H.,**

**Jakobsen, J. S.,**

**Jamaica Banana Producers' S.S. Co., Ltd.**

**Jamaica Direct Fruit Line, Ld.,**

**Jamaica S.S. Co.,**

**James Dredging, Towage & Transport Co., Ltd.,**

**James & Emanuel, Ld.,**

**James, Moore & Co.,**

**James, R. E. V., Ld.,**

**James, R. W., y Cia., Soc. Mercantil y Colonial,**

**James, W. G., & Sons,**

**James, W. H., & Co.'s, Scheepvaart & Handels Mij., N.V.,**

**"James William" Shipping Company,**

**Janhunen, Herbert,**

**Janin, A., & Co., Ld.,**

**Janiet, E.,**

**Jansen, Roelof,**

**Jansen, S. G.,**

**Janssen, Herm.,**

**Janssen, Ludw., & Co.,**

**Janssen, Alb.,**

**Janssen, C. A. H.,**

**Janssen, G. A.,**

**Janssen, J. E.,**

**Janssen, Matts,**

**"Jantje B.," N.V. Motorschip,**

**Japan, Government of,**

**Japan Mail S.S. Co.**

**Jarrow Corporation,**

**Jarrow Dredging & Salvage Co., Ld.,**

**Java-China-Japan Lijn,**

**Javelet, A.,**

**"Jean & Shirley" Vessel Co., Ld.,**

**Jeanette Skinner, D/S A/S,**

**Jeansson, H.,**

**Jeansson, Ivan,**

**Jebens, Eitriede,**

**Jelsen, J. F. C.,**

F - Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).

S - Steamer; M - Motorship; (Tw. Sc.) - Twin Screw; (Turb.) - Turbine, with No. prefixed.

**Johnsen, Kr., Jr.,**

**Johnsen, Rhederi M., A/S,**

**Johnsen, Wilh. & Paul,**

**Johnsen, Kr., Rederi, A/S,**

**Jorvanjes, A. M.,**

**Jeffries, H. A.,**

**Jégu, L., & R. Hervet,**

**Jego & Mallet,**

**Jelsliljen, A/S,**

**Jenkersen, Thomas,**

**Jenkins, Charles O.,**

**Jenkins Steamship Co.,**

**Jensen, Albert, A/S,**

**Jensen, C. H. F.,**

**Jensen, C. P.,**

**Jensen, Chr.,**

**Jensen, Chr.,**

**Jensen, Dorte, S.S. Co.,**

**Jensen, G. S.,**

**Jensen, H.,**

**Jensen, H. E.,**

**Jensen, H. J.,**

**Jensen, Hans,**

**Jensen, J. K. M.,**

**Jensen, J. P.,**

**Jensen, J. P. O.,**

**Jensen, L. Harboe, & Co.,**

**Jensen, Olaf,**

**Jensen, P. B.,**

**Jensen, P. S.,**

**Jensen, S. H.,**

**Jensen & Sunar, A/S,**

**Jensens Rederi A/S**
(Jensens Rederi II A/S),

**Jensen, Victor,**

**Jensens Rederi A/S,**

**Jeppesen, John,**

**Jersey States, The,**

**Jess, Friedrich,**

**Jessie, Rederi A/S,**

**Jett, T. H.,**

**Jewell, Thomas, & Mrs. B. Jewell,**

**Jewett, R. H.,**

**Jito Bet,**

**Jim-Bell Vessel Co., Ld., The,**

**Joachim A/S,**

**Job Bros. & Co., Ld.,**

**Joll's Bealtshery Co., Ld.,**

**Jørgen, Chr. E.,**

**Jørgen, J. D.,**

**Jørgen, J. M. A.,**

**Jørgen, Simon,**

**Johannesen & Falk**
Bergen,

**Johannesen, J. M.,**

**Johannesen, O.,**

**Johannesen, Olafur & Co.,**

**Johansen, B. M.,**

**Johansen, C. Chr.,**

**Johansen, Chr. L.,**

**Johansen, F.,**

**Johansen, J. M.,**

**Johansen, Petter,**

† = Navire de pêche (pour les manœuvres de pêche à vapeur voir à moteur, sont ici toutes espèces qui sont en Supplément aux Navires à Voiles); S = Vapeur; M = Navire à moteur; (Tw. Sc.) = Sistema Jonckers; (Tarbs.) = Turbines, avec indication du nombre.

**Johansson, Adolf,**

**Johansson, Anna,**

**Johansson, B.,**

**Johansson, Eric,**

**Johansson, G. H.,**

**Johansson, H.,**

**Johansson, J. G.,**

**Johansson, J. O.,**

**Johansson, J. R.,**

**Johansson, Jacob,**

**Johansson, Johan Olof,**

**Johansson, Johannes,**

**Johansson, K. E.,**

**Johansson, Kristina,**

**Johansson, Otto,**

**Johansson, Th.,**

**"John," Angf. Aktiet.,**

**"John A. Hughes" Co., Tug.,**

**"John F. Lewis" Co., Tug.,**

**"John G. Glass," Steam Tug,**

**"John Irwin," (S. S.) Ld.,**

**Johnsen, A.,**

**Johnsen, Jens H.,**

**Johnsen, Finn,**

**Johnsen, Lars,**

**Johnsen, P. Reimer, & J. L. Tellefsen,**

**Johnsen's, Finn A/S Rederi,**

**Johnson, A. B., Lumber Co.,**

**Johnson, Axel Axelsen,**

**Johnson, Axel Axelsen—**

**Johnson, James,**

**Johnson, James, Fish Selling Co., Ld.,**

**Johnson, Joseph T.,**

**Johnson, Robert S.,**

**Johnson, Thomas H.,**

**Johnson & Wimsatt, Inc.,**

**Johnson, Emil,**

**Johnston, Francis B.,**

**Johnston Line, Ld.,**

**Johnstone, J. W.,**

**Johnstone, Oliver,**

**Johnstone, Peter & J., Ld.,**

**"Island," Skibsaktieselskaben,**

**Joly, Philippe,**

**Jonas, J. N.,**

**Jonas, Jenny,**

**Jonas, Frau Jenny,**

**Jonasson, A. Th.,**

**Jonasson, M.,**

**Jonasson, Rederi A/B A. Th.,**

**Jonckheer, F. D. N.,**

**Jones Brothers, Coal, Ld.,**

**Jones, Doughty & Co., Ld.,**

**Jones, Evelyn H.,**

**Jones, Frederick, & Co.,**

**Jones, Frederick, & Sons,**

**Jones, George E.,**

**Jones (James) & Sons, Ld.,**

**Jones, Joseph,**

**Jones Navigation Company, Inc.,**

**Jones, Richard W., & Co.,**

**Jones, Thomas,**

**Jones, W., & Son,**

**Jones, William,**

**Jonker, F.,**

**Jonker, Jan,**

**Jonkopings & Vadstena Ångfartygs A.B.**

**Jonsson, Karval,**

**Jonsson, A.,**

**Jonsson, Johan,**

**Jonsson, K. E.,**

**Jonsson, O.,**

**Jonsson, O. R.,**

**Jonsson, Sigurdur,**

**Jonsson, T. P.,**

**Jonsson, V.,**

**"Jonstein," A/S D/S,**

**Jonstorp, Rederiaktieb.,**

**Jørgensen, Axel I.,**

**Jørgensen, C. Chr.,**

**Jørgensen, J. C.,**

**Jørgensen, Ole,**

**Jørgensen, Thorvald,**

**Jørgensens Rederi A/S,**

**Jorjensen, A. I.,**

**Josenfjord, Aktieselskabet,**

**Joshi, H. K.,**

**Jost, J., G.m.b.H.,**

**Jotun, A/S,**

**Jovian, L. F.,**

**Juan Bora, Bartolomé,**

**Jubis, F. A.,**

**Jugoslavenska Oceanska Plovidba d.d.,**

**Jugoslavenski Lloyd a.d.,**

**Juia, Claus P.,**

**Junkhartsen, J.,**

**Juno, Dampskibsselskab,**

**Junquera, Gumersindo,**

**Jupiter, H/F,**

**"Jura" Shipping Co., Ld.,**

**Jurgens, H.,**

**Jurgensen, J. C., & H. Bohl,**

**Jurgensen, F.,**

**Jürgensen, F., & Co.,**

**Jurik, Claudius,**

**Juriska, P., & J. Aberg,**

**Jurras, K.,**

**Justesen, M. L.,**

**Jutland Amalgamated Trawlers, Ld.,**

**Jutlandia A/S D/S,**

**Jydra, D/S A/S,**

**Jylka, Vainö,**

## K

**"K" S.S. Co., Ld., The,**

**Kabafuto Gyogyo Kabushiki Kaisha,**

**Kabafuto Kisen Kabushiki Kaisha,**

**Kaburagi Hidetaro,**

**Kadikis, K., & Co.,**

**Kadri Bey, Mrs.,**

**Kagibemi Sanzaku,**

**Kagiya Gosei Kaisha,**

**Kagoshima Shosen Kabushiki Kaisha,**

**Kagoshima Wanzai Kisen Kabushiki Kaisha,**

**Kagoshima Tusen Kabushiki Kaisha,**

**Kahler, Bisard,**

**Kahre, Joh.,**

**Kai Midori,**

**"Kaija" Shipping Co.,**

**Kaijima Tanko Kabushiki Kaisha,**

**Kain, J.,**

**Kain, Thomas,**

**Kaipara Steamship Co., Ld.,**

**Kaitonkai & Co.,**

**Kaji Tosen,**

**Kajeiter, D. H.,**

**Kajuiter, K. J.,**

**Kakino Shokai Goshi Kaisha,**

**Kakuwa Gomi K. K.,**

**Kaleja, K.,**

**Kalis Ecurra, S. A.,**

**Kalis, K. L., Sons & Co., Ld.,**

**Kalkavan Sadé Rica ve Mahdumu Ismail (Tayar Birleri),**

**Kall, Jac. H.,**

**Kallio, Albert,**

**Kallstrom, K. M.,**

**Kalm, Alfred,**

**Kalmar, Rederi A/B,**

**"Kalmarsund," Ångb.**

**Kalnin, A.,**

**Kalsins, D., & A. Pommers,**

**Kalstna, Viktors,**

**Kalve, Brodresn,**

**Kamchatka Co., Ld.,**

**Kamihara Kaisui,**

**Kamimura Nishiro,**

**Kamiya Gisaku,**

**Kamper, L. & A. Kas.,**

**Kampf, Hoekseefischerei Carl. Fursund,**

**Kampman, Kierulf & Saxild,**

**Kamposrin, Nikitas,**

**Kanai Suji,**

**Kanoko Suki,**

**Kanemaru Uracka Gomei Kaisha,**

**Kanemori Shosen Kabushiki Kaisha,**

**Kangelaris, F.,**

**Kano Kisen Kabushiki Kaisha,**

**Kansei Kisen Kabushiki Kaisha,**

**Karachi Port Trust,**

**Karafuto Gyogyo Kabushiki Kaisha,**

**Karafuto Tosen Kabushiki Kaisha,**

**Karalhien, Skibs. A/S,**

**Kare, Rederi A/B,**

**Karel, A.,**

**Karl, Toivo,**

**Karklins, A.,**

**Karklins, Fr.,**

**Karklins, M., & Co.,**

**Karlsen, A/S Gustav,**

**Karlsen, Martin,**

**Karlsen, O. A.,**

**Karlshamns Skeppa Varv.,**

**Karlsson, Axel,**

**Karlsson, C. S.,**

**Karlsson, Erik,**

**Karlsson, Fridolv.,**

**Karlsson, K. A.,**

**Karlsson, O. I.,**

**Karlsson, P. A.,**

**Karsaies, J.,**

**Karsaies, S.,**

**Karta & Gasens Kalkbruk, A/B.,**

**Kars, J.,**

( * Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).

S = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (—Turbs.) = Turbines, with No. prefixed.

**Karvanen, O.,**
[illegible]

**Karsinowsky, Otto,**
[illegible]

**Kasahara Shoji Kabushiki Kaisha,**
[illegible]

**Kash, F., & O. Repp,**
[illegible]

**Kaskus Lawva Osakeyhtiö,**
[illegible]

**Kassos Steam Navigation Co., Ld.,**
[illegible]

**Kasai Gentaro,**
[illegible]

**Katano Kisen Gomei Kaisha,**
[illegible]

**Katsuka Kohei,**
[illegible]

**Katherine Donovan Steamship Co.,**
[illegible]

**Kato Gensa,**
[illegible]

**Kato Yasutaro,**
[illegible]

**Katopodis, E.,**
[illegible]

**Katrakis, Georges Th.,**
[illegible]

**Katrinedfors Aktiebolag,**
[illegible]

**Katsumura Fukuichi,**
[illegible]

**Katsura Kisen Kabushiki Kaisha,**
[illegible]

**Katwijksche Rederij & Scheepsbouw N.V., v/h A. den Duik,**
[illegible]

**Kauffahrtei, A. G.,**
[illegible]

**Kauri Timber Co., Ld.,**
[illegible]

**Kause & Co.,**
[illegible]

**Kavanna Renasthara Naina Mohamed Marikar,**
[illegible]

**Kawabe Kenkichi,**
[illegible]

**Kawabe Masanobu,**
[illegible]

**Kawada Tomokichi,**
[illegible]

**Kawagoye Kameichiro,**
[illegible]

**Kawaguchi Jinsaku,**
[illegible]

**Kawaguchi Otokichi,**
[illegible]

**Kawakuchi Totaro,**
[illegible]

**Kawasaki Dockyard Co. Ld.,**
[illegible]

**Kawasaki Kaichi,**
[illegible]

**Kawasaki Kamaji,**
[illegible]

**Kawasaki Keijiro,**
[illegible]

**Kawasaki Kisen Kabushiki Kaisha,**
[illegible]

**Kawasaki Teiichi,**
[illegible]

**Kawase Jujiro,**
[illegible]

**Kawauchi Shimeji,**
[illegible]

**Kaye, Son & Co., Ld.,**
[illegible]

**Kaye Steam Navigation Co., Ld.,**
[illegible]

**Kaye Transport Co., Ld.,**
[illegible]

**Kazee Abdul Bary,**
[illegible]

**Kealda, George W.,**
[illegible]

**Keansburg Steamboat Company,**
[illegible]

**Kearley, Aaron,**
[illegible]

**Kearley, William G.,**
[illegible]

**Kearns, George,**
[illegible]

**Kearns, John,**
[illegible]

**Kearns, William G.,**
[illegible]

**Keay, Alexander,**
[illegible]

**Kee, John B.,**
[illegible]

**Keedy, Thomas,**
[illegible]

**Keeler, Elmer A.,**
[illegible]

**Keeler Transportation Line, Inc.,**
[illegible]

**Keeley, B. C.,**
[illegible]

**Kefeli Zade Hamdi Bey,**
[illegible]

**Kehayoglou, M., Sons,**
[illegible]

**Keighley S.S. Co., Ld.,**
[illegible]

**Keimer, W. J., Jr., & J. Kion, Sr.,**
[illegible]

**Kelley, William T.,**
[illegible]

[illegible]

**Kelley Island Lime and Transport Co.,**

**Kellogg Steamship Corp.,**

**Kellow, William T.,**

**Kelly, Arthur E.,**

**Kelly, John, Ld.,**

**Kelly, John T.,**

**Kelly, Joseph M.,**

**Kelly, Sir Samuel, G.B.E.,**

**Kelly's Bargee, Ld.,**

**Kelsall & Blackburn,**

**Kelsall Bros. & Boeking, Ld.**

**Kelvin Shipping Co., Ld.,**

**Kemp, F.,**

**Kempé, Carl,**

**Kempe, R. M.,**

**Kenn A/S, Fiskipartifelagid.,**

**Kennagh, W. S., & Co.,**

**Kennedy, Harry G.,**

**Kennedy, J., & Sons,**

**Kennemerland, Maats.,**

**Kenny & Cors,**

**Kenny, F. J.,**

**Kenny, T. A., Co.,**

**Kentmann, E.,**

**Kenton Shipping Co., Inc.,**

**Kenya & Uganda Railways & Harbours**

**Keramios, D., & Co.,**

**Kerasia, Leonidas G.,**

**Kerguelen Sealing & Whaling Co., Ld.,**

**Kerim Aga Zade Rouad Bey,**

**Kermadie Shipping Co., Proprietary Ld.,**

**Kerr, John E.,**

**Kerrine, J.,**

**Kesamaru, Tamaru,**

**Keskill, J.,**

**Kettlewell, T. E.,**

**Key West, D/B A/S,**

**Keystone Transports, Ld.,**

**Khanagin Oil Co., Ld.,**

**Khedivial Mail Steamship and Oversea Post Co., Ld.**

**Kheng Seng S.S. Co., Ld.,**

**Kier, Hans, & Co., A/S,**

**Kida Takeichi,**

**Kida Toyokichi,**

**Kiene, J. C. & H. C.,**

**Kiepe, A.,**

**Kiepe, Heinrich,**

**Kiepe, Jch.,**

**Kierulf & Wahl,**

**Kiesslat, Ernst,**

**Kihachiro, Mori,**

**Kihei Gosli Kaisha,**

**Kihachi Kasahiro,**

**Kiln, R.,**

**Kilvey Shipping Co., Ld.**

**Kim Lam S.S. Co., Ld.,**

**Kimura Kwanichi,**

**Kimura Tenkichi,**

**Kin Hong S.S. Co., Ld.,**

**Kindberg, Dietrik,**

† = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List accompanying Supplement to Section Twenty).

‡ = Steamer; ‖ = Motorship; (Tw. Sc.) = Twin Screw; (Tartn.) = Tartane, with Mr. prefixed.

**King, Alexander.**

**King, Alexander, Ld.,**

**King, Andrew W.,**

**King, C. J., & Sons, Ld.,**

**King, D/S A/S.**

**King, J. E.,**

**King, John W.,**

**King, L. M.,**

**King Line, Ld.,**

**King, T. K.,**

**King, Warriner & Co.,**

**Kingcome Navigation Co., Ld.,**

**Kingdon S.S. Co. Ld.,**

**King's Lynn Conservancy Board.**

**King's Lynn Steam Shipping Co., Ld.,**

**Kingsborough Shipping Co., Ld.,**

**Kingsley Navigation Co., Ld.,**

**Kingsley Navigation Company of California, Inc.,**

**Kingsman, Herbert E.,**

**Kingston Steam Trawling Co., Ld.,**

**Kinkai Tsuen Kabushiki Kaisha,**

**Kinkai Tsuen Kabushiki Kaisha**

**Kinnevik, Rederi A/B.**

**Kinney, A. T.,**

**Kinney Steamship Co.,**

**Kinsman Transit Co.,**

**Kinzig, C. J.,**

**Kirchmann, Bruno,**

**Kirkconnell Bros.,**

**Kirsop, Marshall & Co.,**

**Kirsten, A.,**

**Kirtatas Bros.,**

**Kirvade Mustafa Bey,**

**Kirvadi Serki ve Sei.,**

**Kirvadi Serki ve Sei., & Kalkavan Zade Kiro Bey.**

**Kishimoto Kisen Kabushiki Kaisha**

**Kishimoto Kumaichi,**

**Kisis, F., & S., Jakubowa,**

**Kita Kalafuto Sekiyu Kabushiki Kaisha,**

**Kita Kyushu Shosen Kabushiki Kaisha,**

**Kita Nippon Kisen Kabushiki Kaisha,**

**Kitada Fukutaro,**

**Kitayama Ass.,**

**Kitsap County Transportation Co.,**

**Kittiwake, Ld.,**

**Kinshio Shosen Kabushiki Kaisha,**

**Kjell, Aagf. A/S.**

**Kjerland, August, & Co., A/S.**

**Kjøbenhavns Havnevæsen.**

**Kjode, Jacob, A/S.**

---

† = Barques de pêche (pour les transportants voir les services de pêche à regard ou à moteur, voir la liste-annexe qui sert de supplément aux Pêches à Voiles).
S = Vapeur ; M = Navire à Moteur ; (Tr. Sc.) = Bateau (spécial) ; (—Pêche.) = Pêcheur, avec indication du sexe.

**Kjellen, J. P.,**

**Klat, Albert,**

**Klath, G. A.,**

**Klavenness, A. F., & Co., A/S**

**Klaverbank, N.V. Suomen. Maat.,**

**Klein, A.,**

**Klein, R.,**

**Kleyenstuber, Batt., & Co.,**

**Kling, A.,**

**Klippan, Rederi A/B,**

**Kloster, Laurits,**

**Klosters Rederi, A/B,**

**Kluijver, E.,**

**Knander, W.,**

**Knihle, C.,**

**Knief, H.,**

**Knight, H. P.,**

**Knight, J. M.,**

**Knuk, W. E.,**

**Knöhr & Burchard, NL,**

**Knowles, Mrs. S.,**

**Knudsen, Chr.,**

**Knudsen, Chr., & Son,**

**Knudsen, D/S A/S John,**

**Knudsen, Finn C.,**

**Knudsen, Friedrich,**

**Knudsen, Kr.,**

**Knudsen, M.,**

**Knudsen, Olof S.,**

**Knuppel, H. J. A.,**

**Knuppel, Joh.,**

**Knut Hansen, A/S, D/S,**

**Knutel, J. N. H.,**

**Knutsen, Jens,**

**Knutsen, Knut, O. A. S.,**

**Knutsen, Knut, O. A. S.,—**

**Knutsen, Knut, O. A. S., & O. A. Knutsen,**

**Knutsen, Ole Andreas,**

**Knutsen, Sture,**

**Ko Naung Kyo,**

**Kobayashi Hiroshi,**

**Kobayashi Masaakiga,**

**Kobe Kisen Kabushiki Kaisha**

**Kobe Sankashi Kabushiki Kaisha**

**Kobe Shosen Kabushiki Kaisha**

**Koraili Vapor Sirketi,**

**Kobi Kyo,**

**Kohlen-Import & Frachten Schiffahrt A/G,**

**Kohlenberg & Puts, Seefahrt Aktien Ges.,**

**Kohlmann, Klaus,**

**Kotvisten Merilliike O/Y,**

**Kojonen & K. i. O/Y,**

**Kokubo Tazimatsu,**

**Kokusai Kisen Kabushiki Kaisha,**

1 = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (. Turbs.) = Turbines, with No. prefixed.

**Kokusai Kisen Gyogyo Kabushiki Kaisha,**

[illegible]

**Kokusai Tsusu Kabushiki Kaisha,**

[illegible]

**Kolaitis, D.,**

[illegible]

**Kolb, J. F.,**

[illegible]

**Kolk, M., & Co.,**

[illegible]

**Kolk, R.,**

[illegible]

**Kolkompaniet, A/B,**

[illegible]

**Kolnæs, A/S,**

[illegible]

**Kölner Reederei, A. G.,**

[illegible]

**Komrowski, Ernst, Reed., G.m.b.H.,**

[illegible]

**Komsevputi Navaslutsk,**

[illegible]

**Komsewerput,**

[illegible]

**Konan Kisen Kabushiki Kaisha,**

[illegible]

**Kong-Kuan,**

[illegible]

**Kong Ning S. S. Co.,**

[illegible]

**Kongsdal Aktieselskab,**

[illegible]

**Kongshaugs Rederi, D/S A/S,**

[illegible]

**Kongshavn, M. H., & Brødr.,**

[illegible]

**Kongshavn, M. H., & Bonnevi Rederi, D/S A/S,**

[illegible]

**Koning, J. R., & J. Van der Mole,**

[illegible]

**Koninklijke Hollandsche Lloyd, N.V.**

[illegible]

**Koninklijke Nederlandsche Stoomboot Maatschappij, N.V.,**

[illegible]

**Koninklijke Nederlandsche Stoomboot Maatschappij, N.V. — (continued)**

[illegible]

**Koninklijke Paketvaart Maatschappij**

[illegible]

**Koninklijke Paketvaart Maatschappij (continued)**

[illegible]

**Koniordos Bros.,**

[illegible]

**Koopman, J., Hzn.,**

[illegible]

**Koopman, J., Jr.,**

[illegible]

**Koppelmann, Hinrich,**

[illegible]

**Koppelmann, J. P. J.,**

[illegible]

**Koppernæs, A/S H., & Brødr.,**

[illegible]

**Koppernæs, J.,**

[illegible]

**Kopst, H.F.,**

[illegible]

**Korsgaard, O.,**

[illegible]

**Koshi Yeigyosho Gomei Kaisha,**

[illegible]

**Koskowski, Jakob,**

[illegible]

**Kosmos A/S, Hvalfangerselsk.**

[illegible]

**Koster, Hugo,**

[illegible]

**Koster, J., Hzn.,**

[illegible]

**Koster, K.,**

[illegible]

[illegible]

[illegible]

**Kosugi Masaji,**

**Kotchnev, A. P.,**

**Kettingham Trawling Co., Ltd.,**

**Koefoe, Dem. N.,**

**Koukoulas, K.,**

**Koutsokos, Basil & John,**

**Kouslie, C.,**

**Kouslie, D.,**

**Kouslie, Marjus,**

**Kouslie, P.,**

**Kouslie, S.,**

**Kragerø Rederiaktiesel.,**

**Kramer, Gebr. H., & J. Kramer,**

**Kramer, R.,**

**Kramer, Tir.,**

**Kramer, W.,**

**Kramer, W., & J. P. Boaij,**

**Kraus, Jacob,**

**Krauhlöt, K., & Co.,**

**Kraus, N. J.,**

**Krauss, Eduard,**

**Kristensen, A.,**

**Kristensen, M. A.,**

**Kristensen, Johan,**

**Kristiansstads Rederiakt.,**

**Kristiansstads Nye Rederi A/S.**

**Kristine, D/S A/S,**

**Kristinehamnstrafik, Rederi Aktiebol.,**

**Kristjansson, Jon, & Bergr. Jonsson,**

**Kristoffersen, Kr.,**

**Kristoffersen, T.,**

**Kroger, H.,**

**Kroger, John,**

**Krogh, E.,**

**Krogina, Lars,**

**Krogstads Dampsk. Rederi A/S.**

**Krogstads Dampsk. Rederi II. A/S.**

**Kromann, Erik B.,**

**Kronke, G.,**

**Krusstrom, Edward,**

**Krusstrom, Edw., & M. Ericsson,**

**Kruger, Ernst,**

**Krumolda, J.,**

**Krupp's (Fried.) Rederij** en Transportbedrij N.V.,

**Kraus, E. V.,**

**Krusemark, W. A. R.,**

**Krylo, Vasto,**

**Krystlik Mion-og Handels Selskab, A/S.,**

**Kristakis, Georgios E.,**

**Kuloo Asakichi,**

**Kuhn, Willy,**

**Kagaiseikan Bakkerihs**

**Kuhara Kogyo Kabushiki Kaisha.**

**Kahlke, P.,**

**Kuta, J. E.,**

**Kahale, H.,**

**Kahale, S. M., & Son,**

**Kuhr, Friedrich, Hochseefischerei,**

**Kutpet, J.,**

**Kujala, Juho,**

**Kukawa Gumi Kabushiki Kaisha,**

**Kullaberg Rederiaktiebolaget,**

**Kung Tuan Tai,**

**Kungliga Generalpostaty.**

**Kungshamn, Trawl A/B,**

**Kumiami Umi Kabushiki Kaisha.**

F = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (Turb.) = Turbine, with No. prefixed.

**Kusimi Keikichi,**

**Kunkel, Hans,**

**Kunst, A.,**

**Kunst, F.,**

**Kunst, G.,**

**Kunst, J. B.,**

**Kunst, R. J.,**

**Kunstmann, W.,**

**Kuper, H.,**

**Kurata, Itaro,**

**Kure, Anker N.,**

**Kurgo, M.,**

**Kurihayashi Shosen Kabushiki Kaisha,**

**KurlandDampfschiffahrts-Actien Gesellschaft,**

**Kuroda Hayano,**

**Kuroda Inosuke,**

**Kurokima Kisen Goshi Kaisha,**

**Kuroki Shokichi,**

**Kuru Komasho,**

**Kuruma Kagaminihas A.S.,**

**Kusakabe Kisen Kabushiki Kaisha,**

**Kusakabe Kyutaro,**

**Kushiro Chikabe Jimusho,**

**Kuskokwim Fishing & Transportation Co.,**

**Kusten, Ångf. Aktieb.,**

**Kusten, Rederi A/B,**

**Kustentransport & Bergnäst Akt. Ges.,**

**Kutch, H. H. The Maharao**

**Kvaner Brodarske D.D.,**

**Kvelleflaka, A/S,**

**"Kvildalfjor," M/F.,**

**Kvien, Rolf,**

**Kvilhaug, O.,**

**Kvinlet, Einar,**

**Kwanto Kisen Goshi Kaisha,**

**Kwong Hang Hing,**

**Kwong On S.S. Co., Ld.,**

**Kydonieis, D. A.,**

**Kydonieis, N. A.,**

**Kydonieis, P.,**

**Kyme Shipping Co., Ld.,**

**Kyodo Gyogyo Kabushiki Kaisha,**

**Kyodo Gyogyo Kabushiki Kaisha,**

**Kyodo Kisen Goshi Kaisha,**

**Kyoritsu Kisen Kabushiki Kaisha,**

**Kyriacopoulos, K.,**

**Kyriakides, N. G.,**

**Kyrkjebø, Lars,**

**Kyrtatos, A. A.,**

**Kystos, Skibs A.S,**

**Kyuko Kisen Kabushiki Kaisha,**

**Kyushu Shosen Kabushiki Kaisha,**

**Kyushu Tanko Kisen Kabushiki Kaisha,**

**Kyushu Uryu Kabushiki Kaisha,**

**Kyvik J., & S. Fosvig,**

**Kyvik, Jakob K.,**

**Kyvik, Thv. J.,**

**Kyvika Rederi A/S,**

## L

**L'Équatoriale, Société**

**L'Ermite,**

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[*] = Barres de pêche (pour les remorqueurs-sur les barres de pêche à vapeur où à moteur, voir la Liste séparée qui est en Supplément aux Barres à Voiles); B = Voiliers; M = Barres à Moteur; (Tr. Bl.) = Bateau (Trawler); (Turb.) = Turbines, avec indication du nombre.

**L'Union Normande,**
[illegible]

**La Cava, Francesco, fu F.,**
[illegible]

**"La Columbia" Soc. Marit. per Trasporti di Petrolio e Derivati,**
[illegible]

**"La Coruna," Petroleum Maats.,**
[illegible]

**La Frigorifica Uruguaya S.A.,**
[illegible]

**"La Industrial Platense" Devis & Cia., S. en C.,**
[illegible]

**La Meridionale di Navigazione S.A.,**
[illegible]

**La Meridionale Società Anonima di Navigazione,**
[illegible]

**La Morue Française,**
[illegible]
(continued)

**La Morue Française**—continued
[illegible]

**La Naviera Filipina, Inc.,**
[illegible]

**La Peche Hauturière Lorientaise,**
[illegible]

**La Porteña Empresa de Remolcadores,**
[illegible]

**La Transportadora Argentina, Soc. Anon.,**
[illegible]

**La Tunisienne S. N. Co., Ld.,**
[illegible]

**Labey, René,**
[illegible]

**Labor, D/S, A/S,**
[illegible]

**Laboremus, Aktieselskabet,**
[illegible]

**Lachenal,**
[illegible]

**Lacoste, G.,**
[illegible]

**Ladegaard, P. C.,**
[illegible]

**Lady Drake, Ld.,**
[illegible]

**"Lady Hawkins," Ld.,**
[illegible]

**Lady Morgan Steam Tug Co., Ld.,**
[illegible]

**"Lady Nelson," Ld.,**
[illegible]

**Laeisz, Reederei F., G.m.b.H.,**
[illegible]

**Laforest, Joseph,**
[illegible]

**Lafrenz, Peter,**
[illegible]

**Lafuente, J. C.,**
[illegible]

**Lafuente, Nicolas,**
[illegible]

**Lafuente Seisa, N.,**
[illegible]

**Lago Petroleum Corpn.,**
[illegible]

**Lago Shipping Co., Ld.,**
[illegible]

**Lagorara, Fratelli,**
[illegible]

**Lagström, J.,**
[illegible]

**Lai Hing S.S. Co., Ld.,**
[illegible]

**Laibre,**
[illegible]

**Laivaosakeyhtiö Torne,**
[illegible]

**Lajusticia, Augusto,**
[illegible]

**Lake Erie Coal Co., Ld.,**
[illegible]

**Lake, H. B. C., & Others,**
[illegible]

**Lake Ports Shipping & Navigation Co.,**
[illegible]

**Lake Sand Corporation,**
[illegible]

**Lake Steamship Co., Ld.,**
[illegible]

**Lake Tankers Corp.,**
[illegible]

**Lake Tretu Transportation Co., Inc.,**
[illegible]

**Lake Union Dry Dock & Machine Works,**
[illegible]

**Lake Washington Shipyards,**
[illegible]

**Lakes & St. Lawrence Navigation Co., Ld.,**
[illegible]

**Lakewood S.S. Co.,**
[illegible]

**Lakonikí Steam Nav. Co.,**
[illegible]

**Laksevaag Kommunale Færger,**
[illegible]

**Lalande,**
[illegible]

**Laly, Dampsk. Aktien.,**
[illegible]

**Lamas, Manuel,**
[illegible]

**Lamberg, Oscar,**
[illegible]

**Lambert, Barnett & Co.,**
[illegible]

**Lambert Brothers, Ld.,**
[illegible]

f = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).
S = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (Turb.) = Turbines, with No. prefixed.

**Lambright, Henri,**

**Lamblin, Hetlin & Jaisy**
Collerai, Lt.,

**Lamotjer, J. J.,**

**Lamothe, Amédée,**

**Lampen, H. H.,**

**Lamport & Holt, Lt.,**

**Lamy, G., & Cie.,**

**Lanaa S.S. Co.,**

**Lancashire Shipping Co., Lt.,**

**Lancaster Land Corp.,**

**Lancaster S.S. Corp.,**

**Land-& Sea-Transport**
Gesellschaft und Leitung.

**Landers, C., & L. Oliver,**

**Landgren, T., & Co., Lt.,**

**Landsborough, J. A., & Co.,**

**Landseer, Laurence H.,**

**Landskrona, Rederi A/B,**

**Landstra, H. J.,**

**Landstra, H.,**

**Lanier, Alfred H., Jun.,**

**Lang, F. T.,**

**Langa, Einar,**

**Langa, Ernst,**

**Langfeldt, A. T., & Co.,**

**Lanker, Amandus,**

**Lanzaro, Hijos de, Lda.,**

**Largyia, Constantin,**

**Larrea, Antonio,**

**Larrinaga Steamship Co., Lt.,**

**Larsen, A. E.,**

**Larsen, Alfred M.,**

**Larsen, Artz.,**

**Larsen, H. F. N.,**

**Larsen, Hagerup,**

**Larsen, Hartwig,**

**Larsen, John,**

**Larsen, Knut,**

**Larsen, N.,**

**Larsen, O. I. P.,**

**Larsen, N.,**

**Larsen, Severin,**

**Larsen (Oscar), Tvetsen Sørensen A/S.**

**Larsen, Carl,**

**Larsens, J. G.,**

**Larsens, Carl Eric,**

**Larsson, J. A.,**

**Larsson, L. O.,**

**Larsson, Lars,**

**Larsson, Sven P.,**

**Larsson, Tor,**

**Larviks Hvalfangerselskap, A/S,**

**Lary, Joseph,**

**Lathom S.S. Co. Lt.,**

**Latria-Belgium Line, Lt.,**
Steamship Co.,

**Latvia, Government of,**

**Latvian Shipping Co.,**

**Latvijas Banka,**

**Latvijas Hipoteku Banka,**

**Lau Lai Hing,**

**Lau Wa Ping,**

1 = Service de pêche (pour les renseignements sur les services de pêche à vapeur, voir le Livre rouge qui sert de Supplément aux Series & Voiliers); 2 = Vapeur; m = Series & Moteur; (Tw. Sc.) = Moteur (Diesel); (-Turb.) = Turbine, avec indication de nombre.

**Launceston Marine Board,**
[illegible]

**Lauenburg, Joh. Julius,**
[illegible]

**Laugier, A.,**
[illegible]

**Lauritzen, J.,**
[illegible]

**Laure, Achille,**
[illegible]

**Laura & Montella, Cugini,**
[illegible]

**Laurens, F.,**
[illegible]

**Lavarello, Eredi di Giuseppe,**
[illegible]

**Lavarello, Ernesto,**
[illegible]

**Laverton S.S. Co., Ld.,**
[illegible]

**Lavrentieff, W.,**
[illegible]

**Lawford, Edward D. W.,**
[illegible]

**Lawson-Batey Tugs, Ld.,**
[illegible]

**Lawther, Latta & Co., Ld.,**
[illegible]

**Lawther (Samuel) & Sons,**
[illegible]

**Laycock, Mrs. M. M.,**
[illegible]

**Lazzari, Gilberto,**
[illegible]

**Le Bideau, Julien,**
[illegible]

**Le Blouch et Lemonni,**
[illegible]

**Le Belloch, A.,**
[illegible]

**Le Borgne, A., & Cie,**
[illegible]

**Le Borgne, Charles,**
[illegible]

**Le Borzec, Guillaume,**
[illegible]

**Le Brader, Jean,**
[illegible]

**Le Brise, F.,**
[illegible]

**Le Dantec, Y.,**
[illegible]

**Le Floch, J. L.,**
[illegible]

**Le Friec, J., & Y. Poulner,**
[illegible]

**Le Garrec, P.,**
[illegible]

**Le Goaltz de Mézenbran, Yvonne A.,**
[illegible]

**Le Lièvre, Armand,**
[illegible]

**Le Martret, M.,**
[illegible]

**Le Moigne, E.,**
[illegible]

**Le Morgne, Pierre,**
[illegible]

**Le Poulichet & Perrotin,**
[illegible]

**Le Roux, Jean,**
[illegible]

**Leach, Stephen & Burbon,**
[illegible]

**Leathem Smith-Putnam Nav. Co.,**
[illegible]

**Lebon, L., & G. Toublanc,**
[illegible]

**Leborgne, Vve. Pierre,**
[illegible]

**Leclerc, G.,**
[illegible]

**Leclercq, J., I. D. de Marigny, F. de Colla, E. B. Lagane & J. B. Lemaire,**
[illegible]

**Lecumberri, Zacarias,**
[illegible]

**Leddet-Chaix, Armement J. & A.B.L.,**
[illegible]

**Leddet-Chaix, Joseph,**
[illegible]

**Ledoux-Battez, P.,**
[illegible]

**Ledun, André & Henry,**
[illegible]

**Lee, Arthur H., & Co., Ld.,**
[illegible]

**Lee, J. S., & Sons,**
[illegible]

**Lee Po Sun,**
[illegible]

**Lee Tsung S.S. Co., Ld.,**
[illegible]

**Leeds Shipping Co., Ld.,**
[illegible]

**Leest, Alfreda,**
[illegible]

**Leerer Heringsfischerei Akt. Ges.,**
[illegible]

**Leeston Shipping Co., Ld.,**
[illegible]

**Leetung S.S. Co., Ld.,**
[illegible]

**Lefèvre, D., & Deschambeault,**
[illegible]

**Lefèvre-Rigot, A., & A.,**
[illegible]

**Lefke, Ed.,**
[illegible]

**Legasse, Jean,**
[illegible]

**Legris, H., & A. Neiter,**
[illegible]

**Leger, Leopold,**
[illegible]

**Lehigh Coal & Navigation Co.,**
[illegible]

**Lehman, J. A.,**
[illegible]

**Lehmann, Paul,**
[illegible]

**Lehnkering & Co., A/G.,**
[illegible]

**Lehoerff, Aristide,**
[illegible]

**Lehoerff, Joseph,**
[illegible]

**Lehoerff, L. Girard,**
[illegible]

**Leiper, G.,**
[illegible]

**Leira, Bev.,**
[illegible]

**Leira, José W., y Garcia,**
[illegible]

**Leistikow, Martin P. F.,**
[illegible]

**Leitch, A.,**
[illegible]

**Leitch, Gordon C.,**
[illegible]

**Leith Dock Commissioners,**
[illegible]

**Leith, German E.,**
[illegible]

**Leith, Hull & Hamburg Steam Packet Co., Ld., The,**
[illegible]

**Leith Salvage & Towage Co., Ld.,**
[illegible]

**Leith, William A.,**
[illegible]

**Lelong, Charles,**
[illegible]

**Lelis, J.,**
[illegible]

**Lemaître, Gutellus & Le Gendre,**
[illegible]

**Lemaye, Joseph T.,**
[illegible]

**Lemoigne, E.,**
[illegible]

**Lemoine, Ludovic,**
[illegible]

**Lemos, A. G.,**
[illegible]

**Lemos Bros.,**
[illegible]

**Lemos, C. M.,**
[illegible]

**Lemos, Costis E.,**
[illegible]

**Lemos, G. Ch. & M. A., Sampsio,**
[illegible]

**Lemos, P. C. & G. C.,**
[illegible]

**Lemos, S. A., & F. A. Lemos,**
[illegible]

**Lena, Ernesto, fu Paolo,**
[illegible]

**Lena, Mario,**
[illegible]

**Lenara, Arthur,**
[illegible]

**Leningrad-Gostorg,**
[illegible]

**Leningrad, Port Arthur-Kow-ul,**
[illegible]

**Lenkkeri, Viktor,**
[illegible]

**Lennen, Cornelis A.,**
[illegible]

**Lennox Shipping, Ld.,**
[illegible]

**Leonard Fisheries, Ld.,**
[illegible]

**Leonard, J.,**
[illegible]

**Leonard Steam Trawlers, Ld.,**
[illegible]

**Leonhardt & Blumberg,**
[illegible]

**Leoni, Italo,**
[illegible]

**Leonsi, R. J., & Co.,**
[illegible]

**Lepik, J.,**
[illegible]

**Lepikko, Emil,**
[illegible]

**Lepine, Pellet,**
[illegible]

**Lepers, Louis & Edmond,**
[illegible]

**Lepert, Joseph,**
[illegible]

**Lerlanger, Robert Aktieb.,**
[illegible]

**Lerchundi, Tomás, e Hijos,**
[illegible]

**Leroux & Co.,**
[illegible]

**Levy, E.,**
[illegible]

**"Les Armateurs Français," Soc. anon. de Nav.,**
[illegible]

**Les Cargos Algériens, Soc. anon.,**
[illegible]

**Lesourat, L.,**
[illegible]

**Leslie, John F.,**
[illegible]

**Leslie, W., & Co., Ld.,**
[illegible]

**Lessesia S.S. Co., Ld.,**
[illegible]

[illegible]

**Lessard, J.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Lessard Fils, J.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Lessuer, L. G.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Leth & Co.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Letenzé, Albert,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Letten Bros.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Letzer, Remorquage, S.A.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Leufstadius, O. F.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Leuthold, Edgar,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Leva, Louis & Luigi,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Levant Commercial Shipping Co., Ld.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Levant Oil Transport Co., Ld.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**"Levante" Società di Nav. Piroscafi,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Levenez, E.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Leventhal, Morris,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Lever Bros., Ld.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Lever's Pacific Plantations Proprietary, Ld.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Levis Ferry, Ld.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Lévis, La Traverse de, Lée.**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Levy, M.C.C.A.S.M.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Levy, Emmanuel,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Levy, Harry,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Levy, S., & M. Benjamin,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Lewers & Cooke, Ld.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Lewis, Andrew,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Lewis, Sir Andrew,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Lewis, F. E. & O. T., & Co., Ld.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Lewis, Geo. F.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Lewis, J. A.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Lewis, John, Ld.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Lewold, Axel S.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Leyland, F., & Co., Ld.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Lian Hwa Steamship Co.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Liaño, Luis, S. en C.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Libby, McNeill & Libby, Inc.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Libert,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Liebig's Extract of Meat Co., Ld.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Lied, N.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Lien, G.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Liepajas Kara Ostas Sakaru Valde.**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Lietuvos Garlaivių ir Prekybos Akcinė B-vė "Lietgar."**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**"Light" Shipping Co., Ld.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Ligure-Sicula, Società di Navigazione,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Lihelm, G.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Lihtermann, H.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Liimann, T.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Lillenaas, Paul,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Lillicrick, J. W. R.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Lim Lor Kis,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Lim M. Poh,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Lim Teck Chuan,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Lima, Raymundo Vilira,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**"Limburg," N. V. Stoomship.**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Limburg, N. V. Scheepvaart Maatschappij,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Limerick Steamship Co., Ld.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Limhamns Rederiaktiebolag,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Limin S.S. Co.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Linaas, Jens B.,**

| | Built | Gross Tons |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

† = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; M = motorship; (Tw. Sc.) = Twin Screw; (T = Turbo.) = Turbines, with Sc. prefixed.

**Lincoln & Hull Water Transport Co., Ld.**

**Lindaas & MacGordon**

**Lindblom, Johan,**

**Lindblom, John,**

**Lindblom & Petersen,**

**Linde, Joh.,**

**Linde, K.,**

**Linde, Karl,**

**Lindgren, G.,**

**Lindgren & Rae, A/B,**

**Linderman, Fred,**

**Lindemann, A/S D. S.,**

**Lindh, G. W.,**

**Lindholmer, Th.,**

**Lindley, Edward T.,**

**Lindley, O. G.,**

**Lindt, Alf.,**

**Lindie, F. & Co., A/S,**

**Lindse Reiseri, Alf. D/S A/S.**

**Lindqvist, Gunnar,**

**Lindsay, Bruce, Bros., Ld.,**

**Lindsay, Swan, Hunter, Ld.,**

**Lindsay, W. N., Ld.,**

**Lindsey Steam Fishing Co., Ld.**

**Lindstedt, F. S.,**

**Lindstrom, E. G.,**

**Lindvig, A. O.,**

**Lindvig, Johannes,**

**Lindwall, Edw.,**

**Linea de Vap. Sevilla-Sudoeste-Mar.**

**Linea Nacionales de Bangkok.**

**Ling Nam S.S. Co., Ld.,**

**Linköpings Nya Ångbåts Ab.,**

**Linton, George,**

**Linton, Corporação de Pilotos do Rio e Barra do.**

**Linton Harbour Board.**

**Linth, I.,**

**Lister, Harry L.,**

**Liston, George M.,**

**Lithgow, H.,**

**Litmeyer, H.,**

**Litmeyer, Ww. Maria,**

**Little, J. G.,**

**Livanos Brothers,**

**Livanos, Georges J.,**

**Livanos, J. G.,**

**Livanos, N. G.,**

**Liverpool, Brazil & River Plate Steam Nav. Co., Ld.,**

**Liverpool Derricking & Carting Co., Ld.,**

**Liverpool & Glasgow Association for Protection of Damage by Collisions of Steamers Wrecked and Damaged Property.**

**Liverpool & Glasgow Salvage Association.**

**Liverpool Grain Storage & Trades Co., Ld.,**

**Liverpool & Hamburg Line.**

**Liverpool Lighterage Co., Ld.,**

**Liverpool, Lord Mayor, Aldermen & Citizens of the City of.**

**Liverpool & North Wales S.S. Co., Ld.**

**Liverpool Screw Towing & Lighterage Co.**

**"Livingstonia" Steamship Co., Ld.,**

**Liotte, Edmond,**

**Liotte, Ernest,**

**"Lizzie D. Shaw" Corp.,**

**Ljunghidt, N. J.,**

**Lloyd-Wiener Adriatica,**

† = Navires de pêche (voir les renseignements sur les navires de pêche à vapeur en à voiles, voir le Lloyd anglais sur les S.S. Fishermen and Sailing Vessels).
S = Tapeur ; W = Marine à Voiles (Tw. Sc.) = Bateau jumelle ; ( Tuns ) = Tonnage, avec indication de nombre.

**Llanelly Harbour Trustees,**
Llanelly.

**Llangorse S.S. Co., Ld.,**

**Llorens, V., y M. Cervera,**

**Lloret, Gasper,**

**Lloret, Juan,**

**Lloyd Brasileiro, Companhia de Navegação.**

**Lloyd Brasileiro, Companhia de Navegação**—*continued.*

**Lloyd Columbiano,**

**Lloyd Mediterraneo, Società Italiana di Navigazione.**

**Lloyd National, Steinfade Aktien.**

**Lloyd Triestino,**

**Lloyd Triestino**—*continued.*

**Lobao & Irmaos,**

**Lobato, A. D.,**

**Lobitos Oilfields, Ld.,**

**Lobosita & Co., Ld.,**

**Loch Line Steam Trawling & Fishing Co., Ld.,**

**Locke, Frank F. A.,**

**Lockie & Co., C. per A.,**

**Lockington (Samuel) & Co., Ld.**

**Lockwood, J. J.,**

**Lodding, T.,**

**Lodose Varf, Aktieb.,**

**Lodovici, Tommaso,**

**Loenderloot, Zwarts & Boeren,**

**Loewenschn, Fratli**

**Lof, Nils,**

**Lofaro, Rosario,**

**Loffreda, Avv.,**

**Lofgren, Emil,**

**Lofoten, J. E.,**

**Lofsnes, Olaf,**

**Lofstedt, Jeb.,**

**Logothetis, Leonidas, M., & N. Fatsis,**

**Loh Kong Im,**

**Lohmann, Johann,**

**Lohmann, Stephan,**

**Loik, Carl Mortensen,**

**Lombardi, Bartolomeo, di Giovanni,**

**London Authority, Port of,**

**London & Channel Islands S.S. Co., Ld.,**

**London County Council,**

**London & Edinburgh Shipping Co., Ld.**

**London Granite Co., Ld., The,**

**London Midland & Scottish Railway,**

1 = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).
S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (...) = Turbine, with No. prefixed.

## London Midland & Scottish Railway—*continued.*

| | Arrival | Time | Departure | Time |
|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

## London & North-Eastern Railway—*continued.*

| | Arrival | Time | Departure | Time |
|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

## London & North-Eastern Railway.

## London & Rochester Trading Co., Ltd.

## Londonderry & Lough Foyle Railway Co.

## Londonderry, Marquess of, K.G., P.C., M.V.O.

## Long Island Railroad Co.,

| | Arrival | Time | Departure | Time |
|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

## Longmire, P. W.,

## Longobardi, Com. G.,

## Longobardo, Giovanni,

## Lonningdal, E. H.,

## Lonsquist, Hugo Frans,

## Lonsqvist, Karl,

## Loo C. Hong,

## Loo Tong Sia y Martinez,

## Loop Lumber Co., Inc.,

## Loose, Sidney A.,

## Lopes Mota, Antonio,

## Lopez, A. R.,

## Lopez, E.,

## Lopez de la Baltiza, E., & Co.,

## Lopez de Haro Fernandez, José,

| | Arrival | Time | Departure | Time |
|---|---|---|---|---|
| [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

## López Parra, Ramón,

## Lorca, José,

## Lord, Philipp H.,

## Lorentzen, Christian, & Hilmar Lorentzen Kristiansund,

## Lorentzen, Ludvig,

## Lorgen, G.,

## Loring, Jorge,

## Los Angeles S.S. Co., Inc.,

## Los Angeles Whaling Co., Inc.,

## Los, Dimitrios M.,

## Los, Pandelis M.,

## Los, S. & C. M., & E. C. Ambeaki,

## Lotha, A.,

## Lothe, Brødrene, D/S A/S,

## Lothe, Adolf,

## Lotters y Iguide,

## Lotus II., N.V.,

## Lougher (Lewis) & Co., Ltd.,

## Louis-Dreyfus & Cie.,

## Louisburg Dredging Co., Ltd.,

## Louvet, Eugène,

## Louvet, Marcel,

## Louys, Abel,

## Loveland, S. C., Co., Inc.,

## Lovell (C. Shaw) & Sons, Ltd.,

[illegible]

**Lovisa, Ångf. A/B,**

**Lovisa Fiskeri A/B,**

**Lowden Cassell & Co., Ld.,**

**Lowestoft Steam Herring Drifters Co., Ld.,**

**Loyal Steam Fishing Co., Ld.,**

**Lo Yee Shun,**

**Lübeck-Königsberger Dampfschiffahrts-Gesellschaft**

**Lübeck Linie, A.G.,**

**Lübeck-Oslo Linie m.b.H.,**

**Lübeck - Wyborger Dampfschiffahrts-Gesellschaft**

**Lübecker Seetransport, G.m.b.H.,**

**Lubersac, Établissements Des,**

**Lubsen, Carlos, & Cia.,**

**Luirano, Luigi,**

**Luca, Evangelo Giorgio,**

**Lucas, Lieut.-Col. Wilfrid C.,**

**Lucibello, A.,**

**Lucigen S.S. Co., Ld.,**

**Luckenbach Steamship Co., Inc.,**

**Luckner, Graf F. von,**

**Luen Hing S.S. Co.,**

**Luhr, Brodrene,**

**Lührig, C.,**

**Lührs, Clara Th.,**

**Lührs, Th.,**

**Lui Ching Fung,**

**Luigi, Pierre Paul,**

**Lukestjeli, Aktiea.,**

**Lulaidis, G. N.,**

**Lumina S.S. Co., Ld.,**

**Lumley, Adrian,**

**Lumley Shipping Co.,**

**Luzardini & Bonatti,**

**Lund, C. O.,**

**Lund, Eilert,**

**Lund, J., & Co., Aktiea.,**

**Lund, Peter,**

**Lund, T. H.,**

**Lund Tendahl, J.,**

**Lundahl, G.,**

**Lundberg, G. A.,**

**Lundberg, K., & Co., A/B,**

**Lundberg, Sven,**

**Lundegaard, A/S,**

**Lundegaard & Sonner,**

**Lunden, Rederi A/S,**

**Lundgren, Arthur,**

**Lundgren, E.,**

**Lundgren, Fred Joan,**

**Lundgren, Hans,**

**Lundgren, Knut, & Co.,**

**Lundk, Nils P.,**

**Lundqvist, A.,**

**Lundqvist, C.,**

**Lundqvist, Hugo,**

**Lundqvist, O. R.,**

**Lundstrom, Erik,**

**Lundstrom, O. E.,**

**Lundvik, F. G.,**

**Lunenburg Outfitting Co., Ld. & others,**

**Lunenburg Shipping Co.,**

F = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (= Turb.) = Turbines, with No. prefixed.

**Lupi, Umberto,**
[illegible]

**Lus, Emile,**
[illegible]

**Lusi, A.,**
[illegible]

**"Lusitania" Cia. Portuguesa de Pesca,**
[illegible]

**Lustrous S.S. Co., Ld.,**
[illegible]

**Lutcher & Moore Lumber Co.,**
[illegible]

**Lütgens & Reimers,**
[illegible]

**Lütje, Hinrich,**
[illegible]

**Lutz, H.,**
[illegible]

**Luzardo, G.,**
[illegible]

**Luzon Stevedoring Co., Inc.,**
[illegible]

**Lydersen, N. R. & O.,**
[illegible]

**Lykes Bros.—Ripley S.S. Co., Inc.,**
[illegible]

**Lykes Bros. Steamship Co., Inc.,**
[illegible]

**Lykiardopulo, G. E.,**
[illegible]

**Lykiardopulo, N. D.,**
[illegible]

**Lykke, Per T.,**
[illegible]

**Lykkes Rederi A/S,**
[illegible]

**Lykouris, J.,**
[illegible]

**Lyle, James,**
[illegible]

**Lyle Shipping Co., Ld.,**
[illegible]

**Lyngaas, Lorentz S., & Jac M.,**
[illegible]

**Lyngholm, S.,**
[illegible]

**Lyngøy, Nils,**
[illegible]

**Lynn, Wm. H.,**
[illegible]

**Lyras, M. N., & J. [illegible],**
[illegible]

**Lyras, Nicolas G.,**
[illegible]

**Lyras, P.,**
[illegible]

**Lyttelton Harbour Board,**
[illegible]

# M

**Maaren, T.,**
[illegible]

**"Mabel Dorothy" Vessel Co., Ld.,**
[illegible]

**Mabella, A/S,**
[illegible]

**Mabro, G. & T.,**
[illegible]

**McAllister, A. J.,**
[illegible]

**McAllister Lighterage Line,**
[illegible]

**McAllister Navigation Co.,**
[illegible]

**McAllister Towing & Transportation Co., Inc.,**
[illegible]

**MacAloney, Harvey,**
[illegible]

**MacAndrews & Co., Ld.,**
[illegible]

**Macara, A. J.,**
[illegible]

**MacAuliffe, J. J.,**
[illegible]

**Macbeth, Blackwood & Laurie, Ld.,**
[illegible]

**MacBrayne, David (1928), Ld.,**
[illegible]

**MacBrayne, David (1928), Ld.**—continued
[illegible]

**McCalla, William T.,**
[illegible]

**McCallum, Orme & Co., Ld.,**
[illegible]

**McCallum, F., & Sons, Ld.,**
[illegible]

**McCann, J.,**
[illegible]

**McClellan, Wm. M.,**
[illegible]

**McCormick, Charles R., Lumber Co.,**
[illegible]

**McCormick Steamship Co.,**
[illegible]

**McCowan, R., & Sons, Ld.,**
[illegible]

**MacDonald,**
[illegible]

**MacDonald, Edmund L.,**
[illegible]

f – Navires de pêche (pour les renseignements sur les navires de pêche à vapeur ou à moteur, voir la Liste séparée qui suit le Supplément aux Navires à Voiles.)
s – Vapeur; m – Navire à Moteur; (Tw. Sc.) – Hélices jumelles; (– Turb.) – Turbines avec indication du nombre

**MacDonald, George D.,**

**McDonald Transportation Co., Inc.,**

**McFarlane, H.,**

**McFarlane, William,**

**McFatridge, H.,**

**McFatridge, William,**

**Machado, Guilherme, & Co.,**

**Machado, Sousa & Co.,**

**Machias Lumber Co.,**

**Machida Shokai Kabushiki Kaisha,**

**McIlwraith, McEacharn, Ld.,**

**MacIver, N.,**

**Mack, J. J., & Sons,**

**Mackay, Alexander, & Sir Lennox Kenworth, Bart.,**

**McKay, David W.,**

**McKibbin, W.,**

**Mackie, James,**

**Mackie, W. A.,**

**Mackill, H., & Co.,**

**Mackinac Transportation Co., The,**

**McKinney & Rafferty,**

**Mackintosh & Co. (Gibraltar) Ld.,**

**McLachlan, Robert,**

**McLaren, George,**

**McLaren, J. D., & Co. (Sydney), Ld., & A. A. Collopy & E. G. Revill,**

**Maclay & McIntyre, Ld.,**

**MacLean, R. A.,**

**MacLeod, John,**

**McLeod, Peter C.,**

**McLoney, G. A.,**

**McMillin, J. S.,**

**McNeal, Dodson Co., Inc.,**

**McNeal, Edwards Co.,**

**Macneill & Co.,**

**McPhail, Colin & C. S.,**

**McQuilkin, G., Sr.,**

**McRae, John T.,**

**McRae Steam Trawling Co.,**

**Macris, Pandelis,**

**McWilliams (James) Steamships, Inc.,**

**Madagascar, Government of,**

**Madariaga, E.,**

**Maddison, Arv. Gius.,**

**Madeira, J. C.,**

**Madeira, L. D.,**

**Madeira-Mamoré Railway Co.,**

**Madeira Stoomtram Maatschappij, N.V.,**

**Madras, Government of,**

**Madras Port Trust,**

**Madrigal & Co.,**

**Madsen, Skibs. A/S,**

**Madrus, P., & A. Vaim,**

**Madura Co., Ld.,**

**Maland, Lars, & Co., A/S,**

**Mærsk, Fiskeriak-tieselskab,**

**Magdala (S.S.) Co., Ld.,**

**Magee, Son & Co.,**

**Maggi, Giuseppe,**

**Maggia, Luigi, fu Ant.,**

**Maggio, Wm. J.,**

**Magliano, Dott. Carlo,**

**Magliona, Antonio, fu Salv.,**

**Magnar, Rederi A/B,**

**Magnolia Petroleum Co., Inc.,**

**Magnus Stenbock, Rederi a.b.,**

( * Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels); s. Steamer; m. Motorship; (Tw. Sc.) Twin Screw; (Turb.) Turbines, with No. prefixed.

**Magnusson, Mauritz,**
[illegible]

**Magnusson, C.,**
[illegible]

**Magnusson, Claes W.,**
[illegible]

**Magnusson, Olais,**
[illegible]

**Magushi Tanoji,**
[illegible]

**Maguire, C. O.,**
[illegible]

**Mahmoud Ismail El Tushgi & Hag Sayed Haras,**
[illegible]

**Mahmut Lutfi Bey,**
[illegible]

**Mahoning S.S. Co.,**
[illegible]

**Mahony, A. F., Co., Inc.,**
[illegible]

**Mahony, Andrew F.,**
[illegible]

**Maichoggiani, N.,**
[illegible]

**Main, G.,**
[illegible]

**Maine Shipping Co.,**
[illegible]

**Maino Ryukichi,**
[illegible]

**Majeed, Sayed A., & Robert A. ...,**
[illegible]

**Majorna, Rederi A/B,**
[illegible]

**Malabar S.S. Co.,**
[illegible]

**Malandain, Jérôme,**
[illegible]

**Malandain, Paul,**
[illegible]

**Mälaren-Göteborg Rederiaktieb.,**
[illegible]

**Mälaren-Hjelmaren Trafikaktiebolaget,**
[illegible]

**Malay S.S. Co.,**
[illegible]

**Malco Steamship Co., Inc.,**
[illegible]

**Malet Salvage Syndicate, Ld.,**
[illegible]

**Malfatti, Elias,**
[illegible]

**Malfroy, E., & fils & Cie.,**
[illegible]

**Malim, Moosa M.,**
[illegible]

**Mallol Bosch, Matias,**
[illegible]

**Mallory, C. D., & Co., Inc.,**
[illegible]

**Malm, Nils Adolf,**
[illegible]

**Malmberg, J. J.,**
[illegible]

**Malmberg, Nils C.,**
[illegible]

**Malmberg, Karl,**
[illegible]

**Malmgren, L. F.,**
[illegible]

**Malmö Bogser Aktieb.,**
[illegible]

**Malmö, Rederi A/B (i Lp.),**
[illegible]

**Malmö Stad**
[illegible]

**Malmöhus, Rederi A/B,**
[illegible]

**Malmquist, Arnold,**
[illegible]

**Malmros, Jarl,**
[illegible]

**Malmström, C. O.,**
[illegible]

**Malmström, E.,**
[illegible]

**Maloney, A., & Sons, Ld.,**
[illegible]

**Malsah S.S. Co., Inc.,**
[illegible]

**Malston Co., Inc.,**
[illegible]

**Malta S.S. Co., Ld.,**
[illegible]

**Manatawny Steamship Corporation,**
[illegible]

**Manati Sugar Co.,**
[illegible]

**Manchester Corporation,**
[illegible]

**Manchester Liners, Ld.,**
[illegible]

**Manchester Ship Canal Co.,**
[illegible]

**Mandaglios, Michele,**
[illegible]

**Mandalios, Nicolas,**
[illegible]

**Mandeville, Skibs A/S,**
[illegible]

f = Navires de pêche (pour les renseignements sur les navires de pêche à vapeur ou à moteur, voir la Liste séparée qui suit le Supplément aux Navires à Voiles).
S = Vapeur ; m = Navire à Moteur ; (Tw. Sc.) = Hélices jumelles ; (Turb.) = Turbines, avec indication du nombre.

**Manasse J., & E. Steichel,**

**Manhem Rederi, A/B,**

**Manik, C. B. Sethi,**

**Manila Railroad Co.,**

**Manitowoc, Skibs A/S,**

**Mann, George & Co. (South Africa), Ld.,**

**Manns, J. E.,**

**Mannes, Th. & Aalgors,**

**Mannesen, A.,**

**Mannesen, Matti,**

**Mannesen Shipyards, Ld.,**

**Mansei Kisen Kabushiki Kaisha,**

**Manaku Unyu Kabushiki Kaisha,**

**Mansson, Henrik,**

**Mansson, M. G.,**

**Mansson, Otto,**

**Mantatsas, Ath. & Her.,**

**Mantatsas, V. G., & Co.,**

**Manz Salt & Alkali Co. Ld.,**

**Mauking, A/S,**

**Maraham State Government,**

**Marathon, Skibsaktieselskap,**

**Marandan, K. V.,**

**Marsein, Rederi A/B,**

**Marcenaro, Lorenzo,**

**Marescha, E., et Cie.,**

**Marchegiani, Nicola,**

**Marchesini, P. D.,**

**Marchetti, Giovanni,**

**Marcos, Luis,**

**Marcos & Sarrion, Soc. Mar., Ltda.,**

**Marcus, E.,**

**Marcussen, Erling,**

**Marcussen, Jens,**

**Marcussen, Sam,**

**Mars, A/B,**

**Marsen, Mariano,**

**Marga, Rederi A/B,**

**"Margaret K. Smith" Vessel Co., Ld.,**

**Margaronis, A. & I. & G. & D.,**

**Margaronis, D. F.,**

**Margaronis, I.,**

**Mari, Rederi A/B,**

**Marine Biological Association,**

**Marine Contracting & Towing Co.,**

**Marine Contractors Ld.,**

**Marine Dredge & Gravel Co.,**

**Marine Products Corporation,**

**Marine Shippers, Ld.,**

**Marine Supplies, Ld.,**

**Marion Elizabeth Shipping Co., Ld.,**

**Mariscpol, Port Authority,**

**Maris Export & Trading Co. Ld.,**

**Maris Schiffahrts-Gesellschaft,**

**Maritima Asturiana Soc. Anon.,**

**Maritime, A/B,**

**Maritime Fish Corporation, Ld.,**

**Maritime Lighterage Co.,**

**Maritime S.S. Co.,**

**Maritime S.S. Co., Ld., The,**

**Maritime Shipping & Trading Co., Ld.,**

**Maritime Transport Co., Ld.,**

**Marittima Ravennate S.A.,**

**Marjanais S.S. Co., Ld.,**

**Marko, Grgić, & Co.,**

**Markore, A/S,**

**Markous, J., & M. Grant,**

**Markussen, Birger,**

F = Fishing Vessel (for particulars of steam and motor fishing vessels, see Special List following Supplement to Sailing Vessels).
S = Steamer ; M = Motorship ; (Tw. Sc.) = Twin Screw ; (= Turb.) = Turbines, with No. prefixed.

**Marias, P., & Co.,**

**Marias y Serra, S. en C.,**

**Marmara S.S. Co., Ld.,**

**Marus, Dampskibsk. A/S.,**

**Marus, Administration des Travaux Publics du.**

**Marpole Towing Co., Ld.,**

**Marquette & Bessemer Dock & Nav. Co.,**

**Marr, J., & Son, Ld.,**

**Marrero, A. J.,**

**Marriage, F. E.,**

**Marsden, Sir John D., Bart.,**

**Marsden, Sir John D., Bart.,**

**Marseilles, Service du Pilotage.**

**Marshall, Septimus, & Co.,**

**Marshall, William,**

**Marstrands Nya Ång-Sågsgs Aktieb.,**

**Martens, Claus H.,**

**Martens, Harald Greig,**

**Martens, Johann,**

**Martens, Walter,**

**Martens-Nielsen, D.,**

**Martensson, J. A.,**

**Martha Thorsen, Skibs. a.s.**

**Martin, Jacob,**

**Martin, Joseph P.,**

**Martin, P. F., Ind.,**

**Martinelli, A.,**

**Martinelli, Carolina,**

**Martinelli, Francesco, fu S.,**

**Martinelli, Frieda,**

**Martinelli, Rodolfo,**

**Martinez, C. D., & Co.,**

**Martinez & Guimerhea,**

**Martinez, Juan F.,**

**Martinez, M. P.,**

**Martinez, Vicente,**

**Martinique, Government of,**

**Martin, W. M.,**

**Martinolich, Nav. Carlo, S. a. g. l.,**

**Martinolich, Società Anonima di Nav. a Vapore Mater D.,**

**Martins, M. C.,**

**Martinsen, C., & Co.,**

**Martinsen, Gust.,**

**Martinsen, M. A.,**

**Martinsen, J. L.,**

**Martinsen, O. M.,**

† = Navire de pêche (pour les renseignements sur les navires de pêche à vapeur, voir la Liste spéciale qui suit le Supplément aux Navires à Voiles) ; S = Vapeur ; M = Navire à Moteur ; (Tr. Bl.) = Bâtiment jumelle ; (T = Turb.) = Turbines, avec indication du nombre.

**Martis S.S. Co., Ld.,**
[illegible]

**Marttila, J.,**
[illegible]

**Martyn, Martyn & Co., Ld.,**
[illegible]

**Marubishi Unso Kabushiki Kaisha,**
[illegible]

**Maruichi Homma Gomei Kaisha,**
[illegible]

**Marunaka Kisen Kabushiki Kaisha,**
[illegible]

**Marvitte, Ld.,**
[illegible]

**"Mary B. Brooks" Co., Ld.,**
[illegible]

**Maryland Pilots, Association of,**
[illegible]

**Marymira Co., Ld.,**
[illegible]

**Maryport Harbour Commissioners,**
[illegible]

**Marzin, Louis,**
[illegible]

**Masaba S.S. Co.,**
[illegible]

**Mascarello, Lorenzo,**
[illegible]

**Maseot, Rederi A/S,**
[illegible]

**Mase Shotaro,**
[illegible]

**Mase Tokajiro,**
[illegible]

**Masiques, Jose Maria,**
[illegible]

**Masiques, Miguel,**
[illegible]

**Maskinaffaren Generator,**
[illegible]

**Mason Shipping Co., Ld.,**
[illegible]

**Mason Trawlers, Ld.,**
[illegible]

**Massa, Esteban,**
[illegible]

**Massachusetts Trawling Co.,**
[illegible]

**Massey, W. A., & Sons, Ld.,**
[illegible]

**Massie, G.,**
[illegible]

**Massó Hermanos, S.A.,**
[illegible]

**Masson, W.,**
[illegible]

**Massone & Faridone,**
[illegible]

**Mastropasqua, Vincenzo,**
[illegible]

**Masuda Ichiyemon,**
[illegible]

**Masuda Kyugoro,**
[illegible]

**Masuda Toshihira,**
[illegible]

**Matas Danés, Julio,**
[illegible]

**Matheson, J. A.,**
[illegible]

**Mathews, A. E.,**
[illegible]

**Mathews Steamship Co., Ld.,**
[illegible]

**Mathiasen Shipping Co., Inc.,**
[illegible]

**Mathies Reed. A. G.,**
[illegible]

**Mathies, L. F., & Co.,**
[illegible]

**Mathiesen, Arth. H.,**
[illegible]

**Mathiesen, E. M.,**
[illegible]

**Mathiesen, H. C.,**
[illegible]

**Mathilda, A/S D/S,**
[illegible]

**Mathisen, Joh. P.,**
[illegible]

**Mathurin, V.,**
[illegible]

**Matkovic, Eugen,**
[illegible]

**Matland, Trygve,**
[illegible]

**Matland, Wilh.,**
[illegible]

**Matonen, Matti,**
[illegible]

**Matsas, Loucas, & Sons,**
[illegible]

**Matson Navigation Co.,**
[illegible]

**Matsoukis, Jean G.,**
[illegible]

**Matsuda Geichi,**
[illegible]

**Matsukawabishi Shokai Gomei Kaisha,**
[illegible]

**Matsumoto Kisen Kabushiki Kaisha,**
[illegible]

f - Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels); s - Steamer; m - Motorship; (Tw. Sc.) - Twin Screw; (- Turb.) - Turbines, with No. prefixed.

**Matsumoto Taiki,**

**Matsumura Ichitaro,**

**Matson Hidetaro,**

**Matsuoka Kisen Kabushiki Kaisha,**

**Matsushima Hajime,**

**Matsura Shizuo,**

**Matsuye Takejiro,**

**Matsuzaki, Keitaro,**

**Mattera, Antonio,**

**Mattera, Vincenzo, fu L.,**

**Matteucci, Fulvio, fu Luigi,**

**Matthews & Luff, Ld.,**

**Mattson, Robert,**

**Mattsson, Axel,**

**Mattsson, E. A.,**

**Mattsson, J.,**

**Mattsson, J. A.,**

**Mattsson, J. H.,**

**Matutes-Torres, Abel,**

**Matsura Kisen Kabushiki Kaisha,**

**Maubillarcq, René, et Cie.,**

**Maung M. Thin,**

**Maung S. Po,**

**Maung Sein Tiwa,**

**Maura y Arosti,**

**Maurel & Prom, Etablissements,**

**Mavrelos, E.,**

**Mavridoglou, N. D.,**

**Mavris Bros. & S. Elefteriades,**

**Maxwell, R. G., & S. N. Mendham,**

**May, Andrew,**

**May, Thomas J., & Co., Ld.,**

**Mayan, S.S. Corp.,**

**Maytham Steamship Co.,**

**Mazama Steamship Co.,**

**Mazarakis Bros.,**

**Mazarski, D. C. & J. C.,**

**Mazepa, A.S.,**

**Mazella, Leon,**

**Mazzella, Sotto & Cie.,**

**Medeiros, Olivia V.,**

**Medina, M. O.,**

**Mediterranean S.S. Co., Ld.,**

**Medomsley Steam Shipping Co., Ld.,**

**Midway Oil & Storage Co., Ld.,**

**Meech, Alfred A.,**

**Meeder, Christopher,**

**Meeder, Johannes,**

**Meerburg's Noordzee Visch. & Kortsr. Export., N.V.,**

**Meertens, L.,**

**Meff, Sir William,**

**Mehmet Arif Bey,**

**Mehmet Cevdet & Ismail Hakki,**

**Mehmet Naim Mevlaïtch,**

**Mehmet Serket Ahmet, Hadj,**

**Mehmet Tahsin Bey,**

**Mehta, C. F.,**

**Mehta, H. F.,**

**Mei, Alfo, & C.,**

**Meidell, Anton,**

**Meier, Joh. Hinr. & H. H. K.,**

**Meier, Paul,**

**Meiji Kaiun Kabushiki Kaisha,**

**Melbourne Harbour Trust Commissioners,**

**Melbourne Steam Ship Co., Ld.,**

**Melchiorri, Nicola, fi F.,**

* = Navires de pêche (pour les renseignements sur les navires de pêche à vapeur voir à moteur), voir la Liste spéciale qui suit le Supplément aux Navires à Voiles.
■ = Vapeur ; ◪ = Navire à Moteur ; (Tr. Br.) = Bâtiment immatriculé ; ‖ = Turbine ; ◇ = Turbines avec indication du nombre.

**Meldrum & Swinson,**

**Melhem Ibrahim Beitar,**

**Melhuish & Melhuish,**

**Melkus, O.,**

**Melin, O. A.,**

**Meling, Torjet,**

**Mellagriffith Transport Co., Ld.,**

**Melling, W.,**

**Mellings, Ld.,**

**Melrose Abbey Shipping Co., Ld.,**

**Melrose, David A.,**

**Melsom & Melsom,**

**Melsk, A. & T.,**

**Memasho Mosuko,**

**Memelor Dumpfs, G.m.b.H.,**

**Menachè Levy Tsariel & Co.,**

**Menam River Towage & Lighter Co., Ld.,**

**Menchaca, Antonio,**

**Menconi, Ferdinando,**

**Mendes, João José,**

**Mendes, Antonio,**

**Mendizabal, Francisco,**

**Menhaden Fisheries Corp.,**

**Menzella, A.,**

**Menzoli Benderet, A. G.,**

**Merand, Canale, & Co.,**

**Merchants & Miners Transportation Co.,**

**Merchants & Miners Transportation Co.,**

**Merchiston Shipping Co., Ld.,**

**Mercurio, Carmine and Jean Bagno,**

**Mercurius, Beleti A/B,**

**Mercurius, N.V. Stoomvaart-rederij Maatschappij,**

**"Mercurius," Visserij Maatschappij,**

**Meri, O/Y,**

**Merlaid & Co., A/S,**

**Merimo, Maimie E.,**

**Meritoimi, A/B, O/Y,**

**Merkel, Karl,**

**Merlodet, Felix,**

**Merlino, Giuseppe,**

**Merlin, Gosselin & Co.,**

**Merriam, Burton E., & Others,**

**Merrienne Frères,**

**Merrill & Ring Lumber Co.,**

**Merrimac Chemical Transportation Co.,**

**Merritt, John A., & Co.,**

**Merritt-Chapman Lindsey, Ld.,**

**Merritt-Chapman & Scott Corporation,**

**Merritt-Chapman & Wilmer Corp.,**

**Mersey Docks and Harbour Board,**

**Mersey Docks and Harbour Board**—*continued*

**Mersey Marine Board,**

**Mersey Ports Stevedoring Co., Ld.,**

**Mersey Shipping Co.,**

**Mersey Towing Co., Ld.,**

**Mervyn Steam Shipping Co., Ld.,**

**Mesnek Towing & Transportation Co., Inc.,**

**Messageries de l'Ouest,**

**Messageries Fluviales**

f = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
s h ‡ s = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (— Turb.) = Turbine, with No. prefixed.

**Messageries Maritimes, Compagnie des,**
[illegible]

**Messina Bros., Coles & Searle, Ld.,**
[illegible]

**Messina, Ignazio, & C.,**
[illegible]

**Mester, Claus,**
[illegible]

**Mestermann, Paul,**
[illegible]

**Metcalf, Thomas J.,**
[illegible]

**Metcalfe Shipping Co., Ld.,**
[illegible]

**Metcalfe, Son & Co., Ld.,**
[illegible]

**Metcghan S.S. Co., Ld.,**
[illegible]

**Meteor, Rederi A/B,**
[illegible]

**Meudal, F. M.,**
[illegible]

**Meudal, Fr., & Le Fortiller,**
[illegible]

**Meulman, Joh.,**
[illegible]

**Meulman, L.,**
[illegible]

**Meulman, W.,**
[illegible]

**Mews, H.,**
[illegible]

**Mexican Construction Co., Ld.,**
[illegible]

**Mexican Petroleum Corpn.,**
[illegible]

**Mexico Hvalfangerselsk., A/S,**
[illegible]

**Mexico Trader S.S. Co., Ld.,**
[illegible]

**Meyenburg, Wilhelm,**
[illegible]

**Meyer, Christoph,**
[illegible]

**Meyer, Julius,**
[illegible]

**Meyer, P.,**
[illegible]

**Meyer, Peter,**
[illegible]

**Meyer, Wm. E., & Co.,**
[illegible]

**Meyers (F.) Tankrederi A/S,**
[illegible]

**Miami Steamship Co.,**
[illegible]

**Micularies, Basilio George,**
[illegible]

**Michaliese Maritime & Commercial Co., Ld.,**
[illegible]

**Michalitsianos, E. M.,**
[illegible]

**Micheelsen, Th. M.,**
[illegible]

**Micheli, Felix, y Cia,**
[illegible]

**Michelmann, J.,**
[illegible]

**Michigan Limestone & Chemical Co.,**
[illegible]

**Michigan Steamship Co.,**
[illegible]

**Mico, Miguel,**
[illegible]

**Middelfart, A/S, Dampskibsselskab,**
[illegible]

**Middellandsche Zeevaart Maatschappij, N.V.,**
[illegible]

**Middlesbrough Towage Co.,**
[illegible]

**Middlesex Transportation Co.,**
[illegible]

**"Midgard" Deutsche Seereisen A.G.,**
[illegible]

**Midland S.S. Co.,**
[illegible]

**Midland Steamship Corporation,**
[illegible]

**Midland Steamship Line, Inc.,**
[illegible]

**Midland Steamships, Ld.,**
[illegible]

**Midolo, C., & Co.,**
[illegible]

**Midhurflands Dampskibsselskab, Det.,**
[illegible]

**Mid-West Transportation Co., Inc.,**
[illegible]

**Miesis, J.,**
[illegible]

**Mikkelsen, Ejnar,**
[illegible]

**Milano, E., & Co.,**
[illegible]

**Milburn Line, Ld.,**
[illegible]

**Milburn, W., & Co., Ld.,**
[illegible]

**Milnes, D., & Irmao,**
[illegible]

**Millan, Herodes de Antonio,**
[illegible]

**Millars Efter., A/B, John,**
[illegible]

**Miller, A. L.,**
[illegible]

**Miller, H. J., & Co.,**
[illegible]

**Miller, R. W., & Co., Ld.,**
[illegible]

**Miller, Robert C.,**
[illegible]

**Miller, W. S., & Co.,**
[illegible]

**Millers & Corys (Cape Verde Islands), Ld.,**
[illegible]

**Milligan (John), & Co., Ld.,**
[illegible]

T = Turbine de pleine (pour les renseignements sur les turbines de pleine à vapeur ou à moteur, voir la liste séparée qui suit le supplément des Turbines à Vapeur);
V = Vapeur; M = Turbine à Moteur (Tur. M.) = Moteur Jumelle; (T. Tur.) = Turbines, avec indication du nombre.

**"Millingen," N.V Scheepvaart Maatschappij,**
[illegible]

**Mills S. S. Co., Ld.,**
[illegible]

**Mills, William M.,**
[illegible]

**Milne, Isaac,**
[illegible]

**Milne, James W.,**
[illegible]

**Milonas, Aristides M.,**
[illegible]

**Min Sheng Industrial Co.,**
[illegible]

**Minamimanshu Tetsudo Kabushiki Kaisha,**
[illegible]

**Mineralölwerke Albrecht & Co.,**
[illegible]

**Minetaro Uchimura,**
[illegible]

**Ming Sing S.S. Co., Ld.,**
[illegible]

**Ministry of Transport,**
[illegible]

**Minnesota-Atlantic Transit Co.,**
[illegible]

**Mira, Maria L.,**
[illegible]

**Mirabella, V.,**
[illegible]

**Miranda, F., y Cia.,**
[illegible]

**"Miranda," Rederi A/B,**
[illegible]

**Miras, J., & Co.,**
[illegible]

**Mirupanu S.S. Co., Ld.,**
[illegible]

**Misener, R. Scott,**
[illegible]

**Mississippi Shipping Co., Inc.,**
[illegible]

**Mita Fukuichi,**
[illegible]

**Mitchell, A. C.,**
[illegible]

**Mitchell, James, & Co., Ld.,**
[illegible]

**Mitchell, James F., & Reginald F.,**
[illegible]

**Mitchell, R. V.,**
[illegible]

**Mithassel, Reinh.,**
[illegible]

**Mito Hideji,**
[illegible]

**Mitsubishi Kogyo Kabushiki Kaisha,**
[illegible]

**Mitsubishi Shoji Kaisha, Ld.,**
[illegible]

**Mitsubishi Soko Kabushiki Kaisha,**
[illegible]

**Mitsubishi Zosen Kabushiki Kaisha,**
[illegible]

**Mitsui Bussan Kaisha, Ld.,**
[illegible]
(Continued.)

**Mitsui Bussan Kaisha, Ld.** (continued)
[illegible]

**Mitsui Hanjiro,**
[illegible]

**Mitsui Kozan Kabushiki Kaisha,**
[illegible]

**Mitsutaro Sakeda,**
[illegible]

**Mitsuwa Shokai Kabushiki Kaisha,**
[illegible]

**Miwa Kisen Kabushiki Kaisha,**
[illegible]

**Miyako Kisen Kabushiki Kaisha,**
[illegible]

**Miyamori Kanichiro,**
[illegible]

**Miyamori Yoshimitsu,**
[illegible]

**Miyamoto Kanichiro,**
[illegible]

**Miyamoto Yutaka,**
[illegible]

**Miyata Chozo,**
[illegible]

**Miyo Kanchu,**
[illegible]

**Miyoshi Jitaro,**
[illegible]

**Mizzi, Giuseppe,**
[illegible]

**Mo & Domsjö, A/B,**
[illegible]

**Mobile, Miami & Gulf S.S. Co., Inc.,**
[illegible]

**Mobile Towing & Wrecking Co.,**
[illegible]

**Mochimune Yenyo Gyogyo Kabushiki Kaisha,**
[illegible]

**Mochizuki Masaharu,**
[illegible]

**Mochizuki Jusaburo,**
[illegible]

**Modén, Oscar,**
[illegible]

**Modena, A.S,**
[illegible]

**Moen, Arthur,**
[illegible]

f = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (= Turb.) = Turbines, with No. prefixed.

**Mœns Dampskibsselskab, A.S.**

**Mohn, Alf.,**

**Mokrutter, Gabriele, Frau.,**

**Moira Shipping Co., Ld.,**

**Molander, Petter C.,**

**Molasses & General Transport Co., Ld.,**

**Molden, J.,**

**Molina, Joaquin,**

**Molins, Balvende & Cia.,**

**Möller, A. P.,**

**Möller, A. P.**—*continued.*

**Möller & Co.,**

**Möller, Eric,**

**Möller, Eric B.,**

**Möller, H. E.,**

**Möller, Lindsay B.,**

**Möller, N. E. A.,**

**Möller, Petter,**

**Möller, S. L.,**

**Mollatta, O.,**

**Mollaus & Christensen,**

**Moltzau, Sagnar,**

**Moltzau's Tankrederi A/S,**

**Molzen, Herm., Dampfsch. Red.,**

**"Mombasa" S.S. Co., Ld.,**

**Mommark Faergs, A/S,**

**Mona Steamship (1926), Ld.,**

**Monaco, Andrea di Michele,**

**Monarch Steam Ship Co., Ld.,**

**Monark, Rederi A/B,**

**Mondaini, Bazin, & Co.,**

**Mondelin, S.,**

**Monis Garcia, José,**

**Monks, John S., Ld.,**

**Monkswood Shipping Co., Ld.,**

**Monroe, Arthur H.,**

**Monroe Brothers,**

**Monroe, Walter S.,**

**Mons Shipping Co., Ld.,**

**Mons Steam Fishing Co., Ld.,**

**Monsen, Sverre,**

**Mont Louis S.S. Co.,**

**Montanari, Fratelli,**

**Montano, Mario,**

**Montana y Bala,**

**Montcalm Towing Co., Ld.,**

**Monte Tiden, Administrasjonen av,**

**Montella, Gennaro,**

**Montera, Fili., & C.,**

**Montreal & Cornwall Nav. Co., Ld.,**

**Montreal Harbour Commissioners of,**

**Moody, Sir George H. J.,**

**Mooij, J.,**

**Moon, S. P.,**

**Moor Line, Ld.,**

**Moore Co., Inc.,**

**Moore, E.,**

**Moore, John E.,**

1 = Système de pêche (pour les renseignements sur les navires de pêche à vapeur voir à la section, sous la Liste spéciale qui suit le Supplément aux Navires à Voiles);
S = Vapeur; M = Navire à Moteur; (T.-S.) = Navire jumelé; ( ) Voile = Turbine, avec indication du nombre.

**Moore, John H., Co.,**

**Moore and McCormack Co., Inc.,**

**Moore Mill & Lumber Co.,**

**Mooremack Gulf Lines, Inc.,**

**Moorgate Investment & Agency Co., Ld.,**

**Moraitis, N. G.,**

**Morales Llorca, Joaquin,**

**Morales, Mariano,**

**Moran, Harold E.,**

**Moran Towing & Transportation Co.,**

**Morchan-Chalut,**

**Morch, O. L., & O. Holter,**

**Mörck, Max,**

**Mordani-Baldwin, A. D.,**

**Mordey, Son & Co., Ld.,**

**More Fylkes Rederiskap,**

**Moreau & Cayrouse,**

**Morecraft Transportation Corp.,**

**Moreira, C. A., & Cia., Ltda.,**

**Moreira, Eugenio de Araujo,**

**Morejon, Hortensia Cuenca Vda. de Salvado,**

**Morel, Ld.,**

**Morey, José,**

**Morfa S. N. Co., Ld.,**

**Morgan, David T. J.,**

**Mori Chozo,**

**Moriarty, W. B.,**

**Morihei Kisen Kabushiki Kaisha,**

**Morisaki Gomei Kaisha,**

**Morikami Ubei,**

**Morikawa Matazaemon,**

**Morild, Skiba, A/S,**

**Morioka Masjiro,**

**Morita Sukichi,**

**Morita, Tomokichi,**

**Moriwaki, Takuzo,**

**Mörk Nicolaisens, J., Sønn.,**

**Morland, Arnt J.,**

**Morlands Rederi A/S,**

**Morlands Tankrederi A/S,**

**Morley, W. H. U.,**

**Morner, H. G.,**

**Morrell, G. M.,**

**Morrell, George,**

**Morrice, A. M.,**

**Morris, Francis M., & Francis A. Morris,**

**Morrison, J., & Son,**

**Morrison S.S. Co., Ld.,**

**Morrow S.S. Co.,**

**Morse, H. F.,**

**Mortensen, Edv.,**

**Mortensen, Erling,**

**Mortensen, Erling, & Oskar Thor.**

**Mortensen, J.**

**Mortensen, M. P., & others,**

**Mortensen, Th.,**

**Mortensson, Tulve,**

**Morton Engineering & Dry Dock Co., Ld.,**

f = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer, m. = Motorship; (Tw. Sc.) = Twin Screw; (—Turbs.) = Turbines, with No. geared.

**Morton Salt Co., Inc.,**
[illegible]
Sec. [illegible]

**Morue Française,**
[illegible]

| | Tonn. | Year |
|---|---|---|
| 1. [illegible] | [illegible] | [illegible] |

**Mory & Cie.,**
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Mosher, Gordon,**
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Moss Aktiemöller,**
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Moss, H. E., & Co.,**
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Moss, James, & Co. (Moss Line) Ld.**
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Moss, T. C. & F., Ld.,**
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Mossgiel S.S. Co., Ld.,**
[illegible]
Sec. [illegible]

**Mosvold, M.,**
[illegible]

| | Tonn. | Year |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Mosvolds Rederi, A/S,**
[illegible]
Sec. [illegible]

**Motala Rederi Aktiebolag,**
[illegible]
Sec. [illegible]

**Motala Stad,**
[illegible]
Sec. [illegible]

**Motor Tankship Corporation,**
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Motorship "Caliche" Corp.,**
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Motortramp, A/S,**
[illegible]
Sec. [illegible]

**Motorvlaschert, N.V.,**
[illegible]

| | | |
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| [illegible] | [illegible] | [illegible] |

**Mould, J. F., & Co.,**
[illegible]

| | | |
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| [illegible] | [illegible] | [illegible] |

**Moulton, John T.,**
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Mount Shipping Co., Ld.,**
[illegible]
Sec. [illegible]

**Mount Steam Fishing Co., Ld.,**
[illegible]
Sec. [illegible]

**Mount Vernon & Marshall Hall Elevating Co., Ld.,**
[illegible]

| | | |
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| [illegible] | [illegible] | [illegible] |

**Mountain S.S. Co., Ld.,**
[illegible]
Sec. [illegible]

**Mourmansk, Port**
[illegible]

| | Tonn. | Year |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Moussaritch Zadé Ahmed**
Sec. & Full Sep.
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Moustafa Hadji Osman,**
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Moustafa Nouri Bey,**
[illegible]

| | | |
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| [illegible] | [illegible] | [illegible] |

**Mowat Towing Co., Ld.,**
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Mowatt, Edward F.,**
[illegible]

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| [illegible] | [illegible] | [illegible] |

**Mowinckel, Fr.,**
[illegible]

| | | |
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| [illegible] | [illegible] | [illegible] |

**Mowinckels Rederi, A/S J. Ludwig,**
[illegible]

| | | |
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| [illegible] | [illegible] | [illegible] |

**Mowlem, John, & Co., Ld.,**
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Moxey, Frederick W.,**
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Moyle, Edward N. T.,**
[illegible]

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| [illegible] | [illegible] | [illegible] |

**Moonn, N.V. Motorstoomvaart Maatschappij,**
[illegible]
Sec. [illegible]

**Mozenski & Als.,**
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Muggia, Nav. a Vap. Cooperativa,**
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Maguerza, R.,**
[illegible]

| | | |
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| [illegible] | [illegible] | [illegible] |

**Muhareem, Bey M.,**
[illegible]

| | | |
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| [illegible] | [illegible] | [illegible] |

**Muir, J. & A.,**
[illegible]

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| [illegible] | [illegible] | [illegible] |

**Muirhead, William G.,**
[illegible]

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| [illegible] | [illegible] | [illegible] |

**Muke Kisen Kaiseshiki Kaisha,**
[illegible]

| | | |
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| [illegible] | [illegible] | [illegible] |

**Mulder, H.,**
[illegible]

| | | |
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| [illegible] | [illegible] | [illegible] |

**Mulder, H., & A. W. Van der Kolk,**
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Mulder, N.,**
[illegible]

| | | |
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| [illegible] | [illegible] | [illegible] |

**Mullen Transit Co.,**
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Mullender, Frederick O.,**
[illegible]

| | | |
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| [illegible] | [illegible] | [illegible] |

**Mullender, O. F., & Co., Ld.,**
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Mullender, William L.,**
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Muller, A.,**
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Müller, Carl,**
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Muller & Denis,**
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Muller, John,**
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Muller, N.,**
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Muller, Otto A.,**
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Muller, S.,**
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Muller, Stoner S.,**
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

**Muller, Walter F.,**
[illegible]

| | | |
|---|---|---|
| [illegible] | [illegible] | [illegible] |

[illegible] — Machines de pilotage (pour les renseignements sur les machines de pilotage à vapeur ou à moteur, voir la liste spéciale qui est à la disposition aux Pilotes à Pilotes).
S = Vapeur ; m = Moteur à Moteur ; (Tw. Sc.) = Hélices jumelées ; (Turb.) = Turbines, avec indication de vitesse.

**Muller, Wm. H., & Co., N.V.,**
[illegible]

**Mullers, Victor, A/S Rederi,**
[illegible]

**Mulli, Tuomas,**
[illegible]

**Mullock & Son,**
[illegible]

**Mulvihill & Co.,**
[illegible]

**Mumbrú, Domingo,**
[illegible]

**Mumby, W. V.,**
[illegible]

**Mumford, F.,**
[illegible]

**Munaires Steamship Corp.,**
[illegible]

**Munamar Steamship Company, Inc.,**
[illegible]

**Munargo Steamship Corporation,**
[illegible]

**Munck, H. V.,**
[illegible]

**Munck, Harald,**
[illegible]

**MunindiesSteamshipCorp.,**
[illegible]

**Munksjö Aktieb.,**
[illegible]

**Munn, William A.,**
[illegible]

**Muñoz, Arturo G.,**
[illegible]

**Munro Bros., Ld.,**
[illegible]

**Munroe Transportation Co., Ld.,**
[illegible]

**Munson Steamship Line,**
[illegible]

**Munster, Simms & Co., Ld.,**
[illegible]

**Murakami Isaburo,**
[illegible]

**Murakami, Jisuke,**
[illegible]

**Murakami Michinori,**
[illegible]

**Murakami Sadakichi,**
[illegible]

**Murakami Shojiro,**
[illegible]

**Murakami Tsunekichi,**
[illegible]

**Murall Castells, Miguel,**
[illegible]

**Murao Dock Goshi Kaisha,**
[illegible]

**Murao Kisen Goshi Kaisha**
[illegible]

**Murase Shokai Goshi Kaisha,**
[illegible]

**Murata Shigeo Shoten Kabushiki Kaisha,**
[illegible]

**Muratzade Mahmut, Bedia Bey,**
[illegible]

**Murayama Seiji,**
[illegible]

**Murchison, J., y Cia,**
[illegible]

**Murdoch, J. A. M., & others,**
[illegible]

**Murphy, Michael, Ld.**
[illegible]

**Murphy, St. Clair,**
[illegible]

**Murray, A. H.,**
[illegible]

**Murray Transport Co., Ld.,**
[illegible]

**Murrell, A. A.,**
[illegible]

**Murrell, Jos. H., & Sons,**
[illegible]

**Murrell S.S. Co., Ld.,**
[illegible]

**Musico, Vincenzo, fu M.,**
[illegible]

**Muskoka Lakes Navigation & Hotel Co., Ld.,**
[illegible]

**Mustafa Cemal Bey,**
[illegible]

**Mustafa Cemal Bey & Ahmet Tevfi Bey,**
[illegible]

**Mustafa Nurettin Bey,**
[illegible]

**Muthiah Chettiar, S. P. L. S. T.,**
[illegible]

**Mutiozabal y Fernandez,**
[illegible]

**Mutiozabal, José Augustin,**
[illegible]

**Mutton, Ernest W.,**
[illegible]

**Muttiah Chettiyar, M.E.P.S.,**
[illegible]

**Mutual Towing Co., Inc.,**
[illegible]

**Mutualista Acoreana,**
[illegible]

**Mutzenbecher & Co.,**
[illegible]

**Myhre, Gjert,**
[illegible]

**Myklebust, Laurits,**
[illegible]

**Mylonas, Georgios,**
[illegible]

**"Myren," Dampsk. Aktiesel.,**
[illegible]

**Myrseth, Per.,**
[illegible]

**Myrsten, John,**
[illegible]

[illegible]

**Mystic S.S. Co.,**

[illegible]

# N

**"Na Lijden Verlijden," N.V. Tj. Mij.**

[illegible]

**Naib, Fiskeri A/S,**

[illegible]

**Nabesna Steamship Co.,**

[illegible]

**Nary, Edward,**

[illegible]

**Nada Shogyo Ginko Kabushiki Kaisha.**

[illegible]

**Naeheim, Egil, A/S,**

[illegible]

**Naeeheim, Ole,**

[illegible]

**Naesdenes Dampskibs,**

[illegible]

**Naeyaert, G.,**

[illegible]

**Nafta Vekaleti (Ministry of Public Works).**

[illegible]

**"Nafta" Società Italiana pel Prestito ed Affini.**

[illegible]

**Nagai Unyu Goshi Kaisha,**

[illegible]

**Nagappa Chetty, P. K. N.,**

[illegible]

**Nagasaki Godzuses Kabushiki Kaisha.**

[illegible]

**Nagata Kimatsu,**

[illegible]

**Nagata Taro,**

[illegible]

**Nagata Tenkin,**

[illegible]

**Nagel, Andreas,**

[illegible]

**Nagel, Detlef,**

[illegible]

**Nagel, J.,**

[illegible]

**Nagaoki Kiuki,**

[illegible]

**Naido Kinsaburo,**

[illegible]

**Naidu, Nemana R.,**

[illegible]

**Naigai Kisen Kabushiki Kaisha.**

[illegible]

**Nailsea, S.S. Co., Ld.,**

[illegible]

**Nairu Fishing Co., Ld.,**

[illegible]

**Nakabe Ikujiro,**

[illegible]

**Nakagawa Akira,**

[illegible]

**Nakagawa Kisen Kabushiki Kaisha.**

[illegible]

**Nakagawa Tamejiro,**

[illegible]

**Nakahara Kisen,**

[illegible]

**Nakai Kihei,**

[illegible]

**Nakajima Tejiro,**

[illegible]

**Nakamura Gumi Ld.,**

[illegible]

**Nakamura Kateji,**

[illegible]

**Nakamura Kuji,**

[illegible]

**Nakamura Mazosuke,**

[illegible]

**Nakamura Totaro,**

[illegible]

**Nakamura Utaro,**

[illegible]

**Nakanishi Jyuzo,**

[illegible]

**Nakano Hatsutaro,**

[illegible]

**Nakano Matasaemon,**

[illegible]

**Nakano Sumiso Kabushiki Kaisha,**

[illegible]

**Nakazono Kabushiki Kaisha,**

[illegible]

**Nakashima Tokujiro,**

[illegible]

**Nam Lee Co.,**

[illegible]

**Namdalsens Aktiedampskibsselskab.**

[illegible]

**Namdalsrutan, A/S,**

[illegible]

**Namsos Dampskibsselskab,**

[illegible]

**Namura Kisen Goshi Kaisha.**

[illegible]

**Nankai Shoji Kabushiki Kaisha.**

[illegible]

**Nansen, Skibs-Aktieselskapet,**

[illegible]

**Nantasket Beach Steamboat Co.,**

[illegible]

**Naoye Tosen Kabushiki Kaisha.**

[illegible]

**Naoye Hidetaro,**

[illegible]

**Naoyetsu Sosen Kabushiki Kaisha.**

[illegible]

**Naparima, Sederi Aktiebolag,**

[illegible]

* = Système du pilote (pour les transatlantiques voir les services de pilote à vapeur ou à moteur, voir le texte séparément qui voit le Supplément aux Services à Voiles); ⊕ = Vapeur; ⊗ = Navire à moteur (Tw. Sc.); ⊖ = Hélice (monoline); (T. Voile) = Turbiniers, avec indication de nombre.

**Naphta Industrie und Tankfahrt A. G. "Stag."**

**Naphta Syndicate, U.S.S.R.,**

**Napier, John,**

**Napoli, Alfa,**

**Narahara Shoten Gomei Kaisha,**

**Naranjeva, A.,**

**Nardini, Arturo,**

**Narita Katsutaro,**

**Nassau Ship Co.,**

**Nassau-Jacksonville S.S. Co., Ld.,**

**National Bunkers Co., Ld.,**

**National Fish Co., Ld.,**

**National Navigation Company of Egypt,**

**National Sand & Material Co., Ld.,**

**National Steam Nav. Co., Ld., of Greece,**

**National S.S. Co.,**

**National S.S. Co.,**

**National Steamship Co., The,**

**National Steamship Co., Ltd.,**

**National S.S. Co., Ld.,**

**Nationale Stoomvaartkerij, Zeeslooze Vennootschap,**

**Nauta Steamship Co., Ld., The,**

**Nautic D/S A/S,**

**Nautik, Ges.m.b.H.,**

**Nautilus, Rederi A/B,**

**Nautilus S.S. Corporation,**

**Narajas, Alejandro,**

**Naruna, S.A.R.L.,**

**Navarro, J. M.,**

**"Navex," Soc. Anon.,**

**"Naviera Catalana,"**

**Naviera Celta, S.A.,**

**Naviera Mallorquina,**

**Naviera Montañesa, S.A.,**

**Naviera Tirrena, Società Anonima,**

**Navigation à Vapeur "Lamane" S. Tassinato Frères,**

**Navigazione a Vapore Generale G. Wagner,**

**Navigazione Alta Italia (Soc. Anon.),**

**Navigazione Capodistriana S.A.,**

**Navigazione Fluviale Romena,**

**Navigazione Generale Italiana & Comp., Società in Accom.,**

**Navigazione Giuliana, Società a. g. l.,**

**Navigazione Libera Triestina, S.A.,**

**Navigazione Odero Società Anonima,**

**Navis, Handels Maats. & Technisch Scheepv. Bureau,**

**Newsnager State,**

**Nauss Prince, A/B,**

**Neale & West, Ld.,**

**"Nederland," N. V. Tuinbouw Maatschappij,**

**"Nederland," Stoomvaart Maatschappij,**

**"Nederland," Zeevisscherij,**

**Nederlandsch-Amerikaansche Stoomvaart Maatschappij,**

† Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).



s Steamer; m Motorship; (Tw. Sc.) Twin Screw; (Turb.) Turbine, with Sc. prefixed.

**Nederlandsch-Amerikaansche Stoomvaart - Maatschappij** (vervolgd)

**Nederlandsche Indische Stoomvaart Maatschappij.**

**Nederlandsch-Indische Tankmaatschappij Maatschappij.**

**Nederlandsche Koloniale Petroleum Maatschappij, N.V.**

**Nederlandsche Lloyd, Stoom-Maatschappij, N.V.**

**Nederlandsche Schorpioenvisscherij N.V.**

**Nederlandsche Vereeniging tot behoeve van Zeelieden van alle Rangen.**

**Nederlandsche Zeeredery, N.V.**

**Nederlandsche Zeevisscherij N.V.**

**Noorlandia, N. V. Stoomv. Maatsch.**

**Nagel, J.**

**Negroponte, Paul.**

**Negros Navigation Co., Ltd.**

**Nei Hung Hing.**

**Neichi Kaaijiro.**

**Neill, Charles, Ld.**

**Neill, Robert, & Sons, Ld.**

**Nelle, Rederi A/B.**

**Nellist, John W.**

**Nelson Brothers Fisheries, Ld.**

**Nelson (Charles) Co., The.**

**Nelson, Ivan.**

**Nemazee, H. M. H.**

**Nemuro Kisen Kaisshiki Kaisha.**

**Neptun, Bergtrings och Ångbåtsaktiebolag.**

**"Neptun," Dampfschiff-Actien Gesellschaft.**

**"Neptun," Dampfschiff-Actien Gesellschaft** (suite)

**Neptune Line, Inc.**

**Neptune Steam Nav. Co., Ld.**

**"Neptunia," Società Anonima di Navigazione.**

**Nerera Steam Navigation Co., Ld.**

**Neri, Alf.**

**Nerlo, Ångf. Aktieb.**

**Nerman, Ej.**

**Ness, Markus.**

**Neqar, Aktien.**

**Nesdiek Dampfschiffahrts-Ges. m.b.H.**

**Ness, E.**

**Ness, Sigurd.**

**Neue Dampfer-Compagnie.**

**Neue Nordstrander Dampfschiffahrts G.m.b.H.**

**Neue Pillmannsee Dampfschiffahrts Ges.m.b.H.**

**New Brun D'Or S.S. Co., Ld.**

**New Castle Terminal Co.**

**New Docks Steam Trawling Co. (Thetford), Ld.**

† = Navires en service "[illegible]" (ex-[illegible]) ; [illegible] = Nom du gérant ou d'armateur, suivi du lieu d'armement et du numéro du navire ; [illegible] = Nom du navire ; [illegible] = Tonnage ; [illegible] = Tonnage, avec indication du système.

**New Docks Steam Trawling Co. (Thelwall), Ld.**

**New Egypt & Levant Shipping Co., Ld.**

**New England Fish Co.,**

**New England Steamship Co.,**

**New Era S.S. Co., Ld.,**

**New Medway Stm. Packet Co., Ld.**

**New Orleans, Board of Commissioners of the Port of,**

**New Orleans Coal & Steam Towboat Co., Inc.**

**New Orleans & South American S.S. Co., Inc.,**

**New Plymouth Harbour Board,**

**New South Wales, Government of,**

**New South Wales, Railway Commissioners for,**

**New York Central Rail Road Co.,**

**New York, City of,**

**New York & Cuba Mail Steam Ship Co.**

**New York Dock Railway,**

**New York & Hastings Steamboat Co.,**

**New York & Louisiana Transportation Co.,**

**New York & Miami S.S. Corp.,**

**New York, New Haven & Hartford S.S. Co.,**

**New York-Ontario Ferries, Inc.,**

**New York, Philadelphia & South Railroad Co.,**

**New York & Porto Rico S.S. Co.,**

**New York Towing & Transportation Co.**

**New Zealand Fisheries, Ld.,**

**New Zealand Government,**

**New Zealand Refrigerating Co., Ld.,**

**New Zealand Shipping Co., Ld.,**

**Newaygo Timber Co., Ld.,**

**Newaygo Tug Line, Inc.,**

**Newbigin, E. H., Ld.,**

**Newbigin Steam Shipping Co., Ld.,**

**Newcastle Ferries Co., Ld.,**

**Newcastle & Hunter River Steamship Co., Ld.,**

**Newell, Graham C. H. & J. S. Dunton,**

**Newfoundland Canada Steamships, Ld.,**

**Newfoundland, Government of,**

**Newfoundland Lime Manufacturing Co., Ld.,**

**Newfoundland Transport & Trading Co., Ld.,**

**Newfoundland Whaling Co., Ld.,**

**Newington Steam Trawling Co., Ld.,**

**Newport Africa Line, Ld.,**

**Newport Liners, Ld.,**

† = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).

S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (Turb.) = Turbine, with Sc. prefixed.

**Newport (Mon.) Pilot Boat Co. Ld.,**
[illegible]

**Newport Normandy Line, Ld.,**
[illegible]

**Newport Provence Line, Ld.,**
[illegible]

**Newport Screw Towing Co., Ld.,**
[illegible]

**Newry & Kilkeel S.S. Co., Ld.,**
[illegible]

**Newsum & Co.,**
[illegible]

**Newtex S.S. Corp.,**
[illegible]

**Newton, Clifford,**
[illegible]

**Newtown Creek Towing Co.,**
[illegible]

**Ng C. Foo,**
[illegible]

**Ng Cheong Hong,**
[illegible]

**Ng Cheong Mow,**
[illegible]

**Ng Kok Choye,**
[illegible]

**Niccol, George T.,**
[illegible]

**Nichiro Gyogyo Kabushiki Kaisha,**
[illegible]

**Nichisei Kaiun K. K.,**
[illegible]

**Nichols, W. H. E.,**
[illegible]

**Nicholson, Benjamin H. O.,**
[illegible]

**Nicholson, Edward, Ld.,**
[illegible]

**Nicholson Transit Co.,**
[illegible]

**Nico, D/S A/S,**
[illegible]

**Nicolaou, N.,**
[illegible]

**Nicolaou, N. G.,**
[illegible]

**Nicolaou, Mrs. Z. G.,**
[illegible]

**Nicolas, Joseph,**
[illegible]

**Nicolaus & Co.,**
[illegible]

**Nicolay Hijo, Francisco,**
[illegible]

**Nicotra, Leonardo, & C.,**
[illegible]

**Nidaros, Skibsaktieselsk.,**
[illegible]

**Nieder & Marcus, Inc.,**
[illegible]

**Niedersachsen Reederei, m.b.H.,**
[illegible]

**Nielsen, C. B.,**
[illegible]

**Nielsen, Chr., & Co., A/S,**
[illegible]

**Nielsen, Chr. L.,**
[illegible]

**Nielsen, Marius, & Son,**
[illegible]

**Nielsen, P. A.,**
[illegible]

**Nielsen, Rasmus,**
[illegible]

**Nielsen, S.,**
[illegible]

**Nielsen, Svend,**
[illegible]

**Nielsen & Thordén O/Y, A/B,**
[illegible]

**Nielsen, V.,**
[illegible]

**Niemann, Paul,**
[illegible]

**Nigeria, Government of,**
[illegible]

**Nigerian Transport Co. Ld.,**
[illegible]

**Niigata Kisen Kabushiki Kaisha,**
[illegible]

**Niitan, J.,**
[illegible]

**Niitsuma Tomitaro,**
[illegible]

**Nijny-Dnieprovsky Nav. Co.,**
[illegible]

**Nikiforos, J. M., & E. I. Lemos,**
[illegible]

**Nikkwa Kisen Kabushiki Kaisha,**
[illegible]

**Nilsen, Arnt,**
[illegible]

**Nilsen, Berthene J.,**
[illegible]

**Nilsen, Leif,**
[illegible]

**Nilsen, N.,**
[illegible]

**Nilsen, S.,**
[illegible]

**Nilsen Lunde, N.,**
[illegible]

**Nilsen, Nyquist & Co.**
[illegible]

**Nilsen, Rob., & A. Nyquist**
[illegible]

**Nilsen, Sven,**
[illegible]

**Nilssen, Erik St.,**

[illegible]

**Nilssen & Binner,**

[illegible]

**Nilsson, A.,**

[illegible]

**Nilsson, Axel,**

[illegible]

**Nilsson, Ernst,**

[illegible]

**Nilsson, Ivar A. E.,**

[illegible]

**Nilsson, J. A.,**

[illegible]

**Nilsson, J. O. W.,**

[illegible]

**Nilsson, John S.,**

[illegible]

**Nilsson, O.,**

[illegible]

**Nilsson, S. M.,**

[illegible]

**Nimtz, Franz L.,**

[illegible]

**Ninchow S.S. Co.,**

[illegible]

**Ninghai S.S. Co.,**

[illegible]

**Ningpo Shaoshing S.N. Co., Ld.,**

[illegible]

**Nippon Godo Kisen Kabushiki Kaisha,**

[illegible]

**Nippon Gyogyo Sangyo Kabushiki Kaisha,**

[illegible]

**Nippon Kisen Kabushiki Kaisha,**

[illegible]

**Nippon Kisen Gyogyo Kabushiki Kaisha,**

[illegible]

**Nippon Kyodo Kisen Kabushiki Kaisha,**

[illegible]

**Nippon Reizo Kaiun Kabushiki Kaisha,**

[illegible]

**Nippon Sekiyu Kabushiki Kaisha,**

[illegible]

**Nippon Shoji Kabushiki Kaisha,**

[illegible]

**Nippon Shokuen Kabushiki Kaisha,**

[illegible]

**Nippon Tanker Kabushiki Kaisha,**

[illegible]

**Nippon Trawl Kabushiki Kaisha,**

[illegible]

**Nippon Unyu Kisen Kabushiki Kaisha,**

[illegible]

**Nippon Yusen Kabushiki Kaisha**

[illegible]

(Continued.)

**Nippon Yusen Kabushiki Kaisha**—continued.

[illegible]

**Nisbet, George, & Co.,**

[illegible]

**Nisbet Shipping Co., Ld.**

[illegible]

**Nisbet, W. B.,**

[illegible]

**Nishimura Atsuaki,**

[illegible]

**Nishimura Denzaku,**

[illegible]

**Nissei Kaiun Kabushiki Kaisha,**

[illegible]

**Nissen, H. & H.,**

[illegible]

**Nisshin Kaiun Shokai, Ld.,**

[illegible]

**Nisshin Kisen Kabushiki Kaisha**

[illegible]

**Nissho Kisen Kosen,**

[illegible]

**Nitrate Producers' S.S. Co., Ld.,**

[illegible]

f = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (Turb.) = Turbines, with No. prefixed.

**"Nivose," Società di Navigazione,**
[illegible]

**Njall, H.F.,**
[illegible]

**Nobel (Australasia), Proprietary, Ld.,**
[illegible]

**Nobel's Explosives Co., Ld.,**
[illegible]

**Nobel-Standard i Finland, A.B.,**
[illegible]

**Noble, David D.,**
[illegible]

**Nocturne Fishing Co., Ld.,**
[illegible]

**Noel, Emile,**
[illegible]

**Noel, Vve. Jules,**
[illegible]

**Nomadjulia S.S. Co., Ld.,**
[illegible]

**Noguchi Kisen Kabushiki Kaisha,**
[illegible]

**Noguchi, Tametaro,**
[illegible]

**Nohl, Angb. Aktieb.,**
[illegible]

**Noitral, Ludkjøbelaget,**
[illegible]

**Nolan, James,**
[illegible]

**Nolin, François, & Co.,**
[illegible]

**Noli, Carmelo fu G., Sac. Eredi,**
[illegible]

**Nollesmont S.S. Co., Ld.,**
[illegible]

**Nolsie, Joh.,**
[illegible]

**Nomikos, Loukas N.,**
[illegible]

**Nomikos, Evangelos Petros,**
[illegible]

**Nomikos, Petros M., Ld.,**
[illegible]

**"Nommer Een," N.V. Maats.,**
[illegible]

**Noord-Beveland, N.V. Scheepvaart Maats.,**
[illegible]

**Noord-Nederl. Cargadoors- en Agenten Maats.,**
[illegible]

**"Noordster," N.V.**
[illegible]

**"Noordzee," N.V. Stoomvaart Maatschappij,**
[illegible]

**"Noordzee," Zeevisch Maatschappij,**
[illegible]

**Noormann, A.,**
[illegible]

**Nor, Skibs A/S,**
[illegible]

**Nora Bergslags Jernvägs Aktieb.,**
[illegible]

**Norasiatic Coal Transports, Ld. A/S,**
[illegible]

**Nord & Østersjøfart, Rederi A/S,**
[illegible]

**Nordahl Sannum, O.,**
[illegible]

**Nordanis, Dmpsk.,**
[illegible]

**Nordbö, Th.,**
[illegible]

**Nordbo, Th., Jr.,**
[illegible]

**Norddeutsche Hochseefischerei Akt. Ges.,**
[illegible]

**Norddeutsche Seekabelwerke A.G.,**
[illegible]

**Norddeutscher Lloyd,**
[illegible]

**Norddeutscher Lloyd—contd.**
[illegible]

**Norddeutscher Lloyd—contd.**
[illegible]

**Norden, Dampskibsselskabet, Aktieselskab,**
[illegible]

**Norden Rederiaktiebolaget,**
[illegible]

**Norden - Frisia, Aktien Gesellschaft Reederei,**
[illegible]

**Nordenfjeldske Dampskibsselskab, Det,**
[illegible]

[illegible]

**Nordenfjeldske Dampskibs-selskab, Det** [illegible]

**Norderna Rederi A/B,** [illegible]

**Nordfart, A/S,** [illegible]

**Nordgreen, K. S.,** [illegible]

**Nordheim, Skibs A/S,** [illegible]

**Nordia, Rederi A/B,** [illegible]

**Nordische Dampfer-Rhederei** [illegible]

**Nordisches Erzkontor, G.m.b.H.,** [illegible]

**Nordisk Rute og Fergefart A/S,** [illegible]

**Nordisk Rute & Färjefart A/B,** [illegible]

**Nordiske Fabriker De-No-Fa, De** [illegible]

**Nordjyllands Kalkompagni A/S,** [illegible]

**Nordkap, Rederi A/B,** [illegible]

**Nordlands Olie & Kraftfoderfabrik, Aktieselskabet,** [illegible]

**Nordlandske Dampskibsselskab A/S, Det,** [illegible]

**Nordlandslinjen, A/B,** [illegible]

**Nordö Rederi A/B,** [illegible]

**"Nordsee," Deutsche Hochsee Fischerei, Bremen-Cuxhaven, A.G.,** [illegible]

**"Nordsee," Deutsche Hochsee Fischerei, Bremen-Cuxhaven, A.G.** (continued) [illegible]

**Nordsjöfrakt O/Y, A/B,** [illegible]

**Nordsjön, Ångfartygs Aktiebolaget,** [illegible]

**Nordsjön i Helsingborg, Rederiaktiebolaget,** [illegible]

**Nordsjön, Träl A.B,** [illegible]

**"Nordstern," Hochseefischerei, Aktien Gesellschaft,** [illegible]

**"Nordstjernan," Rederi Aktiebolaget,** [illegible]

**Nordstjernan, Rederi Ab,** [illegible]

**Nordström, A. W., & Co.,** [illegible]

**Nordström, A. W., & Kr. Sjöberg,** [illegible]

**Nordström, Axel,** [illegible]

**Nordström, R., & Co.,** [illegible]

**Noren, Ernst O.,** [illegible]

**Noren, Rederi A/B,** [illegible]

**Norfolk Lighterage Co.,** [illegible]

**Norfolk & North American Steam Shipping Co., Ld.,** [illegible]

**Norfolk & Washington Steamboat Co.,** [illegible]

**Norge A/S, Hvalfangerselskabet,** [illegible]

**Norges Statsbaner,** [illegible]

**Norin, C. O.,** [illegible]

**Norman, A.,** [illegible]

**Normandale, William,** [illegible]

**Norman, J. R.,** [illegible]

**Norrköpings Hamnstyrelse,** [illegible]

**Norrköpings, Rederiaktiebolag,** [illegible]

**Norrland, Rederiaktiebolaget,** [illegible]

**Norrström Rederi A/B,** [illegible]

**Norrthon, Carl,** [illegible]

**Norsk Bjergningskompagni A/S.**

**Norsk English Mineralolie Aktieselskab.**

**Norsk Havfiski A/S.**

**Norsk Hvalfangst, A/S.**

**Norsk Sildeindustri, A/S.**

**Norsk Stok & Kilpfabrikk A/S. Det.**

**Norsk Taakeslæg, A/S.**

**Norsk Transatlantic, Rederi A/S.**

**Norske Amerikalinje, A/S Det.**

**Norske Orient Linje A/S, Det.**

**Norske Stat, Det.**

**Norske Syd-Amerika Linje, Det.**

**Norstrom & Gjelberg.**

**North American Fisheries, Inc.**

**North American Fruit & Steamship Corp.**

**North Atlantic Trawling Corp.**

**North Baltic Rederiaktiebolag.**

**North Bay Steamship Co., Ld.**

**North China S.S. Co., Ld.**

**North Coast Steam Nav. Co., Ld.**

**North Coast Steam Nav. Co., Ld.** (continued)

**North-East Salvage & Exploration Co., Ld.**

**North Eastern Fisheries, Ld.**

**North of England S.S. Co., Ld.**

**North German Lloyd.**

**North Negros Sugar Co., Ld.**

**North Pacific Fisheries, Inc.**

**North Passage Committee.**

**North of Scotland and Orkney & Shetland Steam Nav. Co., Ld., The.**

**North Shipping Co., Ld.**

**North Shore S.S. Co., Ld.**

**North Star Steam Fishing Co. Ld.**

**North Vancouver, Corporation of the City of.**

**North Venezuelan Petroleum Co.**

**North West Railway Company of Queen.**

**North Western River Navigation Co.**

**Northeastern Steamships, Ld.**

**Northern Baltic Sawmills, Ld.**

**Northern Barge Corporation.**

**Northern Co-operative Society, Ld.**

**Northern Coasters, Ld.**

**Northern Construction Co., Ld.**

**Northern Dredging & Construction Co., Ld.**

**Northern Fisheries, Inc.**

**Northern Ireland, Govt. of.**

**Northern Lighthouses, Commissioners of.**

**Northern Navigation Co., Ld.**

**Northern Petroleum Tank S.S. Co., Ld.**

**Northern Sealers & Traders, Ld.**

**Northern States Fishery Trust.**

**Northern Steam Fishing Co., Ld.**

**Northern Steam Ship Co., Ld.**

**Northern Whaling & Trading Co., Inc.**

**Northland S.S. Co., Ld.**

**Northland Transportation Co.**

(*) Navires de pêche (pour les renseignements sur les navires de pêche à vapeur ou à moteur, voir la Liste spéciale qui sera le Supplément aux Navires à Voile).
S. — Vapeur ; M. — Navire à Moteur ; (Tr. M.) — Navire (mixte) ; (—) — Voilier, avec indication du nombre.

**Northumbria Shipping Co., Ld.,**

**Northwest Shipping Co., Ld.,**

**Northwesters Company,**

**Northwesters Tuna Co.,**

**Norunga, Skibsaktieselskabet,**

**Nourse, James, Ld.,**

**Nouvelle Société Dieppoise de Chalutage,**

**Nouvelle Société Anonyme du Canal de Corinth,**

**"Nova Genezaris" Società Anonima per l'Industria ed il Commercio Marittimo,**

**Nova Scotia S.S. Corp.,**

**Noval Hevia, Nicanor,**

**Nunnesen, W. H.,**

**Nuñez y Gibaja,**

**Nuñez Mesa, Dr. Delio,**

**Norrinen, John,**

**Nutten, Horace E.,**

**Nya Svartejolandet, Ångf. Ångb.,**

**Nyan Thas,**

**Nyberg, Ivar,**

**Nye Løven, D/S A/S Det,**

**Nygaard, E.,**

**Nylandska Skargards A/B,**

**Nylund, E.,**

**Nymans Rederi A/B,**

**Nystrom, H.,**

# O

**O'Boyle, Jos. F.,**

**O'Brien Brothers Towing Co., Inc.,**

**O'Brien, E., & Co., Inc.,**

**O'Brien Sisters, Steamtug,**

**O'Brien, Steamtug,**

**O'Hagan, John J.,**

**O'Hara Vessels,**

**O'Toole, Laurence,**

**O'Toole, W.,**

**Oakland Scavenger Co.,**

**Oakley, Samuel W.,**

**Oakwin S.S. Co., Ld.,**

**Obenhaus, Emil,**

**Ober, Merritt T.,**

**Obras, Junta de, del Puerto de Cadiz,**

**Obras, Junta de, del Puerto de Sevilla,**

**Obregon, A. G.,**

**Oceaan, Nederlandsche Stoomvaart Maatschappij,**

**Ocean, Aktieselskabet,**

**Ocean Dominion Steamship Corporation,**

**Ocean Industries, Ld.,**

**Ocean Products, Ld.,**

**Ocean Salvage Co., Ld.,**

**Ocean Salvage & Towage Co., Ld., The,**

**Ocean Salvage & Wrecking Co., Ld.,**

**Ocean Steam Fishing Co., Ld.,**

**Ocean Steam Ship Co., Ld.,**

**Ocean Steam Ship Co. of Savannah,**

**Ocean Trawlers, Ld.,**

**Ocean Trawling Co.,**

**Oceanfart, Aktieb.,**

**"Oceania," Brodarska Akcionarska Drustva,**

**Oceanic Fisheries, Inc.,**

**Oceanic & Oriental Navigation Company,**

**Oceanic Steam Nav. Co., Ld.,**

F = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; m. = Motorship; (Tw. Sc.) = Twin Screw; ( = Turbo.) = Turbines, with Sc. prefixed.

**Oceanic Steamship Co.,**

**Oceanic Trading Corporation (Formerly Ltd.),**

**Oda Asakichi,**

**Oda Seibei,**

**Odd, A/S,**

**Odda Smelteverk, A/S,**

**Oddera, A/S,**

**Oddan, Roderi A/S,**

**Oddasen & Co., Ld.,**

**Odelberg, A. S. W.,**

**Odense Havnevæsen,**

**Odero - Terni - Orlando,**

**Odessa Chemical & Salt Stock Trust,**

**Odessa, Port Authorities of,**

**Odfjell, A/S Soderiet,**

**Odland, Jacob & Son, A/S,**

**Odman, John,**

**Odmark & Andersen,**

**Oei Tiang Tjai,**

**Oelckers, Federico,**

**Oelckers, Jorman, y Cia.,**

**Oesteseng, N. V. Van, Maats.,**

**Oerne Dampskibsselskab A/S,**

**Office Chérifien des Phosphates,**

**Officine Allestimento e Riparazioni Navi,**

**Ofotens Dampskibsselskab, Aktie.,**

**Öfverberg, M.,**

**Ogata Shoji Kabushiki Kaisha,**

**Ogawa Gomei Kaisha**

**Ogg, Arthur,**

**Ogilvie, N. M. & N. H.,**

**Ogilvie, Mrs. Phyllis,**

**Ogilvie, Ralph M. & Norris R.,**

**Ogimachi Tanker Kabushiki Kaisha,**

**Ogizawa Kaisho Kabushiki Kaisha,**

**Ogura Shoten Gomei Kaisha,**

**Ogura Sekiyu K.K.,**

**Ohama Salars,**

**Ohama, Tomokichi,**

**Ohara Tashikata,**

**Ohde, Oscar,**

**Ohio Tankers, Inc.,**

**Ohlin, J. G.,**

**Ohlsen, dir Erik, Bert.,**

**Ohlsen S.S. Co., O/T, A/S,**

**Ohlsson, Filip,**

**Ohlsson, Per,**

**Ohshima Kisen Kabushiki Kaisha,**

**Ohsumsen, A. K., & Co.,**

**Oil & Molasses Tankers, Ld.,**

**Oil Tank S.S. Co., Ld.,**

**Oil Transits Corporation,**

**Oil Transporter, Rederi-aktiesel.,**

**Oiltank, Skibsaktieselskab,**

**Oiltank II., Skibs A/S,**

**Oishi Gosaku,**

**Oit, V.,**

**Oiye Shoji Kabushiki Kaisha,**

**Oiye Zenroku,**

**Ojeda, Justo,**

**Ojeda, Miguel,**

**Okada Kisen Kabushiki Kaisha,**

**Okada, Kosuke,**

**Okada, Shinkichi,**

**Okano Shinsaku,**

1 = Durée de pêche (pour les renseignements sur les saisons de pêche à vapeur, voir à Annexe); 2 = Vapeur; 3 = Navire à moteur; (Tr. Br.) = Balaou (chalutier); (= Turbo.) = Turbines, avec indication du nombre.

**Okano Tomotsuki,**

**Okazaki Kisen Kabushiki Kaisha**

**Oke, N.V. Motorvrachtvaart,**

**Oki Kisen Kabushiki Kaisha,**

**Okidori Gods Gyogyo Kabushiki Kaisha,**

**Okinawa Kinkai Kisen Kabushiki Kaisha,**

**Okinawa Kisen Kabushiki Kaisha,**

**Okinoyama Tanko Kabushiki Kaisha,**

**Okubo Katsu,**

**Okada Isami,**

**Okada Kamesu,**

**Okada Trawl Gyogyoba Goshi Kaisha,**

**Ol-Transport G.m.b.H.,**

**Olafsen, Anton,**

**Olafsen, O.,**

**Olafsen, Aktien Eggert,**

**Olafsson, Sjarsi,**

**Olafsson, Ingvar,**

**Olafsson, P.,**

**Olanda Cement A/B,**

**Olassoa Sociedad, Ltda.,**

**Olsson, C.,**

**Old Time Molasses Co.,**

**Oldenberg, H.,**

**Oldenburg, J.,**

**Oldenburg - Portugiesische Dampfschiff-Rederei,**

**Oldendorff, E. L., & Co., G.m.b.H.,**

**Olesen, Martinus A.,**

**"Olex" Deutsche Benzin-u. Petroleum G.m.b.H.,**

**Oligersen, K.,**

**Olivari, Ch.,**

**Olivari, Port., fs E.,**

**Oliveira & Machado, Ld.,**

**Oliver, J. A.,**

**Oliver, Juan,**

**Oliver Moser, Jaime,**

**Oliver Transportation Co., The,**

**Olivier, Compagnie de Nav.,**

**Olivier, Maurice,**

**Olivier, Raj,**

**Oljefart II, A/S,**

**Oljetransport, A/S, O/T.,**

**Oilgaard, S., & Thorsen,**

**Olowa, G.,**

**Olsen, C.,**

**Olsen, C. A.,**

**Olsen, Ella A.,**

**Olsen, Fred., & Co.,**

**Olsen, Fred., & Co.—cont.**

**Olsen, Fred., & Co., & O. K. Thorsen,**

**Olsen, Hans S. P. M. F.,**

**Olsen, J. A.,**

**Olsen, Kornelius,**

**Olsen, L.,**

**Olsen, Nils M.,**

**Olsen, O. Grolle, & I. Kyrag Olsen,**

**Olsen, O. M.,**

† = Fishing Vessel (for distinguish of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (Turbs.) = Turbines, with R.s. produced.

**Olsen, Ole,**

**Olsen, P. J.,**

**Olsen, Peder,**

**Olsen, Petter,**

**Olsen, Rasmus F.,**

**Olsen, Sigurd Helmers,**

**Olsen, T. Hoffmann,**

**Olsen, Th. F.,**

**Olsen & Ugelstad,**

**Olsson, Carl, Tankrederi A.B.**

**Olsson, Jacob H., A.B Rederi.**

**Olsson, Arthur N.,**

**Olsson, Oliver J., & Co.,**

**Olsson & Wright, A.B,**

**Olsson, A. A.,**

**Olsson, Axel F.,**

**Olsson, C. O.,**

**Olsson, E. J.,**

**Olsson, Erik,**

**Olsson, F. E.,**

**Olsson, Fredr.,**

**Olsson, Fritiof,**

**Olsson, Gustaf,**

**Olsson, H.,**

**Olsson, J. Gottfrid,**

**Olsson, J. O.,**

**Olsson, K. G. S.,**

**Olsson, Nestor,**

**Olsson, Oscar,**

**Olsson, Ruth,**

**Olsson, V.,**

**Olsson, Viktor,**

**Olthof, E.,**

**Oltmann, D.,**

**Oltmann, John.,**

**Oltmann, Jurgen,**

**Oltmann, B.,**

**Oltmann, K.,**

**Olympia N.V. Zeevisscherij Maatschappij,**

**Olympic Steamship Co. Inc.,**

**Omlostredt, Alf L.,**

**Omnadsen, A.,**

**Onassis, A. S.,**

**Onishi Shinji,**

**Onnes, J. J.,**

**Ono Shinji,**

**Ono Shoji Gomei Kaisha,**

**Ono Sokichi,**

**Ono Trading Co.**

**Onoda Cement Seizo Kabushiki Kaisha,**

**Onoda Kotsu,**

**Onorato, Vincenzo,**

**Ontario Car Ferry Co., Ld.,**

**Ontario Gravel Freighting Co., Ld.,**

**Onward Steam Fishing Co., Ld.,**

**Oorburg, J.,**

**Oosting, D.,**

**Oostzee, Stoomvaarts Maatschappij**

**Opladeide Rederi A.B,**

**Oppen & Strenzek's Tankrederi A.S,**

**Ore Trawlers, Ld.,**

1 = Barrica de pleno (pour les renseignements sur les navires de pêche à vapeur voir à Espagne, sur la Liste séparée qui sera à rapprocher aux Barques à Voiles); S = Vapeur; M = Navire à moteur; (Tr. M.) = Moteur (marine); (.) = Turbine. — Variétés, avec indication de nombre.

**Orders & Hadfield**
Steamship Co., Ld.,
[illegible]

**Ore Steamship Corporation,**
[illegible]

**Oresund, A/S D/S,**
[illegible]

**Oriel Shipping Co., Ld.,**
[illegible]

**Orient, Dampskibsselskabet**
[illegible]

**Orient Steam Navigation Co., Ld.**
[illegible]

**"Oriente," Società Anonima d'Navigazione Marittima.**
[illegible]

**Orion, Aktien Dampsk.,**
[illegible]

**Orion, Rederi A/B,**
[illegible]

**Orion Schiffahrts G.m.b.H.,**
[illegible]

**Oritsland, E., & Erik**
[illegible]

**Orive, Bernardo,**
[illegible]

**Orjansen, G.,**
[illegible]

**Orkney Steam Navigation Co., Ld.,**
[illegible]

**Orlandi, F.,**
[illegible]

**Orlando, Luigi,**
[illegible]

**Orm S.S. Co., Ld.,**
[illegible]

**Ormiston, James D.,**
[illegible]

**Ornes, Aktieselsk.,**
[illegible]

**Oropesa, Jose,**
[illegible]

**Orozco, Miguel de,**
[illegible]

**Orsteh, J.,**
[illegible]

**Ortega, Andrés,**
[illegible]

**Ortiz, Luis,**
[illegible]

**Orum, A. A.,**
[illegible]

**Örvig, Olaf,**
[illegible]

**Örvigs Dampskibsselskab,**
[illegible]

**Osaka Hatsudo Kisen Kabushiki Kaisha,**
[illegible]

**Osaka Iron Works, Ld.,**
[illegible]

**Osaka Kaijo Hiokisen Kabushiki Kaisha.**
[illegible]

**Osaka Shi,**
[illegible]

**Osaka Shosen Kabushiki Kaisha**
[illegible]

**Osaka Shosen Kabushiki Kaisha**
[illegible]

**Osaura Seijiro,**
[illegible]

**Osborn & Wallis, Ld.,**
[illegible]

**Oscarshamns Ångf. Aktieb.,**
[illegible]

**Osceola S.S. Co., Inc.,**
[illegible]

**Oshima Shosen Kabushiki Kaisha,**
[illegible]

**Oshima Kisen Kabushiki Kaisha,**
[illegible]

**Osle Harzevesen,**
[illegible]

**Osnabrüggen, H.,**
[illegible]

**Ostasiatiske Kompagni, Aktieselskabet Det**
(The East Asiatic Co., Ld.),
[illegible]

**Oethi, Ellert,**
[illegible]

**Ostbornholmske Dampskibsselskab,**
[illegible]

† = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
s = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (—Turb.) = Turbines, with No. prefixed.

**Oetesæjn, J.,**
(Sandefjord, Norway)
Nom | Tonnage
a. Skaarenes ..... 72 .. 300

**Oetesæjt, Olav,**
(Sandefjord, Norway)
1. [illegible] ..... 70 .. 140

**Oesterberg, A. H.,**
(Karlskrona, Sweden)
a. Rapsrik ..... 71 .. 171

**Oesterberg, R.,**
(Karlskrona, Sweden)
Mark ..... 70 .. 170

**Oesterberg, G.,**
(Fjällbacka, Sweden)
(Subref. [illegible])
a. Rollin ..... 70 .. 2000
1. Pacific ..... 70 .. 2000

**Oesterdalarnes Ångf. Aktieb.,**
(Mora, Sweden)
(ex D. A. Fjaestad)

**Oesterlen, Rederi A/B,**
(Gothenburg, Sweden)
(ex Tyko Lundin)

**Oesterman, Gust.,**
(Gothenburg, Sweden)
a. Kamarilla ..... 70 .. 100

**Oesterman, H. H.,**
(Frederiksund, Denmark)
[illegible] ..... 70 .. 127
[illegible] ..... 70 .. 200

**Oesterman Dödsbo, C. B.,**
(Marstrand, Sweden)
Marstrand ..... 70 .. 150

**Oesterreichischer Lloyd Dampfschiffahrts A.G.,**
(Antwerpen 14, Cours Jonctions)
1. Wien ..... 70 .. 4000

**Oesterjön, Ångfartygs aktieb.,**
"Brunnsviken," (Stockholm, Sweden)
(ex [illegible])

**Oesterjön, Rederiaktieb.,**
(Stockholm, Sweden)
(ex [illegible])

**Oestersen, D/S A/S,**
(Arendal, Denmark)
(ex C. [illegible])

**Oesterveld, Henrik,**
(Fredrikstad, Nr. 2, Sorum, Norway)
a. [illegible] ..... 70 .. [illegible]
a. [illegible] ..... 70 .. [illegible]
(ex [illegible])
a. [illegible] ..... 70 .. [illegible]
a. [illegible] ..... 70 .. [illegible]

**Oetfart, D/S A/S,**
(Arendal, Norway)
(ex [illegible])

**Oetheim, Skibs. A/S,**
(Mjölnerbyen, Sarpsborg, Norway)
(ex [illegible])

**Oetkusten, Rederi Aktieb.,**
(Stockholm, Sweden)
(ex [illegible])

**Oetlandet, Dampsk. Aktiesel.,**
(Grimstad, Nr. [illegible], Norway)
(ex [illegible])

**Oetlandske Petroleums Dampskib. A/S,**
(Arendal, Norway)
Nom | Tonnage
a. [illegible] ..... 70 .. [illegible]

**Oetsewinder-Linie,**
(Leeuwarden, Friesland, Netherlands)
(Mulder & [illegible])
a. [illegible] ..... 70 .. [illegible]
a. [illegible] ..... 70 .. [illegible]
a. [illegible] ..... 70 .. [illegible]

**Oevald, Uddo,**
(Gothenburg, Sweden)
1. [illegible] ..... 70 .. [illegible]

**Ota Hiroshi,**
(Hiroshima, Japan)
a. Fukiki Maru ..... 70 .. [illegible]

**Ota Shoten Kabushiki Kaisha,**
(Tokyo, Japan)
a. [illegible] Maru ..... [illegible] .. [illegible]

**Otago Harbour Board,**
(Dunedin, N.Z.)
a. [illegible] (Tw. Sc.) ..... 70 .. [illegible]
a. [illegible] (Tw. Sc.) ..... 70 .. [illegible]

**Otani Mokusuke,**
(Hiroshima, Japan)
a. [illegible] Maru ..... [illegible] .. [illegible]

**Otani Tyokichi,**
(Hiroshima, Japan)
Kaiko Maru (ex [illegible]) ..... 70 .. [illegible]

**Otara Shosen Kabushiki Kaisha,**
(Hiroshima, Japan)
1. Yoshino Maru ..... 70 .. [illegible]

**Otagui, S., & J. Campos,**
(San Sebastian, Spain)
a. [illegible] ..... 70 .. [illegible]

**Otaka Miyaji Shoten**
(Tokyo, Japan)
(ex [illegible])
Nom | Tonnage
Kaiko Maru (ex [illegible]) ..... 70 .. [illegible]

**Otaki, Faisal,**
(Bombay, Bhadrawati, Travancore, India)
(ex [illegible])
1. Kim Maru (ex [illegible]) ..... 70 .. [illegible]

**Otter, Rich.,**
(Frederikshavn, Nr. [illegible], Denmark)
a. [illegible] ..... 70 .. [illegible]
(ex [illegible])
a. [illegible] ..... 70 .. [illegible]

**Otterlei, N. & O.,**
(Frederikstad, Norway)
a. [illegible] ..... 70 .. [illegible]

**Otters Rederi A/S,**
(ex [illegible])

**Ottman, Dodrick,**
(Cap Arcal, San Francisco Cal., U.S.A.)
[illegible] ..... 70 .. [illegible]

**Ottoman Line, Ld.,**
(Foreign Street, Liverpool, Eng.)
(ex [illegible])

**Otur, Fiskeridafelagid,**
(Reykjavik, Iceland)
1. [illegible] ..... 70 .. [illegible]

**Ochekower – Northern**
(Sous Hydrographical Department)
(Archangel, Russia)
a. [illegible] ..... 70 .. [illegible]
a. [illegible] ..... 70 .. [illegible]

**Oughtred & Harrison, Ld.,**
(Silver Street, Hull)
a. [illegible] ..... 70 .. [illegible]

**Ouse S.S. Co., Ld.,**
(Midland Bank Chambers, St. John's Street, Goole, Eng.)
(ex A. W. [illegible])

**Overlakes Stoomskip Co.,**
(Detroit, Mich., U.S.A.)
a. [illegible] ..... 70 .. [illegible]
a. [illegible] ..... 70 .. [illegible]
a. [illegible] ..... 70 .. [illegible]
a. [illegible] ..... 70 .. [illegible]
a. [illegible] ..... 70 .. [illegible]
a. [illegible] ..... 70 .. [illegible]
a. [illegible] ..... 70 .. [illegible]
a. [illegible] ..... 70 .. [illegible]
a. [illegible] ..... 70 .. [illegible]
a. [illegible] ..... 70 .. [illegible]

**Ozwekand, C., Sr., N. Y.**
(Vieck, Mass. U.S.)
(ex [illegible])
1. [illegible] (Sc.) ..... 70 .. [illegible]
2. [illegible] (Sc.) ..... 70 .. [illegible]
3. [illegible] (Sc.) ..... 70 .. [illegible]

**Overseas Oil & Transport Co., Ld.,**
(St. Mahogany, London, E.C.3)
1. [illegible] ..... 70 .. [illegible]

**Overseas Steam Fishing Co., Ld.,**
(Port Stanley, Canada)
(ex [illegible])

**Overton S.S. Co., Ld.,**
(S.F.A.T., Albert Building, 13, Phoenix Ave., Newport, S.)
(ex [illegible])

**Ovesen, Oscar,**
(Aalborg, Nr. Copenhagen, Denmark)
Nom | Tonnage
a. [illegible] ..... 70 .. [illegible]

**Ovre, D/S A/S,**
(Farsund, Norway)
(ex [illegible])

**Owen Sound Transportation Co., Ld.,**
(Owen Sound, Ontario, Canada)
a. [illegible] (Tw. Sc.) ..... 70 .. [illegible]
a. [illegible] ..... 70 .. [illegible]

**Owren, Sigurd,**
(Frederikstad, Nr. [illegible], Norway)
(Christiania, Norway A/S)
a. [illegible] ..... 70 .. [illegible]
a. [illegible] ..... 70 .. [illegible]
a. [illegible] ..... 70 .. [illegible]

**Owston, F., & Co., Ld.,**
(Cleveland Dk., Middlesbro, Eng.)
[illegible] ..... 70 .. [illegible]
[illegible] ..... 70 .. [illegible]

**Oxelösund-Flen-Vestmanlands-Jernvägs Aktieb.**
(Oxelösund, Sweden)
a. [illegible] ..... 70 .. [illegible]

**Oxley, C. A.,**
(Sandwich, Southampton)
(The Cunard Steam Ship Co., Ld.)
1. [illegible] ..... 70 .. [illegible]
2. [illegible] ..... 70 .. [illegible]
3. [illegible] ..... 70 .. [illegible]
(ex [illegible])

**Ozaki Kisen Kabushiki Kaisha,**
(Tokyo, Japan)
a. [illegible] Maru ..... 70 .. [illegible]
a. [illegible] Maru ..... 70 .. [illegible]

**Ozanne, Leo.,**
(Paris, France)
(ex [illegible])

**"Ozeck" Dampfer A. G.,**
(Copenhagen, Denmark)
a. [illegible] ..... 70 .. [illegible]
(ex [illegible])

**Ozaki Kisen Kabushiki Kaisha,**
(Tokyo, Japan)
a. [illegible] Maru ..... 70 .. [illegible]

**Ozores, J.,**
(Villagarcia, Spain)
Nom | Tonnage
[illegible] (ex [illegible]) ..... 70 .. [illegible]

**Ozorio Carlos,**
(Rio de Janeiro, Brazil)
a. [illegible] ..... 70 .. [illegible]

# P

**P.D. Navigation Co., Inc.,**
(New Orleans, Louisiana)
a. [illegible] ..... 70 .. [illegible]

**Paap, R. H.,**
(Amsterdam, Holland)
[illegible] (ex [illegible]) ..... 70 .. [illegible]

**Pabers, O. A.,**
(Gothenburg, Sweden)
[illegible] (ex [illegible]) ..... 70 .. [illegible]
[illegible] (ex [illegible]) ..... 70 .. [illegible]
[illegible] (ex [illegible]) ..... 70 .. [illegible]
a. [illegible] ..... 70 .. [illegible]
[illegible] (ex [illegible]) ..... 70 .. [illegible]
[illegible] (ex [illegible]) ..... 70 .. [illegible]
a. [illegible] ..... 70 .. [illegible]
[illegible] (ex [illegible]) ..... 70 .. [illegible]
[illegible] (ex [illegible]) ..... 70 .. [illegible]

**Pacific, Aktien.,**
(Gothenburg, Sweden)
(ex [illegible])

**Pacific American Fisheries,**
(Seattle, Washington, Wash., U.S.A.)
a. [illegible] (Tw. Sc.) ..... 70 .. [illegible]
a. [illegible] ..... 70 .. [illegible]
a. [illegible] ..... 70 .. [illegible]
a. [illegible] (Tw. Sc.) ..... 70 .. [illegible]

**Pacific Argentine Brazil Line, Inc.,**
(Wilmington, Del., Wilmington, Del., U.S.A.)
a. [illegible] (ex [illegible]) ..... 70 .. [illegible]
a. [illegible] ..... 70 .. [illegible]
a. [illegible] ..... 70 .. [illegible]
a. [illegible] ..... 70 .. [illegible]
a. [illegible] ..... 70 .. [illegible]
a. [illegible] ..... 70 .. [illegible]
a. [illegible] ..... 70 .. [illegible]
a. [illegible] ..... 70 .. [illegible]
a. [illegible] ..... 70 .. [illegible]

**Pacific Asiatic Shipping Co., Inc.,**
(Shanghai)
a. [illegible] (Tw. Sc.) ..... 70 .. [illegible]

**Pacific-Atlantic S.S. Co.,**
(Prince Building, Portland, Or., U.S.A.)
(ex [illegible])

1 – [illegible] 2 – Vapeur [illegible] – Pacific a moteur [illegible] (Tw. Sc.) – Hélice [illegible] – Turbine, sauf indication contraire.

**Pacific Coast Codfish Co.,**

**Pacific Coast Steamship Company.**

**Pacific (Coyle) Navigation Co., Ld.**

**Pacific, Dampskibsselsk.,**

**Pacific Deep Sea Shipping Corp.**

**Pacific Gt. Eastern Railway Co.,**

**Pacific Lighterage Corporation.**

**Pacific Lines Co., Ld.,**

**Pacific Motorship Co., Inc.,**

**Pacific Oil Co. Proprietary, Ld.**

**Pacific Salvage Co., Ld.,**

**Pacific, Skibs. A/S,**

**Pacific States Lumber Co.,**

**Pacific Steam Navigation Co.,**

**Pacific Steamship Lines, Ld. (Admiral Line).**

**Packard, J. S., Dredging Co., Inc.,**

**Packers S.S. Co., Ld.,**

**Pagnan, G.,**

**Page, John,**

**Pagnamenta, Carlo & Co., S.A.,**

**Pahlsson, Adolf L.,**

**Pahlsson, E. L.,**

**Pahlsson, Eric.,**

**Pahlsson, Nils,**

**Paisley, J. A., S.S. Co.,**

**Pajot, J.,**

**Pak Hang & Co.,**

**Pak Wu Cheong,**

**Palacios, Angel C.,**

**Palatine Steam Trawling Co. Ld.,**

**"Palawan," M/S, Inc.,**

**Palcoutsasas, I. D.,**

**Palestine Navigation Co., Ld.,**

**Palgrave, Murphy Ld.,**

**Palla, Ignac,**

**Pallas, Ångf. Aktiek.,**

**Pallete, Arturo A.,**

**"Pallister," N.V. Motorvaarten.**

**Pallson, T.,**

**Palma, Giuseppe, & Gaetano Salerl.**

**Palmer, Ralph,**

**Palmer, S., R., & R. F.,**

**Palmer, Samuel,**

**Palmers' Shipbuilding & Iron Co., Ld.,**

**Palmgren, R. J.,**

**Palomba, Gios.,**

**Palomba, Lorenzo,**

**Palomba, Stef.,**

**Palser, Albert G.,**

**Pan-American Foreign Corporation,**

**Pan American Transportation Co.,**

**Panama Canal.**

**Panama Mail S.S. Co., Inc.,**

**Panama Rail Road Co., Inc.,**

**Panamerican Transportation Co.,**

**Panas, G. E.,**

**Panda S.S. Co.,**

† = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).

S = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (T = Turbo) = Turbines, with No. prefixed.

**Pandakis, Demetrio,**
[illegible]

**Pandeli Bros. S. S. Co.,**
[illegible]

**Pank & Neef G.m.b.H.,**
[illegible]

**Pao Tu Tsai,**
[illegible]

**Paolini, Roberto, & Attilio**
[illegible]

**Papadimitriou, Thes.,**
[illegible]

**Papadopoulos, L.,**
[illegible]

**Papayannaki, G.,**
[illegible]

**Papi Martinez, Vicente,**
[illegible]

**Papin, Raymond,**
[illegible]

**Papini, Ciro,**
[illegible]

**Pappadakis, A. G.,**
[illegible]

**Pappalardo, Garofalo,**
[illegible]

**Pappas, Andreas,**
[illegible]

**Pappas, Jean, & Co.,**
[illegible]

**Paquet, Compagnie de Nav.,**
[illegible]

**Para, Port of, Co.,**
[illegible]

**Paradis Giuseppe Federico,**
[illegible]

**Paramino, Frank,**
[illegible]

**Paramonoff, E. T., Fils & Co.,**
[illegible]

**Paramythiotis, Spiridion,**
[illegible]

**Parceria de Pesca Patriota,**
[illegible]

**Parceria dos Vapores Lisbonenses,**
[illegible]

**Parceria Geral de Pescarias,**
[illegible]

**Parceria Maritima Douro,**
[illegible]

**Parceria Maritima Esperança Lda.,**
[illegible]

**Pardo, N., y Pardo,**
[illegible]

**Pardoe-Thomas & Co., Ld.,**
[illegible]

**Pargas Kalkbergs Aktiebolag,**
[illegible]

**Paris, Juan E., & Cia,**
[illegible]

**Parkes, Basil A.,**
[illegible]

**Parkes, F.,**
[illegible]

**Parks, M. J.,**
[illegible]

**Parks of Portsmouth, Ld.,**
[illegible]

**Parlevliet, N., Lzn.,**
[illegible]

**Parobrodarsko Akcionarsko Drustvo "Progres,"**
[illegible]

**Parobrodarsko Drustvo**
[illegible]

**Parobrodarsko Drustvo,**
[illegible]

**Parobrodarsko Drustvo**
[illegible]

**Parodi, Emanuele V., Soc. Anon.,**
[illegible]

**Parodi Pérez, M.,**
[illegible]

**Parodo, Emilio,**
[illegible]

**Parry, Frederick,**
[illegible]

**Partagas, D/S A/S,**
[illegible]

**Pascoal & Cravo, Lda.,**
[illegible]

**Pasquinucci, Guido Alfredo,**
[illegible]

**Pastana Transportation Service, Inc.,**
[illegible]

**Pastor, J.,**
[illegible]

**Patasis, A., & G. Goumas,**
[illegible]

**Pater Steam Trawling Co., Ld.,**
[illegible]

**Pateras Bros.,**
[illegible]

**Pateras, Chas. N.,**
[illegible]

**Pateras, D. J.,**
[illegible]

**Pateras, Demetrius A.,**
[illegible]

**Pateras, Diamantis J., & Sons,**
[illegible]

**Pateras, I. C., & Co.,**
[illegible]

**Pateras, N. J., & Sons,**
[illegible]

**Pateras, Vas. J.,**
[illegible]

**Paterson, Alex.,**
[illegible]

**Paterson, G. M.,**
[illegible]

**Paterson, James, & Co. Proprietary, Ld.,**
[illegible]

[illegible]

**Paterson Steamships, Ld.,**
Fort William, Ontario, Canada.
[illegible]

**Patfoort, E.,**
[illegible]

**Patje, J.,**
[illegible]

**Paton, George G.,**
[illegible]

**"Patria I.," N.V. Visscherij Maatschappij.**
[illegible]

**Patria, Rederi A/B.**
[illegible]

**Patrick, James, & Co., Ld.,**
[illegible]

**"Patriotic (The)" Cie. de Nav. à Vap. et d'Armement, E. Embiricos & L. Teryazos.**
[illegible]

**Patroni, D. Patiño, Empresa Naviera.**
[illegible]

**Patten, J. B., Sons, Ld.,**
[illegible]

**Pattersen, W. H.,**
[illegible]

**Pattison, James,**
[illegible]

**Paul, C. C., & Co.,**
[illegible]

**Paul, R. & W., Ld.,**
[illegible]

**Paulin, J. W.,**
[illegible]

**Paulsen, Eilert,**
[illegible]

**Paulsen & Ivers,**
[illegible]

**Paulsens Fraktfart, A/S,**
[illegible]

**Pavo, A/S,**
[illegible]

**Payne Steam Fishing Co., Ld.,**
[illegible]

**Paz, Marcelino J.,**
[illegible]

**Peabody, Alex. M.,**
[illegible]

**Peabody, W. H.,**
[illegible]

**Peace, Ld.,**
[illegible]

**Peacock & Co. (Lowestoft), Ld.,**
[illegible]

**Pearce, Arnold & Lockhart,**
[illegible]

**Pearce & Hensley,**
[illegible]

**Pearce, Samuel,**
[illegible]

**Peardon, Mrs. Tressa A.,**
[illegible]

**Peardon, Vernon G.,**
[illegible]

**Pearl, Mrs. Christine,**
[illegible]

**Pearson, E.,**
[illegible]

**Pearson, Philip C.,**
[illegible]

**Peasholm Steam Fishing Co., Ld.,**
[illegible]

**Pêcheries à Vapeur**
[illegible]

**Pêcheries et Armements La Rochelle-Océan,**
[illegible]

**Pêcheries de France,**
[illegible]

**Pêcheries de Normandie, Soc. Anon.,**
[illegible]

**Pêcheries de l'Océan, Les,**
[illegible]

**Pêcheries du Labrador,**
[illegible]

**Pêcheries et Glacières du Tréport,**
[illegible]

**Pêcheries Morbihannaises,**
[illegible]

**Pêcheries Nationales Belges Soc. Anon.,**
[illegible]

**Pêcheries Rochelaises de Chalutage à Vapeur, Soc. Anon.,**
[illegible]

**Pedersen, Alex.,**
[illegible]

**Pedersen, Birger, & Søn,**
[illegible]

**Pedersen, Didrik,**
[illegible]

**Pedersen, Ingvald,**
[illegible]

**Pedersen, John P., & Søn,**
[illegible]

**Pedersen, M. S.,**
[illegible]

**Pedersen, P.,**
[illegible]

**Pedersen, P. M.,**
[illegible]

**Pedersen, S. P.,**
[illegible]

**Pedersens Rederi A/S, M.S.,**
[illegible]

**Pedro, M., & Co.,**
[illegible]

**Pehrsen & Wessel,**
[illegible]

[illegible]

**Petersen, Jeppe,**

[illegible]

**Petersen, N.,**

[illegible]

**Peterson Bros.,**

[illegible]

**Petrotto & Cia.,**

[illegible]

**Petrotto, Prado, & Cia.,**

[illegible]

**Pejepscot Paper Co.,**

[illegible]

**Pekelder, J.,**

[illegible]

**Pekelder, K. J.,**

[illegible]

**"Pelagus," Hvalfangerselskapet, A.S.,**

[illegible]

**Pellegrini, G.,**

[illegible]

**"Pelter" S.S. Co., Ld.,**

[illegible]

**Peltier, R.,**

[illegible]

**Pelton S.S. Co., Ld.,**

[illegible]

**Penclosy S.S. Co., Ld.,**

[illegible]

**Pendennis S.S. Co., Ld.,**

[illegible]

**Peninsular & Occidental Steamship Co.,**

[illegible]

**Peninsular & Oriental Steam Nav. Co.,**

[illegible]

**Peninsulare Società Italiana di Navigazione,**

[illegible]

**Penney, S. H., & Sons,**

[illegible]

**Pennisi Lelia, Carlo,**

[illegible]

**Penna, W. Julius,**

[illegible]

**Pennsylvania-Ontario Transportation Co.,**

[illegible]

**Pennsylvania Railroad Co.,**

[illegible]

**Pennsylvania Shipping Co.,**

[illegible]

**Pennsylvania Tankers Inc.,**

[illegible]

**Penobscot S.S. Co.,**

[illegible]

**Pensacola, St. Andrews & Gulf S.S. Co.,**

[illegible]

**Pentirion S.S. Co., Ld.,**

[illegible]

**Pentwyn S.S. Co., Ld.,**

[illegible]

**Peraso, A. A.,**

[illegible]

**Perbeglad, J.,**

[illegible]

**Percival, H.,**

[illegible]

**Pere Marquette Line**

[illegible]

**Pere Marquette Railway Co.,**

[illegible]

**Pereda, Fernanda M.,**

[illegible]

**Pereira Carneiro & Cia. Ltda.**

[illegible]

**Pereira, M. Belchio, & Irmão,**

[illegible]

**Pereira, Thomaz,**

[illegible]

**Peres, Angel F.,**

[illegible]

**Peres y Cia.,**

[illegible]

**Peres, Hijo de Angel, y Cia.,**

[illegible]

**Peres, Jose I.,**

[illegible]

**Peres Rodriguez, Antonio,**

[illegible]

**Perinelli, D., & S. Tomasini,**

[illegible]

**Perikalina Steam Fishing Co., Ld.,**

[illegible]

**Periolaria, S.,**

[illegible]

**Perman, F. C.,**

[illegible]

**Perna, Antonio, fu S.,**

[illegible]

**Pernambuco, State of,**

[illegible]

**Pernasset Bendersi A.G.,**

[illegible]

**Perrella, Guerrilla, fu Alfonso,**

[illegible]

**Perris, S. D., & D. A. Tatelbaum,**

[illegible]

**Perronne & Turquetille,**

[illegible]

**Persian Gulf Lighting Advisory Committee,**

[illegible]

[illegible]

**Petersen, A. A.,**

**Petersen, R. A.,**

**Petersen, Edv.,**

**Petersen, Einar,**

**Petersen, F. E.,**

**Petersen, G. F.,**

**Petersen, Gunnar,**

**Petersen, Harry,**

**Petersen, Ingvar,**

**Petersen, Nils August,**

**Petersen, P. O.,**

**Peruvian Corporation, Ld.,**

**Peruvian Government,**

**Pescadera, A., Lda.,**

**Peschkau, Robert,**

**Pesquera Malagueña, S.A.,**

**Pesquera Vasco Gallega Soc. Anón.,**

**Pesquera Vasco-Asturiana S.A.,**

**Pesquera Tinaina Soc. Anón.,**

**Pesqueria Pasaitarra,**

**Pesquerias Cantabricas Soc. Anón.,**

**Pesquerias de San Cristobal, S.A.,**

**Pesquerias y Salazones de Tarifa, S.A.,**

**Pesquerias y Secaderos de Bacalao de España,**

**Petas, K.,**

**Peterhead Coal Co., Ld.,**

**Peters, Arthur C.,**

**Peters, F. E.,**

**Peters, H.,**

**Petersen, A. N.,**

**Petersen, Allr.,**

**Petersen & Alpers G.m.b.H.,**

**Petersen, E.,**

**Petersen, Hans,**

**Petersen, Jens,**

**Petersen, J. H.,**

**Petersen, J. P.,**

**Petersen, Marquardt, Rudolf G.m.b.H.,**

**Petersen, Ole,**

**Petersen, S. N. & Th. N.,**

**Petersen, S. P., Efl.,**

**Petersen, Frank,**

**Petersen, Frank H.,**

**Petersen, Henry C., Ins.,**

**Petersen, Rich,**

**Petersen Steamship Co.,**

**Petersen, J. Kielland,**

**Petersen, C. W.,**

**Petite, J.,**

**Petite, Jeremiah, Jr.,**

**Petite, Wilson,**

**Petmoley Transportation Co.,**

**Petri, A. Vassalle Yvs.,**

**Petrograd Steamers, Ld.,**

**Petroleos Porto-Pi, S.A.,**

**Petroleum Nav. Co.,**

**Petroleum Soc. Anon. di Nav.,**

**Petroleum S.S. Co., Ld.,**

**Petroutsis, C. A.,**

**Petten, N.V. Visschery Maats.,**

**Petterson, Sofus M.,**

**Petterson, T.,**

**Petterson, A.,**

**Petterssen, Bernhard,**

**Petterssen, Emil,**

† = Fishing Vessel (for performance of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).
S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (— Turbs.) = Turbines, with Sc. probed.

**Petersen, J. A.,**

**Petterson, Johan H.,**

**Pettia, Joseph R.,**

**Pettit, David,**

**Pettit, Mrs. E. A. H.,**

**Petursson, Asgeir,**

**Pevensey Castle, Ld.,**

**Peyrissac, Ch., & Cie.,**

**Philadelphia & Norfolk S.S. Co., Inc.,**

**Philadelphia and Reading Transportation Line,**

**Philip Shore Shipping Co., Inc.,**

**Philippine Government,**

**Philippine Inter-Island S.S. Co.,**

**Philippine Steam Navigation Co.,**

**Philis, R.,**

**Phillips, W. A.,**

**Phillips, W. W.,**

**Phokides S.S. Co.,**

**Phœnix, A/S D/S,**

**Phœnix, Reed, Alt. Gen.,**

**Piaggio, M. N.,**

**Pinchiotti, E.,**

**Pieri, Gessaga & Co.,**

**Pickands, Mather & Co.,**

**Pickands, Mather & Co.— (continued)**

**Pickels, F. W.,**

**Pickering & Haldane's Steam Trawling Co., Ld.,**

**Pirbes S.S. Co., Ld.,**

**Pidgeon, E. W.,**

**Pieraccini, Giovanna,**

**Pieternaai, R. Bernardus,**

**Piggins, James M.,**

**Pihlakas, Nicholas C.,**

**Pike, E. D., & Co., Ld.,**

**Pillsbury & Curtis,**

**Pilos, E.,**

**Pilon, Zenophile,**

**Pilotage du Havre, Association pour le Material Rural de la Station du,**

**Pilotes de la Seine,**

**Pin An Steamship Co.,**

**Pinsonnin, Louis,**

**Pine, Francis J.,**

**Pine Ridge Coal Co.,**

**Piñeiro, Manuel,**

**Piñeiro, M., y Hermanos,**

**"Pinguin," N.V. Vlaamsche Stoomvaart,**

**Pinheiro, Carvalho, Morais, Lda.,**

**Pinotais, G.,**

**Pinto d'Almeida, A.,**

**Pioneer Steamship Co.,**

**Pionnet, A/S,**

**Piper, James Richard,**

**Pipitone, Pietro, fu G.,**

**Piprell, J., & Sons,**

**Pirra, Joaquin,**

**Pirta, F.,**

**Pirie, James,**

† = Hachée de pièce (pour les renseignements sur les carnets de pièce à rapprocher de la matrice, voir le Livre spécial qui suit le Répertoire des Pavillons à Vapeur);
S = Vapeur; m = Hachée à moteur; (Tw. Sc.) = Bâtiment jumelée; (Turbo.) = Turbine, avec indication du moteur.

**Piria, Alfredo,**
[illegible]

**Piro, Salvatore, & Silverio, fu Giov.,**
[illegible]

**Piro, Silverio, di Giov.,**
[illegible]

**"Piscator," Visscherij Maats. N.V.,**
[illegible]

**Pitkis Bros. & Co.,**
[illegible]

**Pitkis Bros. & Co., & G. Zerbin,**
[illegible]

**Pittaluga, Ditta Luigi, Vapori,**
[illegible]

**Pittas, G. N., Bros., & Co.,**
[illegible]

**Pittas Union S.S. Co., Ld.,**
[illegible]

**Pittsburg & Cardiff Coal Co.,**
[illegible]

**Pittsburgh Coal Co. of Mass. Inc.,**
[illegible]

**Pittsburgh Steamship Co.**
[illegible]

**Pittsburgh Steamship Co.** —continued
[illegible]

**Pjetursson, A.,**
[illegible]

**Planchat, P.,**
[illegible]

**Plasencia, Vicente R.,**
[illegible]

**"Platessa" Visscherij Maats.,**
[illegible]

**Plath, Johann,**
[illegible]

**Pleven, Victor J. B.,**
[illegible]

**Plisker, Fiskeri A/S,**
[illegible]

**Ploughboy Co., Ld.,**
[illegible]

**Plummer, William F.,**
[illegible]

**Plymouth, Channel Islands and Brittany Steamship Co., Ld.,**
[illegible]

**Plymouth S.S. Corp.,**
[illegible]

**Pnevmaticos, Rethymnis, Tsangalos,**
[illegible]

**Pocahontas Steamship Co.,**
[illegible]

**Poch, G.,**
[illegible]

**Pochet-Decrotz, Vve., & Cie.,**
[illegible]

**Pocklington, Kenneth, & James C. Wood,**
[illegible]

**Poggio, Alberto,**
[illegible]

**Pohl, H. C.,**
[illegible]

**Pohlmann, H. K. H.,**
[illegible]

**Point of Ayr Collieries, Ld.,**
[illegible]

**Poitel, P., & Co.,**
[illegible]

**Polakis, Nicolaos,**
[illegible]

**Poland, Government of,**
[illegible]

**Polar Whaling Co., Ld.,**
[illegible]

**Polaris A/S, Hvalfangerskb.,**
[illegible]

**Polderman, Joh., & F. C. Breukelstein,**
[illegible]

**Polhavet, Hvalfangerak-ties.,**
[illegible]

**Polic, K.,**
[illegible]

**Polish British S.S. Co., Ld.,**
[illegible]

**Polish Transatlantic Shipping Co., Ld.**
[illegible]

**Poll, Jacob,**
[illegible]

**Pollet-Danger, Vve., & Fils,**
[illegible]

**Polleafen & Co., Ld.,**
[illegible]

**Polleafen, W. & G. T., & Co., Ld.,**
[illegible]

**Pollio, Antonino,**
[illegible]

**Pollock, Thomas E.,**
[illegible]

**Polrys, S.A.e.s.,**
[illegible]

**"Polskarob" Polsko Skandynawskie Transportowe S.A.,**
[illegible]

**Polychroniádou, Olga, & K. Liakatis,**
[illegible]

**Pommerania Schiffahrts G.m.b.H.**
[illegible]

**Pommersche landw. Hauptgenossenschaft e. G.m.b.H.**
[illegible]

**Pommerscher Industrie Verein Act. Ges.**
[illegible]

**Pomorsko Drustvo S.s.j.**
[illegible]

**"Pontos," Hvalfangerselskapet.**
[illegible]

**"Pontos" Schiffahrts-gesellschaft m.b.H.**
[illegible]

**Ponts et Chaussées (Service Maritime de Boulogne).**
[illegible]

**Pool, Karl,**
[illegible]

**Pool Shipping Co., Ld.,**
[illegible]

**Poole Brothers, Galbraith & Co., Ld.**
[illegible]

**Poole Harbour Commissioners.**
[illegible]

**Poortershaven, N.V. Handelmaatschappij.**
[illegible]

**Poppelmeyer (?), H. H.,**
[illegible]

**Porchetto (Carlos) y Cia.,**
[illegible]

**Poria Laiva O/Y,**
[illegible]

**Port Colborne & St. Lawrence Navigation Co., Ld.,**
[illegible]

**Port Jackson & Manly Steam Ship Co., Ld., The.**
[illegible]

**Port Lebak Lumber Co.,**
[illegible]

**Port of London Authority,**
[illegible]

**Port Okha Harbour Board,**
[illegible]

**Port Philip Sea Pilots,**
[illegible]

**Port Stephens Steamships, Ld.**
[illegible]

**Port Union Shipping Co., Ld., & Twin Light & Power Co., Ld.**
[illegible]

**Portales, Angel, y Cia., Soc. Ltda.,**
[illegible]

**Porter, J. P., & Sons, Ld.,**
[illegible]

**Porter, James,**
[illegible]

**Porter, R. C.,**
[illegible]

**Portfield S.S. Co., Ld.,**
[illegible]

**Portland California S.S. Co.,**
[illegible]

**Portland Cement Co. "Santa" Ld. (?)**
[illegible]

**Portland Lighterage Co.,**
[illegible]

**Portland Steamship Co.,**
[illegible]

**Portland Trawling Co.,**
[illegible]

**Portland Trawling Co.,**
[illegible]

**Portland & Weymouth Coaling Co., Ld.**
[illegible]

**Portolo (?), Georges,**
[illegible]

**Portolos (?), Gerassimos, & G. Marketos (?),**
[illegible]

**Porton (?), Rederi A/B,**
[illegible]

**Portuguese Government,**
[illegible]

**Portunus Rederi A/B,**
[illegible]

**Porzus (?), S. A.,**
[illegible]

**Poseidon, Kohlen-Import u. Schiffahrts A.G.,**
[illegible]

**Poeschl's Eisen und Kohlenhandel G.m.b.H.,**
[illegible]

**Postmaster-General, H.M.'s**
[illegible]

**Pot, D.,**
[illegible]

**Pot, L.,**
[illegible]

**Pot, N.V. Rederijkantoor v/h. Firma Joost (?),**
[illegible]

**Potter, A. B.,**
[illegible]

**Potter, J. Wilson,**
[illegible]

**Pottier-Grandmaison,**
[illegible]

**Poultney, Horace R.,**
[illegible]

**Poultney, Horace R., & H. J. Boyd (?),**
[illegible]

**Prado, L.,**
[illegible]

**Prates & Cia (in liq.),**
[illegible]

**Pratt, Thomas, & Co.,**
[illegible]

**Prazis (?), Naaml. Venn.**
[illegible]

**Prebensen & Blakstad,**
[illegible]

**Prekomorska Plovidba D.D.,**
[illegible]

[illegible]

**Premier Whaling Co., Ld.,**

**Premuda, G. L., Società Anon. di Nav.,**

**Prestine, Servier & Bonderon,**

**Prentout, J., & Cie.,**

**Prenteut, Jean,**

**Prescott & Ogdensburg Ferry Co., Ld.,**

**Presente, B.,**

**Presque Isle Transportation Co.,**

**Press, Fritz,**

**Preston, Corporation of,**

**Preston, Robert,**

**Preskachai (Franz) Danzig**

**Pressenlaire Arlt & Co., S.E.,**

**Prevetto, Giuseppe,**

**Prim Nav. Co., Ld.,**

**Prins, T. W.,**

**Prior's Patent Candle Co., Ld.,**

**Priestman, Sir John, J.P.,**

**Prieto, Enrique,**

**Prince David, Ld.,**

**Prince George, Ld.,**

**Prince Robert, Ld.,**

**Prince Rupert, Ld.,**

**Prince Line, Ld.,**

**"Princess May" S.S. Co., Ld.,**

**Princess Steam Fishing Co., Ld.,**

**Pring, Torres & Co.,**

**Pringle Barge Line Co.,**

**Prins, G., & Jac. Prater Ned.**

**Prins, J., & G. Garst,**

**Proctor & Gamble Transportation Co.,**

**Produce, Dampsk. Aktiesel.,**

**Producers S.S. Co.,**

**"Proef I," N.V. Zeevisscherij Maatschappij,**

**"Proef II," N.V. Zeevisscherij Maatschappij,**

**Progress, Dampskibs. aktiesel.,**

**Prosa Bros.,**

**Prosk, B.,**

**Prosk, C., Cas., N.V. Reederij "A.",**

**Prosk, E.,**

**Prosk, J.,**

**Prospect Trawlers Ld.,**

**Prota, Umberto,**

**"Protinus," N.V. Visscherij Maatschappij,**

**Protopapas, P.,**

**Providence, Fall River & Newport Steamboat Co.,**

**Providence Steamboat Co.,**

**Provincial Building & Engineering Co.,**

**Provincial Fishing Co., Ld.,**

**Pro Dalmatinska Tegrovska Drustva,**

**Pryta, A.,**

**Psychas, K.,**

**Publicover, J. L.,**

**Puccinelli, Oreste, fu F.,**

**Pulsey, Edward H.,**

**Puerto Monti Agencies,**

**Puertos y Pantanos S.A.,**

**Puget Sound Navigation Co.,**

**Puget Sound Tug & Barge Co.,**

**Puglisa, A.,**

**Puigserver, Miguel,**

**Puisier, H.,**

**Pulins, A., & M. Morgenstern,**

**Pulins, K.,**

Z = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (= Turbs.) = Turbines, with No. prefixed.

**Pulli, H.,**
Wiborg, Finlande.
Aust. Tonn.
Suomi ..... 74 ... 144

**Purcell, Atahualpa,**
Pelotas, Brésil.
s. Uruguay (Pavão) ..... 90 ... 123

**Purdy Coal Co., Ld.,**
See Gibbons & Purdy.

**Purdy, G. H., Trawlers, Ld.**
See Gibbons & Purdy.

**Purdy, George H.,**
15, Prince Patrick Street, Greenock
(G. H. Purdy Trawlers, Ld.)
f. Alexandria ..... 94 ... 146
f. Christopher C. Purdy ..... 97 ... 152
f. Edith W. Purdy ..... 98 ... 152
f. Mary A. Purdy ..... 98 ... 152
f. Sarah A. Purdy ..... 98 ... 152
f. William Purdy ..... 94 ... 146
(Purdy Coal Co., Ld.)
Kinlochy ..... 94 ... 147
(Purdy Steam Fishing Co., Ld.)
f. George H. Purdy ..... 97 ... 152

**Purdy, J.,**
Amsterdam, Pl. Grote, Holland.
Volendam Lines, s.s. ..... 78 ... 119

**Purdy Steam Fishing Co., Ld.**
See Gibbons & Purdy.

**Pure Oil S.S. Co., Inc.,**
60, Lexington Avenue, New York, U.S.
s. W. G. Warren ..... 98 ... 1000
s. W. F. Burton ..... 98 ... 1000
s. W. W. Mills ..... 98 ... 1000

**Purfina-Armement S.A.,**
Bruxelles, Belgique.
m. Lorenzo Marcello ..... 98 ... 1000
m. Prudhomme Français ..... 98 ... 1000

**Purfina Cabotage, S.A.,**
Paris, France.
m. Purfina ..... 98 ... 1000

**Puspa, Viljam,**
Wiborg, Finlande.
Maria ..... 97 ... 148

**Pust, F. Albert,**
Hochwachtplatz, Wandsbek-G., Allemagne.
f. Ada ..... 99 ... 1000
f. Albert Martin ..... 98 ... 1000
f. Friedrichsruh ..... 98 ... 1000
f. Hindenburg ..... 98 ... 1000
f. Hansa ..... 98 ... 1000

**Putnam Lumber Co.,**
Box 130, Jacksonville, Fla., U.S.
J. W. Allen ..... 94 ... 1000

**Pyke Towing & Salvage Co.,**
Kingston, Ontario, Canada.
Aust. Tonn.
Thomas W. Pyke ..... 98 ... 1000
s. Michigan Prince ..... 98 ... 1000

**Pylkkanen, Paavo,**
Wiborg, Finlande.
s. Pyro ..... 98 ... 1000

**Pyman Bros., Ld.,**
15, St. Helen's Place, London, E.C.3.
s. Commander ..... 98 ... 1000
s. Warrender ..... 98 ... 1000

# Q

**Quach Dam, Heirs of,**
Saigon, Chine.
(Tien Hing S.S. Co., Ld.)
s. Tien Sze ..... 98 ... 1000
s. Tung Fong ..... 98 ... 1000

**Quah Cheng Guan, M.B.E.,**
Pulau Ayer Ri, S. Pierce, Penang.
Kim Kim ..... 98 ... 1000

**Qualtrough, Joseph,**
Port St. Mary, Isle of Man.
(Brian Shipping (1946), Ld.)
s. Manx Belle ..... 98 ... 1000

**Quance, William,**
"Cardiff" Aberdeen, Scotia.
Shetland Fishing
Lines, s.s. ..... 98 ... 1000

**Quartino, Scariatto y Cia.,**
Calle Paraguay 55, 2°, Montevideo, Uruguay.
Rubio Muerto Magdalena
Lines, s.s. ..... 98 ... 1000

**Quast, Hinrich,**
Brunn-Kamphöfe, Germany.
Orion Lines, s.s. ..... 98 ... 1000

**Quayside Shipping Co., Ld.,**
Prudent House, Newcastle-on-Tyne.
See Thomas W. Ward, Ld.

**Quebec Development Co., Ld.,**
Montreal, P.Q., Canada.
s. Northstone ..... 98 ... 1000

**Quebec & Ontario Transportation Co., Ld.,**
1010, Mountain Building, 630, Mountain Street, Montreal, P.Q., Canada.
m. Chicago Tribune ..... 98 ... 1000
s. New York Times ..... 98 ... 1000
s. Toronto ..... 98 ... 1000

**Quebec Salvage & Wrecking Co., Ld.,**
Room 203, Registry Street Station, Montreal, P.Q., Canada.
Aust. Tonn.
s. Lord Strathcona ..... 98 ... 1000
s. Stadacona ..... 98 ... 1000

**Queen Charlotte Towing & Salvage Co., Ld.,**
1010, Mountain Street Building, Montreal, P.Q.
s. Montreal ..... 98 ... 1000

**Queen Line, Ld.,**
10, Hollywood Road, Glasgow.
See T. Cunnigham & Sons.

**Queen Steam Fishing Co., Ld.,**
Fish Docks, Grimsby.
f. Blackpool ..... 98 ... 1000
f. Buckingham ..... 98 ... 1000
f. Cambridge ..... 98 ... 1000
f. Cardiff ..... 98 ... 1000
f. Carlisle ..... 98 ... 1000
f. Cedric ..... 98 ... 1000
f. Belgravia ..... 98 ... 1000
f. Chesterfield ..... 98 ... 1000
f. Clare ..... 98 ... 1000
f. Cleopatra ..... 98 ... 1000
f. Cleveland ..... 98 ... 1000
f. Wyndham ..... 98 ... 1000

**Queens Towing Line, Inc.,**
11, Moore Street, New York, U.S.
s. Mohawk Chief ..... 98 ... 1000

**Queensland Cement & Lime Co., Ld.,**
110, Creek Street, Brisbane, Queensland.
s. Kingsley (Tw. Sc.) ..... 98 ... 1000

**Queensland, Government of,**
Brisbane, Queensland.
(Marine Department.)
s. Commandant (Tw. Sc.) ..... 98 ... 1000
s. Dugong ..... 98 ... 1000
s. Burnside ..... 98 ... 1000
s. Lake Tully ..... 98 ... 1000
s. Matthew Flinders ..... 98 ... 1000
s. Otter ..... 98 ... 1000
s. Rubens (Tw. Sc.) ..... 98 ... 1000
s. Schomburgk ..... 98 ... 1000
s. Weel ..... 98 ... 1000
(Harbour & Marine Department.)
s. Kangaroo II. (Tw. Sc.) ..... 98 ... 1000

**Quell, Jakob,**
Maschinenfabrik, vorm. Bremer-Goliath, Germany.
Kohlen Lines, s.s. ..... 98 ... 1000

**Querci, Marino,**
Via S. Vincenzo 5/7, Genova, Italia.
s. Gallinaro ..... 98 ... 1000
s. Pilade ..... 98 ... 1000

**Quess, J.,**
Lorient, France.
s. Monsieur Antoine ..... 98 ... 1000

**Quess, Pierre,**
Rue Hoche 8, Lorient, France.
f. Louis du Midi ..... 98 ... 1000
f. Tog ..... 98 ... 1000

**Quilon & Cayron,**
2, Rue Louis Blanc, France.
Aust. Tonn.
S. Georges-Lucie ..... 98 ... 1000
(Compagnie Commerciale & Maritime Cayron et Quilon)
s. Mission Mission ..... 98 ... 1000
(Compagnie Générale de Navigation)
s. Mission Dominique ..... 98 ... 1000

**Quilbay, Juan Gallego,**
[illegible], Manila, Philippine Islands.
Manchester Liner s.s. ..... 98 ... 1000

**Quincy Steamship Co., Inc.,**
42, Wall Street, New York, U.S.
s. President ..... 98 ... 1000

**Quinalpiar Shipping Corp.,**
30, Cortlandt Street, New York, U.S.
s. Mahonia ..... 98 ... 1000

**Quirk, Charles J.,**
24, Grosvenor Square, London, W.1.
Lady Quirk ..... 98 ... 1000

**Quist, E.,**
Copenhagen, Danemark.
m. Valdemar ..... 98 ... 1000

# R

**"R. B. Bennett" Vessel Co. Ld.,**
Lunenburg, Nova Scotia.
m. R. B. Bennett ..... 98 ... 1000

**Rå Rederi A/B,**
Box 1, Sundsvall, Suède.
See H. Tjernström.

**Raadal, A/S. D/S. (In Liq.),**
Christiansund, Norvège, Norway.
s. Alfheim ..... 98 ... 1000

**Raabe, O/T.,**
Mulsen Dobeln, Pologne.
s. Hyllmark ..... 98 ... 1000

**Rabeler, Rud.,**
Hamburg, Allemagne.
Anna Lines, s.s. ..... 98 ... 1000

**Rabien & Stadtlander,**
Kaiserstr. 32/33, Brême, Allemagne.
s. Wind ..... 98 ... 1000

**Rachlew, H.,**
Stockholm & Saltsjöbaden, Suède.
(Ångfartygs A/B Ivan Ivarsson)
Aust. Tonn.
s. Lennart I. ..... 98 ... 1000
s. Lennart II. ..... 98 ... 1000

**Racines Y., Julio, & Cia., S.A.,**
Montevideo, Uruguay, S. America.
s. Mariner ..... 98 ... 1000

**"Rad," Floridia,**
Gallipoli, Napoli.
s. Rad ..... 98 ... 1000

**Radcliffe (Evan Thomas) & Co.,**
Bute Docks, River Taff Docks, Cardiff.
s. Lincolnshire ..... 98 ... 1000
s. Cheshire ..... 98 ... 1000
(Evan Thomas S.S. Co., Ld.)
s. Gladiator ..... 98 ... 1000
(Charles Radcliffe S.S. Co., Ld.)
s. Gallantry Radcliffe ..... 98 ... 1000
s. Charles Radcliffe ..... 98 ... 1000
s. Lincolnshire ..... 98 ... 1000
(Anthony Radcliffe S.S. Co., Ld. and Edgar Radcliffe S.S. Co., Ld.)
s. Robert Radcliffe ..... 98 ... 1000
(Grosvenor Steamship Co., Ld.)
s. Scientific ..... 98 ... 1000
(Glamorgan S.S. Co., Ld.)
s. Pembroke ..... 98 ... 1000
(Wales S.S. Co., Ld.)
s. Wiltshire ..... 98 ... 1000
s. Lincolnshire ..... 98 ... 1000
(W. J. Radcliffe S.S. Co., Ld. and Wyndham S.S. Co., Ld.)
s. Lincolnshire ..... 98 ... 1000
s. W. J. Radcliffe ..... 98 ... 1000
(Winchester S.S. Co., Ld.)
s. Lincolnshire ..... 98 ... 1000
s. Evan Radcliffe ..... 98 ... 1000
s. Wiltshire ..... 98 ... 1000

**Radcliffe, W. J., Steamship Co., Ld. and Winsway Steamship Co., Ld.,**
Bute Docks, River Taff Docks, Cardiff.
See Evan Thomas Radcliffe & Co.

**Radner S.S. Co., Ld.,**
102, Fenchurch Street, London, E.C.3.
See Lewis Bowman.

**Radon, John,**
c/o Harbor Boat Building Co., Terminal Island, Cal., U.S.
s. Rose (s.s.) ..... 98 ... 1000

**Raeburn & Verel, Ld.,**
10, West Nile Street, Glasgow.
(Elizabeth S.S. Co., Ld.)
s. Arnold Bennett ..... 98 ... 1000
s. Christopher Columbus ..... 98 ... 1000
s. Conan Doyle ..... 98 ... 1000
s. Jacques Bonneff ..... 98 ... 1000

f = Remise de prise (pour les conséquences voir les sections de prise à repaire ou à destination, voir la Liste séparée des prises à la Deuxième des Sections à Prises).
S = Vapeur, m = Motor à moteur, (Tw. Sc.) = Hélice remorqueur, ( Turb.) = Turbine, avec indication du nombre.

**Rahn & Lorenzches,**
*Trieste, Austria.*

| | Built | Gross Tons |
|---|---|---|
| m. Sardinia | [illegible] | [illegible] |
| m. Lombardia | [illegible] | [illegible] |
| (Steamship Service G.F.) | | |
| s. Alba | [illegible] | [illegible] |
| m. Sicilia | [illegible] | [illegible] |
| s. Liguria | [illegible] | [illegible] |
| s. Romagna | [illegible] | [illegible] |
| s. Sardinia | [illegible] | [illegible] |
| (Steamship Serv. [illegible]) | | |
| m. Sicilia | [illegible] | [illegible] |

**Rahu, Niels,**
*Aalborg, Denmark.*

| | Built | Gross Tons |
|---|---|---|
| (Sailing Vessels) | | |
| s. Fortunatus I. | [illegible] | [illegible] |
| s. Schwanenland | [illegible] | [illegible] |
| s. Sofie | [illegible] | [illegible] |
| s. Svanen | [illegible] | [illegible] |
| s. Viking | [illegible] | [illegible] |

**Raffaelli, Guido, fu A.,**
*Via Fuori, Sant'Ilde, Genoa, Italy.*

| | Built | Gross Tons |
|---|---|---|
| Tiziano | [illegible] | [illegible] |

**Rafferty, William A., & James MacDuyne,**
*St. Stephen's Green, Dublin, C.I.*

| | Built | Gross Tons |
|---|---|---|
| s. Lisnalea | [illegible] | [illegible] |

**Raffinerie du Midi,**
*Aix, France.*

| | Built | Gross Tons |
|---|---|---|
| m. Mont-Blanc (Twin Sc.) | [illegible] | [illegible] |

**Raffineries de Petrole de la Gironde,**
*9, Rue Jules Lefebvre, Paris, France.*
(See Société Anonyme de Nav. "Transatlantique")

**Raffinerie Oil Co., Ltd.,**
*Brisbane House, Finsbury Circus, London, E.C.*

| | Built | Gross Tons |
|---|---|---|
| m. Refinery (Twin Sc.) | [illegible] | [illegible] |
| m. Refinery (Twin Sc.) | [illegible] | [illegible] |

**Raglan S.S. Co., Ltd.,**
*1, Bute Street, Cardiff.*
(See E. Glassey.)

**Ragusa, Ugo,**
*Piazza Molfa, Palermo, Italy.*

| | Built | Gross Tons |
|---|---|---|
| Sicilia | [illegible] | [illegible] |

**Ragusa Steam Navigation Co., Ltd.,**
(See Società Piroscafi Ragusa, Fiume, S.E.)

**Rahmann, J. F. G.,**
*Street Sec, Sandefjord, Norway.*

| | Built | Gross Tons |
|---|---|---|
| Sandefjord | [illegible] | [illegible] |

**Rahra Proprietary, Ltd.,**
*35, Old Wharf, Hobart, Tasmania.*

| | Built | Gross Tons |
|---|---|---|
| Anna Dorset | [illegible] | [illegible] |

**Railway Equipment & Realty Co., Ltd.,**
*[illegible], Oakland, Cal., U.S.A.*

| | Built | Gross Tons |
|---|---|---|
| s. Harwood (Twin-Sc.) | [illegible] | [illegible] |
| s. Fulton (Twin-Sc.) | [illegible] | [illegible] |
| s. San Leandro (Twin-Sc.) | [illegible] | [illegible] |
| s. Twin Rivers (Twin-Sc.) | [illegible] | [illegible] |

**Rainieri, Giacomo,**
*Ingoria, Italy.*

| | Built | Gross Tons |
|---|---|---|
| s. San Mauro | [illegible] | [illegible] |

**Rajcoomar Gujadhur,**
*Port Louis, Mauritius.*

| | Built | Gross Tons |
|---|---|---|
| Gwydyr Castle | [illegible] | [illegible] |

**Rallias, N. D.,**
*Syros, Greece.*

| | Built | Gross Tons |
|---|---|---|
| s. Magdalene N. Rallias | [illegible] | [illegible] |
| s. Daniel N. Rallias | [illegible] | [illegible] |

**Rallo, Ang., di S.,**
*Sciacca, Sicilia, Italy.*

| | Built | Gross Tons |
|---|---|---|
| s. Antonino | [illegible] | [illegible] |

**Ramalheira & Cia., Ltda.,**
*Funchal, Madeira.*

| | Built | Gross Tons |
|---|---|---|
| Carlotta | [illegible] | [illegible] |

**Ramanathan Chettiar, W.A.R.R.,**
*Karaikudi, India.*

| | Built | Gross Tons |
|---|---|---|
| Anghyra | [illegible] | [illegible] |

**Ramberg & Co.,**
*Fiskeri Tryhjelde, Copenhagen V., Denmark.*

| | Built | Gross Tons |
|---|---|---|
| s. Kronborg | [illegible] | [illegible] |

**Ramblor Corp.,**
*11, Broad Street, New York, U.S.*

| | Built | Gross Tons |
|---|---|---|
| s. Rose | [illegible] | [illegible] |

**Ramirez Escudero, Adolfo,**
*Calle Ancha 2, Bilbao, Spain.*

| | Built | Gross Tons |
|---|---|---|
| s. Pino | [illegible] | [illegible] |
| s. Montaña II. | [illegible] | [illegible] |

**Ramis Mut, Damián,**
*Avenida de Antonio Maura 16, Palma Majorca.*

| | Built | Gross Tons |
|---|---|---|
| Dalia Diamantina (Twin Sc.) | [illegible] | [illegible] |
| Dalia Rosilda (Twin Sc.) | [illegible] | [illegible] |
| Dalia Montserrada (Twin Sc.) | [illegible] | [illegible] |
| (Steam Schooners) | | |
| Dalia Lilamay (Twin Sc.) | [illegible] | [illegible] |
| Dalia Mirita (Twin Sc.) | [illegible] | [illegible] |
| Dalia Pi (Twin Sc.) | [illegible] | [illegible] |
| Dalia Pulcinela (Twin Sc.) | [illegible] | [illegible] |
| Dalia Sea Violeta (Twin Sc.) | [illegible] | [illegible] |
| Dalia Tiana (Twin Sc.) | [illegible] | [illegible] |
| Jaunita Dalia (Twin Sc.) | [illegible] | [illegible] |
| Manuel Ramis (Twin Sc.) | [illegible] | [illegible] |
| s. Maria Mercedes | [illegible] | [illegible] |

**Ramos, Hijo de Ramón A.,**
*Plaza Cola 13, Barcelona, Spain.*

| | Built | Gross Tons |
|---|---|---|
| s. Montserrat II. | [illegible] | [illegible] |
| s. Montserrat II. No. II. | [illegible] | [illegible] |
| s. Maria II. | [illegible] | [illegible] |
| s. Maria II. | [illegible] | [illegible] |
| s. Maria Antonia II. | [illegible] | [illegible] |
| s. Manuel Antonio II. | [illegible] | [illegible] |
| s. Ernestina II. | [illegible] | [illegible] |
| s. Antonina II. | [illegible] | [illegible] |

**Ramselius, J.,**
*111, Market Street, San Francisco, Cal., U.S.*

| | Built | Gross Tons |
|---|---|---|
| s. Dan F. Sullivan | [illegible] | [illegible] |

**Ramsey S.S. Co., Ltd.,**
*11, West Quay, Ramsey, Isle of Man.*
(See Fidler & Vick.)

**Ramsgate Smackowners' Ice Co., Ltd.,**
*St. Johnstone Street, Ramsgate.*
John Hodges [illegible]

**Ramsgate Steam Trawling Co., Ltd.,**
*Grange Road, Ramsgate.*
(See Alfred H. Lawrence, F.S.)

**Ramster, R.,**
*Fish Trades Building, Plymouth.*
(Duke Steam Fishing Co., Ltd.)

| | Built | Gross Tons |
|---|---|---|
| f. Duke | [illegible] | [illegible] |
| f. Duke Earl | [illegible] | [illegible] |

**Ramstrom, H.,**
*Fiskhal 31, Gothenburg, Sweden.*
(Gothenburg Schiffahrt Actgr. Aktiebolag.)

| | Built | Gross Tons |
|---|---|---|
| s. Angtor | [illegible] | [illegible] |
| s. Gothenburg | [illegible] | [illegible] |
| s. Gothenburg (Twin Sc.) | [illegible] | [illegible] |
| s. Tarbaten (Twin Sc.) | [illegible] | [illegible] |

**Ramsvik-Eidsaune & Co., A.S.,**
*Ålesund, Norway.*

| | Built | Gross Tons |
| --- | --- | --- |
| Rosenkrant (Twin Sc.) | [illegible] | [illegible] |

**"Ran," Ångfartygs Aktieb.,**
*11, Norra Bangatan, Göteborg, Sweden.*
(See Tyr Ranen.)

**Randers Havnevæsen,**
*Randers, Denmark.*

| | Built | Gross Tons |
|---|---|---|
| s. Rosen | [illegible] | [illegible] |

**Ranelerg, Rederi A/B,**
*Carlsgatan 1, Kristiania, Norway.*
(See Carl A. Andersen.)

**Rang, J.,**
*Wilmersdorf 1051, Fulton, Kansas.*

| | Built | Gross Tons |
|---|---|---|
| s. Jupiter | [illegible] | [illegible] |
| s. Saturn | [illegible] | [illegible] |
| s. Kansas | [illegible] | [illegible] |
| s. Polaris | [illegible] | [illegible] |
| s. Pollux | [illegible] | [illegible] |
| s. Rosalie | [illegible] | [illegible] |
| s. Vega | [illegible] | [illegible] |

**Rangoon Port Commissioners,**
*Port Box No. 50, Grand Trunk, Rangoon.*

| | Built | Gross Tons |
|---|---|---|
| s. Kalatha | [illegible] | [illegible] |
| s. Gurkamukh (Twin Sc.) | [illegible] | [illegible] |
| s. Hardy (Twin Sc.) | [illegible] | [illegible] |
| s. Gedeh | [illegible] | [illegible] |
| s. Wizard | [illegible] | [illegible] |
| s. Thistle | [illegible] | [illegible] |
| (Lighters) | | |
| No. [illegible] | [illegible] | [illegible] |
| No. [illegible] | [illegible] | [illegible] |
| No. [illegible] | [illegible] | [illegible] |
| s. Pandemic (Twin Sc.) | [illegible] | [illegible] |

**Rauheims Papirfabrik, A/S,**
*Rauheim, nr. Trondhjem, Norway.*

| | Built | Gross Tons |
|---|---|---|
| s. Rauheim | [illegible] | [illegible] |

**Rannie, Alexander,**
*1, Rubislaw Place, Perry, Aberdeen.*

| | Built | Gross Tons |
|---|---|---|
| f. Rose | [illegible] | [illegible] |
| f. Rosebud | [illegible] | [illegible] |

**Raphael Fishing Co., Ltd.,**
*Somerset House, P.O., Port Louis, Mauritius.*

| | Built | Gross Tons |
|---|---|---|
| m. Adam | [illegible] | [illegible] |

**Rapp, Arthur A.,**
*[illegible], Fenchurch Street, London, E.C.3.*
(Rapp Co. Shipping Co., Ltd.)

| | Built | Gross Tons |
|---|---|---|
| s. Highlander | [illegible] | [illegible] |
| s. Highlander | [illegible] | [illegible] |
| s. Highlander | [illegible] | [illegible] |
| s. Highlander | [illegible] | [illegible] |

**Raptakis, Anthony L. & Evelyn G. Rosson,**
*Andros, Greece.*

| | Built | Gross Tons |
|---|---|---|
| s. Ulu Pilot | [illegible] | [illegible] |

**Raqsidel, Roger,**
*Rochefort Plaire, Charente, France.*

| | Built | Gross Tons |
|---|---|---|
| m. Victoire | [illegible] | [illegible] |

**Rasmussen, J. K.,**
*Kiosk, Denmark.*
(Dampskibs. Selsk. A/S.)

| | Built | Gross Tons |
|---|---|---|
| s. Ankor | [illegible] | [illegible] |
| s. Ingvi | [illegible] | [illegible] |
| Arkadia | [illegible] | [illegible] |

**Rasmussen, D.,**
*Skanderborg, Denmark.*

| | Built | Gross Tons |
|---|---|---|
| s. Thule | [illegible] | [illegible] |
| s. Bjørkholm | [illegible] | [illegible] |

**Rasmussen, Frederick,**
*Grenaa, Denmark.*

| | Built | Gross Tons |
|---|---|---|
| Rosenholm (Twin Sc.) | [illegible] | [illegible] |

**Rasmussen, H. G.,**
*Sandberg, Denmark.*

| | Built | Gross Tons |
|---|---|---|
| Fyrtø (Twin Sc.) | [illegible] | [illegible] |

**Rasmussen, H. F.,**
*Aalborg, Denmark.*

| | Built | Gross Tons |
|---|---|---|
| s. Gudrun | [illegible] | [illegible] |

**Rasmussen, Johan,**
*Skagen, Denmark.*

| | Built | Gross Tons |
|---|---|---|
| s. Lys | [illegible] | [illegible] |

**Rasmussen, Johan, & Co.,**
*Sandefjord, Norway.*
(Dampskibsselskab Tyrfing.)

| | Built | Gross Tons |
|---|---|---|
| s. Blue I. | [illegible] | [illegible] |
| s. Blue II. | [illegible] | [illegible] |
| s. Blue IV. | [illegible] | [illegible] |
| s. Blue V. | [illegible] | [illegible] |
| s. Blue VI. | [illegible] | [illegible] |
| s. Blue X. | [illegible] | [illegible] |
| s. Blue XI. | [illegible] | [illegible] |
| s. Blue XII. | [illegible] | [illegible] |
| s. Blue XIII. | [illegible] | [illegible] |
| s. Blue XIV. | [illegible] | [illegible] |
| s. Blue XV. | [illegible] | [illegible] |
| s. Blue XVI. | [illegible] | [illegible] |
| s. Blue XVII. | [illegible] | [illegible] |
| s. Blue XVIII. | [illegible] | [illegible] |
| s. Blue XIX. | [illegible] | [illegible] |
| s. Blue XX. | [illegible] | [illegible] |

**Rasmussen, Johan, & Magnus Eeson,**
*Sandefjord, Norway.*
(Dampskibsselskab Sandefjord.)

| | Built | Gross Tons |
|---|---|---|
| s. D. A. Eeson | [illegible] | [illegible] |
| m. Det Danske Øst Asien (Twin Sc.) | [illegible] | [illegible] |
| s. Blue I. | [illegible] | [illegible] |
| s. Blue II. | [illegible] | [illegible] |
| s. Blue IV. | [illegible] | [illegible] |
| s. Blue V. | [illegible] | [illegible] |
| s. Blue VI. | [illegible] | [illegible] |
| s. Blue X. | [illegible] | [illegible] |
| s. Blue XI. | [illegible] | [illegible] |
| s. Blue XII. | [illegible] | [illegible] |
| s. Blue XIII. | [illegible] | [illegible] |
| s. Blue XIV. | [illegible] | [illegible] |
| s. Blue XV. | [illegible] | [illegible] |
| s. Blue XVI. | [illegible] | [illegible] |
| s. Blue XVII. | [illegible] | [illegible] |
| s. Blue XVIII. | [illegible] | [illegible] |
| s. Blue XIX. | [illegible] | [illegible] |
| s. Blue XX. | [illegible] | [illegible] |

**Rasmussen, Johan, & T. Ree,**
*Sandefjord, Norway.*
(Dampskibs. og Motor Selsk. A/S.)

| | Built | Gross Tons |
|---|---|---|
| m. Tonn | [illegible] | [illegible] |
| m. Tønsberg | [illegible] | [illegible] |

**Rasmussen og Moes Rederi A/S.,**
*Sandefjord, Norway.*
(See Johan Rasmussen & T. Ree.)

**Rasmussen, R. P.,**
*Ingeldsbo, Road Arrojas, Sandberg, Denmark.*
(A/S Arki.)

| | Built | Gross Tons |
|---|---|---|
| Nimb (Twin Sc.) | [illegible] | [illegible] |
| (Selsk. A/S Sophiedal.) | | |
| Dalia (Twin Sc.) | [illegible] | [illegible] |
| (Selsk. A/S Saint Jørgen.) | | |
| Gunnerilla (Twin Sc.) | [illegible] | [illegible] |
| (Selsk. A/S Wam.) | | |
| Pinta (Twin Sc.) | [illegible] | [illegible] |

**Rasmussen, Sigv., & Søn, A/S.,**
*Haugesund, Norway.*

| | Built | Gross Tons |
|---|---|---|
| s. Rank | [illegible] | [illegible] |

**Rass, F., & E. Krisk,**
*Tallinn, Estonia.*

| | Built | Gross Tons |
|---|---|---|
| s. Rugsöö | [illegible] | [illegible] |

**Rau, Eugen,**
*Rue d'Ent 11, Antwerp, Belgium.*

| | Built | Gross Tons |
|---|---|---|
| s. Raphaël | [illegible] | [illegible] |

**Rauert, J.,**
*San Francisco, Cal., U.S.*

| | Built | Gross Tons |
|---|---|---|
| Marthanda | [illegible] | [illegible] |

**Ravna Wood, Ld., Robert G.T.,**

**Barcelona S.S. Co., Ld.,**

**Ravenhill, Robert,**

**Rawll, A. R.,**

**Rarie, S. G.,**

**Rea, Ld.,**

**Rea, R. & J. H., Ld.,**

**Rea Towing Co., Ld.,**

**Readhead, G. T., & Co.,**

**Reading Co.**

**Realfsen, R. S.,**

**Realfsen, H. T.,**

**Red Barge Line, Ld.,**

**Red "D" Line.**

**Red Diamond Trawling Co.,**

**Red Funnel Fisheries, Ld.,**

**Red Salmon Canning Co.,**

**Redcroft S. N. Co., Ld.,**

**Redfern, W. R.,**

**Redgate S.S. Co., Ld.,**

**Redhead & Dry's Tugs, Ld.,**

**Redig, Sven,**

**Redwood S.S. Co.,**

**Reed, Edgar S.,**

**Rees, Harry R.,**

**Rees, T. Bowen, & Co., Ld.,**

**Reeves, R. D.,**

**Regent Fishing Co. (Aberdeen) Ld.,**

**Regnander, Torsten N'son,**

**"Regulus" Rederi A.B.,**

**Rehder, Carsten,**

**Reichert Towing Line,**

**Reichsschiffahrtsamt,**

**Reichsverkehrsministerium,**

**Reid, W.,**

**Reid, William, Ld.,**

**Reid, William C.,**

**Reid Transit Co.,**

**Reim, Chr., J.,**

**Reimann, A.,**

**Reinauer Transportation Co.,**

**Reinecke & Bremer,**

**Reinecke, J. A.,**

**Reinhold, F. G.,**

**Reiss S.S. Co.,**

**Rekdal, H.,**

**Rekstad, Hilmar,**

**Reliance Shipping Co., Ld.,**

**Reliance Trawlers, Ld.,**

**Remis Steamship Co., Inc.,**

**Remmelgas, J.,**

**Remolcadores de Barcelona,**

**Remmelstrat, Skive A/S,**

**Remy & P. Harel,**

**Rena Shipping Co., Ld.,**

**"Renana" Dampf. Ges.**

**Renaud, Zani,**

**Renny, Charles A.,**

**Renneberg, Edward, & Son,**

**Renzie, Duncan,**

**Renz, J. W., & C. A. Sherman,**

**Renck & Hertenmeller,**

**Renky Bay.**

† = Barème de prise (pour les remorqueurs) et les actions du gaz à vapeur (G & Vapeur), voir la Liste séparée qui suit le Règlement sur Barème & Tonne.

S = Vapeur; M = Moteur & moteur; (Tr. Ac.) = Saline (carène); (Tr.) = Tartane, avec indication du nombre.

**Restegui Solar, José,**
Santurce, Bilbao, Spain.

| | Built | Tons |
|---|---|---|
| s. Maria Amalia | 19 | 197 |

**Rethymnis & Kulukundis, Ld.,**
Tower Court House, 110, Bishopsgate Street, London, E.C.

| | | |
|---|---|---|
| s. Mount Athos | 19 | 3979 |
| s. Mount Helicon | 19 | 4140 |
| s. Mount Ida | 19 | 4140 |
| s. Mount Kithaeron | 19 | 4271 |
| s. Mount Olympus | 19 | 4140 |
| s. Mount Oeta | 19 | 3971 |
| s. Mount Parnassus | 19 | 3964 |
| s. Mount Pentelicus | 19 | 4139 |
| s. Mount Pindus | 19 | 4139 |
| s. Sunion | 19 | 4140 |
| (Thomas S.S. Co., Ld.) | | |
| s. Mount Olympus | 19 | 4271 |
| (Thomas Shipping Investment Co., Ld., under which all ships.) | | |
| s. Mount Helicon | 19 | 4140 |
| s. Mount Pindus | 19 | 4139 |

**Rest, Rederiaktiebolag,**
"Gustaf" Fartygsagenter, Gothenburg, Sweden.
See Marcus Rasmussen.

**Reuter, Gustav,**
Stockholm, Sweden.

| | | |
|---|---|---|
| s. Trygve | 19 | 1000 |

**Reuter, Hakon,**
"Gustaf," Fartygsagenter, Gothenburg, Sweden.
(Gothenburg, Sweden.)

| | | |
|---|---|---|
| s. Gustaf R. Reuter (Tw. Sc.) | 19 | 1000 |

**Revere, Steamtug,**
15, Pearl Street, New York, U.S.A.

| | | |
|---|---|---|
| s. Revere | 19 | 199 |

**Rex, Rederi A/B,**
c. f. Fridhjelmsson, Stockholm, Sweden.
See R. M. Klingstedt.

**Rexhan Reed. Export & Kunst G.m.b.H.,**
Wasserstr. 5a, Schwerin, Mecklenburg.
See K. E. Th. Gerhardt.

**Reykjavik Havn,**
Reykjavik, Iceland.

| | | |
|---|---|---|
| s. Hvalur | 19 | 117 |

**Reymersholms Gamla Industri Aktiebolag,**
Reymersholm, Sweden.
See Nils Lundström.

**Reyneés, Joaquin,**
c. Calle San Vicente, Bilbao, Spain.
See Bermeo (Ltd. co.) '19 ... 131

**Reyol, Jens ar,**
Thorshavn, Faröe Islands.

| | | |
|---|---|---|
| Sloop Speg (Ketch-rig) | 19 | 198 |

**Reynolds, Arthur C.,**
Harbour Office, Portsmouth, Hampshire.

| | | |
|---|---|---|
| s. Dolphin | 19 | 999 |
| s. Blackness Reynolds | 19 | 997 |
| s. Michelle | 19 | 992 |

**Reynolds, W. J., Ld.,**
Victoria Docks, Kingston, Hampshire.

| | Built | Tons |
|---|---|---|
| s. Tamesis | 19 | 198 |

**Rhein-Londen Linie G.m.b.H.,**
Hauptstrasse 11, Bad Godesberg, Germany.

| | | |
|---|---|---|
| s. Rodenstein (Tw. Sc.) | 19 | 491 |
| s. Rosenfels (Tw. Sc.) | 19 | 499 |

**Rhein-Ruhr, Herkaeel, A.G.,**
Duisburg, Germany.

| | | |
|---|---|---|
| s. Ural | 19 | 111 |
| s. Kaiser | 19 | 111 |

**Rhodin, Emil,**
Stockholm, Sweden.

| | | |
|---|---|---|
| s. Nitrogen | 19 | 499 |

**Rhondda Fishing Co., Ld.,**
Aberdeen Road, Fish Docks, Grimsby.
See Rhondda Fishing Company, Ld.

**Rhymney S.S. Co., Ld.,**
2, Mount Stuart Square, Cardiff.
Managers—Stevens, Ld.

**Ribeiro, Ltda.,**
Rua da Boavista, Cais do Porto, Oporto, Portugal.

| | | |
|---|---|---|
| Tejo | 19 | 199 |
| (Empresa Fluvial do Guadiana e Douro, Ltda.) | | |
| Portugueza | 19 | 999 |

**Ribble Shipping Co., Ld.,**
11, Water Street, Liverpool.
See J. H. Thomson & Co.

**Ribnaho,**
Kaiserstr. 102, Hamburg, Germany.

| | | |
|---|---|---|
| s. Rubezahl Mark | 19 | 999 |

**Ricardi, Giuseppe,**
Corso Vittorio Emanuele 101 bis, Naples, Italy.

| | | |
|---|---|---|
| s. Pompeiano (Tw. Sc.) | 19 | 997 |
| s. Sicilia | 19 | 1000 |

**Ricardi, Giuseppe,**
Via Porto Salvo 101, Corso Garibaldi, Naples, Italy.

| | | |
|---|---|---|
| s. Cassino | 19 | 1000 |

**Ricciona, Luigi, fu R.,**
Via S. Giulio 13, Genoa, Italy.

| | | |
|---|---|---|
| s. Marco | 19 | 999 |

**Richards, Albert O.,**
13, Quay Street, Swansea.
(Richards Steam Tugs Co., Ld.)

| | | |
|---|---|---|
| s. Rhodfy Gwenllian | 19 | 199 |
| s. Gwendoline | 19 | 999 |

**Richards, Longstaff & Co., Ld.,**
10, St. Mary Axe, London, E.C.3.

| | | |
|---|---|---|
| s. Kimberley | 19 | 1999 |

**Richardson & Co., Ld.,**
Sun Bar & Fort Streets, Hong Kong, S.C.

| | Built | Tons |
|---|---|---|
| m. Kingdom (Tw. Sc.) | 19 | 999 |
| m. Kimberley | 19 | 1199 |
| m. Kiang (Tw. Sc.) | 19 | 1199 |
| m. Kowloon (Tw. Sc.) | 19 | 199 |
| s. Hoi | 19 | 199 |
| s. Fukien | 19 | 999 |
| s. Hupeh | 19 | 999 |
| m. Fukien (Tw. Sc.) | 19 | 199 |
| s. Tientsin (Tw. Sc.) | 19 | 199 |

**Richardson, James, & Sons, Ld.,**
Toronto, Ontario, Canada.

| | | |
|---|---|---|
| s. Bassanio | 19 | 1999 |

**Richfield Oil Co., of California,**
1001, West 7th Street, Los Angeles, Cal., U.S.A.

| | | |
|---|---|---|
| s. Barnsdall | 19 | 1171 |
| s. Bolivar | 19 | 1999 |
| s. Bolsonero | 19 | 1999 |
| s. Larry Doheny | 19 | 7999 |
| s. Pat Dooley | 19 | 7999 |
| m. Rockefeller (Tw. Sc.) | 19 | 999 |
| Rhea No. 1 | 19 | 1999 |
| s. Thunderbolt | 19 | 1999 |
| s. Taylor | 19 | 1999 |
| s. Rubio | 19 | 1999 |

**Richieki, Nicola,**
Fiume, Italy.

| | | |
|---|---|---|
| Rosina Mariano | 19 | 199 |

**Richley, Halvorsen & Sample,**
Wilson House, Newcastle-on-Tyne.
(Charter S.S. Co., Ld.)

| | | |
|---|---|---|
| s. Rosemoor | 19 | 1199 |
| s. Rosemay | 19 | 1199 |

**Richter, Walter,**
20, Schlachtgraben, Hamburg, Germany.

| | | |
|---|---|---|
| m. Bremen | 19 | 199 |

**Rickers, S.,**
Altona, Germany.

| | | |
|---|---|---|
| Segelschiff 22 (Ketch-rig) | 19 | 199 |

**Rickmers Rhederei, A.-G.,**
Footbridge 100, Hamburg, Germany.

| | | |
|---|---|---|
| s. Spartacus Rickmers | 19 | 1999 |
| s. Gustav Rickmers | 19 | 1999 |
| s. Gustav Rickmers | 19 | 1999 |
| s. Erika Rickmers | 19 | 1999 |
| s. N. C. Rickmers | 19 | 1999 |
| s. Rudolf Rickmers | 19 | 1999 |
| s. Victoria Rickmers | 19 | 1999 |

**Rico Camacho, F.,**
Apartado de Correos No. 1, Malaga, Spain.

| | | |
|---|---|---|
| Salvador (Ltd. co.) | 19 | 199 |

**Ridel & Selanoes,**
19, Rue Porthouard Ferron, Boulogne, France.
See G. J. Gouverneur.

**Ridge S.S. Co., Ld.,**
Phoenix Buildings, Mount Stuart Square, Cardiff.

| | | |
|---|---|---|
| s. Mount Ridge | 19 | 1999 |

**Ridgeley, A. R.,**
c/o Mueller & Co., Rue Cornuan, Liège, B.E.
Lucille M. Ridgeley 19 ... 499

**Ridley (John), Son & Tully,**
Wilson House, Newcastle-on-Tyne.

| | Built | Tons |
|---|---|---|
| s. Ayton | 19 | 1999 |
| (Thomas Line, Ld.) | | |
| s. Dickson | 19 | 1999 |
| s. Dimitrios Rallis | 19 | 9999 |
| s. Dimitrios Rallis | 19 | 9999 |
| s. Dimitrios Rallis | 19 | 9999 |
| s. Dimitrios Rallis | 19 | 9999 |
| s. Dimitrios | 19 | 1999 |

**Ridley Steam Tug Co., Ld.,**
Dock Chambers, Quayside, Newcastle-on-Tyne.

| | | |
|---|---|---|
| s. Alexandria | 19 | 199 |
| s. Blackfriars | 19 | 199 |
| s. Canon Wilson | 19 | 199 |
| s. Martin | 19 | 199 |
| s. William Ridley | 19 | 199 |

**Rieber & Co., A/S,**
Tønsberg, Norway.

| | | |
|---|---|---|
| s. Hvalrosen | 19 | 199 |

**Riesgo Vallina, Gumersindo,**
Apartado 149, Gijón, Spain.

| | | |
|---|---|---|
| s. Dolores Alvar | 19 | 199 |
| s. Juan Nicolás Rivero | 19 | 199 |

**Riew, N. V. Visscherij Maatschappij,**
Vlaardingen 61, Vlaardingen, Holland.
See Gebert & Wijnen.

**Riga - Lübecker Dampfschiffahrts Gesellschaft**
(Manager—F. G. Schiffahrts Kontor, 27b, Pilsen-Str., Lübeck, Germany.)

| | | |
|---|---|---|
| s. Hilda | 19 | 1999 |

**Riga Shipping Co., Ld.,**
Stockholm 12, Skeppsbron, Sweden.
See T. Ohlsson.

**Rigas Birzas Komiteja,**
2, Dzirnavu iela 20, Riga, Latvia.

| | | |
|---|---|---|
| s. Bernstein | 19 | 199 |

**Riley, J. V.,**
112, Alpine Street, Spring, Mass., U.S.A.

| | | |
|---|---|---|
| Silas Little | 19 | 999 |

**Ringholmen, Rederiaktiebolag,**
Kristiania 13, Christiania, Norway.
See Nils Kristensen.

**Ringhors, D/S, A/S,**
Fiskeri 14, Bergen, Norway.
See Jacob Ringhors.

**Rinaria Steam Fishing Co., Ld.,**
Hull Docks, Kingston.
See J. H. Little.

**Rinto Kushin Kabushiki Kaisha,**
Aomori, Japan.

| | | |
|---|---|---|
| s. Tori Maru | 19 | 199 |

**Rio Cape Line, Ld.,**
Fenchurch Street, Cornhill Street, London, E.C.3.
See Pickering Lines.

**Rio de Janeiro City Improvements Co., Ld.,**
Rio de Janeiro, Brazil.

| | Built | Tons |
|---|---|---|
| Guanabara | 19 | 199 |
| Dona | 19 | 199 |

**Rio de Janeiro Lighterage Co., Ld.,**
110, Cannon Street, New Broad Street, London, E.C.2.

| | | |
|---|---|---|
| s. Rodrigo | 19 | 99 |

**Rio Grande do Sul, Government of the State of,**
Porto Fluvial No. 19, Rio Grande, Rio Grande do Sul, Brazil.
(Diretoria de Portos do Rio Grande.)

| | | |
|---|---|---|
| s. Andrade Bernardes (Tw. Sc.) | 19 | 199 |

**Rio, Joseph,**
Petite Mare Blanc, Quai de Carénage, Fécamp (Seine-Inférieure), France.

| | | |
|---|---|---|
| s. Alpha | 19 | 199 |
| s. Lilas (m.) | 19 | 199 |

**Rio y Gisharrieta,**
7-11, San Fernando, Manila, Philippine Islands.

| | | |
|---|---|---|
| s. Don Pedro II | 19 | 999 |
| m. Rodrigo (Tw. Sc.) | 19 | 999 |
| Mariana (Ltd. co.) | 19 | 999 |
| m. Pilar | 19 | 199 |
| Teodora (Ltd. co.) | 19 | 199 |

**Rios, Silva, Limitada,**
111, San Jose Plaza, Iquique, Portugal.
Fonte do Mendes 19 ... 199

**Rioual, J., & F. Toulet,**
11, Rue de la Bourdonnais, Lorient, France.

| | | |
|---|---|---|
| J. Rio | 19 | 199 |

**Ripoll, J.,**
13, Quai Julien, Marseille, France.

| | | |
|---|---|---|
| Marie-Antoine (Ketch) | 19 | 199 |
| s. Dolce | 19 | 999 |

**Rising Sun Petroleum Co., Ld., The,**
10, Fukiagecho, Kobe-ku, Takahama, Japan.
(Tokyo Imperial Kabushiki Kaisha.)

| | | |
|---|---|---|
| m. Shinko Maru | 19 | 117 |
| m. Tsurumi Maru | 19 | 99 |
| m. Daiei Maru | 19 | 97 |
| m. Tokai Maru | 19 | 99 |
| m. Hokuei Maru (Tw. Sc.) | 19 | 1111 |
| m. Kenji Maru | 19 | 199 |

**Riskafjord, A/S,**
Stavanger, Norway.
See Torkjar Kristensen.

**Risser, F.,**
Kaiserhaus, Rose Bank, Hamburg.

| | | |
|---|---|---|
| m. Mumbai Frank (Tw. Sc.) | 19 | 199 |

F = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).
S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (— Turbs.) = Turbines, with No. prefixed.

**Rizzo, P., & Hijo,**
[illegible]
Tonn. Tonn. Nom. Brut.
s. s. P. Rizzo (Tw. Sc.) ... 90 ... [illegible]

**Rizzo, Vincenzo, fu Filippo,**
[illegible]
s. [illegible] ... 70 ... [illegible]

**Rizzey, C. H.,**
[illegible]
m. Marie Marlene ... 50 ... [illegible]

**Rizzey, L.,**
[illegible]
Marie Marie ... 50 ... [illegible]

**Ritch & Smith, Ld.,**
[illegible]
s. Morgan Glendale ... 120 ... [illegible]

**Ritch, Timothy A.,**
[illegible]
[illegible] ... 70 ... [illegible]

**Ritchie & Davies,**
[illegible]
[illegible] ... 50 ... [illegible]
[illegible] ... 50 ... [illegible]
[illegible] ... 50 ... [illegible]
[illegible] ... 50 ... [illegible]
[illegible] ... 70 ... [illegible]
[illegible] ... 70 ... [illegible]

**Ritscher, A. H. W.,**
[illegible]
[illegible] ... 70 ... [illegible]

**Ritsonis, N. & A.,**
[illegible]
s. [illegible] ... 70 ... [illegible]

**Riu, Victor,**
[illegible]
s. [illegible] ... 70 ... [illegible]

**Riva Fuardias, A.,**
[illegible]
[illegible] ... 90 ... [illegible]

**Rivalta, P.,**
[illegible]
s. [illegible] ... 70 ... [illegible]

**Rivera, Dominick,**
[illegible]
s. [illegible] ... 90 ... [illegible]

**River Steam Fishing Co., Ld., The,**
[illegible]

**River Wear Commissioners,**
[illegible]
s. [illegible] ... 90 ... [illegible]
[illegible] ... 50 ... [illegible]
s. Wear Skipper No. 1 ... 90 ... [illegible]
s. Wear Skipper No. 2 ... 90 ... [illegible]
Wear Skipper No. 3 ... 70 ... [illegible]
Wear Skipper No. 4 ... 70 ... [illegible]

**Rivero, Santiago,**
[illegible]
Tonn. Tonn. Nom. Brut.
s. [illegible] ... 70 ... [illegible]

**Rivers Steam Nav. Co., Ld.,**
[illegible]

**Rivo, Robert A.B.,**
[illegible]

**Riz, R., & Sons,**
[illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
[illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
[illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]

**Riz Steamships, Ld.**
[illegible]

**Rizzo, Giovanni, fu Giacomo,**
[illegible]
s. [illegible] ... 50 ... [illegible]

**Rizzuto Fratelli,**
[illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]

**Road Maintenance & Stone Supply Co., Ld.,**
[illegible]
m. [illegible] ... 50 ... [illegible]

**Roaid, Hans,**
[illegible]
[illegible] ... 50 ... [illegible]
[illegible] ... 50 ... [illegible]

**Rob, Rob.,**
[illegible]
[illegible] ... 50 ... [illegible]

**Robb, Alexander,**
[illegible]
[illegible] ... 50 ... [illegible]

**Robb, Alexander, Jr.,**
[illegible]
[illegible] ... 50 ... [illegible]

**Robb, George,**
[illegible]
[illegible] ... 50 ... [illegible]
[illegible] ... 50 ... [illegible]
[illegible] ... 50 ... [illegible]
[illegible] ... 50 ... [illegible]

**Robb & Son,**
[illegible]
[illegible] ... 50 ... [illegible]

**Robbins, William, & Sons, Ld.,**
[illegible]
Tonn. Tonn. Nom. Brut.
[illegible] ... 50 ... [illegible]
[illegible] ... 50 ... [illegible]

**Robbert, R. A.,**
[illegible]
s. [illegible] ... 90 ... [illegible]

**Roberg, Ernst,**
[illegible]
s. [illegible] ... 90 ... [illegible]

**Roberts, Mrs. Anna M.,**
[illegible]
m. [illegible] ... 90 ... [illegible]

**Roberts, Hugh, & Son,**
[illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]

**Roberts, Marcus H.,**
[illegible]
[illegible] ... 50 ... [illegible]
[illegible] ... 50 ... [illegible]

**Roberts, S. C.,**
[illegible]
s. [illegible] ... 90 ... [illegible]
s. [illegible] ... 90 ... [illegible]

**Roberts, Thomas H., and Samuel Roberts,**
[illegible]
s. [illegible] ... 50 ... [illegible]

**Robertson, A.,**
[illegible]
m. [illegible] ... 50 ... [illegible]

**Robertson, Alan M.,**
[illegible]
[illegible] ... 50 ... [illegible]

**Robertson, Andrew,**
[illegible]
[illegible] ... 50 ... [illegible]
[illegible] ... 50 ... [illegible]
[illegible] ... 50 ... [illegible]

**Robertson, G.,**
[illegible]
[illegible] ... 50 ... [illegible]
[illegible] ... 50 ... [illegible]

**Robertson, John S.,**
[illegible]
[illegible] ... 50 ... [illegible]

**Robertson, John W.,**
[illegible]
Tonn. Tonn. Nom. Brut.
[illegible] ... 50 ... [illegible]
[illegible] ... 50 ... [illegible]
[illegible] ... 50 ... [illegible]

**Robertson, M. S.,**
[illegible]
[illegible] ... 50 ... [illegible]

**Robertson, Wm.,**
[illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]

**Robertson, Frank,**
[illegible]

**Robin, Yves,**
[illegible]

**Robins, Ernest W.,**
[illegible]
[illegible] ... 50 ... [illegible]
[illegible] ... 50 ... [illegible]
[illegible] ... 50 ... [illegible]
[illegible] ... 50 ... [illegible]
[illegible] ... 50 ... [illegible]

**Robinson, Brown & Co.,**
[illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]

**Robinson & Cruikshanks,**
[illegible]
[illegible] ... 50 ... [illegible]
[illegible] ... 50 ... [illegible]
[illegible] ... 50 ... [illegible]
[illegible] ... 50 ... [illegible]
[illegible] ... 50 ... [illegible]
[illegible] ... 50 ... [illegible]
[illegible] ... 50 ... [illegible]

**Robinson Ellis Navigation Co.,**
[illegible]
m. [illegible] ... 70 ... [illegible]

**Robinson Fisheries Co.,**
[illegible]
[illegible] ... 50 ... [illegible]
[illegible] ... 50 ... [illegible]

**Robinson, Harry,**
[illegible]
f. [illegible] ... 50 ... [illegible]

**Robinson (Joseph) & Sons,**
[illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]
s. [illegible] ... 50 ... [illegible]

**Robinson, Sir T., & Son (Grimsby), Ld.,**
[illegible]
f. [illegible] ... 50 ... [illegible]
f. [illegible] ... 50 ... [illegible]
f. [illegible] ... 50 ... [illegible]
f. [illegible] ... 50 ... [illegible]
f. [illegible] ... 50 ... [illegible]
f. [illegible] ... 50 ... [illegible]
f. [illegible] ... 50 ... [illegible]
f. [illegible] ... 50 ... [illegible]
f. [illegible] ... 50 ... [illegible]
f. [illegible] ... 50 ... [illegible]
f. [illegible] ... 50 ... [illegible]
f. [illegible] ... 50 ... [illegible]
f. [illegible] ... 50 ... [illegible]
f. [illegible] ... 50 ... [illegible]
f. [illegible] ... 50 ... [illegible]
f. [illegible] ... 50 ... [illegible]

**Robson, John J., & Son,**
[illegible]
s. [illegible] ... 50 ... [illegible]

**Robson, Mark M.,**
[illegible]
f. [illegible] ... 50 ... [illegible]

**Robson Trawlers, Ld.,**
[illegible]

**Roca, Vda. A., y Hered,**
[illegible]
s. [illegible] ... 50 ... [illegible]

**Rocco, T., & Cia.,**
[illegible]
s. [illegible] ... 50 ... [illegible]

f = Navire de pêche (pour les remorqueurs voir les navires de pêche à vapeur ou à moteur, voir la liste suivante qui est le supplément aux Statistiques Fluviales);
V = Voiles; M = Navire à moteur; (Tw. Sc.) = Hélice jumelle; (T = Turbo) = Turbine, avec indication du moteur.

**Rocha, Geraldo,**

**Roche Harbor Lime & Cement Co.,**

**Rochaeth, H.,**

**Rockhampton Harbour Board.**

**Rockland Transportation Co.,**

**Rockport Navigation Co. Ld.,**

**Rockport Steamship Co.,**

**Rod, Reidar,**

**Rodewalds, S. O.,**

**Rodger, John D.,**

**Rodney S.S. Co., Ld.,**

**Rodrigues, Joaquim Acosta,**

**Rodrigues, A., & Hijo,**

**Rodrigues, Andres, y Cia.,**

**Rodrigues Carballo, M.,**

**Rodrigues, Enrique,**

**Rodrigues Giles, Manuel,**

**Rodrigues Lopez, Alvaro,**

**Rodrigues Rincon Hermanos,**

**Rodrigues Tascon, H.,**

**Rodriguez, Vincente,**

**Roe, Daniel, Towing & Transportation Co.,**

**Roed, Hjalmar, & Co.,**

**Roelfs, H.,**

**Regnland Rotterdamsche A/S,**

**Rognaas, N.,**

**Roger, F., & Cie.,**

**Rogers, E. C.,**

**Reggero, Gina,**

**Rohlf, H.,**

**Rokuta Kajiro,**

**"Rolf Krake" A/S,**

**Rolfsen, Erling,**

**Rolla, A/S,**

**Ralph Navigation & Coal Co., Inc.,**

**Romani y Miquel,**

**"Romania" Prima Societ. Romania de Nav. Maritima,**

**Romset, S.,**

**Roncalio, Brigida, in Arcaya,**

**Roncalle & Reta,**

**Ronneberg, Carl E., & Sonn,**

**Ronneberg, Georg, & Jens Fr. Galong,**

**Ronqvist, Victor A.,**

**Roodhaars, N.V. Vismherij Maas,**

**Rookmaaand, H.,**

**Roosevelt Steamship Co., Inc.,**

**Ropers, Claus,**

**Ropner Shipping Co., Ld.,**

**Ropner Shipping Co., Ld.**

**Ropner, Sir R., & Co., Ld.,**

**Ros Quesada, Vicente,**

**Rosa, Alberto, Lda.,**

**Rosasco, A. T.,**

**Rose Line, Ld.,**

**Rose, N. R.,**

**Rose, Thomas,**

† Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (— Turb.) = Turbine, with Sc. prefixed.

**Rossi, Vincenzo,**

**Rossland Corporation,**

**Rosenberg, P. H.,**

**Rosenblum, Max,**

**Rosenberg, Reiori A/B,**

**Rosenhöft, G., J. Kallas & Co.,**

**Rosenkilde, Leif,**

**Rosenvärd, K. Fr.,**

**Rostal, O.,**

**Roslagen, Rederiaktiebolag,**

**Ross, F. & T., Ld.,**

**Ross, James A.,**

**Ross & Marshall, Ld.,**

**Rossetti, Pietro,**

**Rosshavet, Hvalfangerselskap,**

**Rossaas, Gunnar H.,**

**Rosselimos, Basile S.,**

**Rostand, F. J. & S. Pedersen,**

**Rostoff, Port Authorities of,**

**Rothesburg, L.,**

**Rotterdam Drongl. Maats.,**

**Rotterdam-London Stoomvaart Maatschappij Koninklijke Vereeniging,**

**Rotterdam, N.V. Motorschepenvaart Maats.,**

**"Rotterdam," Stoomvaart Maats.,**

**Rotterdamsche Lloyd,**

**Rotterdamsche Schoepenbootdienst, N.V.,**

**Rotunda Fishing Co., Ld.,**

**"Rotundus" (S.S.) Co., Ld.,**

**Rougier, Father,**

**Roulet, A.,**

**Roulet, R.,**

**Roumanian State Maritime Service,**

**Roura, Generalds,**

**Rouse, William,**

**Roussel, Ven. Adrien,**

**Rowbotham (Christopher) & Son,**

**Rowe, H. Gordon,**

**Rowe, James, & Sons, Pty., Ld.,**

**Rowe, Leonard A.,**

**Rowland & Marwood's Steamship Co., Ld.,**

**Rowsell, Henry,**

**Royal Mail Lines, Ld.,**

**Royal Mail Steam Packet Mail Steamships, Ld.,**

**Royal National Mission to Deep Sea Fishermen,**

**Roxings, R.,**

**Ruabola, F. A.,**

**Rubarth, H.,**

**Rubiera, Jose,**

**Rubira, Juan de D. Lozano,**

**Rudolf, Aktien.,**

**Rugby Steam Fishing Co., Ld.,**

**Ruiz, J., y Cia.,**

**Ruiz, José,**

**Ruiza, R.,**

**Rum, Andrea,**

**Runciman, W., & Co., Ld.,**

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† = Espèces de pêche (pour les renseignements sur les espèces de pêche à rapport où à moteur, voir la Liste spéciale qui suit le Supplément aux Sections A. Voiles).
S = Vapeur ; M = Navire à moteur ; (Pr. Sc.) = Science (Industrie) ; (— Pêche.) = Pêcheur, sans indication de moteur.

**Rundberg, H.,**

[illegible]

**Runde, B.,**

[illegible]

**Rundqvist, Jak. W.,**

[illegible]

**Runne, C. H.,**

[illegible]

**Rushworth, J. H., Ld.,**

[illegible]

**Rushworth, J. H.,**

[illegible]

**Russ, Ernst,**

[illegible]

**Russell, H. A.,**

[illegible]

**Russell-Turner S.S. Co., Ld.,**

[illegible]

**Russian Baltic Steamship Co., Ld.,**

[illegible]

**Russian Danube Steam Navigation Co.,**

[illegible]

**Russian Oil Products, Ld.,**

[illegible]

**Rust, Dietrich,**

[illegible]

**Rustomji Kavasje Modi,**

[illegible]

**Rutgerson, H.,**

[illegible]

**Rutgersson, K.,**

[illegible]

**Rutgersson, Berndt,**

[illegible]

**Ruth, Rederi A/S,**

[illegible]

**Rutherford Bros.,**

[illegible]

**Ruys, Wm., & Zonen,**

[illegible]

(Continued.)

**Ruys, Wm., & Zonen**—*contd.*

[illegible]

**Ruzzier, Andrea, & C.,**

[illegible]

**Ry. Rederi A/B,**

[illegible]

**Ryan, Alexander,**

[illegible]

**Ryan, Denis,**

[illegible]

**Ryan, Patrick,**

[illegible]

**Rydell, Sten,**

[illegible]

**Ryding, G.,**

[illegible]

**Ryoto Kisen Kabushiki Kaisha**

[illegible]

**Ryuch Kisen Kabushiki Kaisha,**

[illegible]

**Rypyr, A.,**

[illegible]

## S

**"S.A.I.R.A.," Società Anonima Italiana di Navigazione Rimorchio Americana,**

[illegible]

**"S.I.C.A.M.," Sindicato Italiano Costruzioni Appalti Marittimi Soc. Anon.,**

[illegible]

**S. & R. Steamships, Ld., The,**

[illegible]

**Saanum, S. O.,**

[illegible]

**Saarinen, Juho,**

[illegible]

**Saavedra, J. Padrón,**

[illegible]

**Sabah Steamship Co., Ld.,**

[illegible]

**Sabine Towing Co., Inc.,**

[illegible]

**Sabine Transportation Co., Inc.,**

[illegible]

**Sachellaropoulos, Aristides,**

[illegible]

**Sachtouris, P. Th., & Co.,**

[illegible]

**Sadakichi Akali,**

[illegible]

**Sadik Zade Aslan,**

[illegible]

**Sadik Zade Biraderler,**

[illegible]

**Sadik Zade Nazim,**

[illegible]

**Sado Kisen Kabushiki Kaisha,**

[illegible]

**Sado Shosen Kabushiki Kaisha**

[illegible]

**Sæbjørg, H/F,**

[illegible]

**Sæbjørnsen, Brødrene,**

[illegible]

**Sælfanget & Harfsbe A/S,**

[illegible]

**Saenz Marcotegui, I.,**

[illegible]

**Sævik, Vermund,**

[illegible]

f - Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
s - Steamer; m - Motorship; (Tw. Sc.) - Twin Screw; (- Turb.) - Turbines, with No. prefixed.

**Savik, V. & F.,**

**Sagadahoc S. S. Corp.,**

**Saglimbeni, Domenico,**

**Sai King Steamship Co.,**

**Saigo-cho,**

**Saijo Hikichi,**

**Saima, D/S A/S,**

**Saint Andrew's Steam Fishing Co., Ld.,**

**St. Georges S.S. Co., Ld.,**

**Saint Helen's Colliery & Brick Works Co., Ld.,**

**St. Helier Shipowners, Ld.,**

**St. John Dry Dock & S. B. Co., Ld.,**

**St. John Tug Boat Co., Ld.,**

**St. Lawrence Steamships, Ld.,**

**Saint Line, Ld., The,**

**St. Malo & Binic Steamship Co., Ld.,**

**Saint-Mieux aîné & Co.,**

**Saint-Mieux, André,**

**St. Quentin Shipping Co., Ld.,**

**Saisthill, Richard T.,**

**Saiz de Inchaustegui, F.,**

**Saito Geichiro,**

**Saito Takeo,**

**Saka Kisen Kaisaiki Kaisha,**

**Sakagami Gorobei,**

**Sakagami Kyuzo,**

**Sakaguchi Jingo,**

**Sakaguchi Tsuetaro,**

**Sakai Hideji,**

**Sakai Teijiro,**

**Sakai Teijiro,**

**Sakamoto Inosuke,**

**Sakamoto Masami,**

**Sakamoto Teim,**

**Sakashita, Jutaro,**

**Sala Saura, E.,**

**Salakas, Maurice,**

**Salakas, Pierre,**

**Salas, Sven,**

**Sales, Thomas E.,**

**Salford Corporation,**

**Salgueiro, Egas,**

**Salieris Bros.,**

**Salieris, George E.,**

**Salin, Karl,**

**Salinera Española,**

**Salmonsson, John,**

**Salomons, H.,**

**Salomons' (J.), Shipping & Forwarding Office S.V.,**

**Salomons, E.,**

**Salomons, S.,**

**Salomonsen, A.,**

**Salpietro, Francesco, fu F.,**

**Salt Union, Ld.,**

**Saltamavenda, Dott. Lorenzo,**

**Saltene Dampskibsselskab,**

**Salter, C. W.,**

**Salvage Process Corp.,**

**Salvagno Anonima Navigazione,**

**"Salvator," Salvataggi e Rimorchi S.A.O.I.,**

**Salvemini, Gino,**

**Salvemini, Sergio,**

Z = Navires de pêche (pour les renseignements sur les navires de pêche à vapeur ou à moteur, voir la Liste spéciale qui suit la Nomenclature des Navires à Vapeur).
S = Vapeur ; M = Navire à moteur ; (Tw. Sc.) = Hélice jumelle ; (= Turb.) = Turbine, avec indication du nombre.

**Salvesen, A.,**
[illegible]

**Salvesen, Chr. & Co.,**
[illegible]

**Salvesen, Chr., & Chr. Thams's Communicationer Aktieselsk.,**
[illegible]

**Salvesen, Jac.,**
[illegible]

**Salvesen, Jens J.,**
[illegible]

**Salvesen, J. T., & Co.,**
[illegible]

**Salvesen, K.,**
[illegible]

**Salvesens Rederi, A/S A.,**
[illegible]

**Salvo, Bartolomeo, fu …, & C.,**
[illegible]

**Sam Tick S.S. Co.,**
[illegible]

**Samhar, Habib,**
[illegible]

**Sambell, Albert K. T.,**
[illegible]

**Samothrakis, Zacharias A.,**
[illegible]

**Samseglingen, Ångf. Aktieb.,**
[illegible]

**Samsø, Steam Ship Co., Ld.,**
[illegible]

**Samson Towing Co.,**
[illegible]

**Samuelsen, Erling H.,**
[illegible]

**Samuelsen, Jens,**
[illegible]

**Samuelsen & Olsens Rederi,**
[illegible]

**Samuelsens Rederi, Erling H.,**
[illegible]

**Samuelsson, Hj. L.,**
[illegible]

**Samura Seiji,**
[illegible]

**Samvinnuútgerdin,**
[illegible]

**San Pek Steam Nav. Co., Ld.,**
[illegible]

**Sanbo Kisen Goshi Kaisha,**
[illegible]

**Sanct Jorgens Rederi A/S,**
[illegible]

**Sandaas, K.,**
[illegible]

**Sandaas, K., & Karl Bøe,**
[illegible]

**Sandberg, H.,**
[illegible]

**Sandberg, J. H.,**
[illegible]

**Sandbergs, M., & Co.,**
[illegible]

**Sande, H.,**
[illegible]

**Sandels, Claes,**
[illegible]

**Sandison, D., Jun.,**
[illegible]

**Sandkamp, H., Jr.,**
[illegible]

**Sandnæs Dampskibsaktieselskab,**
[illegible]

**Sandnes, E.,**
[illegible]

**Sandøy, Bernt & Hans,**
[illegible]

**Sandsgaard, S.,**
[illegible]

**Sandstrom, Gustaf E.,**
[illegible]

**Sandusky & Islands Steamboat Co., The,**
[illegible]

**Sandvig, Chr. Aug.,**
[illegible]

**Sandvik, E.,**
[illegible]

**Sandvikens Jernverks Aktiebolag,**
[illegible]

**Sandwich Bird Guano Proprietary, Ld.,**
[illegible]

**Sandwich Hoy Co.,**
[illegible]

**Sanford, Ld.,**
[illegible]

**Sang Wo, Co., Ld.,**
[illegible]

**Sanguineti, Andrea, fu Davide,**
[illegible]

**Sanichi Akita,**
[illegible]

**Sankyu Unyu Kabushiki Kaisha,**
[illegible]

**Sanne, Aktieb. J. M.,**
[illegible]

**Sanne, Torkel,**
[illegible]

**Sannes, E.,**
[illegible]

f = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels); S = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (Turb.) = Turbines, with No. prefixed.

**Sanson, J.,**

**Sanson, J., Jr.,**

**Sanogawaya Tanitate,**

**Sanriku Kisen Kabushiki Kaisha**

**Sanzerverino, F.,**

**Sanson, Charles,**

**Santa Ana S.S. Co.,**

**Santa Cruz Oil Co., Ld.,**

**Santa Maria Steam. Ship Co., Ld.,**

**Santa Martha, A.S.,**

**Santander, Junta de las**

**Santelli de Brain, Brizinda Rangatia,**

**Santiago, —**

**Santiago, A.,**

**Sanyo Eha Gosbi Kaisha,**

**Sanz-Crusado, E.,**

**Sap, J.,**

**Saperas, J.,**

**Sarawak Oilfields, Ld.,**

**Sarawak S.S. Co., Ld.,**

**Sarnia Steamships, Ld.,**

**Sarpsborg Mek. Verksted A.S.**

**Sarsetti, Carlos,**

**Sartori & Berger,**

**Sasaki Ryugoro,**

**Sanitätsr Dampfsch. Ges. m.b.H.,**

**Sato Kusi Shoten Kabushiki Kaisha,**

**Sato Masajiro,**

**Sato Shoten Kabushiki Kaisha,**

**Sato, T., & Co.,**

**Sattalich, Matteo,**

**Sauber Gebr.,**

**Saul, M.,**

**Saunin, Jean,**

**Sautter-Harlé, Ateliers Dieblemarie,**

**Saved Sukhum Benij,**

**Savage, W. A., Ld.,**

**Savannah Bar Pilots,**

**Savannah Line,**

**Savarese, F.,**

**Savarona Ship Corp.,**

**Sawaguchi Kisen Kogyo Kabushiki Kaisha,**

**Sawairi Ichibei,**

**Sawairi Kosuke,**

**Sawamura Kyugoro,**

**Sawayama Kisen Kabushiki Kaisha,**

**Sawstrom, Oscar,**

**Sawyer, S. W., & S. J. A. Farrington,**

**Saxberg, F.,**

**Saxon Steam Trawlers, Ld.,**

**Sayna Narasna S. Chetty,**

**Scalabrino, Antonio,**

**Scalabrino, Gaspare,**

**Scales, T. H.,**

**Scales, Thomas H., & Son,**

**Scamana-Lagardère, A.,**

**Scammell, W. S.,**

**Scandinavian Shipping Co., Ld.,**

**Scarfogliero, Gio.,**

**Scarborough Steam Trawlers (Thorswell), Ld.,**

**Scarvelis, Emmanuel,**

**Scaviant, Albert,**

**Schaap, A. B.,**

**Schader Bros. Steamship Line,**

**Schage, Victor L.,**

**Schager, L. & J.,**

**Schanche, Sophus,**

**Schauer, Charles H.,**

**Schaumas, Wilk., Aktieb.,**

**Schauss, Wilhelm Ernst,**

**Schechter, Harris,**

**Schedelgurs, A.,**

**Scheepvaart en Stoomboten Maatschappij,**

**Scheja, Ivar,**

**"Scheldestroom," Zeevaarts Maats. N.V.,**

**Schenkel, A.,**

**Scheneau, Pietro,**

**Schepers, H. O.,**

**Schepers, H. Th.,**

**Schepers, Johann,**

**Schepers, L.,**

**Schepers, O.,**

**Schepers, Rudolf,**

**Schen, Paul,**

**Schiaffino, Charles, & Co.,**

**Schiaffino, G. B., fu Giuseppe,**

**Schiappacasse, Matteo, fu M.,**

**Schiebes, F., G.m.b.H.,**

**Schier, H.,**

**Schindler, Julius, Taukschiff-Reederei, G.m.b.H.,**

**Schindler, Gelwerke Julius, G.m.b.H.,**

**Schionneemann, Gunar,**

**Schipper, P. J.,**

**Schjelderup, Albert,**

**Schjelderup, T.,**

**Schjelberg, Ragnar,**

**Schmidt, Detlef,**

**Schmidt, Hans Diedrich,**

**Schmidt, Heinrich,**

**Schmitt, Heinrich, G.m.b.H.,**

**Schmiegelow, A., & Axel Kempes,**

**Schmith, L. H.,**

**Schnewkloth, P.,**

**Schneider, Alfred,**

**Schneider & Co.,**

**Schneider & Co., Société Anonyme Hornet, Michel-Schmidt,**

**Schneider & Co., Société en Participation des Travaux Maritimes du Havre,**

**Schneider, Leonhard,**

**Schneider Transportation Co.,**

**Schnitler, H., Ld., A/S,**

**Schnur, H., & H. Beck,**

**Schol, Js.,**

**Schroeteld, Hermann,**

**Schoning, Detlef, Jr.,**

**Schoning, Gerhard,**

**Schoning, H.,**

**Schoning, Jos.,**

**Schoning, W.,**

**Schooner "Mabel Gale,"**

**Schotanus, L.,**

**Schotbergh, Th.,**

**Schotherst, E.,**

**Schothorst, H.,**

F = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Railway Vessels).
S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; T = Tanker; T = Turbine, with Sc. attached.

**Schouwes, N.V. Scheepvaart Maats**

**Schrell, Viktor,**

**Schriewer, C.,**

**Schröder, Hermann,**

**Schröder, Richard,**

**Schroeder, Consul Karl,**

**Schuchmann, W.,**

**Schultema, O.,**

**Schultema, W.,**

**Schuldt, H.,**

**Schuller & Monberg,**

**Schulte & Bruns,**

**Schulte & Mers,**

**Schultz, W.,**

**Schulz, Jacob H. H.,**

**Schulz, R. J.,**

**Schulze, G., Kohlen, Koks- u. Briketthandel,**

**Schumacher, Johann R.,**

**Schupp, Johannes Ed.,**

**Schutt, Carl,**

**Schutt, Heinrich,**

**Schutt, N.,**

**Schütze, C. J. G.,**

**Schwann, P., & Co.,**

**Schwartzman, Frank,**

**Schwedowsky, A. H., Nachf.,**

**Schwiage, Diedrich,**

**Scientific Research Institution,**

**Scimone, N., fu A.,**

**Scindia S.N. Co., Ld.,**

**Scinciariello, Angelo,**

**Scozia & Bisiay-Delhi Syndicate,**

**Scozia & Tedesco,**

**Scognich & Mosta,**

**Socrea, Gerlamo,**

**Scotland, Fishery Board for**

**Scott, J. A., Ld.,**

**Scott, J. M., Shipping Co., Inc.,**

**Scott, K. A.,**

**Scott, Varian Cuthbert,**

**Scott, William,**

**Scott, William S., & Co.,**

**Scottish Navigation Co., Ld.,**

**Scottish Shire Line, Ld.,**

**Scottish S.S. Co., Ld.,**

**Scotta, Ambrosino Fagiano Fils & Co.,**

**Scotto, Francesco,**

**Scotto d'Aniello, Francesco,**

**Scotto di Santolo, M.,**

**Scrosch, J. C.,**

**Scuderi, Matteo,**

**Scuderi S.S. Co., Ld.,**

**Sea Products, Ld.,**

**Sea Steamship Co., Ld.,**

**Seaboard Oil & Guano Co., Inc.,**

**Seager, W. H., & Co., Ld.,**

**Seaham Harbour Dock Co.,**

**Seal Island Fishing Co., Ld.,**

**Seas Shipping Co., Inc.,**

**Seatrain Lines, Inc.,**

**Seberg, G.,**

**Security-Home Trust Co.,**

* = Nachtrag für gleiche Tonnage und Leistungen nach Liste erschien gut nach in Supplément und Nachtrag à Liste.
P = Tapeur ; M = Motor à moteur ; (Tw. Sc.) = Schiffe jugoslave ; (Turbo.) = Turbinen, avec indication du moteur.

**Security Towing Corp.,**
[illegible]

**Seddon, H., & Sons, Ld.,**
[illegible]

**"Sedina" Schiffahrts G.m.b.H.,**
[illegible]

**Sedita, Giuseppe,**
[illegible]

**Seebeck, Hans H.,**
[illegible]

**Seeberg Bros.**
[illegible]

**Seeberufsgenossenschaft,**
[illegible]

**Seed Shipping Co., Ld., The,**
[illegible]

**"Seefahrt" Dampfschiffs Rederei Aktien Ges.,**
[illegible]

**Seekuk Corporation,**
[illegible]

**Seeschiffahrt, Aktiengesellschaft für,**
[illegible]

**Seether, P.,**
[illegible]

**Sefton S.S. Co., Ld.,**
[illegible]

**Segatio, S.,**
[illegible]

**Segurta, Ramon,**
[illegible]

**Segui, Jaime,**
[illegible]

**Seguin, Joseph,**
[illegible]

**Seir Sefain,**
[illegible]

**Séjourné, P., & Co.,**
[illegible]

**Sekiguchi Kabushiki Kaisha,**
[illegible]

**Sekiyushi Gumi Gomei Kaisha,**
[illegible]

**Sekiyu Kyodo Hanbaisho Kabushiki Kaisha,**
[illegible]

**Seken Hatsu,**
[illegible]

**Selander, G.,**
[illegible]

**Selander, H.,**
[illegible]

**Selby Trawlers, Ld.,**
[illegible]

**Seljan, D/S A/S,**
[illegible]

**Sellers, John S., & Co.,**
[illegible]

**Sem, H. P.,**
[illegible]

**Semarangsch Stoomb. en Transportvaart,**
[illegible]

**Semo, Roderi A/B,**
[illegible]

**Sena Sugar Estates, Ld.,**
[illegible]

**Senator, D/S A/S,**
[illegible]

**Seneca Washed Gravel Corporation,**
[illegible]

**"Sénégal," Société d'Approvisionnement,**
[illegible]

**Senita, Aktien,**
[illegible]

**Senju Kisaku,**
[illegible]

**Senzibar Transportation Co.,**
[illegible]

**Seppinen, A. K.,**
[illegible]

**Seppinen & Kemppi,**
[illegible]

**Serotia, D.,**
[illegible]

**Serotia, E. & G.,**
[illegible]

**Sergo, Gustav,**
[illegible]

**Sergo, G., & Co.,**
[illegible]

**Sergo, G., & P. Fork,**
[illegible]

**Serra, G. B.,**
[illegible]

**Serra, Raffaele,**
[illegible]

**Service du Pilotage,**
[illegible]

**Service du Pilotage de Dunkerque,**
[illegible]

**Service du Pilotage de la Gironde,**
[illegible]

**Services Contractuels des Messageries Maritimes,**
[illegible]

**Servizio Marittimo Romeo,**
[illegible]

**Sessions & Sons, Ld.**
[illegible]

**Setouchi Sinsen Kabushiki Kaisha,**
[illegible]

**Setsuyo Shosen Kabushiki Kaisha**
[illegible]

**Settsu Shosen Kabushiki Kaisha,**
[illegible]

**Seven, Ld.,**
[illegible]

**Seven Seas Shipping Co., Ld.,**
[illegible]

**Severian, Seb., fa A.,**
[illegible]

**Severn & Canal Carrying Co., Ld.,**
[illegible]

**Sevgourytstrest—Northern Seal's Fishery Trust,**
[illegible]

(Continued.)

P = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (T = Turb.) = Turbine, with Sc. prefixed.

**Seegenstedtstraat — Northern**
State's Fishery Trust — [illegible]

**Sevilla Whaling Co., Ld.,**
[illegible]

**Sevzapgosrestalfot,**
[illegible]

**Sevtraltrust,**
[illegible]

**Sexton, Emery,**
[illegible]

**Seyrat, M.,**
[illegible]

**Shaftesbury Homes & Arethusa Training Ship, The,**
[illegible]

**Shakespear Shipping Co., Ld.,**
[illegible]

**"Shamrock I," N.V.,**
[illegible]

**Shamrock Shipping Co., Ld.,**
[illegible]

**Shaz, T. F.,**
[illegible]

**Shanghai Pilot Boat Co. (1905), Ld.,**
[illegible]

**Shanghai Tug & Lighter Co., Ld.,**
[illegible]

**Shannon S.S. Co., Ld.,**
[illegible]

**Shary & Co.,**
[illegible]

**Shary S.S. Co., Ld.**
[illegible]

**Shaw, George L.,**
[illegible]

**Shaw, Hugh,**
[illegible]

**Shaw, L. B., Inc.,**
[illegible]

**Shaw, Maurice B.,**
[illegible]

**Shaw, Savill & Albion Co., Ld.,**
[illegible]

**Shaw, William A.,**
[illegible]

**Shawbeing S.S. Co., Ld.,**
[illegible]

**Shaef Steam Shipping Co., Ld.,**
[illegible]

**Shearwater Co., Ld.,**
[illegible]

**Sheils, James,**
[illegible]

**Sheils, J., Jnr.,**
[illegible]

**Shelcutt & Bilson,**
[illegible]

**Shell & Island, H.F.,**
[illegible]

**Shell Company of Australia, Ld.,**
[illegible]

**Shell Company of Ceylon, Ld.,**
[illegible]

**Shell Company of East Africa, Ld.,**
[illegible]

**Shell Company of Egypt, Ld.,**
[illegible]

**Shell Company of New Zealand, Ld.,**
[illegible]

**Shell Company of Portugal, Ld.,**
[illegible]

**Shell-Mex & B.P., Ld.,**
[illegible]

**Shell Mex (Chile), Ld.,**
[illegible]

**Shell-Mex S.A., Compañía de Petróleos,**
[illegible]

**Shell Mex (Uruguay), Ld.,**
[illegible]

**Shell Oil Co. of Hellas, Ld.,**
[illegible]

**Shenango Furnace Co., The,**
[illegible]

**Shepard S.S. Co.,**
[illegible]

**Sheridan, D. T.,**
[illegible]

**Sherwood Hunter, Ld.,**
[illegible]

**Sherwan, James,**
[illegible]

**Shi Yu Man,**
[illegible]

**Shida Bankichi,**
[illegible]

**Shida Motokiro,**
[illegible]

**Shield S.S. Co., Ld.,**
[illegible]

**Shields, J. E.,**
[illegible]

**Shikatsu Kaeda,**
[illegible]

[illegible]

**Shimada Sanekiro,**

**Shimamura Shoichi,**

**Shimatani Kisen Kabushiki Kaisha**

**Shimatani Shosen Kabushiki Kaisha,**

**Shimatsu Ishizuka,**

**Shimaya Shoten Kabushiki Kaisha,**

**Shimizu Kitaro,**

**Shimomura Kisen Kabushiki Kaisha,**

**Shinko Kisen Kabushiki Kaisha,**

**Shirani Kisen Goshi Kaisha,**

**Shinto Kosan Kabushiki Kaisha,**

**Shishara Seyura,**

**Shinta Tsusan Kabushiki Kaisha,**

**Shintoki Inosuke,**

**Shiosaki Tokichi,**

**Shipowners' & Merchants' Tugboat Co.,**

**Shipper, Ld.,**

**Shipplak, S. J.,**

**Shipping & Coal Co., Ld.,**

**Shirasaka Kisen Kaisha,**

**Shio On S.S. Co., Ld.,**

**Sho Kenichiro,**

**Shoji Tugoro,**

**Shoko Kaiun Kabushiki Kaisha,**

**Showa Kisen Gosei Kaisha,**

**Showa Kisen Kabushiki Kaisha,**

**Showa Kosan Gyogyo Kabushiki Kaisha,**

**Showa Shosen Kabushiki Kaisha,**

**Shoyei Kisen K.K.,**

**Shoyo Kisen Kabushiki Kaisha**

**Shozo Kawaguchi,**

**Shrubsall, H.,**

**Shu Ping S. N. Co.,**

**Shun Hung S.S. Co., Ld.,**

**Shun On S.S. Co.,**

**Shun Tai S.S. Co., Ld.,**

**Siam Steam Navigation Co., Ld.**

**Siamese Government,**

**Siberian Fish & Cold Storage Co.,**

**Silva Portuna, Manuel,**

**Sinaire, L. & J.,**

**Sinard, A. & P.,**

**Sinard, Louis,**

**Sinotte, J. Oscar,**

**"Sicula Carboni," Società in acc. semplice,**

**Side Shipping Co., Ld.,**

**Sideridos, Xenophon,**

**Siebert & Co., Rederei,**

**Sieg & Co., G.m.b.H.,**

**Siemens Bros. & Co., Ld.,**

**Siemers, G. J. H., & Co.,**

**Siering, James, & Co.,**

**Sietas, J. J.,**

**Sievers, Claus,**

**Sifnos Petros,**

**Sigalas, Mme. K. G.,**

**Sigfrid, Aktiebolaget,**

**Sigfusson, A.,**

**Signe, Rederi A/B,**

**Signorini Agostino,**

**Signua & Decostrne,**

**Signua, Giuseppino**

**Signua Giovanni,**

**Sigurusson, Jon,**

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† Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).

S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (Turb.) = Turbine, with No. prefixed.

**Sigyn, Rederi A/B,**
[illegible]

**Sikvonen, Alb.,**
[illegible]

**Silbermann, Fritz,**
[illegible]

**Sildfangst, A/S,**
[illegible]

**Siljestad, Skibs A/S,**
[illegible]

**Silla, J.,**
[illegible]

**Silla, J., & Rob. Nelberg,**
[illegible]

**Silva, F.,**
[illegible]

**Silva, Guy H.,**
[illegible]

**Silvén, Hugo,**
[illegible]

**Silver, Edward,**
[illegible]

**Silver Line, Ld.,**
[illegible]

**Silverado S.S. Co.,**
[illegible]

**Simms, Wm. G., & others,**
[illegible]

**Simmer, Captain G. L.,**
[illegible]

**Simonsen, A. T.,**
[illegible]

**Simpson, Harry,**
[illegible]

**Simpson, Robert,**
[illegible]

**Simrishamns Rederiaktieb.,**
[illegible]

**Simson, Rederiet,**
[illegible]

**Sin Daiman,**
[illegible]

**Sin-Mac Lines, Ld.,**
[illegible]

**Sinagra, Salvatore, fu Francesco,**
[illegible]

**Sinai Mining Co., Ld.,**
[illegible]

**Sinclair Cuba Navigation Co.,**
[illegible]

**Sinclair Navigation Co., Inc.,**
[illegible]

**Sindacato Italiano**
[illegible]

**Sindicato Agricola Union de Exportadores,**
[illegible]

**Sindicatura de la Quiebra**
[illegible]

**Sindri, H.F.,**
[illegible]

**Singapore Harbour Board,**
[illegible]

**Singkep Tin Maatschappij,**
[illegible]

**Sinnatamby Veerakattipillai,**
[illegible]

**Sint Filipsland, N.V.,**
[illegible]

**Sipsey Barge & Towing Co., Inc.,**
[illegible]

**"Sir Walter" S.S. Co., Ld.,**
[illegible]

**Sirius, Rederi A/B,**
[illegible]

**Sirketi Hayriye,**
[illegible]

**Sitges & Cie., S. A. R. L.,**
[illegible]

**Sitona, A/S,**
[illegible]

**Sivertsen, Anton,**
[illegible]

**Sixdorf, Wilhelm,**
[illegible]

**Siy Cong Bieng & Co., Inc.,**
[illegible]

**Sjøfart, A/S,**
[illegible]

**Sjøfna, Skibs A/S,**
[illegible]

**Sjølund, J. O.,**
[illegible]

**Sjöqvist, Einar,**
[illegible]

**Sjösten, Axel,**
[illegible]

**Sjöstjernan, Rederi A/B,**
[illegible]

**Sjöström, E. G.,**
[illegible]

**Skagen, Trawlaktieselaget,**
[illegible]

**Skagen Rederi A/S,**
[illegible]

**Skandinavisk Fartygs-**
[illegible]

**Skandinaviska Ost-Afrika-Linje**
[illegible]

**Skånska Cement A/B,**
[illegible]

**Skarbek, C. A.,**
[illegible]

**Skarbövig, Nils E.,**
[illegible]

**Skarbövig, Peter,**
[illegible]

**Skärgårds Aktieb. i Norrköping,**
[illegible]

**Skaugen, I. M.,**
[illegible]

**Skeldervik, Rederi A/B,**
[illegible]

[illegible]

**Skeppstedt, A.**
[illegible]

**Skibsfart, A/S,**
[illegible]

**Skibsfart A/S.,**
[illegible]

**Skien, D/S A/S,**
[illegible]

**Skien-Telemarkens Dampskibsselskap.,**
[illegible]

**Skinningrove Iron Co., Ld.,**
[illegible]

**Skjelbred, O. A. T.,**
[illegible]

**Skjelbreds, Rederi A/S,**
[illegible]

**Skjervøy, A/S,**
[illegible]

**Skjoldborg, V. N.,**
[illegible]

**Skogland, Valdemar,**
[illegible]

**Skogstad, Skibs A/S,**
[illegible]

**Skou, Ove,**
[illegible]

**Skriver, Rederei K.K.,**
[illegible]

**Skuld, D/S A/S,**
[illegible]

**"Skytteren," Hvalfangeraktieselskabet,**
[illegible]

**Slade, Richard,**
[illegible]

**Slade, William J.,**
[illegible]

**Slater, William, (Middlesbrough) Ld.,**
[illegible]

**Sleigh, Harold C**
[illegible]

**Sleight, The Executor of the late Sir George F., Bart.,**
[illegible]

**Sleight's Steam Fishing Co. Ld.,**
[illegible]

**Slethes, Olaf,**
[illegible]

**Sligo Harbour Commissioners,**
[illegible]

**Sligo Steam Navigation Co., Ld.,**
[illegible]

**Slite Cement & Kalk A/B,**
[illegible]

**Sloan, William, & Co.,**
[illegible]

**Slobodna Bokeska Plovidba Brodova S.D. T.,**
[illegible]

**Slobodna Plovidba Dubrovnik,**
[illegible]

**Slobodna Plovidba "Kupried" Brodova s.o.j.,**
[illegible]

**Slobodna Plovidba Topic D.D.,**
[illegible]

**Sloman, Rob. M., jr.,**
[illegible]

**Sloots, H., Jzn.,**
[illegible]

**Sloots, H., Rzn.,**
[illegible]

**Sloots, R.,**
[illegible]

**Slotevik, Lars K.,**
[illegible]

**Small, C. A. & B. F., Corp.,**
[illegible]

**Smaragda, G., & S. E. Stamatis,**
[illegible]

**Smart, H/F,**
[illegible]

**Smethurst, J. W.,**
[illegible]

**Smid, W.,**
[illegible]

**Smiltnieks, M., & A.,**
[illegible]

**Smit, J.,**
[illegible]

**Smit, L., & Co.'s Internationale Sleepdienst,**
[illegible]

**Smit, P., Jr., N.V. Machinefabriek & Scheepswerf van,**
[illegible]

**Smit, P., Jr., Ned. Stoomsleepdienst v.h. van,**
[illegible]

**Smith, A.,**
[illegible]

**Smith, A. H.,**
[illegible]

**Smith, Alfred J., Ld.,**
[illegible]

**Smith, A. & M., Ld.,**
[illegible]

**Smith, And.,**
[illegible]

**Smith, Arthur,**
[illegible]

**Smith, Arthur, & A. L. Ambler,**
[illegible]

**Smith, Cecil,**
[illegible]

**Smith, C. G., & Co., Ld.,**
[illegible]

**Smith, C. Henry,**
[illegible]

f = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (-Turb.) = Turbines, with No. geared.

**Smith, Christen.**

**Smith, Deuchert.**

**Smith, Hogg & Co., Ld.,**

**Smith, Inoui & Co.,**

**Smith, James.**

**Smith, James.**

**Smith, James, Co., Ld.,**

**Smith, Joseph K.,**

**Smith Navigation Co.,**

**Smith, Patterson & Co., Ld.,**

**Smith Transportation, Corp.**

**Smith & Van Ommeren.**

**Smith Vessel Co., Ld.,**

**Smith, William H.,**

**Smith, Sir William Reardon & Sons Ld.,**

**Smith, Sir William Reardon, Fenton & Lloyd.**

**Smithfield & Argentine Meat Co., Ld.,**

**Smith's Coasters (Prop.), Ld.**

**Smorr, A.S.,**

**Snow, I. L. Co.,**

**Snowball, J. B., Co., Ld.,**

**Soares, Francisco E.,**

**Sobral, A.S.**

**Solstan, Ty. Canoe,**

**Sociedad Anonima Ona.**

**Sociedad Anonima Fabrica de Hielo.**

**Sociedad Anonima Cosedera y Comercial Montevideo.**

**Sociedad Anonima Hotel Calderon Spanol.**

**Sociedad Anonima Importadora y Exportadora de la Patagonia.**

**Sociedad Anonima "La Bodega."**

**Sociedad Anonima "Maritima."**

**Sociedad Anon. Maritima Cubana.**

**Sociedad Anonima Maritima Balear.**

**Sociedad Anonima Navegacion Pelaez, Ltda.**

**Sociedad Anonima Minas de Carbon.**

**Sociedad Armadora de Lobos.**

**Sociedad Astillero Lae Rehar, Ld.,**

**Sociedad Dalmora Corral.**

**Sociedad Cartonera de La Rasta.**

**Sociedad de Servicios Maritimos.**

**Sociedad Española de Construccion Naval.**

**Sociedad General de los Ferrocarriles Vasco Asturianos.**

**Sociedad General de Obras Contratadas.**

**Sociedad Industrial Astillera.**

**Sociedad Industrial del Arsen.**

**Sociedad Italia America.**

**Sociedad Maritima Comercial.**

**Sociedad Metalurgica Duro Felguera.**

**Sociedad Remolcadores Ramalens.**

**Sociedade Brasileira de Cabotagem, Ltda.,**

**Sociedade Comercial Maritima, Ltda.,**

**Sociedade de Navegacao Oceanica do Sul, Ltda.,**

**Sociedade de Navegacao e Pesca, Ltda.,**

**Sociedade de Pesca a Vapor Espadarte, Ltda.,**

**Sociedade de Pesca a Vapor Tamarinal, Ltda.,**

**Sociedade de Pesca Avenida, Ltda.,**

**Sociedade de Pesca Carlos Pesca, Ltda.,**

( = Surtaxe de pêche (pour les navigateurs voir les surtaxes de pêche à vapeur (a, b, m) ci-dessus, pour les autres navires voir les taxes de Suppléments aux Surtaxes à Voiles) ;
**S** = Vapeur ; **m** = Navire à moteur ; **(Tw., Sc.)** = Sélcon (canelon) ; **( Tacle )** = Dorlinan, avec indication de nombre.

**Sociedade de Pesca Lusitania, Lda.,**
*Pescaria da Ria, Portugal.*
Vapor Grego ..... 90 .. 400

**Sociedade de Pesca Nova Setubal, Lda.,**
*Rua do Portugal de Santo Ivo 11, Lisboa, Portugal.*
1. Nova Madalena ..... 211

**Sociedade de Pesca Oceano, Lda.,**
*Figueira da Foz, Portugal.*
Gaulois ..... 70 .. 276

**Sociedade de Pesca Santa Fé, Lda.,**
*15, Travessa do Corpo Santo 17, Lisboa, Portugal.*
1. Santa Fé ..... 58 .. 300

**Sociedade Figueirense de Pesca, Lda.,**
*Cidadelle, Figueira da Foz, Portugal.*
Art. L. Santiago.

**Sociedade Geral de Comercio, Industria e Transportes, Lda.,**
*15, Rua do Comercio, Lisboa, Portugal.*
s. Alhandrense ..... 76 .. 1400
s. Amarante ..... 76 .. 7500
s. Damasco ..... 77 .. 800
s. Douro ..... 74 .. 4000
s. Gerez ..... 76 .. 400
s. Gaia ..... 74 .. 4500
s. Zambujense ..... 74 .. 4000
s. Lima ..... 74 .. 4000
s. Maria Angelica ..... 74 .. 1700
s. Maria Victoria ..... 74 .. 1000
s. Mello ..... 74 .. 4000
s. Mira Tejo ..... 74 .. 400
s. Mondegina ..... 74 .. 4000
s. Pinhal ..... 74 .. 4000
s. Sandinha ..... 74 .. 4000
s. Silva Ribeiro ..... 74 .. 900
s. Do Minho ..... 74 .. 400

**Sociedade Infante de Sagres, Lda.,**
*Lisboa, Portugal.*
Infante do Sagres
1. Pesc. ..... 74 .. 400

**Sociedade Insulana de Transportes Maritimos, Lda.,**
*Praça Duque de Terceira 14-1°, Lisboa, Portugal.*
2. Ilha Graciosa No. 1 ..... 74 .. 400
2. Ilha Graciosa No. 2 ..... 74 .. 400

**Sociedade Ip-Uu, Ld.,**
*Macao, Portugal.*
s. Kiang Ho (Pa. No.) ..... 74 .. 400

**Sociedade Maritima de Transportes, Lda.,**
*Monte Estoril, Portugal.*
s. Montijense ..... 74 .. 400

**Sociedade Maritima Georgina, Lda.,**
*Rua do Praça 107-1°, Lisboa, Portugal.*
1. Bulhosa Primeiro ..... 90 .. 500
1. Gonçalves Primeiro ..... 90 .. 500

**Sociedade Maritima Portugal, Lda.,**
*Travessa dos Remedios, 11, Lisboa, Portugal.*
1. Portugal 1 ..... 74 .. 400

**Sociedade Maritima "Tejo," Lda.,**
*Rua do Tejo 107-1°, Lisboa, Portugal.*
1. Monte Gordo (Pa. No.) ..... 90 .. 400
2. Monte Gordo (Pa. No.) ..... 90 .. 400

**Sociedade Nova Pescaria de Tavira,**
*Tavira de Cacella, Portugal.*
Sagres ..... 70 .. 400

**Sociedade Paulista de Navegação Nacional Ltda.,**
*Rua Direita 11, S. Paulo, Brazil.*
Angelo (Lat. No.) ..... 70 .. 400
s. Cidade, II ..... 90 .. 2000
s. Ceara, III ..... 90 .. 2000
Ceara II (Lat. No.) ..... 70 .. 400
s. Lydia, III ..... 90 .. 2000
s. Maranhenses ..... 70 .. 400
Piauhy II ..... 70 .. 1400
s. Tiberiense, III ..... 90 .. 2000

**Sociedade Pescarias Arrabida, Lda.,**
*Rua de Jorge de Lima Sem 11-14, Lisboa, Lisboa, Portugal.*
Art. M. S. Ferreira & Genaro.

**Sociedade Portuense de Pesca de Arrastro, Lda.,**
*Apartado dos Alandes 174, Oporto, Portugal.*
Art. M. C. Rodrigues.

**Sociedade Transportes Carvoeiros, Lda.,**
*Rua do Arsenal 11-20, Lisboa, Portugal.*
Art. Companhia de Navegação Tejo.

**Società Anonima Basini e Boali Napoleoni**
*Livorno (Porto), Rio dell'Ardenza, Via Marmorella, Pisa (Italy).*
s. San Giovanni ..... 70 .. 140

**Società Anonima Cantiere Navale Franco Tosi,**
*Taranto, Italy.*
s. Franco Tosi ..... 70 .. 500

**Società Anon. Cantieri Nav. a Muggiano,**
*Lagoscura, Italy.*
s. Andrea ..... 74 .. 500

**Società Anonima Commerciale e Industriale F. G. Poggio,**
*Italian, Africa.*
s. Pantelleria ..... 70 .. 400

**Società Anonima Cooperativa di Navigazione "Garibaldi,"**
*Via alle Fornaci, 11, Genoa, Italy.*
s. Alessandro ..... 70 .. 1000
s. Garibaldi (I Turbina) ..... 70 .. 1000
s. Giuseppe II ..... 70 .. 400
s. Giuseppe ..... 70 .. 400
s. Garibaldi Minerali ..... 70 .. 1000
s. Monte Nero ..... 70 .. 1000
s. Nunzio ..... 70 .. 1000
s. Sole Mario ..... 70 .. 1000
(Operated on behalf of the Italian Navy.)
s. Giuseppe ..... 70 .. 1000
s. Garibaldi (Pa. No.) ..... 70 .. 1000
s. Giuseppe (Pa. No.) ..... 70 .. 1000
s. Giuseppe ..... 70 .. 1000

**Società Anonima Cooperativa di Navigazione Dante Ugolini,**
*Via Carlo Pisacane, 11, Leghorn (Livorno), Italy.*
s. Giuseppe Garibaldi ..... 70 .. 500

**Società Anonima d'Armamento "Sicania,"**
*Via Giuseppe Garibaldi, Palermo (Sicania).*

**Società Anonima delle Miniere di Gonnesa & Ingurtosu,**
*Cagliari, Sardinia, Italy.*
s. Ingurtosu ..... 70 .. 150

**Società Anonima di Armamento Marittimo "Oceania"**
*(Romagna-Italia Lombardo Italia).*
*Via Giovanni de Cesare No. 1, Genoa, Italy.*
s. Oceania ..... 70 .. 4000
s. Italia ..... 70 .. 4000
s. Asia ..... 70 .. 4000

**Società Anonima di Navigazione "Adria,"**
*Via San Pietro della Pola 1000, Venice, Italy.*
s. Alessandro (Pa. No.) ..... 70 .. 500

**Società Anonima di Navigazione Ant.**
*Piazza del Ponte 10, Genoa, Italy.*
s. Antonio ..... 70 .. 1000

**Società Anonima di Navigazione Lanci & C.,**
*Piazza Fontana 1-4° 7, Genoa, Italy.*
s. Viola ..... 70 .. 1000

**Società Anonima di Navigazione "Giovine Italiana,"**
*(N.), Via Cavalli, Genoa, Italy.*
s. Adriatico II (Pa. No.) ..... 70 .. 400
s. Giovine ..... 70 .. 2700
s. Vulcano ..... 70 .. 4000

**Società Anonima di Navigazione Giovanni Rivelli,**
*Piazza Giuseppe Mazzini, Genoa, Italy.*
s. Maestra ..... 70 .. 500
s. Maestra (Lat. No.) ..... 70 .. 500

**Società Anonima di Navigazione Ivanna,**
*Genoa, Italy.*
s. Amazzone (Pa. No.) ..... 70 .. 1000

**Società Anonima di Navigazione Italo-Olivo (N.N.L.),**
*Via Assarta, 10, Genoa, Italy.*
s. Italia ..... 70 .. 1000

**Società Anonima di Navigazione La Campiglia,**
*Via Giovanni de Cesare, Genoa, Italy.*
s. Filomena Fabrizi ..... 70 .. 1000

**Società Anonima di Navigazione "Li Gaetani,"**
*Palazzo dei Leoni 123, Genoa, Italy.*
s. Antonio (Pa. No.) ..... 70 .. 500

**Società Anonima di Navigazione La Ligure Romana,**
*Genoa, Italy.*
s. Campidoglio ..... 70 .. 500

**Società Anonima di Navigazione "La Minia,"**
*Via Cavalli, 110, Genoa, Italy.*
s. Minerva (Pa. No.) ..... 70 .. 1000

**Società Anonima di Navigazione "La Riviera,"**
*Via Giovanni 110, Genoa, Italy.*
s. Riviera ..... 70 .. 1000

**Società Anonima di Navigazione "La Sicilia,"**
*Via Assarotti Angelo No. 10, Genoa, Italy.*
s. Sicilia ..... 70 .. 1000
s. Mediterraneo II ..... 70 .. 1000

**Società Anonima di Navigazione "Mare Europa,"**
*Via Delle 5, Genoa, Italy.*
s. Giovanni (I Turbina) ..... 70 .. 1000
s. Giovanni (I Turbina) ..... 70 .. 1000
s. Giovanni (I Turbina) ..... 70 .. 1000
s. Giovanni ..... 70 .. 1000

**Società Anonima di Navigazione Rottina, "Adria,"**
*Via Lavagna "A."*

**Società Anonima di Navigazione "Nautica,"**
*17, Via Cavalli, Genoa (Italy), Italy.*
s. Mediterraneo (Pa. No.) ..... 70 .. 1000

**Società Anonima di Navigazione Neptunia,**
*Via Cavalli "Cavalli Italy."*

**Società Anonima di Navigazione Rosalia,**
*11, Via Cavalli, Genoa (Italy), Italy.*
s. Diamante (Pa. No.) ..... 70 .. 1000

**Società Anonima di Navigazione "Partenopea"**
*11, Via Cavalli, Genoa, Italy.*
Art. Giuseppe Fabrizio.

**Società Anonima di Navigazione Rosaria e Salvatore, D. Tripcovich & Co.,**
*Via della Mura 5, Trieste, Italy.*
Art. Lavoro "G."

**Società Anonima di Navigazione Toscana,**
*Via Fra Cavalli, 6 Co.,*
*Leghorn, Italy.*
s. Alfonso (Passeggeri) ..... 70 .. 500
s. Andrea Doria (Pa.) ..... 70 .. 500
s. Dante Alighieri ..... 70 .. 500
s. D. Di Giovanni ..... 70 .. 500
s. Mediterraneo ..... 70 .. 500

**Società Anonima di Navigazione "Tritone,"**
*Via San Luca 1000, Genoa, Italy.*
s. Mirabile ..... 70 .. 1000

**Società Anonima di Navigazione a Vapore "Libertas," già Ditta Rocco Piccinelli & Co.,**
*Castellamare, Italy.*
s. Mercurio ..... 70 .. 1000

**Società Anonima di Navigazione a Vapore "Lavoro,"**
*Genoa, Sampierdarena, Italy.*
s. Brema ..... 70 .. 4000
s. Dresden ..... 70 .. 4000

**Società Anonima Emerico Bonna,**
*Milan, Italy.*
s. Pino ..... 70 .. 400

**Società Anonima "Gaetani,"**
*2, Via S. Minuti, Genoa, Italy.*
Giovanni (Lat. No.) ..... 70 .. 500

**Società Anonima Genovese, Rimorchiatori, Caricatori, Esportazione,**
*Genoa, Italy.*
s. Ettore (Pa. No.) ..... 70 .. 400

**Società Anonima Ilva Alti Forni e Acciaierie d'Italia,**
*Via Corsica 4, Genoa, Italy.*
s. Elba ..... 70 .. 400
s. Aldo ..... 70 .. 500
s. Bonaventura ..... 70 .. 1000
s. Dante ..... 70 .. 1000
s. Dante ..... 70 .. 400
s. Giovanni ..... 70 .. 400
s. Pietro ..... 70 .. 1000
s. Lo Elba ..... 70 .. 1000
s. Lombardo ..... 70 .. 500
s. Lombardo ..... 70 .. 400
s. Nino ..... 70 .. 1000
s. Orlando ..... 70 .. 1000
s. Piombino ..... 70 .. 1000
s. Piombino ..... 70 .. 400
s. Pio ..... 70 .. 500
s. Piombino ..... 70 .. 1000

**Società Anonima Imprese Navali ed Affini,**
*S. Pier 11, 1000 (or 2), Genoa, Italy.*
s. Santa di Maremma ..... 70 .. 1000
s. Maremma ..... 70 .. 1000
s. Maremma ..... 70 .. 1000

**Società Anonima Industria Armamento,**
*Via Sotto 2, Genoa, Italy.*
s. Amazzone ..... 70 .. 1000
s. Amazzone ..... 70 .. 1000
s. Fiumana (Pa. No.) ..... 70 .. 1000
s. Fiumana (Pa. No.) ..... 70 .. 1000
s. Giovanni (I Turbina) ..... 70 .. 1000
s. Giovanni (I Turbina) ..... 70 .. 1000
s. Giovanni (I Turbina) ..... 70 .. 1000
s. Giovanni (I Turbina) ..... 70 .. 1000

**Società Anonima Italiana Commercio Esplosivi,**
*Via Lodi, 11, 4, Milan (Italy), Italy.*
Giovanni (Lat. No.) ..... 70 .. 500

**Società Anonima Italiana di Navigazione Magli, Amorino,**
*Via S. A. I. N. A.*

‡ = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).
‖ = Steamer; ■ = Motorship; (Tw. Sc.) = Twin Screw; (Turbs.) = Turbines, with No. prefixed.

**Società Anonima Italiana** Importazione Carboni e Navigazione.

**Società Anonima Italiana** Lavori Edili e Marittimi.

**Società Anonima Italiana** Lavori Marittimi.

**Società Anonima Lavori** del Porto.

**Società Anonima Marittima** Fratelli Ravinale.

**Società Anonima Marittima** "San Paolo."

**Società Anonima Migliorini.**

**Società Anonima Navigazione** Di Gregori & Schiaffino.

**Società Anonima** Partecipazioni di Navigazione.

**Società Anonima per** l'Industria ed il Commercio Marittimo. "Nova Genoanna."

**Società Anonima Posta e** Reti Italiane.

**Società Anonima Posta** Italiana.

**Società Anonima Fratelli,**

**Società Anonima Rinaperi** Marittimi.

**Società Anonima Rimorchiatori Riuniti "Fratelli & Co.,"**

**Società Anonima Rimorchi,** Lamantiti e Trasporti.

**Società Anonima "Tosano"** Fiume.

**Società Anonima Toscana** Raffineria Olii (S.A.T.R.O.)

**Società Anonima Unione** Italiana Navigazione.

**Società Anonima Veliero** "Letizia."

**Società Armatrice Italiana.**

**Società Commerciale di** Navigazione.

**Società di Montepaci.**

**Società di Navigazione a** Vapore "Libera Trieste."

**Società di Navigazione** Riunita.

**Società di Navigazione** Fluviale Italo Cinese.

**Società di Navigazione** Italo-Americana.

**Società di Navigazione,** Marittima e Fluviale "La Liguria Romana."

**Società di Navigazione** Nazzaro Sorrentino.

**Società di Navigazione** Nazionale Armatoriale.

**Società di Navigazione** Tito Campanella.

**Società di Navigazione,** "Transatlantica Italiana."

**Società di Navigazione** Tirreno Italia.

**Società Esercizio Arma**menti.

**Società Esperia,**

**Società Italiana Costru**zioni e Lavori Pubblici.

**Società Italiana di** Salvaggio Permanente.

**Società Italiana di Navi**gazione "Fiume."

**Società Italiana di Navigazione** Lloyd Mediterraneo.

**Società Italiana Trasporti** Petroliferi.

**Società Ligure di Arma**mento.

**Società Marittima Fluviale,**

**Società Motopesca Lagalla,**

**Società Napoletana** Anonima Imprese Marittime.

**Società Navi Italiane in** Genova Armata.

**Società Partecipazione Anonima di Navigazione.**

**Società Petrolifera Esercizi** Marittimi.

**Società Rimorchiatori** Napoletani.

**Società Rimorchiatori** Riuniti.

**Società Riunite Florio-**Rubattino e Lloyd Italiano.

**Società Sarda Ammonia e** Prodotti Vitrei.

**Società Sarda di Naviga**zione.

**Società Veneta di Naviga**zione a Vapori Lagunari.

**Società Veneziana di Navi**gazione a Vapore.

**Societatea Română de** Navigațiune pe Dunăre.

**Società Algerienne de Navi**gation sur l'Afrique du Nord.

Nazione di pieno (gran) (per la nazionalità non con nazione di pieno a vapore (a a motore), vuoi la Linea segnata qui sopra in Supplemento alla Nazione a Vapore);
■ = Vapori; ■ = Navigli a motore; (Tr. Ac.) = Rimorchiatori (Tr. Ac.) = Tartane, aventi indicazione da notare.

**Société Algéro Marocaine de Navigation,**
[illegible]

**Société Algéro Marocaine de Rue Cotillon,**
[illegible]

**Société Anonyme Armateurs Cannois,**
[illegible]

**Société Anonyme Armement Steenbock,**
[illegible]

**Société Anonyme Belge American Petroleum Co.,**
[illegible]

**Société Anonyme "Chantiers de La Rochelle,"**
[illegible]

**Société Anonyme "Coda,"**
[illegible]

**Société Anonyme Commerciale et Maritime,**
[illegible]

**Société Anonyme d'Armement, d'Industrie et de Commerce,**
[illegible]

**Société Anonyme d'Armement Mallet,**
[illegible]

**Société Anonyme de Chalandage et Rem. de l'Indochine,**
[illegible]

**Société Anonyme de Crédit Fluvial & Maritime de France,**
[illegible]

**Société Anonyme d'Entreprises Industrielles de la Guadeloupe,**
[illegible]

**Société Anonyme de Gérance et d'Armement,**
[illegible]

**Société Anonyme de Navigation "Les Armateurs Français,"**
[illegible]

**Société Anonyme de Navigation "Transmarine,"**
[illegible]

**Société Anonyme de Pêche et d'Armement de Dieppe,**
[illegible]

**Société Anonyme de Pêcheries Industrielles,**
[illegible]

**Société Anonyme de Remorquage à Hélice,**
[illegible]

**Société Anonyme de Transports "La Française,"**
[illegible]

**Société Anonyme des Anciens Chantiers Dubigeon,**
[illegible]

**Société Anonyme des Armateurs Nantais,**
[illegible]

**Société Anonyme des Bains de Mer et du Cercle Etrangers de Monaco,**
[illegible]

**Société Anonyme des Bateaux à Vapeur de l'Ile de Ré,**
[illegible]

**Société Anonyme des Bateaux Belges,**
[illegible]

**Société Anonyme des Carrières de l'Ouest,**
[illegible]

**Société Anonyme des Chalutiers à Vapeur Porte Lebas,**
[illegible]

**Société Anonyme des Chargeurs de l'Ouest,**
[illegible]

**Société Anonyme des Grands Trav. de Marseille,**
[illegible]

**Société Anonyme des Messageries Africaines,**
[illegible]

**Société Anonyme des Pêcheries Canelopes Frères,**
[illegible]

**Société Anonyme des Pétroles "Jupiter,"**
[illegible]

**Société Anonyme des Vapeurs Bretons,**
[illegible]

**Société Anonyme Entreprises Ackermans & Van Haaren,**
[illegible]

**Société Anonyme Française des Pétroles Shell,**
[illegible]

**Société Anonyme Française pour la Conservation de Poissons par la Congélation,**
[illegible]

**Société Anonyme Française Remorquage-Transports,**
[illegible]

**Société Anonyme Hellénique Maritime & Commerciale "Transpetrol,"**
[illegible]

**Société Anonyme Hersent,**
[illegible]

**Société Anonyme John Cockerill,**
[illegible]

**Société Anonyme "Le Nickel,"**
[illegible]

**Société Anonyme "Les Armements Français Coloniaux,"**
[illegible]

**Société Anonyme Les Chalutiers Bretons,**
[illegible]

**Société Anonyme "Les Chalutiers de La Rochelle,"**
[illegible]

**Société Anonyme "Les Goélands,"**
[illegible]

**Société Anonyme "Les Pêcheries de Fécamp,"**
[illegible]

**Société Anonyme Les Pétroles d'Outremer,**
[illegible]

**Société Anonyme Marnix,**
[illegible]

**Société Anonyme "Mazout Transport,"**
[illegible]

[illegible]
S = Steamer; [illegible] (Tw. Sc.) = Twin Screw; [illegible] = Turbines, with [illegible]

**Société Anonyme Panaire,**

**Société Anonyme Pêcheries du Nord,**

**Société Anonyme pour la**

**Société Anonyme Remorquage**

**Société Anonyme Transports & Sauts,**

**Société Anonyme Turque**

**Société Auxiliaire de**

**Société Auxiliaire des**

**Société Baltique Orosa**

**Société Ban Gean,**

**Société Bois et Charbons**

**Société Bordelaise**

**Société Bordelaise de**

**Société Bordelaise de**

**Société Bourbonnaise de**

**Société "Calédonickel,"**

**Société Chalaire et Glaciers de Lorient,**

**Société Cherbourgeoise de**

**Société Chrétienne de**

**Société Coloniale & Commerciale de Produits Chim. & Tinctoriales,**

**Société Commerciale Bulgare de Navigation à Vapeur,**

**Société Commerciale**

**Société Commerciale**

**Société Commerciale de Navigation,**

**Société Commerciale de Navigation Maritime "Eirenaut,"**

**Société Commerciale Industrielle de Articles de Mode Opinel**

**Société d'Armements à la Grande Pêche de Lorient,**

**Société d'Electro-Métallurgie de Dives,**

**Société d'Entreprise de Travaux Maritimes et Hydrauliques,**

**Société de Construction du Port de Bahia,**

**Société de Grande Pêche de Boulogne-sur-Mer,**

**Société de Navigation à Vapeur Delon,**

**Société de Navigation à Vapeur Chaine,**

**Société de Navigation Chinois,**

**Société de Navigation et de Transports Maritimes,**

**Société de Navigation Franco-Japonaise,**

**Société de Pêche et de Navigation,**

**Société de Récupérations Sous-Marines,**

**Société de Remorquage Caumont, Rouen, Fécamp et Dieppe,**

**Société de Transport Codja, Ltd.,**

**Société de Transports Maritimes Algériens,**

**Société des Affréteurs Indépendants,**

**Société des Anciens Etablissements Cracket Frères,**

**Société des Iles Loyalty,**

**Société des Messageries Africaines,**

**Société des Œuvres de Mer,**

**Société des Pêcheries Cibulski,**

**Société des Pêcheries de l'Indus,**

**Société des Pétroles Shell de l'Union Africaine Française,**

**Société des Services Communaux des Messageries Maritimes,**

**Société des Services Communaux des Messageries Maritimes,**

**Société des Vapeurs Ramis,**

**Société du Tour de Côtes,**

**Société Dunkerquoise de Remorquage & de Sauvetage,**

**Société Fécampoise de Navigation,**

**Société Française d'Armement, Ed. Finch & Cie,**

* = Marine de pêche (pour les renseignements sur les navires de pêche à vapeur ou à moteur, voir la Liste spéciale qui sert de Supplément aux Navires à Voiles).

S = Vapeur; M = Moteur à moteur; (Tr. Bl.) = Bâtiment jaugeant; T = Tête.) = Tirant, avec indication du nombre.

**Société Française d'Entreprises de Dragages et de Travaux Publics,**
[illegible]

**Société Française d'Entreprises Maritimes,**
[illegible]

**Société Française de Navigation et de Transports de la Guyane,**
[illegible]

**Société Franco Egyptienne,**
[illegible]

**Société Générale d'Armement,**
[illegible]

**Société Générale de Dragage,**
[illegible]

**Société Générale de Remorquage et de Travaux Maritimes,**
[illegible]

**Société Générale de Transports Maritimes à Vapeur,**
[illegible]

**Société Générale des Huiles de Pétrole,**
[illegible]

**Société Havraise de Pêche,**
[illegible]

**Société Havraise de Transport,**
[illegible]

**Société Hellénique de Vins et Spiritueux S.A.,**
[illegible]

**Société Industrielle de la Grande Pêche,**
[illegible]

**Société L'Economique,**
[illegible]

**Société La Langouste Française,**
[illegible]

**Société "La Pêche Cotière,"**
[illegible]

**Société "La Pêche Française,"**
[illegible]

**Société "Les Chalutiers Dieppois,"**
[illegible]

**Société "Les Chalutiers Fécampois,"**
[illegible]

**Société Les Constructeurs Fécampois,**
[illegible]

**Société "Les Doris,"**
[illegible]

**Société Lorraine de Combustibles,**
[illegible]

**Société Mar. Armoricaine,**
[illegible]

**Société Maritime Corse,**
[illegible]

**Société Maritime de Transports et d'Affrètements,**
[illegible]

**Société Maritime Indochinoise,**
[illegible]

**Société Maritime Nationale,**
[illegible]

**Société Marseillaise des Charbons et Briquets,**
[illegible]

**Société Misr pour les Pêcheries,**
[illegible]

**Société Nationale d'Affrètements,**
[illegible]

**Société Nationale d'Affrètements**—continued.
[illegible]

**Société Navale de l'Ouest,**
[illegible]

**Société Navale Fécampoise,**
[illegible]

**Société Nouvelle des Chalutiers de l'Ouest,**
[illegible]

**Société Nouvelle des Pêcheries à Vapeur,**
[illegible]

**Société Ouest Meuse,**
[illegible]

**Société Pétroles Transports,**
[illegible]

**Société pour la Manutention dans les Ports du Congo,**
[illegible]

**Société Provençale de Remorquage,**
[illegible]

**Société Purfina Transports,**
[illegible]

**Société Saint-Pierraise de Pêche,**
[illegible]

**Société Tunisienne de Navigation à Vapeur,**
[illegible]

**Société Tunisienne de Houilles & Agglomerés,**
[illegible]

**Société Tunisienne pour les Transports de Carburants,**
[illegible]

**Socony-Vacuum Corporation,**
[illegible]

**Söderman, R. D.,**
[illegible]

**Södermanland, Ångf. Aktieb.,**
[illegible]

**Söderö, Rederiaktieb.,**
[illegible]

**Södertelje Rederiaktieb.,**
[illegible]

**Södra Björkfjärdens Rederi A.B.,**
[illegible]

**Södra Nagu Ångbåts A/B,**
[illegible]

**Soetermeer, Fekkes Cargadoorskantoor N.V.,**
[illegible]

**Sohle, H.,**
[illegible]

**Solland, H.,**
[illegible]

f = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).
S = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (- Turb.) = Turbines, with No. prefixed.

**Saini, August,**

[illegible]

**Saini, Konsta,**

[illegible]

**Sajuariba,**

[illegible]

**Salbjørg, Ole,**

[illegible]

**Salna Barge Co., Ld.,**

[illegible]

**Sali Deo Gloria, N.V. Vias. Maats.,**

[illegible]

**Solstad, Skibs A/S,**

[illegible]

**Solve, Ångf. Aktieb. (in liq.),**

[illegible]

**Solvesbergs Varvs. & Rederi A/B.,**

[illegible]

**Sommaruga, U.,**

[illegible]

**Söndenfjelds Norske Dampskibsselskab, Det,**

[illegible]

**Songvaar, A/S,**

[illegible]

**Sonora Timber Co., Ld.,**

[illegible]

**Soo Shew Nam,**

[illegible]

**Sørass, Karl,**

[illegible]

**Sorel Sand Co., Ld.,**

[illegible]

**Sørensen, A. E.,**

[illegible]

**Sørensen, C. H., & Bonner,**

[illegible]

**Sørensen, Chr. L.,**

[illegible]

**Sørensen, Claus,**

[illegible]

**Sørensen, Elias,**

[illegible]

**Sørensen, O. B., & Co.,**

[illegible]

**Sørensen, S. H. Smith,**

[illegible]

**"Sorima" Società Ricuperi Marittimi,**

[illegible]

**Sørlandets Seilende Skibsskole Institution,**

[illegible]

**Sorman, R.,**

[illegible]

**Sorrentino, Catello, fu Paolo,**

[illegible]

**Sota, Sir Ramon de la, K.B.E.,**

[illegible]

**Soublin, Mme.,**

[illegible]

**Soublin, Léopold,**

[illegible]

**Souza, Rodolpho & Cia.,**

[illegible]

**Souter, W. A., & Co.,**

[illegible]

**Souter, W. A., & Co.—cont.**

[illegible]

**South Africa, Union Government of,**

[illegible]

**South African Fisheries & Cold Storage Co., Ld.,**

[illegible]

**South American Tours, Ld.,**

[illegible]

**South Atlantic Steamship Co.,**

[illegible]

**South Australia, Fire Brigades Board of,**

[illegible]

**South Australia, Government of,**

[illegible]

**South Australian Harbours Board,**

[illegible]

**South China Steamship Co., Ld.,**

[illegible]

**South Coast S.S. Co.,**

[illegible]

**South Georgia Co., Ld., The,**

[illegible]

**South Indian Railway Co., Ld.,**

[illegible]

**South Manchurian Railway Co.,**

[illegible]

**South Metropolitan Gas Co.,**

[illegible]

**South Sea Chartering Co., Ld.,**

[illegible]

**South Sea Traders, Ld.,**

[illegible]

**South Sea Fishing Co., Ld.,**

[illegible]

† = Bateau de pêche [illegible]
S = Vapeur ; m = Navire à moteur ; (Tw. Sc.) = Hélices jumelles ; (= Turb.) = Turbines, [illegible]

**South Taranaki Shipping Co., Ld.**

[illegible]

**South Wales & Liverpool S.S. Co., Ld.**

[illegible]

**South Wales Sand & Gravel Co., Ld.**

[illegible]

**Southampton, Isle of Wight & South of England Royal Mail Steam Packet Co., Ld.**

[illegible]

**Southampton Steam Fishing Co., Ld.**

[illegible]

**Southampton S.S. Co., Ld.,**

[illegible]

**Southern Cross Shipping Co., Proprietary, Ld.**

[illegible]

**Southern Menhaden Corp.,**

[illegible]

**Southern Oil Co., Ld.,**

[illegible]

**Southern Pacific Golden Gate Ferries, Ld.**

[illegible]

(Continued.)

**Southern Pacific Golden Gate Ferries, Ld.**—continued.

[illegible]

**Southern Pacific S.S. Lines,**

[illegible]

**Southern Pine Export Co.,**

[illegible]

**Southern Railway,**

[illegible]

(Continued.)

**Southern Railway**—cont.

[illegible]

**Southern Railway & London, Midland & Scottish Railway,**

[illegible]

**Southern Steamship Co.,**

[illegible]

**Southern Transportation Co.,**

[illegible]

**Southern Whaling & Sealing Co., Ld.**

[illegible]

**Soule & Pereira,**

[illegible]

**Sovmorzverprom,**

[illegible]

**Soviet Mercantile Fleet.**

[illegible]

**Sovik, Louise Stem,**

[illegible]

**Sovtorgflot — Soviet Mercantile Fleet,**

[illegible]

(Continued.)

**Sovtorgflot — Soviet Mercantile Fleet**—continued.

[illegible]

(Continued.)

f = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).

s = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (=Turbo.) = Turbines, with No. prefixed.

**Sovtorgflot — Soviet**

**Sowards, John F.,**

**"Spad" Spitzäle**

**Spada & Mattei,**

**Spanish Government,**

**Spanish Government, Re-**

**Spanskelinjen, D/S A/S,**

**Spaskett, G. F.,**

**Speck, Claus Friedr.,**

**Speck, Hans,**

**Speed, A/S,**

**Speller, Reginald J.,**

**Spence, Alexander J.,**

**Spencer, W., & Son**

**Spencer's Gulf Transport**

**"Spetwer," N.V. Motor-**

**Spetsiotiki Steam**

**Spilleri, Ld.,**

**Spilman, Allan, Ld.,**

**Spina, Giuseppe,**

**Spinosa, Vins.,**

**Spitzer, Ingenieur Erwin,**

**Spradlin, M. L.,**

**Sprosten's, Ld.,**

**Spuru Steam Fishing Co.,**

**Srirasha Co., Ld.,**

**Staaleson, Steffen,**

**Staaley, A/S,**

**Stacey, H. P., & J. Williams,**

**"Stad-Zalt-Bommel," N. V.**

**Stafford, James J.,**

**Stallopatis, Galasis &**

**Stallopatis, Th. S.,**

**Stag Line, Ld.,**

**Stagen Minde, Stiftelses**

**Stahlhaum, Eberhard H.,**

**Stam, C.,**

**Stanford-Oyster Bay**

**Standard, Aktien,**

**Standard Dredging Co.,**

**Standard Fishing Co. of**

**Standard Fruit & S.S. Co.,**

**Standard Fruit & S.S. Corp.,**

**Standard Lighterage Co.,**

**Standard Oil Co.,**

**Standard Oil Co. of Cali-**

**Standard Oil Co. (Indiana),**

**Standard Oil Co.**

**Standard Oil Co. of Venezuela,**

**Standard Sempaka Kabuch-**

**Standard Shipping Co.,**

F. = Navire de pêche (pour les renseignements sur les navires de pêche à vapeur voir le Lloyd's Register and Fishing & Yachting).
S. = Vapeur; M. = Navire à moteur; (Tr. Sc.) = Goélette (gréement); (-Turb.) = Turbine, avec indication du nombre.

**Standard Shipping Co.**—(continued)

[illegible]

**Standard Steam Fishing Co., Ld.,**

[illegible]

**Standard Steamships, Ld.,**

[illegible]

See William A. Shaw.

**Standard Transportation Co., Ld.,**

Union Building, Hong Kong.

[illegible]

**Standard-Vacuum Transportation Co.,**

26, Broadway, New York, U.S.

[illegible]

(Continued.)

**Standard-Vacuum Transportation Co.**—continued

[illegible]

**Standard Wholesale Phosphate & Acid Works, Inc.,**

[illegible]

**Stande, B.,**

[illegible]

**Stang, J. B.,**

[illegible]

**Stange, Rasmus,**

[illegible]

**Stangeland, Nils N.,**

[illegible]

**Staples Coal Co.,**

[illegible]

**Staples Steam Fishing Co., Ld.**

[illegible]

**Star & Crescent Boat Co.,**

[illegible]

**Star Drift Fishing Co., Ld.,**

[illegible]

**Star Fishing Co., Ld.,**

[illegible]

**Star Navigation Co., Ld.,**

[illegible]

**Starcke, Rederi A/B,**

[illegible]

**Starin's New Haven Line,**

[illegible]

**Start, Rederi A/B,**

[illegible]

**Statens Havnevesen,**

[illegible]

**Statens Järnväger,**

[illegible]

**Statens Kjøleanlegg.**

[illegible]

**States Steamship Co.,**

[illegible]

**Stathatos, Anthony D.,**

[illegible]

**Stathatos, D. A., S.S. Co., Ld., The,**

[illegible]

See Anthony D. Stathatos.

**Stathatos, G. N.,**

[illegible]

**Staubo, Helmer, & Co.,**

[illegible]

**Stavanger Preserving Co., A/S.**

[illegible]

**Stavanger Skibsophugnings Co., A/S.**

[illegible]

**Stavanger Tankrederi A/S,**

[illegible]

**Stavangerske Dampskibsselskab, Det,**

[illegible]

**Stavropoulo, Panzo, Fils,**

[illegible]

**Stavropulo, Panzo,**

[illegible]

**Stavroudi, Mme. A. E.,**

[illegible]

**Steam, Aktise.,**

[illegible]

**Steam Coasters, Ld.,**

[illegible]

**Steam, Rederi A/B,**

[illegible]

**Steam, Skibs-A/S,**

[illegible]

**Steamer Castana Corp., Inc.,**

[illegible]

**Steamer Colin W., Ld.,**

[illegible]

**Steamer Kishacoquillas Corp., Inc.,**

[illegible]

**Steamer Wauketa,**

[illegible]

**Steamship & Commercial Co., "Ionia" Ld.,**

[illegible]

**Steamship "Newport,"**

[illegible]

**Steamship Trading Co., Ld.,**

[illegible]

**Steamships Trading Co., Ld.,**

[illegible]

**Steaua Romana, Societate Anonima Pentru Industria Petrolului in Bucuresti,**

[illegible]

F = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (-Turb.) = Turbines, with No. prefixed.

**Steel & Bennie, Ld.,**
[illegible]

**Steel Products Transportation Corp.,**
[illegible]

**Steen, D.,**
[illegible]

**Steen, V. F. Chr.,**
[illegible]

**Steenken, Fr.,**
[illegible]

**Steenstra, A.,**
[illegible]

**Steers, H.,**
[illegible]

**Stefansson, Aagvir,**
[illegible]

**Stefansson, E.,**
[illegible]

**Steffens, C.,**
[illegible]

**Steffens, Adelheid, Wwe.,**
[illegible]

**Steffens, F.,**
[illegible]

**Steffens, Joh. Jac.,**
[illegible]

**Steffensen, G. J.,**
[illegible]

**Steinbrenner, Georg M.,**
[illegible]

**Steinbrink, Willy,**
[illegible]

**Steinhagen, Peter, & Paul,**
[illegible]

**Steinmann, Rederi A/S,**
[illegible]

**Stella, Rederi A/B,**
[illegible]

**Stely & Leighton, Ld.,**
[illegible]

**Steuberg, H.,**
[illegible]

**Steukeden, K.,**
[illegible]

**Steuroos, Artk.,**
[illegible]

**Stephansen & Torgersen,**
[illegible]

**Stephen, Miss Annie,**
[illegible]

**Stephen Fishing Co., Ld.,**
[illegible]

**Stephen, James G. A.,**
[illegible]

**Stephens, E.,**
[illegible]

**Stephens, Sutton, Ld.,**
[illegible]

**Stephens, Thomas J.,**
[illegible]

**Sterlotin, M.,**
[illegible]

**Sterskagen, F.,**
[illegible]

**Stettin-Riga Dampfsch. Ges. Th. Grüel,**
[illegible]

**Stettin-Wollin-Cammin Dampf. G.m.b.H.,**
[illegible]

**Stettiner Dampfschiffe Ges. J. F. Brunsch, G.m.b.H.,**
[illegible]

**Stevensen A.G., Rudwig-**
[illegible]

**Stewart, Bruce, & Co., Ld.,**
[illegible]

**Stewart, Charles E.,**
[illegible]

**Stewart, Donald,**
[illegible]

**Stewart Island Fresh Spirit Co., Ld.,**
[illegible]

**Stewart, J.,**
[illegible]

**Stewart, John, & Co.,**
[illegible]

**Stewart, Joseph T.,**
[illegible]

**Stiensstra, D.,**
[illegible]

**Stikleated, Skile A/S,**
[illegible]

**Stikness, Hugo, Rederi A.S.,**
[illegible]

**Stjarnan, Rederi Aktiek.,**
[illegible]

**Stjerna, S. M.,**
[illegible]

**Stockholm-Bildstund, Angl. Amer.,**
[illegible]

**Stockholm Bandkamma Rederiet.,**
[illegible]

**Stockholm-Werndö, Rederiet.,**
[illegible]

**Stockholms Hamnstyrelse,**
[illegible]

**Stockholms Rederiaktiebolag Svea.**
[illegible]

**Stockholms Transport & Bogseriings Aktiebolag.**
[illegible]

**Stoferen, Bf.,**
[illegible]

**Stokes, J. W. H.,**
[illegible]

**Stokke, D S A/S,**
[illegible]

**Stokke, Elias A.,**
[illegible]

**Stöle, E.,**
[illegible]

[illegible]

**Stolt-Nielsen, B., & Sönner,**
[illegible]

**Stolt Nielsens Rederi, A/S,**
[illegible]

**Stoltz, Herm., & Co.,**
[illegible]

**Stompff, J. A. G.,**
[illegible]

**Stone, H. B.,**
[illegible]

**Stone, J. & R., Ld.,**
[illegible]

**Stone & Rolfe, Ld.,**
[illegible]

**Stonebanks, W. A., & Son,**
[illegible]

**Stony Creek Improvement Co.,**
[illegible]

**Storaas, Hans,**
[illegible]

**Storaas, J.,**
[illegible]

**Storaas, Lars,**
[illegible]

**Store Nordiske Telegraf-Selskab, A/S Det,**
[illegible]

**Storegga, A/S,**
[illegible]

**Storfjeld, D/S A/S,**
[illegible]

**Storjohann, Chr.,**
[illegible]

**Storli, D/S A/S,**
[illegible]

**"Storm King" Co., Tug,**
[illegible]

**Storsjons Ångbåts A/B,**
[illegible]

**Stott, Arthur, & Co., Ld.,**
[illegible]

**Strachan Shipping Co.,**
[illegible]

**Strachan's Southern S.S. Co.,**
[illegible]

**Strahan, Marine Board of,**
[illegible]

**Straits S.S. Co., Ld.,**
[illegible]

**Straits Steamship Co., Ld.,**
[illegible]

**Stralsund, Stadt,**
[illegible]

**Stralsunder Dampfschiff-fahrt, Ges. m.b.H.**
[illegible]

**Strand, Carl,**
[illegible]

**Strand, Knut,**
[illegible]

**Strand, S.,**
[illegible]

**Strand Steam Fishing Co., Ld.,**
[illegible]

**Strandberg, A.,**
[illegible]

**Strandvik, Rederi A/B,**
[illegible]

**Strange, Charles P.,**
[illegible]

**Strano, Matteo, fu F.,**
[illegible]

**Strathes Drifters, Ld.,**
[illegible]

**Strath Steamship Co., Ld.,**
[illegible]

**Stray, Gunstein, & Sons,**
[illegible]

**Stray, M. C.,**
[illegible]

**Strazzera, Ang., fu Michele,**
[illegible]

**Strazzera, Cristoforo, fu Pasquale & Michele Mosca,**
[illegible]

**Streckeisen, Axel,**
[illegible]

**Striboulakis, J. S.,**
[illegible]

**Strick, F. C., & Co., Ld.,**
[illegible]

**Strick, F. C., & Co., Ld.—**continued.
[illegible]

**Strick Line (1923), Ld.**
[illegible]

**Stringer, Ralph,**
[illegible]

**Stringo, Georges,**
[illegible]

**Strom & Ness,**
[illegible]

**Strømnäs Aktieb.,**
[illegible]

**Strong, James E.,**
[illegible]

**Strong, James Ld.**
[illegible]

**Stroud, Horace E.,**
[illegible]

**Stroud's Steam Fishing Co., Ld.,**
[illegible]

**Strubin, C., & Co., Ld.,**
[illegible]

**Stucky, Giov.,**
[illegible]

f = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).
S = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (–Turb.) = Turbines, with No. prefixed.

**Stricken, H. C., & Sohn,**
*Bremerhaven, Germany.*

**Sterlang, Severn,**
*P.O. Box 116, Bergen, Norway.*

**Sterlangs Rederi A/S,**
*P.O. Box 116, Bergen, Norway.*

**Stuting, Hermann,**
*Stettin, Germany.*

**Stutz, J. A.,**
*Stralsund, Germany.*

**Steves, H.,**
*Hamburg, Germany.*

**Styrman, K.,**
*Hagersvik, Sweden.*

**Styrsö Nya Trafik A/B,**
*Gothenburg, Sweden.*

**Suardiaz Valdés, Antonio,**
*Calle Marqués de San Martín 15, Cádiz, Spain.*

**Suares, Gumersindo,**
*Calle de la Marina 30, Villagarcía, Spain.*

**Suares, Loydi, & Cia.,**
*Bilbao, Spain.*

**Suares Celada, M.,**
*Avenida 14-17, Tijo, Spain.*

**Subocean Salvage Corp.,**
*Seattle, Wash., Washington, U.S., U.S.*

**Sud Americana, A/S Linea,**
*Oslo, Norway.*

**Suda Ichiaburo,**
*Shimonoseki, Kitakyushu, Fukuoka, Japan.*

**Sudan Government Railways,**
*Port Sudan, Red Sea.*

**Sudder & Christensen,**
*[illegible], San Francisco, Calif., U.S.A.*

**Sudden, R. C.,**
*[illegible], San Francisco, Calif., U.S.A.*

**Suderman & Young Towing Co., Inc.,**
*[illegible], U.S. National Bank Building, Galveston, Texas, U.S.*

**Sudets A/S, Fiskeriselskab,**
*Fanø, Faroe Islands.*

**Sudurlanda, H/F Eimskipafélag,**
*Reykjavik, Iceland.*

**Sunnera, M. N.,**
*Kristiansgade 31, Copenhagen, Denmark.*

**Suez Canal Co.**

**Sugaya Kabushiki Kaisha,**
*[illegible], Japan.*

**Suhr, Hinr.,**
*Wilhelmshaven, Germany.*

**Suhr, Johannes,**
*Hamburg, Germany.*

**Suhr, Klaus Heinrich,**
*Wilhelmshaven, Germany.*

**Suigo Turus Kisen Kabushiki Kaisha,**
*[illegible], Japan.*

**Suiz, J. F.,**
*Vigo, Spain.*

**Sulaiman, K. E.,**
*[illegible], Ceylon.*

**Sullivan, D., & Co.,**
*[illegible], Chicago, Ill., U.S.*

**Sullivan, John D.,**
*[illegible], Washington State, U.S.A.*

**Sullivan, John W., Co.,**
*[illegible], New York, U.S.A.*

**Sully, Alfred,**
*[illegible], London, E.C.3.*

**Sully & Co., Ld.,**
*[illegible], Hongkong.*

**Sum Pak Ming,**
*[illegible], Canton, China.*

**Sumimura Tajiro,**
*[illegible], Japan.*

**Sumitomo Bessi Kozan Kabushiki Kaisha,**
*[illegible], Japan.*

**Sumitomo Soko Kabushiki Kaisha,**
*[illegible], Japan.*

**Summers, John, & Sons, Ld.,**
*[illegible], Flintshire.*

**Sun Oil Company,**
*[illegible], Philadelphia, Pa., U.S.A.*

**Sun Shipbuilding & Dry Dock Co.,**
*Port of Marcus Hook, Chester, Pa., U.S.A.*

**Sun Shipping Co., Ld.,**
*[illegible], London, E.C.2.*

**Sun Steam Trawling Co., Ld.,**
*[illegible], Hongkong.*

**Sundberg, F.,**
*[illegible], Sweden.*

**"Sundbri," Rederi A/B,**
*[illegible], Sweden.*

**Sundby, Leif,**
*[illegible], Norway.*

**Sunde, Sigurd,**
*[illegible], Norway.*

**Sunderland Steam Shipping Co., Ld.,**
*[illegible], Tyne, Eng.*

**Sundman, B.,**
*[illegible], Finland.*

**Sundqvist, J. A.,**
*[illegible], Sweden.*

**Sunds Rederiaktiebolag,**
*[illegible], Sweden.*

**Sundsbeng, Rederi A/B,**
*[illegible], Sweden.*

**Sunnan, Rederi A/B,**
*[illegible], Sweden.*

**Sunnsiide Shipping Co., Ld.,**
*[illegible], Sunderland.*

**Sunnalainen, Teodor,**
*[illegible], Finland.*

**Suomi, Rederi A/B,**
*[illegible], Finland.*

**Superior Steamship Co.,**
*[illegible], Cleveland, Ohio, U.S.A.*

**Superior Trading & Transportation Co., Inc.,**
*[illegible], Mass., U.S.A.*

**Supramanian, K. V.,**
*[illegible], Ceylon.*

**Surdo, Giovanni,**
*[illegible], Italy.*

**Surdo, Giuseppe,**
*[illegible], Italy.*

**Surdo, Ignazio,**
*[illegible], Italy.*

**Surinamsche Bauxiet Maatschappij,**
*[illegible], Dutch Guiana.*

† = Remise de pêche (pour les renseignements sur les cartes de pêche à vapeur ou à moteur, voir la Liste séparée qui suit le Supplément aux Navires à Voiles); S = Vapeur; M = Navire à moteur; (Tw. Sc.) = Sirène jumelle; (—Turb.) = Turbine, avec indication du modèle.

**Surinam, Government of,**
[illegible]

**Sutherland, B. J., & Co., Ld.,**
[illegible]

**Sutherland, Robert W.,**
[illegible]

**Sutherland S.S. Co., Ld.,**
[illegible]

**Sutherland, William,**
[illegible]

**Sutton, Albert E.,**
[illegible]

**Sutton, Arthur,**
[illegible]

**Sutton, E. J., & Co.,**
[illegible]

**Sutton, Ernest E.,**
[illegible]

**Sutton Shipping Co., Ld.,**
[illegible]

**Sutton Steam Trawling Co., Ld.,**
[illegible]

**Suzuki Katsujiro,**
[illegible]

**Suzuki Seichiro,**
[illegible]

**Suzuki Seizore,**
[illegible]

**Suzuki Tsunejiro,**
[illegible]

**Suzzi, Ivo Vacchi,**
[illegible]

**Svalestuen, Herbj.,**
[illegible]

**Svanholm, D/S A/S,**
[illegible]

**Svanö Aktiebolag,**
[illegible]

**Svea, Fiskeriaktieb.,**
[illegible]

**Svea, Stockholms Rederi-aktiebolag,**
[illegible]

**Sveen, Arne,**
[illegible]

**Sveens Rederi, A/S Arne,**
[illegible]

**Sveinsson, O. T.**
[illegible]

**Svendborg, Damps. Selsk.,**
[illegible]

**Svendborg, Damps. Selsk., & Dampskibsselskabet af 1903,**
[illegible]

**Svendsen & Christensen,**
[illegible]

**Svendsen, Oluf,**
[illegible]

**Svenningsen, Hans,**
[illegible]

**Svenska Aktieb. Gasaccumulator**
[illegible]

**Svenska Amerika Linien, A/B,**
[illegible]

**Svenska Amerika-Mexiko Linien, Aktieb.,**
[illegible]

**Svenska Granitindustri Aktieb.,**
[illegible]

**Svenska Hamburg Linien A/B,**
[illegible]

**Svenska Handels-Banken, A/B,**
[illegible]

**Svenska Lloyd, Rederiaktiebolaget,**
[illegible]

(Continued.)

**Svenska Lloyd, Rederiaktiebolaget—continued.**
[illegible]

**Svenska Orient Linien,**
[illegible]

**Svenska Ostasiatiska Kompaniet, Aktieb.,**
[illegible]

**Svenska Rederiaktiebolaget Svea,**
[illegible]

**Svenska Sockerfabriks A.B.,**
[illegible]

**Svenska Statens Järnvägar**
[illegible]

**Svensson, Alb.,**
[illegible]

(Continued.)

**Svensson, Alb.—continued.**
[illegible]

**Svensson, Algot,**
[illegible]

**Svensson, Jac.,**
[illegible]

**Svensson, K. A.,**
[illegible]

**Svensson, M.,**
[illegible]

**Svensson, O. F.,**
[illegible]

**Svensson, Svante,**
[illegible]

**Sverige-Balticum, Rederi A/B,**
[illegible]

**Sverre, D/S A/S,**
[illegible]

**Svinelid, J.,**
[illegible]

**Svinö, Jakob,**
[illegible]

**Svithun, Dampsk. Aktiesk.,**
[illegible]

**Svithun Linjen A/S,**
[illegible]

[illegible]

**Svitzer's, Aktiet. Em. S., Bergingsselskabet**
(Direktør—C. H. Bjørnsberg).
Kommandantstræde 17, Kjøbenhavn, Danmark.

| | Brutto Tons |
|---|---|
| s. Mary | [illegible] |
| s. Mark | [illegible] |
| s. Dragmant | [illegible] |
| s. Dr. E. Bohnert | [illegible] |
| s. Frede | [illegible] |
| s. Hella | [illegible] |
| s. Emil | [illegible] |
| s. Karmsund | [illegible] |
| s. Frede | [illegible] |
| s. Dragmant | [illegible] |
| s. Hjalte | [illegible] |
| s. Ingrid | [illegible] |
| s. Fortuna | [illegible] |
| s. Tiskind | [illegible] |
| s. Fortuna | [illegible] |

**Svolakas, F.,**
Pireus, Grekland.
s. Leda ..... [illegible]

**Swaine, David L.,**
Portsmouth, North, Portsmouth Co., New Hampshire.
Shipbuilders Lane, no. Pr. St.
'98 .. [illegible]

**Swaminathan Chetty,**
Colombo, Ceylon.
Kuala Kanchipuram
Tuticorin ..... '98 .. [illegible]

**Swan, Edward L.,**
61, Wall Street, New York, U.S.
Adam K. Robertson ..... '98 .. [illegible]

**Swan River Shipping Co., Ld.,**
Norfolk Street, Fishmonger Street, Fremantle, W. Australia.
s. Wyola ..... '98 .. [illegible]

**Swanljung, Gustaf,**
Wasa, Finland.
(Wasa Fartyg A/B.)
Bjarkö (Ser. no.) ..... '98 .. [illegible]

**Swansea Pilot Boat Co., Ld.,**
17 & 18, Fendrolan Street, Swansea.
Jas. J. C. Dickens.

**Swansea Steam Trawling Co., Ld.,**
14, Wheeler Chambers, Swansea.
Jas. H. H. Evans.

**Swanston S.S. Co., Ld.**
Jas. W. Swanston & Sons.

**Swanston, W., & Sons,**
Fruiter Street, Hull, Kingston-on-Hull.
(Swanston S.S. Co., Ld.)
s. Wyoma ..... '98 .. [illegible]
s. Swanmount ..... '97 .. [illegible]

**Swayne & Hoyt, Ld.,**
[illegible], Market Street, San Francisco, Cal., U.S.
s. Point Arena (Steel) ..... '98 .. [illegible]
s. Point Bonita ..... '98 .. [illegible]
s. Point Cabrillo ..... '98 .. [illegible]
s. Point Chico ..... '98 .. [illegible]
s. Point Delta (Steel) ..... '98 .. [illegible]
s. Point Montara (Steel) ..... '98 .. [illegible]
s. Point Pinole ..... '98 .. [illegible]
(Steamer).

**Swayne & Hoyt, Ld.** — *cont.*

| | Brutto Tons |
|---|---|
| s. Point Reyes (Steel) ..... '98 .. [illegible] | |
| s. Point Richmond ..... '98 .. [illegible] | |
| (Steel Tugs for Mark Lane, Ld., Lon.) | |
| s. Point Arden ..... '98 .. [illegible] | |
| s. Point Bonita (Steel) ..... '98 .. [illegible] | |
| s. Point Fermin (Steel) ..... '98 .. [illegible] | |
| s. Point Loma ..... '98 .. [illegible] | |
| s. Point Reyes (Steel) ..... '98 .. [illegible] | |
| (Western Transport Co., Lon.) | |
| s. Kilkenny ..... '98 .. [illegible] | |

**Sweden, Government of,**
Stockholm, Sweden.
(Kungl. Sjöfartsstyrelsen.)
s. Gunill ..... '98 .. [illegible]
(Kungl. Marinförvaltningen.)
s. Arne ..... '98 .. [illegible]
s. Bellamarie ..... '98 .. [illegible]
s. Tiger (Ser. no.) ..... '98 .. [illegible]
(Kungl. Vattenbyggnadsstyrelsen.)
s. Ingeborg ..... '98 .. [illegible]

**Sweeney, Walter L.,**
P.O. Box 175, Portsmouth, New Hampshire.
s. Sunnyside and Reef (Ser. no.) '98 .. [illegible]

**Swenson Fur Trading Co.,**
[illegible], Puyallup Building, Seattle, Wash., U.S.
Nanok (Ser. no.) ..... '98 .. [illegible]

**Swift & Co., Ld.,**
[illegible], West Smithfield, London, E.C.
s. Sir Swift (Ser. no. [illegible]) '98 .. [illegible]

**Swinemünder Dampfschiff-Actien Gesellschaft,**
Swinemünde, Germany.
s. Stettin ..... '98 .. [illegible]
s. Swinemünde (Ser. no.) ..... '98 .. [illegible]
s. Swinemünde ..... '98 .. [illegible]

**Swed Steamship Line, Inc.,**
[illegible], Wall Street, New York, U.S.
s. Kentucky Swedd ..... '98 .. [illegible]
s. Tennessee Swedd ..... '98 .. [illegible]
s. Virginia Swedd ..... '98 .. [illegible]
s. Wisconsin Swedd ..... '98 .. [illegible]

**Swyers, J. T., Co., Ld., & Robert F. Coy,**
Shanghai, China.
s. W. H. Robertson (Ser. no.) '98 .. [illegible]

**Sydfinska Lloyd, Rederi A/B.**
Åbo, Finland.
Jac. W. Lindström.

**Sydfyenske Dampskibs Selskab, Aktie.,**
Svendborg, Denmark.
Jac. A. J. Tychsen.

**Sydhavet, Hvalfangerselskab,**
Sandefjord, Norway.
Jac. Lykke Rasmussen & Co.

**Sydheim, Skiba. A/S,**
Kristiansund, Oslo, Norway.
Jac. Kristian Dahlen Gjerstrøm & Co.

**Sydney Harbour Trust,**
Circular Quay, Sydney, N.S.W.

| | Brutto Tons |
|---|---|
| s. Sydney Harbour (Ser. no.) ..... '98 .. [illegible] | |
| s. Parramatta ..... '98 .. [illegible] | |
| s. Pyrmont ..... '98 .. [illegible] | |
| s. Bennelong ..... '98 .. [illegible] | |
| s. Kangaroo ..... '98 .. [illegible] | |
| Sydney, N. S. W. ..... '98 .. [illegible] | |

**Sydsvenska Granit A/B,**
Gamlestadsgatan 14-16, Gothenburg, Sweden.
Jac. Oscar Ekermann.

**Sydsvenske Rederi A/B,**
Malmö, Sweden.
Jac. Oscar E. Lundström.

**Sylvia, Rederi A/B,**
[illegible], Gothenburg, Sweden.
Jac. [illegible].

**Syndikat Bros.,**
Dalian, Kwantung, Chinese.
s. Mukden ..... '98 .. [illegible]

**Sze Yap S.S. Co., Ld.,**
[illegible], Wing Lok Street, Hong Kong.
s. Sze Lok (Ser. no.) ..... '98 .. [illegible]
s. Wai Lok (Ser. no.) ..... '98 .. [illegible]

**Szechuan Railway Co.,**
Shanghai, China.
s. Chi Chuan (Ser. no.) ..... '98 .. [illegible]

# T

**T. F. & M. Salvage & Wrecking Corp.,**
[illegible], New York, U.S.A.
s. Saint Bernard ..... '98 .. [illegible]

**"T" Steam Coasters, Ld.,**
Merchants Chambers, Liverpool, Kingdom of Great Britain.
Jac. Bernhard Dorman & Co.

**Ta Chen Navigation Co.,**
Shanghai, China.
s. Yung An (Ser. no.) ..... '98 .. [illegible]
s. Fung Ping (Ser. no.) ..... '98 .. [illegible]

**Ta Chung S.S. Co., Ld.,**
Hong, China.
s. Tung Kiang ..... '98 .. [illegible]

**Ta Ta S.S. Co.,**
Shanghai, China.

| | Brutto Tons |
|---|---|
| s. Kiangsu Chiang ..... '98 .. [illegible] | |
| s. Kiangsu ..... '98 .. [illegible] | |
| s. Pyrmont ..... '98 .. [illegible] | |
| s. Kiangsu ..... '98 .. [illegible] | |
| s. Kiangsu ..... '98 .. [illegible] | |
| s. Kiangsu ..... '98 .. [illegible] | |

**Tabatulera S.S. & Commercial Co.,**
Manila, Philippine Islands.
s. Manila ..... '98 .. [illegible]

**Tabuchi Meyakichi,**
[illegible], Kobe, Japan.
s. Chiyoda Maru (Ser. no.) '98 .. [illegible]

**Tabuchi Iwataro,**
[illegible], Kobe, Japan.
s. Shinsei Maru ..... '98 .. [illegible]

**Tabuchi Iwatara Kabushiki Kaisha,**
[illegible], Kobe, Japan.
s. Ichiyama Maru No. 4 ..... '98 .. [illegible]
s. Hirokiyo Maru No. 2 ..... '98 .. [illegible]

**Tabuchi Kenjya,**
[illegible], Kobe, Japan.
s. Seiko Maru ..... '98 .. [illegible]

**Tack Fong,**
Kingchow, Lower China.
s. Tientsin ..... '98 .. [illegible]

**Tacoma-Oriental S.S. Co.,**
[illegible], Washington Building, Tacoma, Wash., U.S.
s. Northwestern ..... '98 .. [illegible]
s. Minnesota ..... '98 .. [illegible]
s. Oregon Maritime ..... '98 .. [illegible]
s. City of Puyallup ..... '98 .. [illegible]
s. Minnehaha ..... '98 .. [illegible]
s. Minnehaha (Tug) ..... '98 .. [illegible]
s. Tacoma (Tug) ..... '98 .. [illegible]

**Tadhunter, Albert A.,**
Grand Central Hotel, Kowloon, Hong Kong.
(Wicked Island Tug Co.)
s. Wickham ..... '98 .. [illegible]
s. Pembroke ..... '98 .. [illegible]
s. Benedict ..... '98 .. [illegible]
s. Pirate ..... '98 .. [illegible]
s. Tomboy ..... '98 .. [illegible]

**Taft Fish Co., Inc.,**
[illegible], U.S.A.
s. [illegible] ..... '98 .. [illegible]

**Tagalerh Prasmuyoor,**
Egypt, Asia.
s. [illegible] ..... '98 .. [illegible]
s. [illegible] ..... '98 .. [illegible]

**Tak Hsing S.S. Co.,**
Chinese Street, Swatow, China.
s. Tak Hsing ..... '98 .. [illegible]

**Tak Tung Co.,**
Chu Kiu, China.

| | Brutto Tons |
|---|---|
| s. Longmow ..... '98 .. [illegible] | |

**Tak Wah & Co.,**
[illegible], Kowloon Street, Hongkong, China.
s. Tak Chuen ..... '98 .. [illegible]

**Takein Zeki Cemil Hasim & Sinan Hamdi Bri.**
Zeno, Adana Sanjak, Anatolia, Asiatic Turkey.
s. Bular ..... '98 .. [illegible]

**Tai Chow S.S. Co.,**
Shanghai, China.
Tai Chow (Ser. no.) ..... '98 .. [illegible]

**Tai Lee Hong,**
[illegible], Hong Kong, China.
s. Tai Lung ..... '98 .. [illegible]

**Taikai Gyogyo Kabushiki Kaisha,**
[illegible], Nagasaki, Japan.
s. Taikai Maru ..... '98 .. [illegible]
s. Hokkaido Maru (Ser. no.) ..... '98 .. [illegible]

**Taiko Kisen Kabushiki Kaisha,**
[illegible], Osaka, Japan.
s. Taiko Maru No. 1 ..... '98 .. [illegible]
s. Taiko Maru No. 2 ..... '98 .. [illegible]

**Taikoo Chinese Nav. Co., Ld.,**
1, Connaught Road, Victoria, Hong Kong.
s. Wuchang (Ser. no.) ..... '98 .. [illegible]
s. Hankow (Ser. no.) ..... '98 .. [illegible]
s. Wanchow (Ser. no.) ..... '98 .. [illegible]
s. Wuhsueh (Ser. no.) ..... '98 .. [illegible]

**Taikoo Dockyard & Eng. Co. of Hong Kong, Ld.,**
Chief Office: 9, Dunster Square, London, E.C.2.
s. Tai Kan (Ser. no.) ..... '98 .. [illegible]
s. Wan Shih ..... '98 .. [illegible]

**Taikwa Kisen Kabushiki Kaisha,**
[illegible], Hyogo-ken, Japan.
s. Taiko Maru ..... '98 .. [illegible]

**Taimpo, J. C.,**
Kobe, Hyogo-ken, Japan.
s. San Francisco ..... '98 .. [illegible]
s. Rio Grande ..... '98 .. [illegible]

**Taishi Gumi Kabushiki Kaisha,**
[illegible], Kyoto, Japan.
s. Mori Maru ..... '98 .. [illegible]

**Taisho Kaiun Kabushiki Kaisha,**
Tokyo Kaiun Co., Ltd.
[illegible], Kyoto, Japan.
Jac. [illegible].

† = Hartree de pêche (pour les [illegible] sur les hartres de pêche à vapeur ou à moteur, voir la liste séparée qui suit le Supplément aux Hartres à Voiles).
S. = Vapeur; M. = Hartre à moteur; (Ser. no.) = Numéro (matricule); (—Turbo) = Turbines, avec indication du nombre.

**Taito Kisen Goshi Kaisha,**

**Taiyo Kaiun Kabushiki Kaisha,**

**Taiyo Shosen Kabushiki Kaisha,**

**Takada Shohei,**

**Takahama Tohichi,**

**Takahashi Goshi Kaisha,**

**Takahashi Kosaburo,**

**Takahashi Kurataro,**

**Takahashi Hikichi,**

**Takahashi Zenbei,**

**Takahashi, Zenzo,**

**Takamatsu Shinzaburo,**

**Takata Hoishi,**

**Takatori Tatsusaburo,**

**Takatsuji Teitaro,**

**Takehisa Shoji Kabushiki Kaisha,**

**Takei Katsukichi,**

**Takitomi Heisaku,**

**Takeuchi Saichiro,**

**Takeura Gyogyo Kumiai,**

**Takimoto Takeo,**

**Taku Tug & Lighter Co., Ld.,**

**Talima Shipping Co., Ld., The,**

**Tamai Shosen Kabushiki Kaisha,**

**Tamar Traders Proprietary, Ld.,**

**Tamura Shipping Co., Ltd.,**

**Tammes, T.,**

**Tampa Interocean S.S. Co.,**

**Tan Boon Chee,**

**Tan Boon Huan,**

**Tan C. Peow,**

**Tan Chhab,**

**Tan Chian,**

**Tan G. Eng,**

**Tan Kee Chye,**

**Tan Leong Bee,**

**Tan Lian Chye,**

**Tan Pe Thein,**

**Tan Sui,**

**Tan Tong Cheong,**

**Tan Thang,**

**Tan Wang Lee,**

**Tanaka, Gakusosuke,**

**Tanaka Kisen Goshi Kaisha,**

**Tanaka Kisen Kogyo Kabushiki Kaisha,**

**Tanaka Shoji Kabushiki Kaisha,**

**Tanaka Tatsusaburo,**

**Tanaka Tokimasa,**

**Tanaka Yuguro,**

**Tandurella, Salvatore,**

**Tanfield S.S. Co., Ld.,**

**Tang Lai Tong,**

**Tanganyika, Government of,**

**Tangirand, D/S A/S,**

**Tangen, Th. A.,**

**Tangvald-Pedersen, H.,**

**Taniguchi Teiso,**

**Tanimichi Shoten Kabushiki Kaisha,**

**Tank Kustvaart, N.V.,**

**Tank Maats. Dipping Rotterdam, N.V.,**

**Tankdampfer-Gesellschaft "Deng" m.b.H.,**

**Tanker W. H. Wales, Jr., Inc.,**

‡ = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).



S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (Turbs.) = Turbines, with No. prefixed.

**Taskers, Ld.,**

**Taskskibsrederiet, A/S,**

**Tanktransport, Aktiesel.,**

**Tanos Navigation Co., Inc.,**

**Tapken, Berah. Joh.,**

**Tapken, H.,**

**Tarsan, Fiskeri A/S,**

**Tartiere, José,**

**Tasconi, F. & Figli,**

**Tashiro Kiyoyuki,**

**Tashiro Magoichi,**

**Tashiro Masataka,**

**Tasmania, Government of,**

**Tasmanian Steamers Proprietary, Ld.,**

**Tatakis, A. M.,**

**Tatsishi Tosiko,**

**Tatem Steam Navigation Co., Ld.,**

**Tatem, W. J., Ld.,**

**Tatsuma Kisen Kabushiki Kaisha,**

**Tatsuma Shokai Goshi Kaisha,**

**Tatung S.S. Co.,**

**Taucher-u Berge G.m.b.H.,**

**Taurin, André,**

**Taurin, A., & Mortionne Frères,**

**Tavil Zade Mustafa ve Bir.,**

**Taylor, A. Brooke,**

**Taylor, Allen, & Co., Ld.,**

**Taylor Dredging Co.,**

**Taylor, Frederick W.,**

**Taylor, H. L., Ld.,**

**Taylor, John, & Son,**

**Taylor, Matthew,**

**Taylor, Robert, & Sons, Ld.,**

**Taylor Steam Fishing Co., Ld.,**

**Taylor, Vincent T.,**

**Tanaka Zenshiro,**

**Teal, T. B.,**

**Tear, Julius, & Co.,**

**Tebonda, M. G.,**

**Tedeschi, Riccardo Corrado, G. W.,**

**Tees Conservancy Commissioners,**

**Tees Pilot Cutters Co., Ld.,**

**Tees Towing Co., Ld.,**

**Teikoku Kisen Kabushiki Kaisha,**

**Teikoku Salvage Kabushiki Kaisha,**

**Teikoku Senpaku Kabushiki Kaisha**

**Tejero Perez, Donciano,**

**Telegraph Construction & Maintenance Co., Ld.,**

**Tellefsen, E.,**

**Temple Steamship Co., Ld.,**

**Tempus Shipping Co., Ld.,**

**Texas S.S. Co., Ld.,**

**Teng, G., & Co.,**

**Tengvall, E.,**

**Tennessee Coal, Iron & Railroad Co.,**

**Ten Bag Hock,**

(* = Marque de pêche (pour les renseignements sur les marques de pêche à vapeur ou à moteur, voir la liste spéciale qui suit le Supplément des Marques à Voiles); S = Vapeur; M = Moteur à moteur; (Tr. Sc.) = Édition spéciale; ( ) Turbe.) = Turbinage, avec indication du nombre.

**Teo Teow Pang,**

**Terasaka Heijiro,**

**Tern, Roderi A/B,**

**Terrizzano, Francesco,**

**Tevling, K. V.,**

**Teryaaas, L.,**

**Tessier, Ernest,**

**Testa & Cunhas, Ltda.,**

**Testulat, D.,**

**Testulat, Jacques A.,**

**Tetsuka Shinichi,**

**Teuben, H. H.,**

**Teung Kwong Kee,**

**"Teutonia," Frachtkontor, G.m.b.H.,**

**Teutonia, Reederiaktiebolaget,**

**Tews, John,**

**Texas Company, The,**

**Texas Co. (China), Ld.,**

**Texas Co. (The), N. V.,** Petroleum Maatschappij.

**TexasCo. (Norway) A/S, The,**

**Texas Co. (Philippine Islands), Inc., The,**

**Texas Co. (South America), Ld., The,**

**Texeira, R. F.,**

**Texels Eigen Stoomboot Onderneming, Vereenigde Vaart,**

**Thais, Georg,**

**Thames River Line, Inc.,**

**Thames Shipyard, Inc.,**

**Theerkorn, H.,**

**Thema N.V.S. Thevar,**

**Theodoroff, Boris V., & Co.,**

**Theodoropoulos, P. B.,**

**Theodorou Ch. & F. Sigalas,**

**Theologos, Aktios,**

**Theophilatos, E.,**

**Theorn & Co., Ld.,**

**Theorn's Steamship Co., Ld.,**

**Thoerna S.S. Co., Ld.,**

**Thetis, Roderi A/B,**

**Thin Soon Lo,**

**Thode, Hans P.,**

**Thode, John,**

**Thode, John W.,**

**Thomas Cousins, Ld.,**

**Thomas (Evan) Radcliffe & Co.,**

**Thomas, J. J. (Bute Docks), Ld.,**

**Thomas, Martin,**

**Thomas, S.,**

**Thomas, W., & Sons,**

**Thomas, William J.,**

**Thompson, Alfred J.,**

**Thompson, Geo., & Co., Ld.**

**Thompson (Ingram) & Sons,**

**Thompson, Stanley & John, Ld.,**

**Thompson Steam Shipping Co., Ld.,**

**Thomsen, T. F.,**

**Thomsen, Thomas C.,**

**Thomson, Henry M.,**

**Thomson, John,**

† = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels)
S = Steamer; M = Motorship; (Tw. Sc.) = Twin Screw; (Turbs.) = Turbines, with No. prefixed.

**Thomas, William, & Co.,**

**Thomas, D.,**

**Thong Ek S.S. Co.,**

**Thor, Aktiebolag,**

**Thor, Rederi A/B,**

**Thor, Rederi A/B,**

**Thorburn, Charles,**

**Thordarson, M.,**

**Thorée, G. B.,**

**Thore, J. A.,**

**Thore, Nils M.,**

**Thoresen, Thor, Aktiebolag,**

**Thorgilsen, E., & Co.,**

**Thornhill, John,**

**Thorland, Ld.,**

**Thornycroft, J. I., & Co., Ld.,**

**Thore, Richard,**

**Thorsellius, O.,**

**Thoreli, Hj.,**

**Thorsen, Lars,**

**Thorbrim, Skibsaktieselskab,**

**Thorslund, Gunnar,**

**Thoresen, A. M.,**

**Thoresen, H. J.,**

**Thoresen, N. P.,**

**Thoresen, T. Hj.,**

**Thorsteinssen, Gier & Th.,**

**Thorsteinsson, H. K.,**

**Thorvik, M.,**

**Thousand Island Navigation Co., Ld.,**

**Three Rivers, Corporation of City of,**

**Thorstad, J. Henning,**

**Thorstad, Karl M.,**

**Thulin, F. G.,**

**Thun, Erik,**

**Thuset, Ks.,**

**Thurlow, Lewis E.,**

**Thygesen, Ludwig,**

**Tiampo, Jaime C.,**

**Tibbo, Felix G.,**

**Tibbo, S. M.,**

**Tide Water Associated Tankers Corp.,**

**Tide Water Oil Co., Inc.,**

**Tidemand, Fossum & Co.,**

**Tiedemann, Carl,**

**Tiedemann, O.,**

**Tientsin Lighter Co.,**

**Tientsin Navigation Co., Ld.,**

**Titus, A.,**

**Tilbury Contracting and Dredging Co., Ld.,**

**Tilbury Contracting & Dredging Co. (Egypt), Ld.,**

**Tilley, A. E., & Co.,**

**Tinaro Harbour Board,**

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f = Bateau de pêche. (pour les correspondances avec les bateaux de pêche à vapeur ou à moteur, voir la liste séparée qui sert de supplément aux Bateaux à Vapeur)

b = Vapeur ; m = Bateau à moteur ; (Tw. Sc.) = Hélices jumelles ; t = Turbine.) = Turbines, avec indication du nombre

**Timber & Produce Co., Ld.,**

York River ... 92 ... 108

**Timerta, G.,**

s. Lutetia ... 96 ... 1[illegible]

**Times-Mirror Co.,**

(Pilotage & Tugs.)

s. G. H. Ashcroft III. ... 97 ... 1[illegible]

**Timmer, J. H.,**

s. Blue Hawk ... 96 ... 1[illegible]

**Tina Dampskibsselskab,**

s. [illegible] ... 96 ... 1[illegible]

**Tiong Hwa Loon Tyson & Co., Ld.,**

s. [illegible] ... 94 ... 1[illegible]

**Tirfing, Ångfartygs Aktiebolag,**

s. [illegible] ... 94 ... 1[illegible]

**"Tirrenia,"**

s. Adriatico (Tw. Sc.) ... 96 ... 4[illegible]
s. Adriatico (Tw. Sc.) ... 94 ... 4[illegible]
s. Adriatico (Tw. Sc.) ... 94 ... 4[illegible]
s. Belgrado ... 94 ... 1[illegible]
s. Calabria (3 Funels) ... 94 ... 1[illegible]
s. Cagliari ... 94 ... 1[illegible]
s. Palermo ... 94 ... 1[illegible]
s. Sardegna (Tw. Sc.) ... 94 ... 4[illegible]
s. Sardegna (3 Funels) ... 94 ... 1[illegible]
s. Città di Alessandria ... 94 ... 1[illegible]
s. Città di Genova ... 94 ... 1[illegible]
s. Città di Messina ... 97 ... 1[illegible]
s. Città di Palermo (Tw. Sc.) (3 Funels) ... 94 ... 1[illegible]
s. Città di Palermo (Tw. Sc.) ... 94 ... 1[illegible]
s. Città di Palermo ... 94 ... 1[illegible]
s. Città di Messina ... 94 ... 1[illegible]
s. Città di Messina ... 94 ... 1[illegible]
s. Città di Napoli (Tw. Sc.) ... 94 ... 1[illegible]
s. Città di Palermo (Tw. Sc.) ... 94 ... 1[illegible]
s. Città di Messina ... 94 ... 1[illegible]
s. Città di Napoli ... 94 ... 1[illegible]
s. Città di Trapani ... 94 ... 1[illegible]
s. Città di Torino (Tw. Sc.) ... 94 ... 4[illegible]
s. Città di Torino (Tw. Sc.) ... 94 ... 4[illegible]
s. Città di Venezia (Tw. Sc.) ... 94 ... 4[illegible]
s. Genova ... 94 ... 1[illegible]
s. Milano ... 94 ... 1[illegible]
s. Pavia (Tw. Sc.) ... 94 ... 4[illegible]
s. Sardegna (3 Funels) ... 94 ... 1[illegible]
s. Sardegna ... 94 ... 1[illegible]
s. Sicilia (Tw. Sc.) ... 94 ... 4[illegible]
s. Sicilia ... 94 ... 1[illegible]
s. Sicilia ... 94 ... 1[illegible]
s. Tevere ... 94 ... 1[illegible]
s. Trapani ... 94 ... 1[illegible]

**Titchfield, A/S,**

s. [illegible] ... 94 ... 1[illegible]

**Tjoe Eng Hoij,**

s. [illegible] ... 97 ... 1[illegible]

**Ta Tze Tsan & Tse Ma Tan,**

s. Tai Fook Hong (Tw. Sc.) ... 97 ... 4[illegible]

**Toa Shogi Kabushiki Kaisha,**

s. [illegible] ... 94 ... 4[illegible]

**Tochigi Shogi Kabushiki Kaisha,**

s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]

**Tocque,**

s. [illegible] ... 94 ... —

**Tocque, Eta. J.,**

s. [illegible] ... 94 ... 1[illegible]

**Toda Kisen Kabushiki Kaisha,**

s. [illegible] ... 94 ... 4[illegible]

**Toda Sheten, Kabushiki Kaisha,**

s. [illegible] ... 94 ... 1[illegible]

**Todd Dry Docks Inc.,**

s. [illegible] ... 94 ... 1[illegible]

**Todd, John,**

s. [illegible] ... 94 ... 1[illegible]

**Todaro Marano, Giuseppe,**

s. [illegible] ... 94 ... 1[illegible]

**Todaro Mammoni, F., & figli,**

s. [illegible] ... 94 ... 1[illegible]

**Tofi, Jean,**

s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]

**Tofton, Halldór P.,**

s. [illegible] ... 94 ... 1[illegible]

**Togarafjelagid Islandingur H.F.**

s. [illegible]

**Tobo Kisen Goshi Kaisha,**

s. [illegible] ... 94 ... 4[illegible]

**Tohoku Shosen Kabushiki Kaisha,**

s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]

**Toivonen, D. E.,**

s. [illegible] ... 94 ... 1[illegible]

**Tojo & Co., Ld.,**

s. [illegible] ... 94 ... 1[illegible]

**Tojo Kaisoten Kabushiki Kaisha,**

s. [illegible] ... 94 ... 1[illegible]

**Tokai Enyo Gyogyo Kabushiki Kaisha,**

s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]

**Tokai Kisen Kabushiki Kaisha,**

s. [illegible] ... 94 ... 4[illegible]

**Tokai Shosen Kabushiki Kaisha,**

s. [illegible] ... 94 ... 1[illegible]

**Tokai Tenyo,**

s. [illegible] ... 94 ... 1[illegible]

**Tokai Tenyo Gyogyo Kabushiki Kaisha,**

s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]

**Tokishi Akasaki,**

s. [illegible] ... 94 ... 1[illegible]

**Tokio Salvage Co., Ld.,**

s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]

**Tokio Shosen Kabushiki Kaisha,**

s. [illegible] ... 94 ... 1[illegible]

**Tokiwan Kisen Kabushiki Kaisha,**

s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]

**Tokoyama Kisen Kabushiki Kaisha,**

s. [illegible] ... 94 ... 1[illegible]

**Toledo Rodriguez, G.,**

s. [illegible] ... 94 ... 1[illegible]

**Tolfvan, A/B,**

s. [illegible] ... 94 ... 1[illegible]

**Tollare Pappersbruk, A/B,**

s. [illegible] ... 94 ... 1[illegible]

**Tollschalib, J.,**

s. [illegible] ... 94 ... 1[illegible]

**Tom, W. W.,**

s. [illegible] ... 94 ... 1[illegible]

**tom Wörden, Wilhelm,**

s. [illegible] ... 94 ... 1[illegible]

**Tomasini, Alfredo,**

s. [illegible] ... 94 ... 1[illegible]

**Tomatani Terazosuke,**

s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]

**Tomei, E. Alessandro,**

s. [illegible] ... 94 ... 1[illegible]

**Tomei, E., fu C.,**

s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]

**Tomei, Giuseppe, fu F.,**

s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]

**Tomei, Lina,**

s. [illegible] ... 94 ... 1[illegible]

**Tomei, Luigi G.,**

s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]
s. [illegible] ... 94 ... 1[illegible]

**Tomei, Oreste, di A.,**

s. [illegible] ... 94 ... 1[illegible]

**Tomei, Pia, Ves. Lazzari,**

s. [illegible] ... 94 ... 1[illegible]

**Tomei, U.,**

s. [illegible] ... 94 ... 1[illegible]

**Tomishima Gumi Kabushiki Kaisha,**

s. [illegible] ... 94 ... 1[illegible]

**Tomlinson, G. A.,**

s. [illegible] ... 94 ... 4[illegible]
s. [illegible] ... 94 ... 4[illegible]

(Consolidated S.S. Co.)

s. [illegible] ... 94 ... 4[illegible]

(Continental S.S. Co.)

s. [illegible] ... 94 ... 4[illegible]

(Dutch S.S. Co.)

s. [illegible] ... 94 ... 4[illegible]

(Great N.S. Co.)

s. [illegible] ... 94 ... 4[illegible]
s. [illegible] ... 94 ... 4[illegible]
s. [illegible] ... 94 ... 4[illegible]

(Great Lakes S.S. Co.)

s. [illegible] ... 94 ... 4[illegible]

(Hamburg S.S. Co.)

s. [illegible] ... 94 ... 4[illegible]

(Norwegian S.S. Co.)

s. [illegible] ... 94 ... 4[illegible]
s. [illegible] ... 94 ... 4[illegible]

(Pacific S.S. Co.)

s. [illegible] ... 94 ... 4[illegible]

(Republic S.S. Co.)

s. [illegible] ... 94 ... 4[illegible]

(Tilden S.S. Co.)

s. [illegible] ... 94 ... 4[illegible]

(Union S.S. Co.)

s. [illegible] ... 94 ... 4[illegible]

† = Fishing Vessel. (For particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels.)

s. = Steamer; m. = Motorship; (Tw. Sc.) = Twin Screw; (3 Funels) = Turbine, with No. prefixed.

**Tomlinson, Timothy,**
[illegible]
(Liverpool & Mail Steamship Company, Ltd.)

| | Nom | Tonnage |
|---|---|---|
| [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] |
| [illegible] | [illegible] | [illegible] |

**Tong Fu Chan,**
[illegible]
(Hong Kong S.N. Co.)
[illegible]

**Tong Kong S.N. Co.,**
[illegible]
[illegible]
[illegible]

**Tonietti, S., fu F.,**
[illegible]
[illegible]

**Tønnevold, Th. O. & Olaf,**
[illegible]
[illegible]
[illegible]

**Tønnevolds Rederi A/S,**
[illegible]
[illegible]

**Tønsberg & Hortens Dampskibsselskap, A/S,**
[illegible]
[illegible]
[illegible]

**Tønsbergs Hvalfangeri, Aktie-,**
[illegible]
[illegible]
[illegible]

**Tønsberg Tank A/S,**
[illegible]
[illegible]

**Tønsbergs Rederi A/S,**
[illegible]
[illegible]

**Tucker, G. M.,**
[illegible]
[illegible]
[illegible]

**Tupit, Ant.,**
[illegible]
[illegible]
[illegible]

**Toppila Steamship Co., Ltd.,**
[illegible]
[illegible]

**Torbay & Brixham Coaling Co., Ltd.,**
[illegible]
[illegible]

**Torbjørnsen, A. H.,**
[illegible]
[illegible]

**Torbjørnsen, A. H.,**
[illegible]
[illegible]

**Torell, O.,**
[illegible]
[illegible]

**Torgersen, Ottstein,**
[illegible]
[illegible]

**Torghattens Dampskoleisk., A/S,**
[illegible]
[illegible]

**Torjusen, Carsten E.,**
[illegible]
[illegible]

**Torkildsen, Karl,**
[illegible]
[illegible]

**Torkildsen, Vilhelm,**
[illegible]
[illegible]

**Torm A/S, Dampskibsselskabet,**
[illegible]
[illegible]

**Torrell, E. D.,**
[illegible]
[illegible]

**Torner, Zenon,**
[illegible]
[illegible]

**Torset, Rederi A/S,**
[illegible]
[illegible]

**Torsteth, Johannes A.,**
[illegible]
[illegible]

**Toronto, Corporation of the City of,**
[illegible]
[illegible]

**Toronto, Hamilton & Buffalo Nav. Co.,**
[illegible]
[illegible]

**Toronto Harbour Commissioners,**
[illegible]
[illegible]

**Torpman, Ove,**
[illegible]
[illegible]

**Torregrosa Francisco,**
[illegible]
[illegible]

**Torres & Ward, Ltda.,**
[illegible]
[illegible]

**Torris, Maurice,**
[illegible]
[illegible]

**Torsberg, Skiis A/S,**
[illegible]
[illegible]

**Tortora, Salvatore,**
[illegible]
[illegible]

**Tortora, Tomasso,**
[illegible]
[illegible]

**Tosa Hogei Kabushiki Kaisha,**
[illegible]
[illegible]

**Tosa Shosen Kabushiki Kaisha,**
[illegible]
[illegible]

**Tosch, L.,**
[illegible]
[illegible]

**Tosco Steamship Lines, Inc.,**
[illegible]
[illegible]

**Toshin Soko Kabushiki Kaisha,**
[illegible]
[illegible]

**Tosi, Giuseppe,**
[illegible]
[illegible]

**Tottle, Stanley L.,**
[illegible]
[illegible]

**Touapse, Port of, Management,**
[illegible]
[illegible]

**Tourin, Fernand,**
[illegible]
[illegible]

**Towa Kisen Kabushiki Kaisha,**
[illegible]
[illegible]

**Tower Steam Fishing Co., Ltd.,**
[illegible]
[illegible]

**Townsend Bros. (Ferries), Ltd.,**
[illegible]
[illegible]

**Townsville Harbour Board,**
[illegible]
[illegible]

**Toyias, E. E.,**
[illegible]
[illegible]

**Toyias S.S. Co.,**
[illegible]

**Toyo Hogei Kabushiki Kaisha,**
[illegible]
[illegible]

**Toyo Kisen Kabushiki Kaisha,**
[illegible]
[illegible]

**Toyo Kyoyeiha Kabushiki Kaisha,**
[illegible]
[illegible]

**Toyohiko Kisen Kabushiki Kaisha,**
[illegible]
[illegible]

**Traber, W., & Co.,**
[illegible]
[illegible]

**Tracy, M. & J., Inc.,**
[illegible]
[illegible]

**Tracy, Mary T.,**
[illegible]
[illegible]

[illegible] Matrícula de placas (pour les nouveaux-venus sur les cartons de plaque à rapport ou à moteur, voir le Livre anglais qui est le Supplément aux Matrícula à Vapor) ; ⊕ = Vapeur ; ⊗ = Barco a motor ; (Tr. Sc.) = Hélices jumelles ; (—Turb.) = Turbines, avec indication du nombre.

**Trading & Shipping Co., Ld.**

**Tractramp, A/B,**

**Trafik D/S, A/S,**

**Trales & Fruit Pier & Harbour Commissioners,**

**Tramm, Friedrich,**

**Tramp Shipping Development Co., Ld.**

**Trampfart, A/B,**

**Trankell, C. F.,**

**Trane, John,**

**Trängsund Wood Co. A/B, o.f.**

**Transatlantic, Rederi A/B,**

**Transatlantic, Rederi A/B** (continued)

**"Transatlantica Italiana," Società di Nav.**

**Transatlantique, Compagnie Générale.**

**Transcontinental Petroleum Co.,**

**Transit, Actieselskapet,**

**Transmarin, Aktieb.,**

**Transmark, Rederi A/B,**

**Transoceanic Hungarian Tramp-shipping Co., Ld.**

**Transoil, Rederi A/B,**

**Transpacific, Rederi A/B,**

**Transport, A/B Norden-Svenska Linie A/B-S/T, Vaxa-Ångfw.**

**Transport, D/S A/S,**

**Transporter, Rederi Aktiebolaget,**

**Transportfisk, A/S,**

**Transports, Ld.,**

**Transports Maritimes & Fluviaux de l'Indo-Chine,**

**Transvaal Steam Trawling Co., Ld.,**

**Trapp, Harry,**

**Trapp, J. R.,**

**Trattles, E. M.,**

**Travaru A/B, Igvista,**

**Travarutransport, A/B,**

**"Trave," Hochseefischerei, A.G.,**

**Travemünde-Linie G.m.b.H.,**

**Traverso Hermanos,**

**Traverso, J., & Hijos,**

**Trawler "Boston College," Inc.,**

**Trawler Georgetown, Inc.,**

**Trawler "Newton," Inc.,**

**Trawlers (White Sea & Grimsby), Ld.,**

**Tree Line Navigation Co., Ld.,**

**Tree S.S. Co., Ld.,**

**Trikiss, P.,**

**Trelleborgs Ångfartygs Nya Aktieb.,**

**Trelles, Vicente,**

**Tremblay, A.,**

**Tremblay, David,**

**Tremblay, Guillaume,**

**Tremblay, J., & E. Gagnon,**

**Trench, Walter F. O.,**

**Trenholm, W.,**

**Treves, Paolo,**

**Trevilla, A. G., & F. Garcia Castilla,**

**Triandis, Ch.,**

**Tribeulet, Victor,**

**Triangle, E. M.,**

**Trident Steam Fishing Co., Ld.**

**Trilivas, G.,**

**Trimount Dredging Company,**

**Trimountain Steamship Corporation,**

f = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
s = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (Turb.) = Turbines, with Sc. pendant.

**Trinder, Anderson & Co.,**

**Trinder, O. G.,**

**Trinidad, Government of,**

**Trinidad Lake Asphalt Spinning Co., Ld.,**

**Trinidad Leaseholds, Ld.,**

**Trinity House, Hon. Corporation of the,**

**Tripcovich, D.,**

**Tripcovich, D., & Cl.,**

**"Tripcovich" Servizi Marittimi del Mediterraneo,**

**Tripp, G. H.,**

**Tripp, Hiram J.,**

**Tripp, Sidney J.,**

**Tristan, Désiré,**

**Tristan Frères,**

**Tristan, Mlle.,**

**Triton Oil & Fertilizer Co.,**

**Triton Steamship Co.,**

**Triton, Stomm.-Maats.,**

**Tristelvito, A.,**

**Trivero, Rag. Alberto,**

**Trom Fylkes Dampskibsselskab, A.S.,**

**Troncoso, J. F.,**

**Trondhjems Skoleskibsselskab,**

**Troodens, Chr.,**

**Troodos Shipping Co., Ld.,**

**Tropical Oil Co.,**

**Trost, Arthur,**

**Truberg, J.,**

**Trujillo, José,**

**Trujillo, Rafael,**

**Trullesque Montoro, José,**

**Trula, D/S A/S,**

**Truma, Skibs A/S,**

**Truquet-Boulart,**

**Truro, City Council of,**

**Tryon, C. R.,**

**Tsang Chuk Ia,**

**Tsang Kok Wah,**

**Tsangnos, Stavros,**

**Tsatsamiros, J. N.,**

**Tsatsamiros, Nicolas J.,**

**Tschudin, Henry, Tschudin A.S.,**

**Tsermolis, K.,**

**Tsirogiannis, C. A., & Fils,**

**Tsounis & Co.,**

**Tsu, Nicolas,**

**Tsukada Tsyokichi,**

**Tsurumaru Hirotaro,**

**Tsushima Showa Kaiunkaisha,**

**Tsutsui Kiyomatsu,**

**Tsutsui Seimatsu,**

**Tsutsumi Seiichi,**

**Tsutsumi Seichiro,**

**Tuason, Mariano,**

**"Tubantia," N.V.,**

**Tudor Steam Nav. Co., Ld.,**

**Tudor Steam Trawlers, Ld.,**

**Tudors, J. & M.,**

**Tug Boat Ontario, Inc.,**

**Tug Interstate Co., Inc.,**

**Tuglost, E. C. Cadmus,**

**Tull, A.,**

**Tull, Hans,**

[illegible]

**Tuisku, E. A.,**
[illegible]

**Tulley Shipping Co., Ld.,**
[illegible]

**Tulley, W., & Co., Ld.,**
[illegible]

**Tune, Edward,**
[illegible]

**Tung Lee S.S. Co.,**
[illegible]

**Tung Shun S.S. Co., Ld.,**
[illegible]

**Tung Tuck & Co.,**
[illegible]

**Tung Wah S.S. Co.,**
[illegible]

**Tung Yue S.S. Co.,**
[illegible]

**Tungkee & Co.,**
[illegible]

**Tuntaler, G.,**
[illegible]

**Turbine Steamers, Ld.,**
[illegible]

**Turchi, Raffaele,**
[illegible]

**Turcia, A.,**
[illegible]

**Turgoose, Albert,**
[illegible]

**Turi, M.,**
[illegible]

**Turi, V.,**
[illegible]

**Turid, A/S,**
[illegible]

**Turk Gemi Kurtarma Limited Sirketi,**
[illegible]

**Turkish Government,**
[illegible]

**Türkiye Iş Bankasi (Banque d'Affaires Turque),**
[illegible]

**Türkiye Seyrisefain Idaresi,**
[illegible]

**Turnbull Coal & Shipping Co., Ld.,**
[illegible]

**Turnbull, Martin & Co., Ld.,**
[illegible]

**Turnbull, Scott & Co.,**
[illegible]

**Turnbull Scott Shipping Co., Ld.**
[illegible]

**Turner, Brightman & Co.,**
[illegible]

**Turner, E. U.,**
[illegible]

**Turner, Edwards & Co.,**
[illegible]

**Turner, Horace,**
[illegible]

**Turner, Percy V.,**
[illegible]

**Turrell, Samuel,**
[illegible]

**Turret, Rederi A/B,**
[illegible]

**Turun Laiva O/Y,**
[illegible]

**Turun Rahtilaiva O/Y,**
[illegible]

**"Tusitala," Inc., Ship,**
[illegible]

**Tuticorin Port Trust,**
[illegible]

**Tuuli, Juho,**
[illegible]

**Tuva, Ld.,**
[illegible]

**Tvete, Arne,**
[illegible]

**Tweedie, D.,**
[illegible]

**Tyne Improvement Commissioners,**
[illegible]

**Tyne-Tees Steam Shipping Co., Ld.,**
[illegible]

**Tyne & Wear Shipping Co., Ld.,**
[illegible]

**Tynedale Steam Shipping Co., Ld.,**
[illegible]

**Tyneside Line, Ld.,**
[illegible]

**Tyrer & Co., Ld.,**
[illegible]

**Tyrer y Landgreen,**
[illegible]

**Tyrrell, F.,**
[illegible]

**Tyrrell, F., T. Price, Miss S. W. Evans, & others,**
[illegible]

**Tyrrell, J.,**
[illegible]

**Tzamtzirannis, G., & A.**
[illegible]

**[illegible]—Central**
[illegible]

f - Fishing Vessel (For particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels) ;
S - Steamer ; m - Motorship ; (Tw. Sc.) - Twin Screw ; (Turb.) - Turbines, with Sc. prefixed.

# U

**Thomas Reed, A. G.,**

**Uccella, Gennaro, fu Luigi,**

**Uchida Kisen Kaisha**

**Uchiyama Tritsun**

**Uoerin, J., & C.,**

**Uddeholms Aktiebolag,**

**Udes'n Scheepvaart en Agentuur Mij., N. V.**

**Ugelstad, S.,**

**Ugland, J. M.,**

**Ugland's, Robert, A/S,**

**Uittenbogaart, F. W.,**

**Ukonen, Pekka,**

**Ukon Shoji Kabushiki Kaisha,**

**Ulabrand, A/S,**

**Ulak Aktieb., O/Y,**

**Ulpts, L.,**

**Ulpts, U.,**

**Ulrikson, P.,**

**Ulster Steamship Co., Ld.**

**Umbaua, Jose Tan,**

**Unda, Rederiaktieb.,**

**Ung Kyee Lin,**

**Union Cold Storage Co., Ld.,**

**Union Company Expéditionnaire,**

**Union d'Entreprises Maritimes,**

**Union des Pêcheries Maritimes, S.A.,**

**Union Exp. Explosives,**

**Union Fish Co.,**

**Union Française Maritime,**

**Union Industrielle & Maritime, Soc. Française d'Armement,**

**Union Lighterage Co., Ld.,**

**Union Maritime Auxiliaire,**

**Union Maritime Insulaire,**

**Union Maritime Méditerranéenne,**

**Union Maritime, Soc. Anon.,**

**Union Navigation Company, Inc.,**

**Union Oil Co. of California,**

**Union S.S. Co.,**

**Union Steam Ship Co.,**

**Union Steam Ship Co. of New Zealand, Ld.,**

**Union Steamships, Ld.,**

**Union Sulphur Co., Inc.,**

**Union Towing Co., Ld.,**

**Union Transit Co.,**

**Union Transit Co., Ld.,**

**Union Whaling Co., Ld.,**

**Union-Castle Mail Steamship Co., Ld., The,**

1 — Agencies for pilots (part the responsibility for the matter is given a name and a number, see the Lists appear and will be published and Rather a Volume); 2 — Tables; 3 — Service & Models; (Tw. Ro.) — Bottom (radius). (— Twin.) — Tables, and informations no models.

## Union-Castle Mail Steamship Co., Ld., The

## United Africa Co. Ld.,

## United Baltic Corporation, Ld.,

## United British Refineries, Ld.,

## United British S.S. Co., Ld.,

## United Fruit Co.,

## United Fruit Co.,

## United Fruit Steamship Corporation.

## United Fruit Tanker Corporation.

## United Kingdom Steam Tug & Tender Insurance & Indemnity Association, Ld.,

## United Mail S.S. Co.,

## United Molasses Co., Ld.,

## United New York Sandy Hook Pilot' Association.

## United Oil & Fertilizer Corp.,

## United Sardine Factories, Ltd.,

## United States Gypsum Transportation Co., Ltd.,

## United States Lines Co. of Nevada.

## United States Shipping Board.

## United States Shipping Board

## United States Shipping Board

† = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).

13 h †

S = Steamer; M. = Motorship; (Tw. Sc.) = Twin Screw; (T) = Turbine; (T.) = Turbine, with Sc. prefixed.

**United States Shipping Board**—*continued.*

[illegible]

**United States Steel Products Co.,**
30, Church Street, New York, U.S.

[illegible]

**United States Tank Ship Corp.,**
[illegible]

[illegible]

**United Steam Fishing Co., Ld.**

[illegible]

**United Steam Navigation Co., Ld.,**

[illegible]

**United S.S. Co.,**

[illegible]

**United Steam Tug Co.,**

[illegible]

**United Steel Companies, Ld.,**
*Sheffield.*

[illegible]

**United Towing Co., Ld.,**
*Hull.*

[illegible]

**Universal Shipping Co., A/S**

[illegible]

**Unterweser Reederei Actiengesellschaft,**
*Bremen.*

[illegible]

**Upper Lakes & St. Lawrence Transportation Co., Ld.,**

[illegible]

**Upper Mersey Navigation Commission,**

[illegible]

**Upper Ottawa Improvement Co., Ld.,**

[illegible]

**Uraga Dock Co.,**

[illegible]

**Urain, A., S. en C.,**

[illegible]

**Urania, Rederi A/B,**

[illegible]

**Uranienborg, Rederi A/B,**

[illegible]

**Uraoka Hidekichi,**

[illegible]

**Uriarte y Cia.,**

[illegible]

**Urquijo y Aldecoa,**

[illegible]

**Ursino, Francesco di F.,**

[illegible]

**"Ursus," A/S D/S,**

[illegible]

**Uruguayan Government,**

[illegible]

**Ursed Morski,**
*Gdynia, Poland.*

[illegible]

**Usa Shokai Goshi Kaisha,**

[illegible]

**Usines Métallurgiques de la Basse Loire,**

[illegible]

**Uskanen, William,**

[illegible]

**Uskside S.S. Co., Ld.,**

[illegible]

**Usui Sempakubu Gomei Kaisha,**

[illegible]

**Usui Shikataro,**

[illegible]

**Usui Shinji,**

[illegible]

**Usui Shoten Sempakubu Gomei Kaisha,**

[illegible]

**Utö Rederi A/B,**

[illegible]

**Utow, Alexander,**

[illegible]

**Utow, M.,**

[illegible]

**Utow, M. & A.,**

[illegible]

**Utsira, A/S,**

[illegible]

**Utsunomiya Kaisoten Kabushiki Kaisha,**

[illegible]

**Utting, John,**

[illegible]

**Utting, N. G. & W. J.,**

[illegible]

**Utting, Thomas A.,**

[illegible]

**Utvegsbanki Islands H/F.,**

[illegible]

**Uwajima Unyu Kabushiki Kaisha**

[illegible]

**Uyechi Kabushiki Kaisha,**

[illegible]

**Uyeda Gomei Kaisha,**

[illegible]

**Uyeda Mitsujiro,**

[illegible]

**Uyenishi Setsuzo,**

[illegible]

**Uyeno Haruo,**

[illegible]

**Uyeno Kikuzo,**

[illegible]

f – Navires de pêche (pour les renseignements sur les bâtiments de pêche à vapeur ou à moteur, voir la Liste séparée qui suit le Supplément aux Navires à Voiles). [illegible]

**Uyeno Kisen Goshi Kaisha,**
[illegible]
s. [illegible] Maru ..... [illegible]
s. [illegible] Maru ..... [illegible]

**Uyeyama Motoichi,**
[illegible]
s. [illegible] Maru ..... [illegible]

# V

**Vaage, O.,**
[illegible]
(Trygve Vaagenæs)
t. [illegible] ..... [illegible]

**Vaagen Nøkkerpasi,**
[illegible]
[illegible]

**Vaasan Laiva O/Y,**
Wasa, Finland.
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]

**Vacaro Bros., & Co.,**
[illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]

**Vacchi Sazzi, Ing.,**
[illegible]
s. [illegible] ..... [illegible]

**Vaco Centrata Salsiedrihas Kom.,**
[illegible]
s. [illegible] ..... [illegible]

**Vacuum Oil Co., Ld.,**
[illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]

**Vagliano, A. S.,**
[illegible]
s. [illegible] ..... [illegible]

**Valaanis & Kairakides,**
[illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]

**Vail, N. R.,**
[illegible]
[illegible] ..... [illegible]

**Vajarilli, Giuseppe.**
[illegible]
[illegible] ..... [illegible]

**Valberg, A/S,**
[illegible]
[illegible]

**Vale Shipping Co., Ld.,**
[illegible]
s. [illegible] ..... [illegible]

**Valenzuela, Agustino, & Cie.,**
[illegible]
t. [illegible] ..... [illegible]

**Vales, Manuel,**
[illegible]
t. [illegible] ..... [illegible]
t. [illegible] ..... [illegible]

**Valk, N.V. Vissch. Maats.,**
[illegible]
[illegible]

**Vallde, Rederi A/B,**
[illegible]
[illegible]

**Valle, Ballina y Fernandez (S.A.),**
[illegible]
s. [illegible] ..... [illegible]

**Valle, Teresa, la Costa,**
[illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]

**Vallée, A.,**
[illegible]
t. [illegible] ..... [illegible]

**Valley Camp Coal Co. of Canada, Ld.,**
[illegible]
s. [illegible] ..... [illegible]

**Valley Camp S.S. Co.,**
[illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
(Leonard S.S. Co.)
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
(Marine S.S. Co.)
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
(J. A. Valley S.S. Co.)
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]

**Valmas, M., & Co.,**
[illegible]
s. [illegible] ..... [illegible]

**Valmas, Zannis C.,**
[illegible]
s. [illegible] ..... [illegible]

**Valsts Kuga Parvalde,**
[illegible]

**Vamar Steamship Co.,**
[illegible]
s. [illegible] ..... [illegible]

**Van Bruggen, R.,**
[illegible]
s. [illegible] ..... [illegible]

**Van Dam, C. W. H.,**
[illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]

**Van der Dries, B. P. Lozeau.**
[illegible]
s. [illegible] ..... [illegible]

**Van der Laan, H.,**
[illegible]
s. [illegible] ..... [illegible]

**Van der Laan, H. J., & J. H. Kathman.**
[illegible]
t. [illegible] ..... [illegible]

**Van der Made, J.,**
[illegible]
t. [illegible] ..... [illegible]
t. [illegible] ..... [illegible]

**Van der Tak's, (W. A.) Bergingsbedrijf N.V.,**
[illegible]
[illegible] ..... [illegible]

**Van der Toorn, A.,**
[illegible]
t. [illegible] ..... [illegible]

**Van der Toorn, A., Jr.,**
[illegible]
t. [illegible] ..... [illegible]

**Van der Toorn, A., Jun.,**
[illegible]
t. [illegible] ..... [illegible]
t. [illegible] ..... [illegible]
t. [illegible] ..... [illegible]
t. [illegible] ..... [illegible]
t. [illegible] ..... [illegible]
t. [illegible] ..... [illegible]
t. [illegible] ..... [illegible]

**Van der Toorn, C., Jr.,**
[illegible]
t. [illegible] ..... [illegible]
t. [illegible] ..... [illegible]
t. [illegible] ..... [illegible]

**Van der Toorn, J. J., Azn.,**
[illegible]
t. [illegible] ..... [illegible]
t. [illegible] ..... [illegible]
t. [illegible] ..... [illegible]

**Van der Toorn, W., Azn.,**
[illegible]
t. [illegible] ..... [illegible]

**Van der Valk, C.,**
[illegible]
t. [illegible] ..... [illegible]

**Van der Veen, L.,**
[illegible]
s. [illegible] ..... [illegible]

**Van der Vorn, W.,**
[illegible]
s. [illegible] ..... [illegible]

**Van der Werff, G. J.,**
[illegible]
s. [illegible] ..... [illegible]

**Van der Werp, H.,**
[illegible]
s. [illegible] ..... [illegible]

**Van der Zee, W. Hendrik,**
[illegible]
s. [illegible] ..... [illegible]

**Van der Zwan, A., & Zonen,**
[illegible]
t. [illegible] ..... [illegible]

**Van Deenade, Benjamin, & Felix C. Kraus,**
[illegible]
t. [illegible] ..... [illegible]

**Van Dijk, A.,**
[illegible]
s. [illegible] ..... [illegible]

**Van Dijk, A., & Kloghist,**
[illegible]
s. [illegible] ..... [illegible]

**Van Ee, P. A., & Co.,**
[illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]

**Van Gelderen, L. J.,**
[illegible]
t. [illegible] ..... [illegible]
t. [illegible] ..... [illegible]
t. [illegible] ..... [illegible]

**Van Krieken, H., & Co., N.V.,**
[illegible]
s. [illegible] ..... [illegible]

**Van Nievelt, Goudriaan & Co's Stoomvaart Maatschappij, N.V.,**
[illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]

**Van Nood, H.,**
[illegible]
s. [illegible] ..... [illegible]

**Van Ommeren's Scheepvaart Bedrijf, N.V., Ftn.,**
[illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]
s. [illegible] ..... [illegible]

**Van Sluytman, T. A. H.,**
[illegible]
[illegible] ..... [illegible]

**Van Swinten, J. H., N.V. Bunkerbedrijf,**
[illegible]
s. [illegible] ..... [illegible]

**Van Toor's Stoomvaart. Maats., N.V.,**
[illegible]
[illegible] ..... [illegible]
t. [illegible] ..... [illegible]
t. [illegible] ..... [illegible]
t. [illegible] ..... [illegible]

† - Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels.)
S - Steamer; M - Motorship; (Tw. Sc.) - Twin Screw; (T - Turbo.) - Turbines, with Sc. geared.

**Van Tuyl's Vlasch. Maatschappij, N.V.,**
Vlaardingen, (Holland).
[illegible]

**Van Ulzen's Scheepvaart en Agentuur Mij., N.V.** (Utr.).
[illegible]

**Van Vreda, C. D.,**
Amsterdam (N. Holland), (Holland).
[illegible]

**Vancouver Harbour Commissioners,**
Vancouver, (British Columbia).
[illegible]

**Vancouver Island Towing Co., Ld.,**
P.O. Box 1171, Victoria, (British Columbia).
[illegible]

**Vancouver and San Diego Ry. Co., Ld.,**
Vancouver, (British Columbia).
[illegible]

**Vancouver S.S. Co., Ld.,**
[illegible] Building, Vancouver, B.C.
[illegible]

**Vanderbilt, W. K.,**
[illegible], New York, U.S.
[illegible]

**Vandenempel, M.,**
[illegible], Belgium.
[illegible]

**Vane, W. R.,**
[illegible], Hallsham, [illegible].
[illegible]

**Vangnes, N. J.,**
[illegible], Norway.
[illegible]

**Vannucchi, M.,**
[illegible], Italy.
[illegible]

**Vapores Costeros, S.A.,**
[illegible], Spain.
[illegible]

**"Varé," Damjak. Aktiesel.,**
[illegible], Norway.
[illegible]

**Varild, Skibs A/S,**
[illegible], Norway.
[illegible]

**Värmlands Sekelskifteslöjd,**
[illegible], Sweden.
[illegible]

**Varty, D S A/S,**
[illegible], Norway.
[illegible]

**Vartdal Fiskeriselskap A/S,**
[illegible], Norway.
[illegible]

**Vartdal, Knut,**
[illegible], Norway.
[illegible]

**Vasiy, Robert A/S,**
[illegible], Sweden.
[illegible]

**Vasse & Cie., Ste.,**
[illegible], France.
[illegible]

**Vasse, Gustave,**
[illegible], France.
[illegible]

**Vassilakis, Constantinos N.,**
[illegible], Greece.
[illegible]

**Vassilakis, George N.,**
[illegible], Greece.
[illegible]

**Vastervik Harbour Commissioners,**
[illegible], Sweden.
[illegible]

**Vasterviks Nya Varve A/B,**
[illegible], Sweden.
[illegible]

**Vatis, Theofilos J.,**
[illegible], Greece.
[illegible]

**Vattenfalls, A/B,**
[illegible], Sweden.
[illegible]

**Vaughan, Walter (Cardiff), Ld.,**
[illegible], Cardiff.
[illegible]

**Vaxmakon, Mme. Kassiani, L.,**
[illegible], Greece.
[illegible]

**Vaxholms Nya Ångf. Aktiebol.,**
[illegible], Sweden.
[illegible]

**Ves, Dietrik,**
[illegible], Norway.
[illegible]

**Vega, A. T.,**
[illegible], Spain.
[illegible]

**Vega-Rederi, G.m.b.H.,**
[illegible], Germany.
[illegible]

**Veiguela, F.,**
[illegible], Spain.
[illegible]

**Veim, Einar,**
[illegible], Norway.
[illegible]

**Veit, Ed.,**
[illegible], Germany.
[illegible]

**Velasco, C.,**
[illegible], Spain.
[illegible]

**Velasco, Hijos de C.,**
[illegible], Spain.
[illegible]

**Velasco, Joaquin**
[illegible], Spain.
[illegible]

**Velez T., Dionisio,**
[illegible], Spain.
[illegible]

**Veling, Kees,**
[illegible], Holland.
[illegible]

**Vellotis, Eleftherios G.,**
[illegible], Greece.
[illegible]

**Veljeskeet Peres v/y,**
[illegible], Holland.
[illegible]

**Vellinga, Beukie J.,**
[illegible], Holland.
[illegible]

**Vellinga, J.,**
[illegible], Holland.
[illegible]

**Vellinga, M.,**
[illegible], Holland.
[illegible]

**Velthuis, L. B.,**
[illegible], Holland.
[illegible]

**Velyppilini, V., & S. Konstantini,**
[illegible], Greece.
[illegible]

**Velvis, Onnitas,**
[illegible], Sweden.
[illegible]

**Ven, Roderi A/B,**
[illegible], Sweden.
[illegible]

**Venberg, Aktiesel.,**
[illegible], Norway.
[illegible]

**Vendila, Dampskibsselskabet,**
[illegible], Denmark.
[illegible]

**Venera, Ångbåts Aktiebol.,**
[illegible], Sweden.
[illegible]

**Venetianos, P. & A.,**
[illegible], Greece.
[illegible]

**Venezuela Gulf Oil Co.,**
[illegible], U.S.A.
[illegible]

**Venizelos, Mme. Marie & S. E.,**
[illegible], Greece.
[illegible]

**Venneta, Ld.,**
[illegible], Great Britain.
[illegible]

**Verano S.S. Co.,**
[illegible], U.S.A.
[illegible]

**Verbermilia S.S. Co., Ld.,**
[illegible], London, E.C.
[illegible]

**Verommen, J.,**
[illegible], Belgium.
[illegible]

**Vereenigde Exploitatie Maatsch., N.V.,**
[illegible], Holland.
[illegible]

**Vereenigde Nederlandsche Scheepvaartmaatschappij,**
[illegible], The Hague, Holland.
[illegible]

**Vereenigde Stoomkolenbedrijf, N.V.,**
[illegible], Holland.
[illegible]

**Vereinigte Flensburg - Hamburger & Rendsburger Dampfschiff-Gesellschaft,**
[illegible], Germany.
[illegible]

**Vergottis, Andreas,**
[illegible], Greece.
[illegible]

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[illegible]

**Vergottis, Georgios,**

**Vergottis, Rokos,**

**Verhoul, J.,**

**"Veritas," Dampskibsselskab,**

**Verksmarks Ångfartygs aktiebolag,**

**Vermaas Schoepvaartbedrijf, N.V.,**

**Vermeulen, Louise,**

**Verney, Paul,**

**Verzioni, M. N.,**

**Verzinne, Menard & Barrere,**

**Verza, R., & Co.,**

**Versicherungsverein Deutscher Fischereiflotten Rederei,**

**Verzeas & Remesteria,**

**Vervaeke Files, N. M.,**

**Verona, F.,**

**Verona Za Plovidba D.D.,**

**Vestarkis, A.,**

**Vestmaalens Dampskibsselskab,**

**Vesterålens Torskefiske Ångfartygsaktiebolag,**

**Vesterhav, Aktiesel.,**

**Vesterhavet, D/S,**

**Vestfold Hvalfangeraktiesel.,**

**Vesthein, Aktiesel.,**

**Vestjysk Dampskibsselskab, A/S,**

**Vestlaad, D/S A/S,**

**Vestlandske Petroleumsforsynt. A/S,**

**Vestrini, Ing. Luigi,**

**Viasda S.S. Co., Ld.,**

**Viaikin, Mrs. Anna,**

**Vickers, Benjamin,**

**Victor, A. J.,**

**Victor, Solon,**

**Victoria, Rederiaktiesel.,**

**Victoria Tug Co., Ld.,**

**Victorian Government, The,**

**Victorian Lighterage Proprietary Ld.,**

**Victoria, Antonio Nunes,**

**Vida, Frank,**

**Vidal, Enrique J.,**

**Vidar, Rederi A/B,**

**Vidir, H/F**

**Vidor, Serrat & Cie.,**

**Vigil, H/F,**

**Vigil-Escalera, Heredes de Gregorio, y en expma.,**

**Vigilant Fishing Co., Ld.,**

**Vigliesauri, Quintina,**

**Vik, E.,**

**Vikes, Rederi A/B,**

**Viking Corporation of Panama,**

**Viking, D/S, A/S,**

**Viking, Rederi A/B,**

**Viking Steam Trawling Co., Ld.,**

**Viking Steamship Co. A/S,**

**Vilar, Sunra & Co.,**

**Vilanelle & Sobrino,**

**Vileys, August,**

**Vilhelm, Th. J.,**

**Viljakainen, D.,**

**Viljaatuasti O/Y,**

**Villais & Fassio, Società Anonima Italiana di Navigazione,**

**Villani, G., fu M.,**

**Villemoes, J.,**

**Villeret & Cie.,**

**Vincent, Charles D.,**

**Vinci, Francesco,**

**Vind, Rederi A/B,**

**Vinda, A/B,**

**Vindnes, Hans O.,**

**Vingas, Rederi A/B,**

(F - Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S - Steamer; M - Motorship; (Tw. Sc.) - Twin Screw; (T - Turbs.) - Turbines, with No. prefixed.

**Vinicola Genovese S.A.,**
Via Carlo Alberto 15, Genova, Italy.
Navigation ..... Vapeur 1 Voile 1 ... 140

**Vinke & Co.**
(Firma MM.), Oostzeedijk No 11, Amsterdam, Holland.
(Vaapstoomvaart Maatschappij "Stoomvaart").
s. Hachelbeurg (3 Turbs.) ..... 90 ... 1100
s. Lamerbeek ..... 72 ... 1000
s. Zuiderkruis ..... 90 ... 1000
s. Vlissingenkerk ..... 72 ... 1000
(Stoomvaart Maatsch. "Zuiderkruis")
s. Amboina (3 Turbs.) ..... 90 ... 1000
s. Bataviaan ..... 90 ... 1000
s. Bodjonegoro ..... 90 ... 1000
s. Pontianak ..... 90 ... 1000
s. Sumatra ..... 90 ... 1000
s. Sumbawa ..... 90 ... 1000
s. Tjiliwong ..... 90 ... 1000
s. Tjiomas ..... 90 ... 1000
s. Tjiwangi ..... 90 ... 1000
s. Wijnegoe (3 Turbs.) ..... 90 ... 1000

**Vinke & Co.,**
10, Oostzeedijk, Amsterdam, Holland.
(Stoomvaart Maatsch. Westindië).
s. Amstel ..... 90 ... 1000
s. Berbice ..... 90 ... 1000
s. Boas ..... 90 ... 1000
s. Curaçao ..... 90 ... 1000
s. Congo ..... 90 ... 1000
s. Maas ..... 90 ... 1000
s. Maas ..... 90 ... 1000
s. Rijnstroom ..... 90 ... 1000
s. Rotterdam ..... 90 ... 1000
s. Suriname ..... 90 ... 1000
s. Tamara ..... 90 ... 1000
s. Waal ..... 90 ... 1000
s. Tiber ..... 90 ... 1000
s. Zaan ..... 90 ... 1000

**Vinnen, F. A., & Co.,**
Altenwerder Elbe, Hamburg, Germany.
Dampf Fischerei (Aktiv. Ges.) ..... 90 ... 1000
Dampfer Vinnen (Aktiv. Ges.) ..... 90 ... 1000
Magdeburger Vinnen (Aktiv. Ges.) ..... 90 ... 1000
Weserer Vinnen (Aktiv. Ges.) ..... 90 ... 1000

**Vinor Steam Fishing Co., Ltd.,**
Fish Docks, Grimsby.
1. Vinor ..... 90 ... 400

**Virginia Lumber Corp.,**
P.O. Box 100, Newport News, Va., U.S.
Mobile ..... 90 ... 1000

**Virginia S.S. Co.,**
(Off. Leader Bldg.), Cleveland, Ohio, U.S.
(c/o W. A. Hughes Co.)

**Virginia Towing Corp.,**
10, Wall Street, New York, U.S.
s. George W. Quick ..... 90 ... 800

**Virik, Halldór,**
Reykjavik, Iceland.
(Vikin Skibsfart A/S.)
s. Kaiser ..... 90 ... 1100
s. Baldur (Tw. Sc.) ..... 90 ... 1000

**Viriks Rederi A/S,**
Reykjavik, Iceland.
(c/o Gustav Viriks)

**Virsi, Gaetano,**
Trapani, Italy.
Navigazione ..... Vapeur 1 Voile 1 ... 140

**Visayan Stevedore Transportation Co.,**
Iloilo, Philippine Islands.
s. Salvador II ..... 90 ... 1000
s. San Pedro ..... 90 ... 1000
s. San Roque ..... 90 ... 1000
s. Trinidad ..... 90 ... 1000

**Viscioia, F., di Giacchino,**
Via Ragusa, Pachino, Ragusa, Italy.
s. Giacchino ..... 90 ... 140

**Visewick, Casimire**
di Giov., & C.,
S. Lorenzo d'Arenas, Savona, Italy.
Minilla (Aux. M.) ..... 90 ... 400

**Visher, F.,**
Wismarsche Str., Germany.
Tullio Marie (Aux. M.) 90 ... 400

**Visscherij Maats. "Coraelie Kort," N.V.,**
Flushing, Holland.
(c/o C. Fiala.)

**Visscherij Maats. Tarbotbank, N.V.,**
12, Willemstraat, Flushing, Holland.
(c/o C. J. Kort.)

**Visscherij Maats.,**
Vereenigde Noordzeevisschers, N.V.,
Flushing, Holland.
(c/o W. H. Kaaden.)

**Visscherij Maats.**
Vereenigde Noordzeevisschers XXII, N.V.,
Flushing, Holland.
(c/o W. H. Kaaden.)

**Visser, D. G.,**
Vlaardingen, Holland.
s. Parthenia ..... 90 ... 140
s. Tiba ..... 90 ... 140

**Vitali, D., & Co.,**
Genoa, Italy.
s. Libia ..... 90 ... 100
s. Marina ..... 90 ... 110

**Vith, H. F., G.m.b.H.,**
Köln, 19, Pfälzerweg, Germany.
s. Peter Vith ..... 90 ... 1000

**Vitiello, Carlo Tonti,**
Torre del Greco, Italy.
s. Antonio ..... 90 ... 1000

**Vitiello, Carmine,**
Torre del Greco, Italy.
s. Sabato ..... 90 ... 400
s. S. Vincenzo ..... 90 ... 400

**Vitiello, E. Tonti,**
Torre del Greco, Italy.
s. Rita ..... 90 ... 400

**Vitaliano, Giovanni, fu A.,**
Via Santa Lucia, Amalfi, Italy.
Frank Mitchell (Aux. M.) 90 ... 100

**Vizoso, Manuel, y Francisco Ruiz,**
Isla, Almeria, Spain.
s. Segundo No 1 ..... 90 ... 100
(Motor Dynamitero (Aux. M.) 90 ... 110

**Vlaardingen, Visscherij Maatschappij,**
Vlaardingen, Holland.
s. Amsterdam ..... 90 ... 1000
s. Boulogne ..... 90 ... 1000
s. Clara ..... 90 ... 1000
s. Elise ..... 90 ... 1000
s. Fritz ..... 90 ... 1000
s. Hendrika ..... 90 ... 1000
s. Hendrik ..... 90 ... 1000
s. Jacobus ..... 90 ... 1000
s. Johanna (2) ..... 90 ... 1000
s. Maria Antonia ..... 90 ... 1000
s. Maria Hendrika ..... 90 ... 1000
s. Maria Magdalena ..... 90 ... 1000
s. Theodor ..... 90 ... 1000

**Vlaardingsche Stoomvisscherij, N.V.,**
Oostzeedijk No 11, Vlaardingen, Holland.
(c/o Visscher & Co.)

**Vlachakis, Leonidas,**
Rue Zaïdan 11, Piraeus, Greece.
s. Polemonaut ..... 90 ... 1000

**Vladivostock, Port Arthurian Co.,**
Vladivostok, Russia.
s. Manchuria ..... 90 ... 140

**Vlassis, M.,**
14, Rue Aristotelous, Athens, Greece.
s. Agios Paraskevi ..... 90 ... 1000

**Vlassopol, S.,**
Volo 10, Kolchis, Mavrovouni.
s. Ingliani G. Vlassopol ..... 90 ... 1000

**Vlassopulos, Eleftherios, E.,**
c/o Angelopulo, Ltd., 10, Leadenhall Street, London, E.C.3; and 6, Platia Kolonaki, Athens, Greece.
s. Andros ..... 90 ... 1000

**Vlassopulos, Aristotle G.,**
1, Commercial Aspodoulou Street, Athens, Greece.
s. Agios Konstantinos ..... 90 ... 1000

**Vlassopulos, S. N.,**
c/o Vlassopulos Bros., 6, Fore Street, London, E.C.2.
s. Chios ..... 90 ... 1000
s. Maria ..... 90 ... 1000

**Vlassopulos, T. N.,**
10, Gresham Buildings, Princes Street, London, E.C.2.
Navigazione ..... Vapeur 1 Voile 1 ... 1000
s. Kalamata ..... 90 ... 1000

**Vlge & Ducker,**
Grootschuiten 11, Flushing, Germany.
s. Gladiator ..... 90 ... 400
s. Gladiator ..... 90 ... 1000
s. Gladiator ..... 90 ... 400

**Vogemann, E.,**
Wesselburen, 10, Dithmarsch, Germany.
s. Tugmann ..... 90 ... 1000
s. Tugmann ..... 90 ... 1000

**Vogemann's Transport Co., N.V.,**
10, Kortenaer, Rotterdam, Holland.
(Alexander Vogemann Rotterdam, N.V.)
s. Doris ..... 90 ... 1000

**Vollmers, H. H. Claudius,**
Wismar, Germany.
s. Joseph Vollmers ..... 90 ... 100

**Vollmond, Aage,**
Gamlehjede 10, Copenhagen K, Denmark.
(Det D.D. Aal.)
s. Aalen ..... 90 ... 400
(Det D.D. Aalen.)
s. Aalen ..... 90 ... 1000

**Volo, Rederiaktieb.,**
Gothenburg 8, Sweden, Sweden.
(c/o J. Ericsson.)

**Von Allwörden, A.,**
Hamburg, near Hamburg, Germany.
(Hamburger Frisch Fischerei) (Aux. M.) 90 ... 100

**Von Aspern, Claus,**
Kiel, Germany.
Fischer (Aux. M.) ..... 90 ... 100

**Von Busch, Fritz,**
Magdeburg 10, Fischerstraße, near Hamburg, Germany.
s. Bremen und Bremen ..... 90 ... 100

**Von Eitzen, Gerhard, & Sohn,**
10, Glockenstr. 100, Altona, Germany.
s. Magnus ..... 90 ... 100

**Von Knowes Rederi,**
Helsingfors, Finland.
s. Von Knowes (Tw. Sc.) ..... 90 ... 100

**Von Lockner, Graf Felix,**
Hamburg, Germany.
Magdalena (Aux. M. Tw. Sc.) 90 ... 1000

**Voorlewind, H.,**
Zaandam, Holland.
s. Amsterdam ..... 90 ... 100
Wilhelm (Aux. M.) ..... 90 ... 100

**Vors, Aktien.,**
Flensburg, Germany.
(c/o Gustav Viriks & Sohn.)

**Voreda S.S. Co., Ltd.,**
5, Arcadia Street, Glasgow, C.1.
(c/o H.M. Robertson & Co.)

**Vormauer, E.,**
Bremerhaven, Germany.
s. Gustavus (Aux. M.) ..... 90 ... 100

**Voskamp, Gebr., & T. de Bruijn,**
Zwolle 11, Schreiers, Holland.
s. Hoi Bellerland ..... 90 ... 100

**Voskamp, Gebr., Technisch Bureau,**
Zwolle, 11, Schreiers, Holland.
s. Mosselman ..... 90 ... 100
s. Wijnendale ..... 90 ... 100
s. Zuid Bellerland ..... 90 ... 100

**Voss, Carl, & Sohn, G.m.b.H.,**
Wismarsche, Germany.
s. Prestigiant ..... 90 ... 400

**Voss, Thomas,**
14, Strength Road, Walton, Liverpool, 4.
Windsorlaan ..... 90 ... 400

**Voyadjis, G.,**
c/o Papadakis 1, Athens, Greece.
(Società Anonima Commerciale di Salonicco.)
s. Demetrios ..... 90 ... 400
s. Ioannis Voyadjis ..... 90 ... 400

**Voyajoglu, C. A.,**
c/o The Anglo Foreign Representative Ltd., 10, St. St. Albans Lombard, E.C.3.
s. Kilmore ..... 90 ... 100

**Vrachivaart, N.V. Maatschappij,**
Waterhuis 3, Amsterdam, Holland.
s. Clara ..... 90 ... 1000
s. Elise ..... 90 ... 1000
s. Elise ..... 90 ... 1000
s. Elsje ..... 90 ... 1000
s. Elsje ..... 90 ... 1000

**Triad, L.,**
Amsterdam 103, Flushing, Holland.
(N.V. Stoomvaart Maats. "De Ster.")
s. Ecuador ..... 90 ... 100
(N.V. Stoomvaart Maats. "De Ster.")
s. Ecuador ..... 90 ... 100

**Vrionis, Emmanuel,**
Tulcea, Romania.
s. Gabriella ..... 90 ... 400

1. = Barres de pinces (pour les mouvements sur les barres de pinces à rapport vis à écrous, voir la Liste séparée qui a : 1 = Supplément aux Barres à Tulipe) ; 2 = Tapiet ; m = Petite à Moteur ; (Tw. Sc.) = Hélice (Jonction) ; ( Turbs.) = Turbine, avec indication de nombre.

**Vrolijk, F., N.V. Visch-handel Rederij en IJsfabriek v/h.,**

[illegible]

**Vreedenburg, J. A.,**

[illegible]

**Vuursteen, L.,**

*IJmuiden, Holland.*

[illegible]

# W

**W. A. Trawling, Co., Ld.**

[illegible]

**Waader, H.,**

[illegible]

**Waage, Hagb.,**

[illegible]

**Waage, H., & J. Stenersen,**

[illegible]

**Waage Rasmussen, Fr.,**

[illegible]

**Waages Tankrederi A/S,**

[illegible]

**Wabash Railway Co.,**

[illegible]

**Wachsmuth & Krogmann,**

[illegible]

**Waegue et Lecrivain,**

[illegible]

**Wada Genjiro,**

[illegible]

**Wada Hirakichi,**

[illegible]

**Wada Kenzo,**

[illegible]

**Wade, Alfred B.,**

[illegible]

**Wadsworth Lighterage & Coaling Co., Ld.,**

[illegible]

**Wagemaker, P.,**

[illegible]

**Wagenborg, H.,**

[illegible]

**Wager, Andreas, & Soner Aktiebolaget,**

[illegible]

**Wagner, Paul,**

*Flensburg, Germany.*

[illegible]

**Wahlberg, K. E.,**

[illegible]

**Wahlgren, Bror Th.,**

[illegible]

**Wah-Shang S.S. Co., Ld.,**

[illegible]

**Wakai Toshigoro,**

[illegible]

**Wakai Zenzo,**

[illegible]

**Wakamatsu Kisen Kabushiki Kaisha,**

[illegible]

**Wakayama Ken,**

[illegible]

**Wakaye Toshitaro,**

[illegible]

**Walcheren, N.V. Scheepvaart Maats.,**

[illegible]

**Waldos Shipping Co., Ld.,**

[illegible]

**Walford, Leopold, Shipping, Ld.,**

[illegible]

**Walford Lines, Ld.,**

[illegible]

**Walhall, Rederiaktieb.,**

[illegible]

**Walker & Bain,**

[illegible]

**Walker & Daly,**

[illegible]

**Walker, Edwin J.,**

[illegible]

**Walker, John,**

[illegible]

**Walker, John H.,**

[illegible]

**Walker Steam Trawl Fishing Co., Ld.,**

[illegible]

**Walker, Thomas,**

[illegible]

**Wallace Bros., Ld.,**

[illegible]

**Wallace, George W. D.,**

[illegible]

**Wallace, James, & Co., Ld.,**

[illegible]

**Wallarah Coal Co., Ld.,**

[illegible]

**Wallasey, The Mayor, Aldermen and Burgesses of the Borough of,**

[illegible]

**Wallem, Haakon J.,**

[illegible]

**Wallen, Rederiaktieb.**

[illegible]

**Waller, H.,**

[illegible]

**Waller, John,**

[illegible]

**Waller, Martin,**

[illegible]

**Waller, Per,**

[illegible]

**Wallingford S.S. Co.,**

[illegible]

**Wallonia, Rederi A/B,**

[illegible]

**Walmar S.S. Co., Ld.,**

[illegible]

**Walsh, J. R.,**

[illegible]

**Walsh Stevedoring Co.,**

[illegible]

**Walters, Angus,**

[illegible]

**Walters, J.,**

[illegible]

**Walvis Bay, Intek.,**

[illegible]

**Wamboldt, Mrs. Ivy L.,**

[illegible]



f - Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);
S - Steamer; m - Motorship; (Tw. Sc.) - Twin Screw; (- Turb.) - Turbines, with No. prefixed.

**Wandfis, Rederiaktieb.,**

[illegible]

**Wandsworth & District Gas Co.,**

[illegible]

**Wang Tun Shang,**

[illegible]

**Wanganui Harbour Board,**

[illegible]

**Wansbrough Paper Co., Ld.,**

[illegible]

**Warstah Tug & Salvage Co., Ld.,**

[illegible]

**Ward, J. N., & Son,**

[illegible]

**Ward Line.**

[illegible]

**Ward, T. W., Ld.,**

[illegible]

**Wareham, Wilfred W.,**

[illegible]

**Warled Tankschiff Rederei G.m.b.H.,**

[illegible]

**Warner, Richard E.,**

[illegible]

**Warnock Bros., Ld.,**

[illegible]

**Warren Engine Co., Ld.,**

[illegible]

**Warren, Frank K.,**

[illegible]

**Warren Line (Liverpool), Ld.,**

[illegible]

**Warren, Robert K.,**

[illegible]

**Wasa Partygs Aktieb.,**

[illegible]

**Wasa, Rederi A/S,**

[illegible]

**Washington Tug & Barge Co.,**

[illegible]

**Waste S.S. Co., Ld.,**

[illegible]

**Wasserstrass, F. W.,**

[illegible]

**Wasserstrassen-Direktion,**

[illegible]

**Wasson, Alma L.,**

[illegible]

**Wasson, E. L.,**

[illegible]

**Wasson, Walter E.,**

[illegible]

**Watchlin, Alexander F.,**

[illegible]

**Water Transports, Ld.,**

[illegible]

**Waterford Harbour Commissioners,**

[illegible]

**Watergate Steam Shipping Co., Ld.,**

[illegible]

**"Waterguna," N.V. Vlas. W.,**

[illegible]

**Waterhouse, Frank, & Co., of Canada, Ld.,**

[illegible]

**Waterloo Steam Trawling Co., Ld.,**

[illegible]

**Waterman Steamship Corp.,**

[illegible]

**Waters, Thomas W.,**

[illegible]

**Watson, Arthur H.,**

[illegible]

**Wathen & Co.,**

[illegible]

**Wathen, Estate of R. Duke,**

[illegible]

**Wathen, Robert B.,**

[illegible]

**Watkins, George A.,**

[illegible]

**Watkins, William, Ld.,**

[illegible]

**Watson, P. W., & Sons, Ld.,**

[illegible]

**Watt, J. R., & Sons, Ld.,**

[illegible]

**Watt, John,**

[illegible]

**Watt, N. C.,**

[illegible]

**Watteau, Edouard,**

[illegible]

**Watten, Ingv.,**

[illegible]

**Watter Frères,**

[illegible]

**Watter, Jean,**

[illegible]

**Watts, Watts & Co., Ld.,**

[illegible]

**Wandly, Thomas,**

[illegible]

**Wave Steamship Corp.,**

[illegible]

[illegible] — Vapeur ; [illegible] — Service & Mixtures (Tw. Sc.) — Science (sciences) ; [illegible] — Turbine, avec indication du nombre.

**Waverley Steam Drift Fishing Co., Ld.,**

**Waverley Shipping Co., Ld.,**

**Wear Steam Fishing Co., Ld.**

**Wearn, Edward M.,**

**Weatherill, John, & Sons, Ld.,**

**Weber, Peter,**

**Webster, J. S., & Sons,**

**Webster Shipping Co., Ld.,**

**Wedemeyer, Friedrich,**

**Wedlin, Morgan,**

**Wee Guan Choon,**

**Weerts, G.,**

**Wega Rederi A/B,**

**Wegener, H.,**

**Wehlen, Gustav,**

**"Weichsel," Danziger Dampfschiffahrt & Assured Assicu. Gesellschaft,**

**Weide, M.,**

**Weidner, Hopkins & Co.,**

**Weigel, Bokum & Co.,**

**Weikerth, J.,**

**Weil, S., & Co.,**

**Weir, Andrew, & Co.,**

**Weir, Andrew, & Co.—**

**Weist, Gustav,**

**Welcome S.S. Co., Ld.,**

**Wellington Harbour Board,**

**Wen Kee & Co.,**

**Wenhow & Ningpo Steamship Co., Ld.,**

**Wendel, Mme.,**

**Wendt, Albert,**

**Wennerberg, W. L.,**

**Wennstrom, John V.,**

**Westcott, Lavinius A.,**

**Wernaa, Rederi A/B,**

**Werner, Franz,**

**Wesch, W.,**

**Wesenberg, H.,**

**Wesser-Reed. G.m.b.H.,**

**Westerfahrt, G.m.b.H.,**

**Wessels, Jurgen,**

**Wessels, P. W., Wwe.,**

**West African Lighterage & Transport Co., Ld.,**

**West Australian Steam Nav. Co., Ld.,**

**West Coast of America Telegraph Co., Ld.,**

**West Coast Shipping Co., Ld.,**

**West Dock Steam Fishing Co., Ld.,**

**West, F.,**

**West, George,**

**West Hartlepool Steam Navigation Co., Ld.,**

**West India & Panama Telegraph Co., Ld.,**

**West of India Portuguese Railway Co.,**

**West River Transportation & Trading Co., Ld.,**

**West Wales S.S. Co., Ld.,**

**Westbourne Shipping Co., Ld.,**

**Westcott, Albert,**

**Westcott & Laurance Line, Ld.,**

**Westenberg, Herman,**

**Wester, R.,**

**Wester Schreepvaart Maats. (Wesma), N.V.,**

**Westeras Torskalle Angfarts Aktiebolag,**

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‡ = Fishing Vessels (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels);

S = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (— Turbs.) = Turbines, with No. prefixed.

**Westergren, S.,**
[illegible]
[illegible]

**Westerlund, Julius,**
[illegible]

**Westermark, O.,**
[illegible]

**Western Australia, Government of,**
[illegible]

**Western District Timber Co. Proprietary, Ltd.,**
[illegible]

**Western Navigation Co., Ltd.,**
[illegible]

**Western Navigation Co., Ltd.,**
[illegible]

**Western Pacific R.R. Co.,**
[illegible]

**Western Shore Steamboat Co., Inc.,**
[illegible]

**Western Steamship Corporation,**
[illegible]

**Western Telegraph Co., Ltd.,**
[illegible]

**Western Transport Co., Inc.,**
[illegible]

**Western Transportation Co.,**
[illegible]

**Western Transports, Ld.,**
[illegible]

**Westers, F.,**
[illegible]

**Westers, J.,**
[illegible]

**Westers, P.,**
[illegible]

**Westfal-Larsen & Co., A/S,**
[illegible]

**Westford, J. A.,**
[illegible]

**Westindia, Boleri. A/S,**
[illegible]

**Westland, N.V. Motorschip,**
[illegible]

**Westland Shipping Co., Ld.,**
[illegible]

**Westoll, James, Ld.,**
[illegible]

**Westoll Steamships, Ld.,**
[illegible]

**"Westpolder," N.V. Stoom. Maats.,**
[illegible]

**Westport Coal Co., Ld.,**
[illegible]

**Westport Harbour Board,**
[illegible]

**Westwego Petroleum Berge Lines, Inc.,**
[illegible]

**Westwick S.S. Co., Ld.,**
[illegible]

**Wetherall, John H., & Co., Ld.,**
[illegible]

**Wetleesen, Louis,**
[illegible]

**Wettin, Ivar,**
[illegible]

**Wexford Steamships, Ld.,**
[illegible]

**Weylandt, R.,**
[illegible]

**Whangpoo Conservancy Board,**
[illegible]

**Wigham, John S.,**
[illegible]

**Wilmoter & Co.,**
[illegible]

**White, C. G.,**
[illegible]

**White, J. M.,**
[illegible]

**White, James A.,**
[illegible]

**White, James A. A.,**
[illegible]

**White, R. R.,**
[illegible]

**White Rock Tug Co., Ld.,**
[illegible]

**White, S. E.,**
[illegible]

**White Stack Towboat Co.,**
[illegible]

**White Star Line.**
[illegible]

**White Star Line, Ld.,**
[illegible]

**White Star Steam Fishing Co. of Aberdeen, Ld.,**
[illegible]

**White, Tom, Inc.,**
[illegible]

**Whitehaley Shipping Co., Ld.,**
[illegible]

**Whitehaven Corporation,**
[illegible]

**Whitehaven Harbour Commissioners,**
[illegible]

**Whitehouse, W. G., & Co., Pty., Ltd.,**
[illegible]

**Whitman, Ward & Lee Co.,**
[illegible]

**Wichmann, F.,**
[illegible]

**Wick and Pulteney Harbour Trustees,**
[illegible]

**Wickberg, J. F.,**
[illegible]

**Wickstrom, C. B.,**
[illegible]

**Wickstrom, Isak F.,**
[illegible]

**Widberg, H. W.,**
[illegible]

**Wiesmayer, Fr.,**
[illegible]

**Wiel & Amundsen,**
[illegible]

**Wiese & Co.,**
[illegible]

**Wiese & Co., Reed. Carl, (Lübeck),**
[illegible]

**Wiesner, Carl, Jr.,**
[illegible]

[illegible]

**Wieting, J., Hochseefischerei, Aktien Gesellschaft.**
[illegible]

**Wifstavarfs Aktiebolag.**
[illegible]

**Wiggers, Otto,**
[illegible]

**Wihuri, Antti,**
*Helsingfors, Finland.*
[illegible]

**Wijnhold, S.,**
[illegible]

**Wijnstok, S.,**
[illegible]

**Wijnstok, W.,**
[illegible]

**Wijsmuller, N.V. Bureau,**
[illegible]

**Wiking Schiffahrts G.m.b.H.**
[illegible]

**Wiland, N.,**
[illegible]

**Wilckens, W.,**
[illegible]

**Wilcox Fertilizer Co.,**
[illegible]

**Wilcox, W.,**
[illegible]

**Wildemann, T.,**
[illegible]

**Wilhelmina, Rederi Aktieb.,**
[illegible]

**Wilhelms' Rederi A/S,**
[illegible]

**Wilhelms, T.,**
[illegible]

**Wilhelmsen, Brødrene,**
[illegible]

**Wilhelmsen, Wilh.,**
[illegible]

Motorships.
[illegible]

Steamers.
[illegible]

Oil Tankers.
[illegible]

**Wilhelmshaven, Stadt,**
[illegible]

**Wilkens, H. T., & Co., A/S,**
[illegible]

**Wilkens, J.,**
[illegible]

**Wilkie, Charles M. O.,**
[illegible]

**Wilkie, Ernest A.,**
[illegible]

**Will, Max,**
[illegible]

**Willey, W. B., & Sons, Ld.**
[illegible]

**William, Reederei Daniel,**
[illegible]

**William & Co., Ld.,**
[illegible]

**Williams, Albert,**
[illegible]

**Williams, Harrison,**
[illegible]

**Williams, Herbert,**
[illegible]

**Williams, I., & Co.,**
[illegible]

**Williams, J. R.,**
[illegible]

**Williams (Lewis & Grave),**
[illegible]

**Williams Steamship Corp.,**
[illegible]

**Williams, W. Lloyd,**
[illegible]

**Williams, W. T. & H. A., Ld.**
[illegible]

**Williamson & Co.,**
[illegible]

**Williamson, J., & Others,**
[illegible]

**Williamson, John, & Co.,**
[illegible]

**Williamson-Buchanan Steamers, Ld.,**
[illegible]

**Willigar, Wylie G.,**
[illegible]

**Willis S.S. Co., Ld.,**
[illegible]

**Willmont, Charles S.,**
[illegible]

**Willoughby & Lamb, Ld.,**
[illegible]

**Willox, Vve.,**
[illegible]

**Wilmington Transportation Co., Inc.,**
[illegible]

**Wilmore S.S. Co.,**
[illegible]

**Wilson, A. S.,**
[illegible]

**Wilson, Ashley F.,**
[illegible]

**Wilson Bros. & Co.,**
[illegible]

**Wilson, Charles N.,**
[illegible]

**Wilson, Francis A.,**
[illegible]

**Wilson & Harrison Steamships, Ld.,**
[illegible]

**Wilson, Hart & Co., Ld.,**
[illegible]

**Wilson, Jack C.,**
[illegible]

**Wilson, James A.,**
[illegible]

**Wilson, James F.,**
[illegible]

† - Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).
S - Steamer; M - Motorship; (Tw. Sc.) - Twin Screw; (Turb.) - Turbines, with No. prefixed.

**Wilson, John,**

**Wilson, S. P.,**

**Wilson, Sons & Co., Ld.,**

**Wilson S.S. Co., Ld.,**

**Wilson Transit Co., The,**

**Wilson, William A.,**

**Wilson, Wm. C., & Others,**

**Wilsons & North Eastern Railway Shipping Co., Ld.,**

**Wilsons (N.Z.) Portland Cement, Ld.,**

**Wilton, T. & C., & Co., Ld.,**

**Winborne S.S. Co., Ld.,**

**Winck, Carl W.,**

**Winck, Helge W.,**

**Windermere Ferry Joint Sub-Committee,**

**Windsor & Pelee Island Steamship Co., Ld.,**

**Wing Hing S.S. Co., Ld.,**

**Wing Sing S.S. Co., Ld.,**

**Wingren, Olof,**

**Winstone, Ld.,**

**Winter, Frank W.,**

**Winter, J. H. L.,**

**Winters, Harry C.,**

**Winther, Niels & Co.,**

**Wirum, O.,**

**Wirum, O., & A. Johansen,**

**Wisbech Steamship Co., Ld.,**

**Wischerth, Stephen E.,**

**Wisconsin & Michigan Transportation Co.,**

**Wiseman, Frederick N.,**

**Wismar, Hafenamt,**

**Wickerington & Everett,**

**Witt, Carl H.,**

**Witt, Heinrich,**

**Witt, Jakob,**

**Witt, P.A.,**

**Wittmann, Gebrüder,**

**Wo Fat Shing,**

**Woermann Linie, Aktiengesellschaft,**

**Wohlenberg, Carl, Reederei, G.m.b.H.,**

**Wolden, H. E.,**

**Wolfe, Frederic John,**

**Wolff, Reederei Wilhelm,**

**Wollert, Renate,**

**Wolter, Willy Heinz,**

**Woltmann, Peter,**

**Wong Chen Hsu,**

**Wong Chung Ts,**

**Wong Tat Hing,**

**Wong Tse Shan,**

**Woo Foong S.S. Co., Ld.,**

**Woo & Mok, Ld.,**

**Woo Ping Steamship Co.,**

**Wood, Alexander F.,**

**Wood, David,**

**Wood, David, & Robert Mair,**

**Wood, E. K., Lumber Co., Inc.,**

**Wood, G.,**

**Wood, George,**

**Wood, John,**

**Wood Towing Corp.,**

**Woodfield Steam Shipping Co., Ld.,**

**Woodpulp Transport Co., Ld.,**

**Woods, Tyler & Brown,**

**Wope, N.V. Scheepvaart Maatschappij,**

**Workington Harbour & Dock Board,**

**Workman, Arbuckle & Matthews,**

**Worms & Cie.,**

**Worrall, William,**

**Worthington Pump & Machinery Corp.,**

**Wossaca, Pierre,**

**Wrangell, H. M., & Co., Ltd.,**

**Wright, M. G.,**

**Wright, Sidney E.,**

**Wrolsen, J. W., & Co.,**

**Wu Hsing S.S. Co.,**

**Wurbach, J. H. E.,**

**Wyandotte Transportation Co.,**

**Wyker Dampfschiffe Rederei, G.m.b.H.,**

**Wyllie, Hugh A.,**

**Wyllie, James, & Sons,**

**Wyre Steam Trawling Co., Ld.,**

## X

**Xilas Bros.,**

**Xydis, Gosti, & Son,**

**Xydis, Minkel,**

## Y

**Yabuki Gomei Kaisha,**

**Yada Iyemon,**

**Yaitsu Shinyokohai Kiyo,**

**Yaheyama Teyuta,**

**Yakura Shuntaro,**

**Yamada Akira,**

**Yamada Jisaku,**

**Yamaguchi, T.,**

**Yamakita, Asa,**

**Yamamoto Hidesaburo,**

**Yamamoto Kaizo Kabushiki Kaisha,**

**Yamamoto Kisen Kabushiki Kaisha,**

**Yamamoto Kozo,**

**Yamamoto Sadajiro,**

**Yamamoto Shoji Kabushiki Kaisha,**

**Yamamoto Shoten Goshi Kaisha,**

**Yamaoki Kichiji,**

† = Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).

s = Steamer; m = Motorship; (Tw. Sc.) = Twin Screw; (= Turbo.) = Turbine, with its prefixed.

**Yamashita Toshio,**
[illegible]

**Yamashita Ichimatsu,**
[illegible]

**Yamashita Kisen Goshi Kaisha.**
[illegible]
See Yamashita Kisen Kabushiki Kaisha.

**Yamashita Kisen Kabushiki Kaisha.**
[illegible]

**Yamashita Konosuke,**
[illegible]

**Yamashita Kosaku,**
[illegible]

**Yamashita Sakujiro,**
[illegible]

**Yamashita Seisuke,**
[illegible]

**Yamato Kisen Kabushiki Kaisha.**
[illegible]

**Yamazaki Takematsu,**
[illegible]

**Yan Wing Kong,**
[illegible]

**Yangco, T. R.,**
[illegible]

**Yannoulatos, Ant. G., Sons,**
[illegible]

**Yano Tajiro,**
[illegible]

**Yargeau, Philippe,**
[illegible]

**Yarmouth Shipping Co., Ld.,**
[illegible]

**Yayetsu Shiyo Kohai Biyo Kumo,**
[illegible]

**Ybarra & Co.,**
[illegible]

**Yaguchi Kisen Kabushiki Kaisha.**
[illegible]

**Yelkenzi Zade ve Mahdumu,**
[illegible]

**Yelkenzi Zade Salih Zeki Vapurlari,**
[illegible]

**Yenoeka Mishel,**
[illegible]

**Yenyo Hogei Kabushiki Kaisha,**
[illegible]

**Yeoward Bros.,**
[illegible]

**Yeoward Line, Ld.,**
See Yeoward Bros.

**Yi Sung S.S. Co.,**
[illegible]

**Yih Zai Fung,**
[illegible]

**Yik Tai S.S. Co., Ld.,**
[illegible]

**Ying Ping S.S. Co., Ld.,**
[illegible]

**Yinkow Ta Tung Hsing S.S. Co.,**
[illegible]

**"Ymond I.," N.V. Stoomvaart,**
[illegible]

**Yuchausti & Co.,**
[illegible]

**Yokohama Senkyo Kabushiki Kaisha.**
[illegible]

**Yokohama Shi,**
[illegible]

**Yoneda Toshitaro,**
[illegible]

**Yorke Shipping Proprietary, Ld.,**
[illegible]

**Yorkshire Dale S.S. Co., Ld.,**
[illegible]

**Yorkshire Steam Fishing Co., Ld.,**
[illegible]

**Yoshida Jimusho,**
[illegible]

**Yoshii Sumitaro,**
[illegible]

**Yoshikawa Kwanji,**
[illegible]

**Yoshikawa Shoji,**
[illegible]

**Youde, Frank L.,**
[illegible]

**Young Bros., Ld.,**
[illegible]

**Young & Gore Tug Boat Co., Ld.,**
[illegible]

**Young, H. C.,**
[illegible]

**Young, J. A.,**
[illegible]

**Young, John A.,**
[illegible]

**Young, W. M.,**
[illegible]

**Yousef Eff. Abdel Kader,**
[illegible]

**Yrjanen & Kumpp,**
[illegible]

**Ysselmeer, N.V. M.S.,**
[illegible]

**Ysselmond, N.V.,**
[illegible]

**"Yssel," N.V. Via Maats,**
[illegible]

**Yu Ta Hong,**
[illegible]

**Yusuf & Mola Press & Vasil Sons,**
[illegible]

**Yuan On S.S. Co.,**
[illegible]

**Yuang Hong S.S. Co., Ltd.,**
[illegible]

**Yue Tien Hop Kee S.S. Co.,**
[illegible]

**Yuen On S.S. Co., Ld.,**
[illegible]

f = Navires de pêche (pour les renseignements sur les navires de pêche à vapeur ou à moteur, voir la Liste séparée qui sert de Supplément aux Navires à Voiles) ; 2 = Vapeur ; m = Navire à moteur ; (Tw. Sc.) = Hélices jumelles ; (Turbs.) = Turbines, avec indication du nombre.

**Tunhang Navigation Co.,**
(Sugar, China.)

**Tung Kiang & Co.,**
(Hankow, China.)

**Tung Tuan S.S. Co.,**
(Shanghai, China.)

**Tusagna Hermanos,**
(Tuagna Building, Calle Juan Luna, Manila, Philippine Islands.)

**Tusagna, Portia,**
(Manila, Philippine Islands.)

**Tuzo, J., & J. Hervé,**
(Le Havre, France.)

**Tuxmann & Co.,**
(Hamburg, Germany.)

## Z

**"Z" S.S. Co., Ld.,**
(Bow Road, Bromley-by-Bow, London, E.C.)

**Zaanstroom, N.V.**
(Zaandam, Holland.)

**Zaanstroom Stoom-vaart Maatschappij, N.V.,**
(Zaandam, Holland.)

**Zalaia, C. de,**
(Bilbao, Spain.)

**Zalaia, Goitia y Cia., Sen C.,**
(Bilbao, Spain.)

**Zachariassen, J. A., & Co.,**
(Aspvik, Finland.)

**Zade Tekta Bey,**
(Stambul, Turkey.)

**Zafiropoulo, Madame Sotoula,**
(Athens, Greece.)

**Zafra, Jose Trujillo,**
(Vigo, Spain.)

**Zagame, Baroni, Picone et Cie.,**
(Marseilles, France.)

**Zagame, Gaetano,**
(Messina, Sicily.)

**Zalvide, Candina A.,**
(Santander, Spain.)

**Zaschi, Comm. Andrea,**
(Genoa, Italy.)

**Zander, Birger,**
(Stockholm, Sweden.)

**Zanzibar, Government of,**
(Zanzibar.)

**Zappala, Arturo, fu Ignazio,**
(Via Tasso 19, Naples, Italy.)

**Zaterskin, V.,**
(Moscow, Russia.)

**Zaali da Bacagnana,**
(Paris, France.)

**Zeiley, J. W.,**
(Philadelphia, Pa., U.S.A.)

**Zedler, A.,**
(Flensburg, Germany.)

**Zeeland, N.V. Stoomvaart Maatschappij,**
(Flushing, Holland.)

**"Zeemeeuw," N.V. tot Exploit van het Motorvissersschip,**
(Scheveningen, Holland.)

**Zeeuwsch-Vlaamsche, N.V. Schepenvaart Maats.,**
(Ghent, Belgium.)

**Zeevaart, N.V. Maatschappij,**
(Amsterdam, Holland.)

**"Zeglinga Polska" Spolka Akcyjna,**
(Gdynia, Poland.)

**Zenith, Rederi A/S,**
(Bergen, Norway.)

**Zentaro, Oyu,**
(Kobe, Japan.)

**Zerssen & Co.,**
(Hamburg, Germany.)

**Zervos, G., Bros.,**
(Piraeus, Greece.)

**Zervudakis, Alexr. J.,**
(Constantinople, Turkey.)

**Ziegler, Otto,**
(Vienna, Austria.)

**Zillah Shipping & Carrying Co., Ld.,**
(Cardiff, Wales.)

**Zimmerman, F. L.,**
(Manila, Philippine Islands.)

**Zinal S.S. Co., Ld.,**
(London, E.C.)

**Zinck, L.,**
(Copenhagen, Denmark.)

**Ziraat Bankasi & Kalkavan Zade Riza Bey,**
(Smyrna, Turkey.)

**Zobili, Mario,**
(Fiume, Austria.)

**Zocter, J. P.,**
(Antwerp, Belgium.)

**Zolopulos, Nicolaos A.,**
(Athens, Greece.)

**Zolezzi, D.,**
(Genoa, Italy.)

**Zolezzi & Tortora,**
(Genoa, Italy.)

**Zougris, G., & Co.,**
(Piraeus, Greece.)

**Zuazola, J.,**
(Bilbao, Spain.)

**Zubiaur, S.,**
(Bilbao, Spain.)

**Zui Kong S.S. Co., Ld.,**
(Shanghai, China.)

**Zuid-Beveland, N.V. Schepenvaart Maats.,**
(Ghent, Belgium.)

**Zuid Hollandsche Schepvaart Maats., N.V.,**
(Rotterdam, Holland.)

**"Zuiderhaaks," N.V. Exploitatie Mij.,**
(Scheveningen, Holland.)

**Zuiderzeewerken, Maats. tot Uitvoering van,**
(Den Helder, Holland.)

**Zuljevic, Joseph,**
(New York, U.S.A.)

**Zunequia, Boulet, & Cie.,**
(Paris, France.)

**Zung Wen-ping,**
(Hongkong, China.)

**Zuzunegui, Casimiro,**
(Bilbao, Spain.)

**Zuzunegui Echevarria, C.,**
(Bilbao, Spain.)

**"Zwaluw," N.V. Motorschuit,**
(Vlaardingen, Holland.)

**Zwart, E.,**
(Flushing, Holland.)

**Zwicker Geldert Shipping Co., Ld.,**
(Liverpool, England.)

* Fishing Vessel (for particulars of Steam and Motor Fishing Vessels, see Special List following Supplement to Sailing Vessels).
S. Steamer; M. Motorship; (Tw. Sc.) Twin Screw; (Turb.) Turbines, with No. prefixed.

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# LLOYD'S REGISTER OF SHIPPING

## 1933–1934.

POSTED TO—

| 1933. | 1933. | 1934. |
|---|---|---|
| June 9 | November 1 | March 1 |
| — 16 | — 8 | — 8 |
| July 7 | — 15 | — 15 |
| — 14 | — 22 | — 22 |
| — 21 | — 29 | — 29 |
| August 4 | December 7 | April 5 |
| — 11 | — 14 | — 12 |
| — 18 | — 21 | — 19 |
| — 25 | — 28 | — — |
| September 1 | 1934. | — — |
| — 8 | January 11 | May 3 |
| — 15 | — 18 | — 10 |
| — 22 | — 25 | — 17 |
| — 29 | — — | — 24 |
| October 6 | February 1 | — 31 |
| — 13 | — 8 | June |
| — 20 | — 15 | |
| — 27 | — 22 | |
| — — | — — | |

# TABLE giving the EQUIVALENTS of FEET and INCHES in METRES.

| Fractions of an Inch. | Metres and Fractions. | Inches. | Metres and Fractions. | Fractions of a Foot. | Metres and Fractions. | Feet. | Metres and Fractions. | Feet. | Metres and Fractions. | Feet. | Metres and Fractions. | Feet. | Metres and Fractions. | Feet. | Metres and Fractions. | Feet. | Metres and Fractions. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1/16 | 0·0015 | 35 | 0·8890 | 0·1 | 0·030 | 62 | 18·90 | 126 | 41·45 | 210 | 64·00 | 284 | 86·56 | 358 | 109·11 | 432 | 131·67 |
| 1/8 | 0·0031 | 36 | 0·9144 | 0·2 | 0·061 | 63 | 19·20 | 127 | 41·75 | 211 | 64·30 | 285 | 86·86 | 359 | 109·41 | 433 | 131·97 |
| 3/16 | 0·0046 | 37 | 0·9398 | 0·3 | 0·091 | 64 | 19·50 | 128 | 42·04 | 212 | 64·61 | 286 | 87·17 | 360 | 109·72 | 434 | 132·28 |
| 1/4 | 0·0062 | 38 | 0·9652 | 0·4 | 0·122 | 65 | 19·81 | 129 | 42·34 | 213 | 64·91 | 287 | 87·47 | 361 | 110·02 | 435 | 132·58 |
| 5/16 | 0·0078 | 39 | 0·9906 | 0·5 | 0·152 | 66 | 20·11 | 130 | 42·67 | 214 | 65·22 | 288 | 87·78 | 362 | 110·33 | 436 | 132·89 |
| 3/8 | 0·0094 | 40 | 1·016 | 0·6 | 0·183 | 67 | 20·42 | 131 | 42·97 | 215 | 65·52 | 289 | 88·08 | 363 | 110·63 | 437 | 133·19 |
| 7/16 | 0·0109 | 41 | 1·041 | 0·7 | 0·213 | 68 | 20·72 | 132 | 43·28 | 216 | 65·83 | 290 | 88·39 | 364 | 110·94 | 438 | 133·50 |
| 1/2 | 0·0125 | 42 | 1·066 | 0·8 | 0·244 | 69 | 21·03 | 133 | 43·58 | 217 | 66·13 | 291 | 88·69 | 365 | 111·24 | 439 | 133·80 |
| 9/16 | 0·0141 | 43 | 1·092 | 0·9 | 0·274 | 70 | 21·33 | 134 | 43·89 | 218 | 66·44 | 292 | 88·90 | 366 | 111·55 | 440 | 134·10 |
| 5/8 | 0·0157 | 44 | 1·117 | 1·0 | 0·305 | 71 | 21·64 | 135 | 44·19 | 219 | 66·74 | 293 | 89·30 | 367 | 111·85 | 441 | 134·41 |
| 11/16 | 0·0172 | 45 | 1·143 | | | 72 | 21·94 | 136 | 44·50 | 220 | 67·05 | 294 | 89·60 | 368 | 112·16 | 442 | 134·71 |
| 3/4 | 0·0188 | 46 | 1·168 | Feet. | | 73 | 22·25 | 137 | 44·80 | 221 | 67·35 | 295 | 89·91 | 369 | 112·46 | 443 | 135·02 |
| 13/16 | 0·0204 | 47 | 1·193 | | | 74 | 22·55 | 138 | 45·10 | 222 | 67·66 | 296 | 90·21 | 370 | 112·77 | 444 | 135·32 |
| 7/8 | 0·0219 | 48 | 1·219 | 1 | 0·305 | 75 | 22·86 | 139 | 45·41 | 223 | 67·96 | 297 | 90·52 | 371 | 113·07 | 445 | 135·63 |
| 15/16 | 0·0235 | 49 | 1·244 | 2 | 0·610 | 76 | 23·16 | 140 | 45·71 | 224 | 68·27 | 298 | 90·82 | 372 | 113·38 | 446 | 135·93 |
| 1 | 0·0251 | 50 | 1·270 | 3 | 0·914 | 77 | 23·47 | 141 | 46·02 | 225 | 68·57 | 299 | 91·13 | 373 | 113·68 | 447 | 136·24 |
| 1 1/16 | 0·0266 | 51 | 1·295 | 4 | 1·219 | 78 | 23·77 | 142 | 46·32 | 226 | 68·88 | 300 | 91·43 | 374 | 113·99 | 448 | 136·54 |
| 1 1/8 | 0·0282 | 52 | 1·320 | 5 | 1·524 | 79 | 24·08 | 143 | 46·63 | 227 | 69·18 | 301 | 91·74 | 375 | 114·29 | 449 | 136·85 |
| 1 3/16 | 0·0298 | 53 | 1·346 | 6 | 1·829 | 80 | 24·38 | 144 | 46·93 | 228 | 69·49 | 302 | 92·04 | 376 | 114·60 | 450 | 137·15 |
| 1 1/4 | 0·0314 | 54 | 1·371 | 7 | 2·134 | 81 | 24·69 | 145 | 47·24 | 229 | 69·79 | 303 | 92·35 | 377 | 114·90 | 451 | 137·46 |
| | | 55 | 1·397 | 8 | 2·438 | 82 | 24·99 | 146 | 47·54 | 230 | 70·10 | 304 | 92·65 | 378 | 115·20 | 452 | 137·76 |
| 1/16 | 0·0016 | 56 | 1·422 | 9 | 2·743 | 83 | 25·30 | 147 | 47·85 | 231 | 70·40 | 305 | 92·96 | 379 | 115·51 | 453 | 138·07 |
| 1/8 | 0·0032 | 57 | 1·447 | 10 | 3·048 | 84 | 25·60 | 148 | 48·15 | 232 | 70·70 | 306 | 93·26 | 380 | 115·81 | 454 | 138·37 |
| 3/16 | 0·0048 | 58 | 1·473 | 11 | 3·353 | 85 | 25·90 | 149 | 48·46 | 233 | 71·01 | 307 | 93·57 | 381 | 116·12 | 455 | 138·68 |
| 1/4 | 0·0063 | 59 | 1·498 | 12 | 3·66 | 86 | 26·21 | 150 | 48·76 | 234 | 71·31 | 308 | 93·87 | 382 | 116·42 | 456 | 138·98 |
| 5/16 | 0·0079 | 60 | 1·524 | 13 | 3·96 | 87 | 26·51 | 151 | 49·07 | 235 | 71·62 | 309 | 94·18 | 383 | 116·73 | 457 | 139·29 |
| 3/8 | 0·0095 | 61 | 1·549 | 14 | 4·27 | 88 | 26·82 | 152 | 49·37 | 236 | 71·92 | 310 | 94·48 | 384 | 117·03 | 458 | 139·59 |
| 7/16 | 0·0111 | 62 | 1·574 | 15 | 4·57 | 89 | 27·12 | 153 | 49·68 | 237 | 72·23 | 311 | 94·79 | 385 | 117·34 | 459 | 139·90 |
| 1/2 | 0·0127 | 63 | 1·600 | 16 | 4·88 | 90 | 27·43 | 154 | 49·98 | 238 | 72·53 | 312 | 95·09 | 386 | 117·64 | 460 | 140·20 |
| 9/16 | 0·0143 | 64 | 1·625 | 17 | 5·18 | 91 | 27·73 | 155 | 50·29 | 239 | 72·84 | 313 | 95·40 | 387 | 117·95 | 461 | 140·50 |
| 5/8 | 0·0159 | 65 | 1·651 | 18 | 5·49 | 92 | 28·04 | 156 | 50·59 | 240 | 73·14 | 314 | 95·70 | 388 | 118·25 | 462 | 140·81 |
| 11/16 | 0·0175 | 66 | 1·676 | 19 | 5·79 | 93 | 28·34 | 157 | 50·90 | 241 | 73·45 | 315 | 96·00 | 389 | 118·56 | 463 | 141·11 |
| 3/4 | 0·0190 | 67 | 1·701 | 20 | 6·10 | 94 | 28·65 | 158 | 51·20 | 242 | 73·75 | 316 | 96·31 | 390 | 118·86 | 464 | 141·42 |
| 13/16 | 0·0206 | 68 | 1·727 | 21 | 6·40 | 95 | 28·95 | 159 | 51·50 | 243 | 74·06 | 317 | 96·61 | 391 | 119·17 | 465 | 141·72 |
| 7/8 | 0·0222 | 69 | 1·752 | 22 | 6·70 | 96 | 29·26 | 160 | 51·81 | 244 | 74·36 | 318 | 96·92 | 392 | 119·47 | 466 | 142·03 |
| 15/16 | 0·0238 | 70 | 1·777 | 23 | 7·01 | 97 | 29·56 | 161 | 52·11 | 245 | 74·67 | 319 | 97·22 | 393 | 119·78 | 467 | 142·33 |
| 1 | 0·0254 | 71 | 1·803 | 24 | 7·31 | 98 | 29·87 | 162 | 52·42 | 246 | 74·97 | 320 | 97·53 | 394 | 120·08 | 468 | 142·64 |
| | | 72 | 1·828 | 25 | 7·62 | 99 | 30·17 | 163 | 52·72 | 247 | 75·28 | 321 | 97·83 | 395 | 120·39 | 469 | 142·94 |
| Inches. | | 73 | 1·854 | 26 | 7·92 | 100 | 30·48 | 164 | 53·03 | 248 | 75·58 | 322 | 98·14 | 396 | 120·69 | 470 | 143·25 |
| | | 74 | 1·879 | 27 | 8·23 | 101 | 30·78 | 165 | 53·33 | 249 | 75·89 | 323 | 98·44 | 397 | 121·00 | 471 | 143·55 |
| 1 | 0·0254 | 75 | 1·905 | 28 | 8·53 | 102 | 31·09 | 166 | 53·64 | 250 | 76·19 | 324 | 98·75 | 398 | 121·30 | 472 | 143·86 |
| 2 | 0·0508 | 76 | 1·930 | 29 | 8·84 | 103 | 31·39 | 167 | 53·94 | 251 | 76·50 | 325 | 99·05 | 399 | 121·61 | 473 | 144·16 |
| 3 | 0·0762 | 77 | 1·955 | 30 | 9·14 | 104 | 31·70 | 168 | 54·25 | 252 | 76·80 | 326 | 99·36 | 400 | 121·92 | 474 | 144·47 |
| 4 | 0·1016 | 78 | 1·981 | 31 | 9·45 | 105 | 32·00 | 169 | 54·55 | 253 | 77·11 | 327 | 99·66 | 401 | 122·22 | 475 | 144·77 |
| 5 | 0·1270 | 79 | 2·006 | 32 | 9·75 | 106 | 32·30 | 170 | 54·86 | 254 | 77·41 | 328 | 99·97 | 402 | 122·52 | 476 | 145·08 |
| 6 | 0·1524 | 80 | 2·032 | 33 | 10·06 | 107 | 32·61 | 171 | 55·16 | 255 | 77·72 | 329 | 100·27 | 403 | 122·83 | 477 | 145·38 |
| 7 | 0·1778 | 81 | 2·057 | 34 | 10·36 | 108 | 32·91 | 172 | 55·47 | 256 | 78·02 | 330 | 100·58 | 404 | 123·13 | 478 | 145·69 |
| 8 | 0·2032 | 82 | 2·082 | 35 | 10·67 | 109 | 33·22 | 173 | 55·77 | 257 | 78·33 | 331 | 100·88 | 405 | 123·44 | 479 | 145·99 |
| 9 | 0·2286 | 83 | 2·108 | 36 | 10·97 | 110 | 33·52 | 174 | 56·08 | 258 | 78·63 | 332 | 101·19 | 406 | 123·74 | 480 | 146·30 |
| 10 | 0·2540 | 84 | 2·133 | 37 | 11·28 | 111 | 33·83 | 175 | 56·38 | 259 | 78·94 | 333 | 101·49 | 407 | 124·05 | 481 | 146·60 |
| 11 | 0·2794 | 85 | 2·159 | 38 | 11·58 | 112 | 34·13 | 176 | 56·69 | 260 | 79·24 | 334 | 101·80 | 408 | 124·35 | 482 | 146·90 |
| 12 | 0·3048 | 86 | 2·184 | 39 | 11·88 | 113 | 34·44 | 177 | 56·99 | 261 | 79·55 | 335 | 102·10 | 409 | 124·66 | 483 | 147·21 |
| 13 | 0·3302 | 87 | 2·209 | 40 | 12·19 | 114 | 34·74 | 178 | 57·30 | 262 | 79·85 | 336 | 102·40 | 410 | 124·96 | 484 | 147·51 |
| 14 | 0·3556 | 88 | 2·235 | 41 | 12·50 | 115 | 35·05 | 179 | 57·60 | 263 | 80·16 | 337 | 102·71 | 411 | 125·27 | 485 | 147·82 |
| 15 | 0·3810 | 89 | 2·260 | 42 | 12·80 | 116 | 35·35 | 180 | 57·90 | 264 | 80·46 | 338 | 103·01 | 412 | 125·57 | 486 | 148·12 |
| 16 | 0·4064 | 90 | 2·285 | 43 | 13·10 | 117 | 35·66 | 181 | 58·21 | 265 | 80·77 | 339 | 103·32 | 413 | 125·88 | 487 | 148·43 |
| 17 | 0·4318 | 91 | 2·311 | 44 | 13·41 | 118 | 35·96 | 182 | 58·51 | 266 | 81·07 | 340 | 103·62 | 414 | 126·18 | 488 | 148·73 |
| 18 | 0·4572 | 92 | 2·336 | 45 | 13·71 | 119 | 36·27 | 183 | 58·82 | 267 | 81·38 | 341 | 103·93 | 415 | 126·49 | 489 | 149·04 |
| 19 | 0·4826 | 93 | 2·362 | 46 | 14·02 | 120 | 36·57 | 184 | 59·12 | 268 | 81·68 | 342 | 104·23 | 416 | 126·79 | 490 | 149·34 |
| 20 | 0·5080 | 94 | 2·387 | 47 | 14·32 | 121 | 36·88 | 185 | 59·43 | 269 | 81·99 | 343 | 104·54 | 417 | 127·10 | 491 | 149·65 |
| 21 | 0·5334 | 95 | 2·412 | 48 | 14·63 | 122 | 37·18 | 186 | 59·73 | 270 | 82·29 | 344 | 104·84 | 418 | 127·40 | 492 | 149·95 |
| 22 | 0·5588 | 96 | 2·438 | 49 | 14·93 | 123 | 37·49 | 187 | 60·04 | 271 | 82·60 | 345 | 105·15 | 419 | 127·70 | 493 | 150·26 |
| 23 | 0·5842 | 97 | 2·463 | 50 | 15·24 | 124 | 37·79 | 188 | 60·34 | 272 | 82·90 | 346 | 105·45 | 420 | 128·01 | 494 | 150·56 |
| 24 | 0·6096 | 98 | 2·489 | 51 | 15·54 | 125 | 38·10 | 189 | 60·65 | 273 | 83·20 | 347 | 105·76 | 421 | 128·31 | 495 | 150·87 |
| 25 | 0·6350 | 99 | 2·514 | 52 | 15·85 | 126 | 38·40 | 190 | 60·95 | 274 | 83·51 | 348 | 106·06 | 422 | 128·62 | 496 | 151·17 |
| 26 | 0·6604 | 100 | 2·540 | 53 | 16·15 | 127 | 38·70 | 191 | 61·26 | 275 | 83·81 | 349 | 106·37 | 423 | 128·92 | 497 | 151·48 |
| 27 | 0·6858 | | | 54 | 16·46 | 128 | 39·01 | 192 | 61·56 | 276 | 84·12 | 350 | 106·67 | 424 | 129·23 | 498 | 151·78 |
| 28 | 0·7112 | | | 55 | 16·76 | 129 | 39·31 | 193 | 61·87 | 277 | 84·42 | 351 | 106·98 | 425 | 129·53 | 499 | 152·09 |
| 29 | 0·7366 | | | 56 | 17·07 | 130 | 39·62 | 194 | 62·17 | 278 | 84·73 | 352 | 107·28 | 426 | 129·84 | 500 | 152·39 |
| 30 | 0·7620 | | | 57 | 17·37 | 131 | 39·92 | 195 | 62·48 | 279 | 85·03 | 353 | 107·59 | 427 | 130·14 | 600 | 182·87 |
| 31 | 0·7874 | | | 58 | 17·68 | 132 | 40·23 | 196 | 62·78 | 280 | 85·34 | 354 | 107·89 | 428 | 130·45 | 700 | 213·35 |
| 32 | 0·8128 | | | 59 | 17·98 | 133 | 40·53 | 197 | 63·09 | 281 | 85·64 | 355 | 108·20 | 429 | 130·75 | 800 | 243·84 |
| 33 | 0·8382 | | | 60 | 18·29 | 134 | 40·84 | 198 | 63·39 | 282 | 85·95 | 356 | 108·50 | 430 | 131·06 | 900 | 274·31 |
| 34 | 0·8636 | | | 61 | 18·59 | 135 | 41·14 | 199 | 63·70 | 283 | 86·25 | 357 | 108·80 | 431 | 131·36 | 1000 | 304·79 |