1 Numéro officiel	2 Nom du Navire, Machinery, Equipment, etc.	3 Where built, if by a firm. Builders' Port Numbers. Owners, Managers, Members des Ponts, Signal Letters.	4 Tonnage Gross. Tons. Reg. Tons. Net.	5 Détails de la Classification. Cote. Surveyors. Special. Date of last Visit.	6 Port de Visite.	7 Tonnage carried. Light. Load.	Date de la dernière visite de la ligne de pavois.	8 Construit. 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. IHP.=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15
76714	**James Stewart**		1760 / 1604 / 1304					1926	Napier& Miller Ld. Glasgow	Upper Lakes&St. Lawrence Transportation Co. Ld. (G.C. Leitch, *Mgr.*)	253·1 | 48·2 | 17·9 / F85′ *WB*	SCathrnes Ont. British	T.3Cy.17½″,28½″a47″–38″ 127NHP D.Rowan&Co.Ld.Gls.		O
14[illegible]01		1 *Dk*													
76715	**James Stove** (ex Badanta–35)	Twin Sc *Oil Eng.*	8215 / 7534	100A1 12,39	HKg	*c* †	CL 8,87	1931	Caledon S. B.&E.Co.Ld. Dundee	Lorentzen'sSkiba. A/S(Lorentzens RederiCo. *Mgrs.*)	451·1 | 59·2 | 35·9	Oslo Norwegian	Oil Engines 4S.C.SA 14Cy.21¾″–39½″ 2DB*150lb* 633NHP	35 ″ 6	
MJSJ	Mc.Sa.J/T D.F.	ssSba.No.1–36 1*Dk(Stl)*	4868	LMC CS1,36 DBS12,39 1,37			PN 8,87	7mo	B.&E.Co.Ld. Dundee	A/S(Lorentzens RederiCo. *Mgrs.*)	P96′F87′ FK 10*BHpt Asp*		GotaverkenA/B,Got.	29 ″ 11½	
		Special Surveys to date from 1,32		*Carrying Petroleum in bulk*				*Lloyd's*	*SA&CP*	*CellDBuE70′279t DTf29′470t FPT114t*	*APT248t*				
76716	**James Turpie** (ex Stove)	Iron ssNwc.No.3–5,94 ssShl.No.2–03 2*Dks&trB*	1732 / 1567 / 1082	… 8,09				1881	A. Leslie& Co. Newcastle	TheSouthGeorgia Co.Ld. (C.Salvesen &Co. *Mgrs.*)	270·8 | 34·7 | 23·0 / P46′B50′F88′ BK9½″ *WB*	N.Shields British	C.2Cy.32″a61″–36″ 172NHP N.E.MarineE.Co.(Lim)Sld	24 ″ 0	
10mo															
76717	**James Watt**		3353					1896	Cleveland S.B.Co. Cleveland	NicholsonTransit Co.	405·0 | 48·0 | 23·5	Detroit Utd. States *WB*	T.3Cy.25″,40″a68″–42″ 800NHP ClevelandS.B.Co.,Clevelnd		R
77326	GyC. *Mchy.Aft* D.F. Sub.Sig.	1*Dk2trE*	3150												
76718	**Jamnagar**	ssKrh.No.3–5,40 ssBom.No.6–39	576 / 384 / 279	100A– (Mar.'40)	Bom Krh LMC	*h*	CL 1,40	1924	J.I.Thorny-croft&Co.Ld. Southampton	Bay&SocietaMarina Dept.) Hashim MohamedGanchi	160·9 | 26·1 | 11·7 / Q88′B20′F26′ FK *FPT47t*	*Karachi* British	T.3Cy.18½″,22″a35″–27″ (*s*) 180lb 98NHP 18B,*3cf*,Gs58,Hs1756 J.I.Thornycroft&CoLdSon	12 ″ 7	
MNLX	*Well deck Mchy.Aft*	1*Dk(Stl)*										*4BHCem APT20t*			
76719	**Jan** (ex Torsol–36, ex Albert Sauber)	1*Dk*	1946 / 1689 / 1129					1920	T. van Duijvendijk Lekkerkerk	A/S D/S Jan (JohanEliassen)	265·2 | 42·1 | 18·5 / P65*t*H92*t*F40*t*	Bergen Norwegian *WB*	T.3Cy.19″,31″a52″–36″ 162NHP Boele'sSchp&Mfbk.Bolnes		N
LDED															
76720	— (ex Cito, ex Glenpark)	ssLkr.3rdNo.3–6,38 ssAbo No.1–38 1*Dk(Irn)*	889 / — / 479	100A1 1,40 BS4,39	Skm LMC	*l*	OG 2,38	1898	Scott&Co. Greenock	O.Y. "Jan" (Seppinen& Kemppi O.Y.)	219·1 | 31·8 | 14·0 / 216·1 | 31·2 Q109′B16′F21′ BK7½″ *DBa48′f46′*	Rauma Finnish *4BHCem*	T.3Cy.15½″,26″a44″–33″ (*s*) 160lb *100lb* WDB07 112NHP 18B,*3cf*,Gs58,Hs1702 Scott&Co.Greenock	14 ″ 10 s 5 ″ 0 14 ″ 5½	
OHXA		*Well deck Cargo battens not fitted*										*148tAPT142t*			
76721	**Jan Brons**	*Oil Eng.* 1*Dk* *Cruiser Stern*	400 / 257 / 256	100A1 1,41 ~~1,40~~ LMC	Gro Sws	*f*	OG 1,41	1939	Van der Werff's Scheepsbouw Westerbroek *Lloyd's*	J.Oorburg *SA&CP*	146·1 | 26·4 | 8·7 / 156·0(o.L.) P39′Q51′F21′ FK *CellDB90′113t FPT35t*	Groningen Dutch *3BHCem APT9t*	Oil Engines 4S.C.SA 6Cy.11 7/8″–17½″ 76NHP AppingedammerBrons Motorenfb.N.V.	10 ″ 6 s8 ″ 5½ 10 ″ 5	
PEZR	*Mchy.Aft*		10,39												
76722	**Jan Mayen** (ex Rikard Kaarbö)	1*Dk*	399 / 321 / 143					1914	Bergens Mek. Værks. Bergen	A/S Jan Mayen (J.Koppernæs)	152·5 | 24·0 | 13·6 / Q7*t*B43*t*F8*t*	Aalesund Norwegian *WB*	T.3Cy.13½″,22″a37″–24″ 67NHP BergensMekVærksBergen		N
LBRT															
76723	**Jan Pieterszoon Coen** (P) Twin Sub.Sig. ssAms.No.3–5,27 Sc ssAms.No.2–86	2*Dks*(*Stl*)&*Shelter dk*(*Stl*–teak s) *Ref.Mchy. 3rdtrB in No.1 hold*	11140 / 6552 / 6555 *Shelter dk with freeboard* 4,39 BS4,39	100A1	Ams LMC	*f*†	CL 84,88 PN 10,88	1915	Nederl. Schps. Maats Amsterdam	N.V.Stoomv. Maats."Neder-land" *CellDBa115′uE58′f128′977t FPT87tAPT71t*	503·5 | 60·6 | 35·8 / P48′B140′F77′ FK *on Shelter dk*	Amstrdam Dutch *8BHCem*	T.6Cy.26½″,44½″a74½″– 49½″ (*s*) 218lb 1864NHP 8SB,*24cf*,Gs470,Hs21176FD NedFb.v.Wrk&Spoor,Ams	39 ″ 0 s12 ″ 9 26 ″ 5	
PBZP			6,36												
76724	**Jan Tomp** (ex Neebing)	1*Dk*	1988 / 1743 / 1130					1903	Armstrong Whitworth &Co.Ld. Newcastle	U.S.S.R.	247·6 | 42·0 | 21·8 / F41′	Odessa Russian	T.3Cy.19″,31″a52″–36″ 162NHP Armstrong Whitworth& Co.Ld.Nwc.		
UDED															
76725	**Jana** (ex Melita, ex Throckley)	ssNwc.No.1–28 1*Dk(Stl)*	2917 / 2281 / 1551	— 2,33	Ham	*l*		1928	Furness S.B.Co.Ld. Haverton Hill-on-Tees	U.S.S.R. *CellDBuE20′f126′482t DTs86′799t FPT79t*	306·8 | 45·1 | 22·3 / Q122′B56′F25′ FK *APT96t*	Vladvostk Russian *6BHptCem*	T.3Cy.24″,40″a65″–42″ 335NHP 2SB,*3cf*,Gs142,Hs5679 Richardsons,Westgarth& Co.Ld.Hpl.	24 ″ 8	
UOIY	Sub.Sig. *Well deck*														
76726	**Janaki** (ex Stella, ex Stella Wega)	ssKel.No.3–12,29	857 / 681	100A1 ~~10,99~~ 6,40	Bom LMC	*l*	OG 4,89	1922	Howaldts-werke Kiel	Malabar S.S.Co.Ld.	195·1 | 32·9 | 14·0 / P12′Q41′B54′F29′ FK *APT96t*	Bombay British *4BHCem*	T3Cy14¾″,23½″a38½″–25½″ 185lb (*s*) 188NHP 2SB,*4cf*,Gs69,Hs2150 Howaldtswerke,Kiel	16 ″ 0 s1 ″ 1½ 15 ″ 0	
VTCQ	*Well deck* Sub.Sig. *Cargo battens not fitted*	ssBom.No.2–39 1*Dk(Stl)*	530	MS4,39	BS11,39 12,40					*CellDBad uE50′f97′238t FPT*	*25tAPT16t*				
76727	**Jane Christenson** (ex Westboro)	*Fitted for oil fuel* 2*Dks*	5667 / 5329 / 3553	… 4,21				1918	J.F.Duthie &Co. Seattle,Wash	Christenson S.S. Co.Inc.	409·5 | 54·2 | 27·6 / P44′B115′F47′ FK	S.Frncisco Utd. States *WB*	T.3Cy.24½″,41½″a72″–48″ NE19 860NHP Ingersoll-RandCo. Phillipsburg,N.J.	30 ″ 8	R †
216[illegible]															
KDJH															
76728	**Jane Mærsk**	Twin Sc *Oil Eng.*	7691 / 7232 / 4710	100A1 11,39	Suz LMC	*c* †	CL 4,89	1928	Odense Staalskibsvft Odense	A/S D/S Svendborg &Dampskibsselsk. af 1912 A/S (A.P.Møller, Copenhagen, *Mgr.*)	456·8 | 59·7 | 38·7 / P101′B88′F86′ FK	Kalund-borg Danish 11*BHptCem*	Oil Engines 4S.C.SA 12Cy.21½″–39½″ 548NHP 2DB*180lb* 6DN*made22refitted38* Akt.Burmeistr&WainCpn.	35 ″ 9 s 8 ″ 0 28 ″ 0½	
OYIC	D.F. *Mchy.Aft* *Longitudinal framing–bracketless system*	1*Dk(Stl)*&*Web frames*		CS1,36 DBS2,40 8,38 *Carrying Petroleum in bulk*				*Lloyd's*	*SA&CP*	*CellDBuE68′201t DTf84′605t FPT225t*	*APT120t*				
76729	**Janelew**	*Fitted for oil fuel*	6085	100A1 (*Classification*	NOs			1920	Moore S.B. Co. Oakland,Pa.	Lochinver,Ld. (Douglas&Ram-sey, *Mgrs.*)	402·6 | 53·0 | 32·2 / P84′F88′	British *WB*	2 Steam Turbines DR geared to 1 Sc. Shaft W.&A.FletcherCo. Hoboken,N.J.		
Now "Empire Plover,"	*see Naval Section*	*Longitudinal framing*	3567	*Contemplated*) Examined 12,40											
76730	**Janera** (ex John Collins)	*Fitted for oil fuel* 1*Dk*	310 / 247 / 110					1917	Ailsa S.B. Co.Ld. Troon	Anglo-Egyptian Oilfields,Ld.(Sir Andrew Agnew, C.B.E. *Mgr.*)	125·6 | 23·5 | 12·8	London British	T.3Cy.12½″,21″a35″–26″ 62NHP AilsaS.B.Co.Ld.Troon		O
143894															
MKDG															
76731	**Janeta**	ssRot.No.2–38 1*Dk(Stl)*	5312 / 4957 / 3324	100A1 2,41 ~~2,40~~ BS ~~4,39~~ 4,40	Cff Liv LMC	*z*	CL 10,38	1929	Barclay, Curle&Co.Ld. Glasgow	Glasgow United Shipping Co.Ld. (Mclay&McIntyre Ld. *Mgrs.*) *CellDB*	402·4 | 55·0 | 28·5 / P45′B126′F48′ FK *344′1889t FPT144t*	Glasgow British *6BHptCem APT807t*	T.3Cy.23″,40″a67″–51″ (*s*) 200lb FD 468NHP 3SB(Spt)*9cf*,Gs155,Hs6711 Barclay,Curle&Co.Ld.Gls.	31 ″ 0 s5 ″ 11½ 25 ″ 3	
76732															

* Surveys delayed. Vessel, when last reported, in port in enemy occupation