

| Numero d'Ordre. Numero Officiel. Signaux | Nom du Navire. Matériau. Grément, etc. <i>Ex-nom, s'il y a lieu.</i> Visites Périodiques. Nombres des Ports | Tonnage Officiel. TOTAL Sous le Pont. Not. | Détails de la Classification. | | | | Date de la dernière Visite de l'archiviste port-habit. | Construit. | | Armateur. | Dimensions d'après la Donnée. Superstructures, &c. | | | Port d'Armement. Pavillon. | Machines. No. & Des. des Cylindres. - Connexions des Chaudières. HP - 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 | 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 |
|--|--|---|-------------------------------|-----------------|----------------------|-----------|--|----------------|--|-----------|--|----------|---|--|--|---|
| | | | Cote. | Port de Visite. | Forme de la machine. | Matériau. | | Quand. Navire. | Par qui. | | Longueur. | Largeur. | Creux. | | | |
| 75730 185469 JOKV | Knight Companion SteelScSr Liv. No. 8-11, 25 ss Bkn. No. 1-29 2 Dks (Stl) | 7375 6821 4694 | *100A1 | Bkn | CL | 1913 | C. Connell & Co. Ld. Glasgow | 6mo | Ocean S. S. Co. Ld. (A. Holt & Co. Mgrs.) | 470'4" | 58'0" | 32'0" | Liverpool British FK 8BH Cem | T. 3 Cy. 26", 45" & 75" - 48" (s) 200b 110b 557NH 2DB, 12cf, gs 208, hs 10080 D. Rowan & Co. Glasgow T. 3 Cy. 12", 34" & 56" - 39" (s) 180b 328NH 3SB, 9cf, gs 147, hs 5298 Swan, Hunter & Wigham Richardson, Ld. Nwc | 84" 10 57" 0 28" 8 19" 0 3" 7 15" 7 | |
| 75731 158985 RLNC | Knight of Malta SteelSc 1 Dk (Stl) 2nd dk (Stl) in holds Wireless | 1553 666 | *100A1 | Nwc | CL | 1929 | Swan, Hunter & Wigham Richardson, Ld. Newcastle | 12mo | Cassar Co. Ld. | 260'5" | 37'3" | 17'9" | Malta British FK 5BH Cem | T. 3 Cy. 21", 34" & 56" - 39" (s) 180b 328NH 3SB, 9cf, gs 147, hs 5298 Swan, Hunter & Wigham Richardson, Ld. Nwc | 19" 0 3" 7 15" 7 | |
| 75732 145654 LDNQ | Knight of St. George SteelSc Elec. light Wireless D.F. | 3807 3559 2345 | *100A1 | Off | CL | 1929 | Lithgows, Ld. Port Glasgow | 8mo | Newport Normandy Line, Ld. (Pardoe, Thomas & Co. Ld. Mgrs.) | 352'5" | 50'5" | 25'0" | Newport, Mon. British FK 6BH Cem | T. 3 Cy. 24", 40" & 66" - 45" (s) 180b 389NH 2SB (FD), 1 Aux SB, 8cf, gs 143, hs 5588 | 27" 8 5" 1 22" 6 | |
| 75733 145658 LFKC | Knight of St. John SteelSc Elec. light Wireless D.F. | 3807 3559 2345 | *100A1 | PGI | CL | 1930 | Lithgows, Ld. Port Glasgow | 2mo | Newport Liners, Ld. (Pardoe, Thomas & Co. Ld. Mgrs.) | 352'5" | 50'5" | 25'0" | Newport, Mon. British FK 6BH Cem | D. Rowan & Co. Ld. Glasgow T. 3 Cy. 24", 40" & 66" - 45" (s) 180b gs 143, hs 5588 389NH 2SB (FD), 1 Aux SB, 8cf, D. Rowan & Co. Ld. Glasgow | 27" 8 5" 1 22" 6 | |
| 75734 145656 LDSM | Knight of St. Michael SteelSc Elec. light Wireless D.F. | 3807 3559 2345 | *100A1 | Npt | CL | 1929 | Lithgows, Ld. Port Glasgow | 10mo | Newport Provence Line, Ld. (Pardoe, Thomas & Co. Ld. Mgrs.) | 352'5" | 50'5" | 25'0" | Newport, Mon. British FK 6BH Cem | T. 3 Cy. 24", 40" & 66" - 45" (s) 180b 389NH 2SB (FD) 1 Aux SB, 8cf, gs 143, hs 5588 | 27" 8 5" 1 22" 6 | |
| 75735 145652 LDHF | Knight of the Cross SteelSc Elec. light Wireless D.F. | 3857 3591 2350 | *100A1 | Ams | CL | 1929 | Sir J. Priestman & Co. Sunderland | 5mo | Newport-Africa Line, Ld. (Pardoe, Thomas & Co. Ld. Mgrs.) | 352'5" | 50'5" | 24'9" | Newport, Mon. British FK 6BH Cem | T. 3 Cy. 24", 40" & 66" - 45" (s) 180b 378NH 2SB (FD) & Aux SB, 8cf, gs 143, hs 5501 | 27" 8 5" 0 22" 7 | |
| 75736 145657 LFKB | Knight of the Realm SteelSc Elec. light Wireless D.F. | 3865 3591 2350 | *100A1 | Sld | CL | 1930 | Sir J. Priestman & Co. Sunderland | 1mo | Newport-Argentine Line, Ld. (Pardoe, Thomas & Co. Ld. Mgrs.) | 352'5" | 50'5" | 24'9" | Newport, Mon. British FK 6BH Cem | T. 3 Cy. 24", 40" & 66" - 45" (s) 180b 378NH 2SB (FD) & 1 Aux SB, 8cf, gs 143, hs 5501 | 27" 8 5" 0 22" 7 | |
| 75737 145653 LDNR | Knight of the Rose SteelSc Elec. light Wireless D.F. | 3865 3591 2348 | *100A1 | Off | CL | 1929 | Sir J. Priestman & Co. Sunderland | 7mo | Newport America Line, Ld. (Pardoe, Thomas & Co. Ld. Mgrs.) | 352'5" | 50'5" | 24'9" | Newport, Mon. British FK 6BH Cem | T. 3 Cy. 24", 40" & 66" - 45" (s) 180b gs 143, hs 5501 378NH 2SB (FD) & 1 Aux SB, 8cf, G. Clark, Ld. Sunderland | 27" 8 5" 0 22" 7 | |
| 75738 JLEG | Knin SteelScSr Tri. No. 3-12, 25 1 Dk Well deck Elec. light | 284 204 167 | *100A1 | Spt | CL | 1913 | M. U. Martinovich Lussn piccolo | 10mo | Jadranska Plovidba D.D. | 155'0" | 20'8" | 10'2" | Susak Jugo-Slav FK 5BH Cem | T. 3 Cy. 18", 28" & 35" - 18" (s) 185b 88NH 1SB, 2cf, gs 83, hs 1825 Plenty & Son, Ld. Newbury | 11" 6 3" 8 9" 9 | |
| 75739 KJQV | Knock SteelScSr Elec. light Wireless | 258 288 | *100A1 | Sld | CL | 1907 | Akt. Ges. "Weser" Bremen | 1mo | Ems Lots Gesellschaft | 128'0" | 23'8" | 13'3" | Emden German WB A.G. "Weser," Bremen | T. 3 Cy. 18", 22", & 35", - 25", - 64NH T. 3 Cy. 27", 44" & 73" - 48" | 7" 0 | |
| 75740 138911 KQOV | Knockfierna SteelScSr Elec. light Wireless | 5285 4815 3208 | *100A1 | Sld | CL | 1919 | Napier & Miller, Ld. Glasgow | 1mo | Limerick S.S. Co. Ld. (S. J. K. Roycroft, Mgr.) | 400'1" | 52'3" | 28'5" | Limerick British WB Dunsmuir & Jackson, Ld. Gls | 2 Cy. 10" - 14" (s) 160b 14NH 1SB, 1pf, gs 14, hs 355 McKie & Baxter, Ld. Gls. | 7" 0 | |
| 75741 146130 | Knockmaroon SteelSc 1 Dk (Stl-ws) Mchy. Aft Cargo battens not fitted | 81 88 48 | *100A1 | Spt | CL | 1929 | Dublin Dyd. Co. (Vic. kers, Ireland) Ld. Dublin | 5mo | A. Guinness, Son & Co. Ld. | 80'0" | 17'0" | 0" | Dublin British FK 2BH Cem FPT 10t | 2 Cy. 10" - 14" (s) 160b 14NH 1SB, 1pf, gs 14, hs 355 McKie & Baxter, Ld. Gls. | 7" 0 | |
| 75742 128871 HNQM | Knowl Grove SteelScSr Goo. No. 3-8, 22 ss Gms. No. 1-27 1 Dk (Stl) Mchy. Aft Cargo battens not fitted | 370 285 155 | *100A1 | Goo | CL | 1909 | J. P. Renoldson & Sns South Shields | 3mo | Goole & Hull Steam Towing Co. Ld. | 145'2" | 24'6" | 10'1" | Goole British FK 3BH Cem WB = FPT 40t | T. 3 Cy. 19", 82" & 56" - 36" 188NH Worthington Pump & Mchy. Corp. Buffalo, N.Y. 2 Steam Turbines DR geared to 1 So. Shaft W. & A. Fletcher Co. Hoboken, N.J. | 10" 8 75NH 9" 11 | |
| 75743 156709 | Knowlton SteelSc (ex N.H. Botsford) Elec. light Mchy. Aft | 2068 1736 1219 | *100A1 | Sld | CL | 1922 | Fraser, Brace, Ld. Three Rivers P.Q. | 1mo | Canada Steamship Lines, Ld. | 251'2" | 43'0" | 18'1" | Montreal British WB | T. 3 Cy. 19", 82" & 56" - 36" 188NH Worthington Pump & Mchy. Corp. Buffalo, N.Y. 2 Steam Turbines DR geared to 1 So. Shaft W. & A. Fletcher Co. Hoboken, N.J. | 10" 8 75NH 9" 11 | |
| 75744 221587 MDCN | Knobville City SteelSc Fitted for oil fuel Elec. light Wireless | 5686 5081 3450 | *100A1 | Sld | CL | 1921 | Chickasaw S.B. & Car Co. Chickasaw, Ala. | 1mo | Isthmian S.S. Co. | 441'7" | 56'0" | 30'0" | New York U.S. States WB Turbines | T. 3 Cy. 19", 82" & 56" - 36" 188NH Worthington Pump & Mchy. Corp. Buffalo, N.Y. 2 Steam Turbines DR geared to 1 So. Shaft W. & A. Fletcher Co. Hoboken, N.J. | 10" 8 75NH 9" 11 | |
| 75745 NBFM | Knud SteelScSr (ex Knud H.L.) Opp. 2nd No. 3-1, 26 1 Dk (Iron) & deep framing Elec. light Wireless | 1944 1887 1188 | *100A1 | Els | CL | 1900 | W. Gray & Co. Ld. W. Hartlepool A&CP | 10mo | Det. Forenede Dampskibs-selskab | 279'7" | 40'0" | 18'3" | Aalborg Danish FK 4BH Cem WB = Cell DBa 88" u E 20' f 118' 54t APT 38t | T. 3 Cy. 21", 38" & 56" - 36" (s) 160b 194NH 2SB, 4cf, gs 70, hs 8008 Gen. Mar. Eng. Wrks. W. Hpl | 20" 6 3" 1 17" 9 | |
| 75746 NFCB | Knud Villemoes SteelSc (ex Dnisburg, ex Rudolf Frisch, ex Isolde, ex Carl Lovers) 1 Dk Elec. light Wireless | 1582 1182 860 | *100A1 | Sld | CL | 1905 | Nüscke & Co. Stettin | 1mo | D/S A/S Jyden (J. Villemoes Mgr.) | 247'4" | 36'3" | 16'6" | Esbjerg Danish WB | T. 3 Cy. 17", 28", & 46" - 32" 120NH Schiffs. Uebigau, Dresden | 20" 6 3" 1 17" 9 | |
| 75747 NFMW | Knut SteelSc 1 Dk Elec. light | 1274 971 717 | *100A1 | Sld | CL | 1924 | Howaldts-werke Kiel | 1mo | D/S A/S Progress (M. Nielsen & Son, Mgrs.) | 288'0" | 37'2" | 13'7" | Copenhagen Danish WB | T. 3 Cy. 16", 27", & 43" - 25" 95NH Howaldts-werke, Kiel | 20" 6 3" 1 17" 9 | |
| 75748 6080 KDBN | Knut Jarl SteelSc (ex Lilla) 1 Dk Elec. light | 768 536 408 | *100A1 | Sld | CL | 1920 | Langesunds Mek. Verks. Langesund | 1mo | Svenska Hamburg Linien A/B (J. Langesund Malmros, Mgr.) | 179'3" | 30'1" | 12'6" | Trelleborg Swedish | T. 3 Cy. 18", 22" & 37" - 28" 74NH Langesunds Mek. Verks. | 20" 6 3" 1 17" 9 | |
| 75749 MBPF | Knut Jarl SteelScSr (ex Laura Maersk, ex Laura) Rot. 2nd No. 3-3, 24 ss Ol. No. 1-28 1 Dk (Iron) & deep framing Wireless | 2712 2541 1697 | *100A1 | Rot | CL | 1898 | Irvine & D.D. Co. Ld. W. Hartlepool A&CP | 6mo | Nordenfjeldske Dampskibs-selskab | 324'0" | 46'0" | 20'5" | Nidaros Norwegian FK 5BH Cem Cell DBa 7u E 124' f 136' 675t APT 47t | T. 3 Cy. 24", 38" & 64" - 42" (s) 160b 145b ndb 16 267NH 2SB, 8cf, gs 89, hs 4080 T. Richardson & Sns, Ld. Hpl. | 28" 0 3" 1 17" 9 | |