| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2-3 Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel Total / Sous le Pont / Net. | 5 Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 7* Date de la dernière visite de l'arbre porte-hélice. | 8 Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 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. | 14 Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Now "Ville de Beyrouth," see No. 42773 in Supplement*<br>17446 | Chenab SteelScSr<br>ssCal.No.3-2,24<br>ssCal.No.1-28<br>*Elec.light* 1*Dk*(*Stl*-ws)&*Shelter dk*<br>Wireless (*Stl*-ws)*lower dk in forehold* | 3549<br>3316<br>2157 | ✠100A1<br>*Shelter dk with freeboard*<br>9.29 | Cff | *e* | CL<br>N9,29 | 1911<br>8mo<br>*Lloyd's* A&CP | Cammell Laird&Co.Ld.<br>Birkenhead | Cie.deNav. Libano-Syrienne<br>*WB=Cell DBa on Shelter dk* 100'*uE&B* 201'*f* 126'603*t FPT* 48*t APT*44*t* | 350·2\|44·2\|27·6<br>P41'&F45' | French<br>FK 6*BHCem* | T.3Cy.24½",40"&68"-45" (*s*)<br>200lb *100lb* 426NHP<br>2SB,6*cf*,GS125,HS5994 FD<br>D.Rowan&Co.Glasgow | 30 " 0<br>s6 " 5½<br>24 " 0 | |
| 17447<br>118347<br>VHNS | Chenan SteelTwinScSr<br>*Elec.light* Wireless 2*Dks* | 2209<br>1941<br>1355 | | | | | 1903 | Scott&Co.<br>Greenock | ChinaNav.Co.Ld. | 300·0\|40·1\|20·6<br>B86'F37' | London<br>British | T.6Cy.14½",24"&39½"-30"<br>170NHP<br>*WB* GreenockFoundryCo.Grk. | | |
| 17448<br>135868 | Cheng-Ling SteelTwinSc<br>(*Tug*)<br>1*Dk* | 141<br>117<br>56 | | | | | 1915 | NewEng. &SBWks.Ld<br>Shanghai | ChinaNav.Co.Ld. | 120·0\|22·0\| 5·5 | Shanghai<br>British | C.4Cy.10"&20"-14"<br>34RHP<br>NewEng.&S.B.WksLd.Shi | | |
| 17449 | Chenglee SteelSc<br>(*ex*MikakiMaru)<br>1*Dk* | 1200<br>—<br>838 | | | | | 1916 | OsakaIron Works<br>Osaka | Ching-KeeS.N.Co. Ld. | 230·0\|33·5\|18·5 | Chefoo<br>Chinese | | | |
| 17450<br>136659<br>JFHD | Chêngtu SteelScSr<br>*Elec.light* 2*Dks*<br>Wireless | 2219<br>1886<br>1338 | | | | | 1914 | Dunlop, Bremner& Co.Ld.<br>Pt.Glasgow | ChinaNav.Co.Ld. | 285·4\|44·1\|19·1<br>B65'F36 | London<br>British | T.3Cy.19",31½"&53"-39"<br>175NHP<br>*WB* Scotts'S.B.&E.Co.Ld.Grk. | | |
| * 17451<br>135163<br>JBGC | Cheniston SteelScSr<br>ssNwc.No.3-4,24<br>ssHul.No.1-28<br>*Elec.light* Wireless 2*Dks*(*Stl*) | 4819<br>4588<br>3035 | ✠100A1<br>1,31 | Cff | *y* | CL<br>11,28 | 1912<br>11mo<br>*Lloyd's* A&CP | Bartram& Sons<br>Sunderland | BrantinghamS.S. Co.Ld. (T.Pratt& Co. *Mgrs.*)<br>*DBa*135'*uE*23'*f* 168' 1036*t FPT* 120*t* | 390·0\|50·5\|28·1<br>P33'B115'F36'<br>*WB=Cell* | London<br>British<br>FK 6*BHCem*<br>*APT*188*t* | T.3Cy.26",43"&71"-48" (*s*)<br>180lb 401NHP<br>3SB,9*cf*,GS270,HS6483<br>J.Dickinson&Sons,Ld.Sld. | 30 " 6<br>s6 " 1½<br>24 " 9 | |
| 17452<br>OVSC | Chenonceaux SteelTwinSc<br>(*ex*Aramis) *Fitted for oil fuel*<br>*Elec.light* Wireless D.F. 4*Dks*<br>*Ref.Mchy.* | 14825<br>—<br>8389 | | | | | 1922 | Ch.etAtel. de laGironde<br>Bordeaux | Soc.desServices Contractuels des Messageries Maritimes | 543·4\|65·1\|41·1 | Marseilles<br>French | T 6Cy.29⅞",48⅞"&79⅞"-44⅞" NE26 858NHP<br>*WL* Ch.et.Atel.de laGironde | | V<br>* |
| 17453<br>152085 | Chenyang SteelSc<br>(*ex*KohKham) (*Tug*)<br>1*Dk* | 144<br>118<br>1 | | | | | 1922 | Taikoo Dockyard& Eng.Co.Ld.<br>HongKong | ChinaNavigation Co.Ld. | 90·1\|21·6\|10·1 | Shanghai<br>British | C.2Cy.15"&32"-24"<br>55RHP<br>*WB* TaikooDckyd.&Eng.CoLd | | |
| 17454 | Cheong On SteelSc<br>(*ex*Mondego,*ex*Standard)<br>*Elec.light* 1*Dk*&*Spar dk* | 1483<br>1324<br>875 | | | | | 1905 | Framnes Mek.Værks<br>Sandefjord | TungWahS.S.Co. | 231·5\|35·5\|19·4<br>H111*t*F31*t* | Shanghai<br>Chinese | T.3Cy.18",29"&48"-33"<br>132NHP<br>*WB* Akers.Mek.Værks,Oslo | | N<br>* |
| 17455<br>120648<br>HFGN | Cheong Shing SteelScSr<br>1*Dk*&*Spar dk*2*tr B* | 1989<br>1794<br>1256 | | | | | 1905 | W.Dobson &Co.<br>Newcastle | Indo-ChinaStm. Nav.Co.Ld. | 265·5\|40·0\|20·9<br>B62'F38' | HongKong<br>British | T.3Cy.20",33"&54"-39"<br>182NHP<br>*WB* N.E.MarineEng.CoLdNwc | | |
| 17456<br>219022<br>LTFC | Chepadoa SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*2*tr b*<br>Sub.Sig. *Longitudinal framing* | 6035<br>5600<br>4475 | | | | | 1919 | SeattleN. PacificS.B.Co<br>Seattle,Wash | UnitedStates ShippingBoard | 402·4\|53·1\|32·0<br>P34'F38' | Seattle<br>Utd.States | 2 Steam Turbines DR geared to 1 Sc.Shaft<br>*WB* W.A.Fletcher, Hoboken,N.J. | | R<br>* |
| * 17457<br>3413<br>TNEJ | Chepita SteelTwinSc<br>ssMob.No.3-8,28<br>*Elec.light* Wireless 1*Dk*(*Stl*)<br>*Mchy.Aft* *Longitudinal framing at bottom and at deck* | 2702<br>1800<br>1482 | ✠100A1<br>12,31 ~~9,31~~<br>*Carrying Petroleum in bulk F.P. above 150° F.*<br>*Fitted for oil fuel*2,25 | Cco | *t* | CL<br>8,29 | 1925<br>2mo<br>*Lloyd's* A&CP | W.Beard- more&Co.Ld.<br>Glasgow | Curaçaosche Scheepv.Maats. | 305·0\|50·2\|15·0<br>Q87'F42' *Trunk dk*176'<br>*FPT*109*t* | Willemstd<br>Dutch<br>FK 3*BHptCem*<br>*APT*87*t* | T.6Cy.14",23"&38"-27" (*s*)<br>180lb 252NHP<br>2SB,4*cf*,HS4100 FD<br>W.Beardmore&Co.Ld. Coatbridge | 15 " 0<br>s2 " 1<br>13 " 2½ | |
| *Stranded 4,32 Refloated*<br>17458<br>135294<br>JDNS | Chepstow Castle SteelScSr<br>ssNYk.No.3-9,26<br>(*ex*Anglo-Brazilian) 2*Dks*(*Stl*)&<br>*Elec.light* *Shelter dk*(*Stl*)&*Web frames*<br>Wireless Sub.Sig. *Longitudinal framing* | 7494<br>7042<br>4684 | ✠~~100A1~~<br>*Shelter dk with freeboard*<br>8,30 | Lon | *a*† | CL<br>8,29 | 1913<br>12mo<br>*Lloyd's* A&CP | Short Bros. Ld.<br>Sunderland | ~~Union-CastleMail S.S.Co.Ld.~~<br>*WB=Cell DBa*130'*uE&B*45'*f* | 425·5\|56·3\|28·3<br>B *on Shelter dk* 141' | London<br>British<br>FK 7*BHCem* | Q4Cy25½"36½"52½"&76"-54"<br>220lb *120lb* (*s*) 607NHP<br>3SB,9*cf*,GS168,HS8394 FD<br>N.E.MarineEng.CoLdNwc<br>178'1446*t FPT*124*t APT*39*t* | 38 " 7<br>~~s8 " 11~~<br>~~30 " 0~~ | |
| 17459<br>OSDA | Cherbourg SteelSc<br>(*ex*HarlawPlain) ssShl.No.2-29<br>*Mchy.Aft* 1*Dk*(*Stl*)<br>*Well deck* | 448<br>—<br>148 | ✠100A1<br>8,~~31 1,31~~ 1,32 | Hav | *g* | CL<br>11,30 | 1921<br>1mo<br>*Lloyd's* A&CP | J.Lewis& Sons,Ld.<br>Aberdeen | Soc.Havraise de Transport&de Transit<br>*Cell DB f*84'104*t FPT*40*t* | 150·1\|25·2\|10·0<br>Q86'B11'F24' | Havre<br>French<br>FK 3*BHCem*<br>*APT*17*t* | T.3Cy.12½",21"&34"-24" (*s*)<br>180lb 83NHP<br>1SB,3*pf*,GS52,HS1573<br>J.Lewis&Sons,Ld.Abn. | 12 " 1<br>s3 " 8½<br>12 " 0 | |
| 17460<br>OIMB | Cherbourgeois No. 1 SteelSc<br>(*ex*AbeilleNo.23, ssHav.2ndNo.3-7,26<br>*ex*Gregau,*ex*Tigre) ssChb.No.1-30<br>1*Dk* | 81<br>75<br>— | 100A –<br>*For towing Services*<br>7,31 ~~9,30~~ | Chb | | CL<br>9,30 | 1903 | Edwards& Co.<br>Millwall | SocCherbourgeoise deRemorquage& deSauvetage | 75·6\|17·3\| 9·6<br>BK5½' | Cherbourg<br>French<br>4*BHCem*<br>*APT*13*t* | C.2Cy.17$\frac{1}{16}$"&32"-19$\frac{15}{16}$" (*s*)<br>120lb 67NHP<br>1SB,2*cf*,GS35,HS990<br>Vauxhall I.Wks Vauxhall | 10 " 2 | |
| * 17461<br>583<br>NIRZ | Cherca SteelSc<br>ssTri.No.3-4,32 ~~ssNap.No.2-28~~<br>*Elec.light* 1*Dk*(*Stl*)&*Shelter dk*(*Stl*)<br>Wireless D.F. | 5400<br>5022<br>3319 | ✠100A1<br>*Shelter dk with freeboard*<br>~~7,31 1,30~~ 4,32 | Tri | *y* | CL<br>~~6,28~~<br>~~7,31~~<br>4,32 | 1920<br>6mo<br>A&CP | Stabilimento Tecnico<br>Trieste | Nav.Libera TriestinaS.A.<br>*Cell DB*337'1300*t FPT*114*t* ~~*APT*244*t*~~ | 400·6\|52·1\|29·0<br>FK *APT*56*t* | Trieste<br>Italian<br>*Cem*<br>2*BHtoSh dk*<br>" " *U* " | T.3Cy.27",42"&68"-48" (*s*)<br>180lb 465NHP<br>3SB,9*cf*,GS158,HS7023 FD<br>StabilimentoTecnico,Tri. | 32 " 0<br>s7 " 7<br>24 " 9 | |
| 17462<br>26828<br>RWFL | Cheribon Maru SteelSc<br>ssKob.No.2-29<br>*Elec.light* Wireless 2*Dks*(*Stl-Uptws*) | 4041<br>3476<br>2519 | ✠100A1<br>~~11,30~~ 11,31 | Kob<br>Osa | *w* | OG<br>~~10,28~~<br>11,31 | 1921<br>2mo<br>A&CP | Mitsubishi Zosen Kaisha, Ld. Kobe | NanyoYusen K.K.<br>*Cell DBa*107'*uB*30'*f*135'702*t APT*27*t* | 345·0\|50·0\|26·7<br>P33'B74'F40' | Kobe<br>Japanese<br>FK 6*BHCem* | T.3Cy.23",38"&64"-48" (*s*)<br>200lb 342NHP<br>2SB,6*cf*,GS109,HS4394 FD<br>MitsubishiZosenKaisha,Ld | 29 " 1<br>s5 " 7½<br>24 " 0 | |
| 17463<br>OWUQ | Chérifien 2. SteelSc<br>(*ex*Fourmi 6,*ex* ssLis.No.3-11,29<br>Activo,*ex*Berty) 1*Dk*<br>*Elec.light* | 73<br>65<br>— | ✠100A1<br>2,32 ~~2,31~~<br>*For Towing purposes* | Casa- blanca | | CL<br>~~2,31~~<br>3,32 | 1914<br>6mo<br>*Lloyd's* A&CP | Scott& Sons,<br>Bowling | SociétéChérifienne deRemorquage et d'Assistance | 75·1\|17·1\| 7·8<br>BK5' | Casablnca<br>Moroccan<br>4*BHCem*<br>*APT*9*t* | C.2Cy.13"&28"-18" (*s*)<br>140lb 42NHP<br>1SB,2*cf*,GS29,HS800<br>Gauldie,Gillespie&Co.Gls. | 8 " 6 | |
| 17464<br>224642<br>MFSB | Cherokee SteelSc<br>*Fitted for oil fuel*<br>*Elec.light* 1*Dk*&2*nd dk in holds*<br>Wireless D.F. &*Promenade dks* | 5896<br>—<br>3514 | | ... | | | 1925 | NwprtNws S.B.&DD.Co.<br>NewprtNews | Cherokee&Semi- noleS S.Co.(Clyde S.S.Co. *Mgrs.*) | 387·5\|54·3\|20·0<br>P&B322'F53'<br>FK | NewYork<br>Utd.States | 2SteamTurbinesSR geared to 1Sc.Shaft 981NHP<br>*WB* NewportNewsSB.&DD.Co. | 23 " 6 | R<br>* |
| * 17465<br>~~125496~~<br>~~HPVC~~ | Cherry Branch SteelScSr<br>ssAnt.No.3-8,22<br>ssAnt.No.1-26<br>(*ex*Dunedin) 1*Dk*(*Stl*)&*Spar dk*(*Stl*)<br>*Elec.light* Wireless &*deep framing*<br>*Now "Zephyros," see No. 43009 in Supplement* | 4796<br>4546<br>3051 | ✠100A1<br>*Spar dk*<br>5.30 | Mdb | *y* | CL<br>12,27 | 1909<br>6mo<br>*Lloyd's* A&CP | C.Connell &Co.Ld.<br>Glasgow | ~~NautilusStm. ShippingCo.Ld. (F.&W.Ritson, Mgrs.)~~<br>*Cell DBa*118'*uE&B*50' *f*180' | 400·0\|51·9\|17·9<br>P37'B120'F44' 26·9 | Greek<br>FK 6*BHCem* | T.3Cy.27",43"&72"-48" (*s*)<br>180lb *100lb* 513NHP<br>3SB,9*cf*,GS150,HS7680 FD<br>Dunsmuir&JacksonLd.Gls<br>1067*t DTa*34'878*t APT*29*t* | 29 " 7<br>s5 " 11½<br>24 " 0 | |