<table>
<tr><th>1
Numero d'Ordre.
Numero Officiel.
Signaux</th><th>2 / 3
Nom du Navire. Matériaux, Gréement, etc.
Ex-nom, s'il y a lieu.
Visites Périodiques. Nombres des Ponts.</th><th>4
Tonnage Officiel.
Total.
Sous le Pont.
Net.</th><th>5
Détails de la Classification.
Cote.
✠ Surveillance Spéciale. Date de la dernière Visite.</th><th>6
Port de Visite.</th><th>7
Terme assigné maintenant expiré. Lettre d'Équipement.</th><th>7*
Date de la dernière visite de l'arbre porte-hélice.</th><th>8
Construit.
Quand.
Navire.
Mach.</th><th>9
Par qui.
Où.</th><th>10
Armateurs.</th><th>11
Dimensions d'après la Douane. Superstructures, &c.
Longueur. Largeur. Creux.</th><th>12
Port d'Armement.
Pavillon.</th><th>13
Machines.
No. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. RHP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.</th><th>14
Creux sur Quille
Franc-bord au milieu du navire.
Tirant d'eau correspondant.
pds. ps.</th><th>15
Registres où coté, si ce n'est dans le L.R. Durée Cert. Refroid.</th></tr>
<tr><td>65417
218500
LRWS</td><td>Belfort SteelScSr
Elec.light Fitted for oil fuel
Sub.Sig. 1Dk&Shelter dk&Webframes
Wireless Longitudinal framing</td><td>6629
5882
4122</td><td></td><td></td><td>...</td><td></td><td>1919</td><td>Federal
S.B.Co.
Kearny,N.J.</td><td>UnitedStates
ShippingBoard</td><td>395·5|55·0|31·4
P45'B110'F38'on
Shelter dk FK</td><td>NewarkNJ
Utd.States
WB</td><td>2 Steam Turbines DR
geared to 1 Sc.Shaft
MidWestEng.Co.
Indianapolis,Ind</td><td>34″11</td><td>R
*</td></tr>
<tr><td>65418

OTGX</td><td>— SteelTwinSc
Fitted for oil fuel
Elec.light Wireless 2Dks</td><td>758
—
57</td><td></td><td></td><td></td><td></td><td>1920</td><td>Arsenal de
Lorient
Lorient</td><td>Cie.Générale
Aéropostale</td><td>236·2|28·5|17·6
P31'B34'F21'</td><td>Cherbourg
French</td><td>2SRGearedSteamTurbines
Etabl.d'Indret,Indret</td><td></td><td>V</td></tr>
<tr><td>65419

LBRQ</td><td>Belfri SteelSc
Elec.light Wireless 1Dk</td><td>2142
1859
1281</td><td></td><td></td><td></td><td></td><td>1921</td><td>A/SMoss
Værft
Moss</td><td>SkibsA/S Christen
Smith'sRederi
(ChristenSmith,
Mgr.)</td><td>275·7|43·7|18·9
P27'B82'F32'</td><td>Oslo
Norwegian
WB</td><td>T.3Cy.20½",33"&56"-36"
188NHP
A/SMossVærft,Moss</td><td></td><td>N
*</td></tr>
<tr><td>* 65420
140517</td><td>Belgenland SteelTrpSc
(exBelgic) ssAnt.No.3-11,29
Elec.light 4Dks(Stl-1ptws)5th dk(Stl)
Ref.Mchy. Sub.Sig. inNos.1,2&3holds
Wireless D.F. CruiserStern</td><td>27132
18629
15352</td><td>✠100A1 ~~11,29~~
MS11,28
Fitted for oil fuel 3,23</td><td>Son
Ant ✠LMC
BS ~~11,29~~ 11,30</td><td>r†
F</td><td>CL
N11,30
s11,29
CN11,29
F.P. above 150°F.</td><td>1917
6mo
Lloyd's A&CP</td><td>Harland&
Wolff,Ld.
Belfast</td><td>F.Leyland&Co.Ld.
CellDB</td><td>670·4|78·4|44·7
P&B574'
upperBridge371'
FK&BK2"
583' 3533t FPT108t</td><td>Liverpool
British
11BHCem
APT141t</td><td>T8Cy(2)35½"(2)56"&(4)64"
-60"&1L.P.Turbine (s)
215lb
10DB,60cf,GS1290,HS55100
Harland&Wolff,Ld.Bel.</td><td>49″0
s13″3
36″3</td><td>BT till 11,30</td></tr>
<tr><td>65421</td><td>Belgia SteelSc
Elec.light Wireless 2Dks</td><td>1500</td><td></td><td></td><td></td><td></td><td>1930</td><td>NyaVarvs-
aktbÖresund
Landskrona</td><td>FörnyadeÅngf.
Aktieb.Götha(F.
Sternhagen,Mgr.)</td><td>279·9|40·0|19·8
F38'</td><td>Gothenbrg
Swedish
WB</td><td>C.4Cy.(2)16 3/16"&(2)35 7/16"
-35 7/16" 124NHP
Akt.Lindholmen-Motala</td><td></td><td></td></tr>
<tr><td>65422
140659
KCQH</td><td>Belgian SteelScSr
ssLiv.No.2-28
Elec.light 2Dks(Stl)
Sub.Sig. Wireless D.F.</td><td>5287
4819
3228</td><td>✠100A1
6,30 ~~7,29~~
BS ~~7,29~~
10,30</td><td>Mch
Liv
LMC5,28</td><td>y</td><td>CL
~~1,28~~
6,30</td><td>1919
10mo
Lloyd's A&CP</td><td>Swan,Hunter&Wigham
Richardson,
Ld Newcastle</td><td>F.Leyland&Co.Ld.
Cell</td><td>400·3|52·4|28·4
P49'B113'F40'
FK
345'1025t FPT130t</td><td>Liverpool
British
7BHptCem
APT204t</td><td>T.3Cy.27",44"&73"-48" (s)
180lb 517NHP
3SB,9cf,GS189,HS7668 FD
Swan,Hunter&Wigham-
Richardson,Ld.Nwc.</td><td>31″0
s6″2
25″3</td><td></td></tr>
<tr><td>* 65423
34
MBFL</td><td>Belgian Gulf SteelTwinSc
OilEng.
Elec.light 2Dks(Stl)&Webframes
Longitudinal framing at bottom & at decks
Mchy.Aft Wireless</td><td>8400
7507
4601</td><td>✠100A1
2,30
CarryingPetroleum in bulk</td><td>Rot
✠LMC7,29</td><td>c†</td><td>CL
2,30</td><td>1929
7mo
Lloyd's A&CP</td><td>Burger-
hout'sMachf.
&Schpsw.
Rotterdam</td><td>S.A.d'Armement,
d'Industrie et de
Commerce
Cell DBuE72'247tDT</td><td>450·3|61·3|34·4
P121'B41'F46'
FK
f50'547t FPT119t</td><td>Antwerp
Belgian
20BHptCem
5 " to 2nd dk
APT406t</td><td>Oil Engines 2S.C.SA
8Cy.26 5/16"-47¼" 985NHP
2DB180lb DB100lb
Burgerhout'sMaschf.
&Schpsw.Rot.</td><td>34″6
s8″2½
26″7½</td><td></td></tr>
<tr><td>65424
236
MBFT</td><td>Belgica SteelSc
(exYzerhandel, ~~ssAnt.No.2-27~~
exCarabinier,exAurora) 1Dk(Stl)
Elec.light Wireless ssAnt.No.3-10,30</td><td>2394
2097
1738</td><td>✠100A1
~~6,30~~ ~~1,29~~ 10,30
BS ~~10,29~~
10,30</td><td>Ant
✠LMC ~~7,27~~
MS8,30</td><td>t</td><td>~~1,29~~
8,30</td><td>1918
9mo
A&CP</td><td>ThePusey
&JonesCo.
Wlmgtn,Del.</td><td>MaritimeGantoise
Soc.Anon.(G.
Reyniers,Mgr.)
CellD</td><td>298·9|44·0|19·7
P29'B75'F29'
FK
B254'702t FPT106t</td><td>Ghent
Belgian
6BHCem
APT137t</td><td>1DRGearedSteamTurbine
200lb 310NHP
2SB,4cf,GS84,HS4258 FD
DeLavalSteamTurbineCo.
Trenton,N.J.</td><td>22″3
s3″7
19″0</td><td></td></tr>
<tr><td>65425</td><td>— SteelTwinScSr
Elec.light (exMontevideo)</td><td>943
—
451</td><td></td><td></td><td></td><td></td><td>1889</td><td>AilsaS.B.
Co.
Troon</td><td>Cia.Uruguaya
deNav.Lda.</td><td>200·2|31·1|10·4</td><td>Montevideo
Uruguayan</td><td>T.6Cy.14",22"&36"-24"
NB02 127NHP
D.Rowan&Son,Glasgow</td><td></td><td></td></tr>
<tr><td>65426

LFJS</td><td>— SteelSc
(Whaler)
Elec.light Wireless 1Dk</td><td>220
209
83</td><td></td><td></td><td></td><td></td><td>1925</td><td>Akt.Jarlsö
Værft
Tönsberg</td><td>A/S Hektor
(N.Bugge,Mgr.)</td><td>111·2|23·1|13·2
H16t</td><td>Tönsberg
Norwegian
WB</td><td>T.3Cy.13½",22"&37½"-24"
69NHP
FredrikstadM.V.Frdstad.</td><td></td><td>N
*</td></tr>
<tr><td>65427

NDRT</td><td>Belgien SteelSc
~~ssEls.No.1-27~~
Elec.light ssCpn.No.2-30 1Dk(Stl)
Wireless Cargo battens not fitted</td><td>1979
1674
1173</td><td>✠100A1
~~7,30~~ ~~2,29~~ 8,30
BS1,30</td><td>Cpn
✠LMC8,27</td><td>r</td><td>CL
~~4,28~~
8,30</td><td>1922
9mo
Lloyd's A&CP</td><td>Antwerp
Eng.Co.
Hoboken</td><td>A/SDanskEngelsk
D.S.(AlfredChris-
tensen,Mgr.)
CellL</td><td>279·0|40·2|18·2
P22'B59'F23'
FK
B238'555t FPT46t</td><td>Copnhagn
Danish
4BHCem
APT68t</td><td>T.3Cy.20",33"&54"-36" (s)
180lb 213NHP
2SB,6cf,GS92,HS3632
N.E.MarineEng.Co.Ld.Sld</td><td>20″7
s8″2
17″9</td><td></td></tr>
<tr><td>* 65428

MBHN</td><td>Belgique SteelSc
(exCourtfield) ssAnt.No.3-3,23
Elec.light ssAnt.No.1-28
2Dks(Stl)&deep framing&
Wireless Shelter dk(Stl-ptws)</td><td>4606
4290
2731</td><td>✠100A1
Shelter dk
9,30 ~~7,22~~
MS4,27</td><td>Ant
✠LMC
BS1,50</td><td>y</td><td>CL
~~9,28~~
9,30</td><td>1902
10mo
Lloyd's A&CP</td><td>Ropner&
Son
Stockton</td><td>CieRoyaleBelgo
Argentine(Arm-
mementDeppe,
Mgrs.)
CellD</td><td>391·0|51·6|26·7
FK
Ba125'uE25'f167'</td><td>Antwerp
Belgium
6BHCem
1028t FPT1</td><td>T.3Cy.27",45"&74"-48" (s)
180lb 468NHP
3SB,9cf,GS165,HS6400 FD
Blair&Co.Ld.Stockton
13t APT139t</td><td>29″6
s3″11
26″0</td><td></td></tr>
<tr><td>65429
96606</td><td>Belgium SteelScSr
(exHoraceS.Wilkinson)
Mchy.Aft Elec.light 1Dk2trB</td><td>3860
—
3057</td><td></td><td></td><td></td><td></td><td>1902</td><td>Chicago
S.B.Co.
Chicago</td><td>GreatLakesS.S.Co.
Inc.</td><td>370·0|48·2|24·0
WB</td><td>Oswego,
N.Y.
Utd.States</td><td>T.3Cy.20",33½"&55"-40"
191NHP
ChicagoS.B.Co.Chicago</td><td></td><td></td></tr>
<tr><td>65430
26809
RWDG</td><td>Belgium Maru SteelSc
ssNag.No.2-28
Elec.light 2Dks(Stl)&Awng dk(Stl)
Wireless</td><td>5838
5590
4215</td><td>✠100A1
Awng dk
withfreeboard
11,30 ~~11,29~~
Fitted for oil fuel 3,28</td><td>Kob
✠LMC12,2?</td><td>y</td><td>OG
~~12,29~~
11,30
F.P.</td><td>1920
5mo
Lloyd's A&CP
above 150° F.</td><td>Kawasaki
Dckyd.Co.Ld
Kobe</td><td>KokusaiKisenK.K.
CellDB334'1118t</td><td>385·0|51·0|36·0
FK
Collision
FPT126t APT93t</td><td>Hashidate
Japanese
ptCem
BH to Aw dk
5 " " U "</td><td>T.3Cy.26",43½"&72"-48" (s)
200lb 437NHP
2SB&1AuxSB,8cf, FD
GS154,HS5741
KawasakiDkydCoLdKobe</td><td>36″0
s9″3½
27″1</td><td></td></tr>
<tr><td>* 65431
140377
GQJB</td><td>Belgol SteelScSr
ssHKg.No.3-10,30 ~~ssH.Kg.No.2-26~~
Elec.light 2Dks(Stl)&Web frames
Wireless Longitudinal framing</td><td>2648
2226
1055</td><td>✠100A1
~~6,29~~ 10,30
For Government Service
Carrying Petroleum in bulk
Fitted for oil fuel 10,17</td><td>HKg
✠LMC 10,30</td><td></td><td>CL
~~5,28~~
10,30
F.P. above 150° F.</td><td>1917
10mo
Lloyd's A&CP</td><td>Irvine'sSB
&D.D.Co.Ld.
WHartlepool</td><td>TheAdmiralty
CellDBuE&B68'141t</td><td>320·0|41·5|23·1
P46'B107'F45'
FK
DTf24'92t FPT50t</td><td>London
British
16BHptCem
10 " to U dk
6 " " 2nd "
APT32t</td><td>T.3Cy.26",42½"&70"-45" (s)
200lb 541NHP
3SB,9cf,HS8400 FD
Richardsons,Westgarth&
Co.Ld.Hpl</td><td>25″6
s5″4
20″6</td><td></td></tr>
<tr><td>65432

ODEC</td><td>Belgrano SteelScSr
Elec.light Wireless 2Dks3trB</td><td>4943
—
3074</td><td></td><td></td><td></td><td></td><td>1897</td><td>Reiherst'g
Schiffsw.
Hamburg</td><td>Soc.Anon.Co-
opérative deNav.
(Soc.MaritimeColoniale Mgs.)</td><td>376·6|46·3|27·3
P240'F50'</td><td>Marseilles
French
WB</td><td>Q.4Cy.21½",31",46"&66"-48"
300NHP
Reiherst.Maschinenf.Ham.</td><td></td><td>V</td></tr>
<tr><td>* 65433
135677
JFRM</td><td>Belize SteelTwinScSr
ssTrd.No.3-8,27
Elec.light 1Dk&Shelter dk</td><td>1498
1191
780</td><td>✠100A1
Shelter dk
withfreeboard
8,27
BS10,29
Fitted for oil fuel 6,14</td><td>Trd
✠LMC8,27</td><td>o</td><td>CL
P8,28
~~SN8,28~~
s8,28
F.P.</td><td>1914
6mo
Lloyd's A&CP
above 150° F.</td><td>CaledonS.
B.&E.Co.Ld
Dundee</td><td>Trinidad
Government
WB=CellDBa52'uE</td><td>220·5|37·1|18·4
B94'F42'on Shltr dk
FK</td><td>Trinidad
British
4BHCem</td><td>T8Cy(2)12⅝"(2)20"&(4)24"
-24" 180lb (s) 182NHP
2SB,4cf,GS78,HS2892 FD
CaledonSB.&E.Co.Ld.Dun
18'f88'224t FPT28t APT18t</td><td>20″6
s8″1
12″10</td><td></td></tr>
<tr><td>* 65434

LFTN</td><td>Beljeanne SteelTwinSc
Elec.light OilEng.
Mchy.Aft Wireless 1Dk(Stl)</td><td>7203
6438
4285</td><td>✠100A1
5,30 ~~5,29~~</td><td>Bkn
✠LMC8,26
✠LMC(M)4,28
DBS10,30</td><td>b†</td><td>CL
~~4,28~~
6,30</td><td>1926
8mo
Lloyd's A&CP</td><td>Armstrong
Whitworth
&Co.Ld.
Newcastle</td><td>RederietBelpareil
A/S(Christen
Smith,Mgr.)
Intermediate BH in holds dispensed with
CellDBuE58'f</td><td>414·4|67·1|31·0
P96'B32'F39'
FK
278'1384t FPT502t</td><td>Oslo
Norwegian
6BHCem
APT298t</td><td>Oil Engines 2S.C.SA
8Cy.23⅝"-41¾" 776NHP
DB100lb
ArmstrongWhitworth&
Co.Ld.Nwc.</td><td>33″6</td><td></td></tr>
<tr><td>65435
124092
HLRW</td><td>Belkas SteelSc
(exAgadir)
Elec.light Ref.Mchy. 2Dks
Wireless</td><td>2727
2281
1688</td><td></td><td></td><td></td><td></td><td>1907</td><td>SirJ.Laing
&Sons,Ld.
Sunderland</td><td>KhedivialMailS.S.
&GravingDock Co.
Ld.(LordE.
Hamilton,Mgr.)</td><td>285·0|41·3|25·7</td><td>London
British
WB</td><td>T.3Cy.24",39"&64"-45"
275NHP
G.Clark,Ld.Sunderland</td><td></td><td>V</td></tr>
</table>