

| No. de l'Annuaire | Nom du Navire. Matériau, Gréement, etc. | Tonnage | Détails de la Classification. | | | Construit. | Armateurs. | Dimensions d'après la Douane. | | | Port d'Armement. | Machines. | 14. Coefficient de Quille |
|--|---|------------------------------|-------------------------------|--------------|-----------------|--|---|---|----------|--------------------------------|---|----------------------------|---------------------------|
| | | | Total. | Cote. | Port de Visite. | | | Longueur. | Largeur. | Creux. | | | |
| Visites Périodiques. Nombres des Points. | Es-nom, s'il y a lieu. | Sous le Pont. | Sur le Pont. | Sur le Pont. | Quand. | Par qui. | Longueur. | Largeur. | Creux. | Pavillon. | No. & Dts des Cylindres.—Course. | 15. Coefficient de Quille | |
| Signature | | Net. | Net. | Net. | Navire. | Ob. | Longueur. | Largeur. | Creux. | | Près ou derrière le fourneau de la chaudière. | 16. Coefficient de Quille | |
| 77425 | Kinabalu Mchy. Aft | 429 803 196 | ... | 7,29 | 1914 | Ardrossan | Sabah S.S. Co. Ltd. (Harrisons & Crossfield (Borneo), Ld. Mgrs.) | 150'4 26'0 10'6 P19'F19' | 10'6 | Sandakan British | T.8Cy.12 $\frac{1}{2}$ '21'24"-24" 59RHP McKie & Baxter, Glasgow | 11 # 9 | |
| 77426 | Kinai Maru Ref. Mchy. Gy.C. | 8360 7813 5045 5041 | *100A1 | Kob d | 1980 | Mitsubishi | Osaka Syosen K.K. Zosen Kaisha, Ld. Nagasaki Lloyd's A&CP | 446'0 60'5 40'7 F40' | 40'7 | Osaka Japanese | Oil Engines 2S.O.S.A 12Cy.26 $\frac{1}{2}$ '-47 $\frac{1}{2}$ ' DB1000 1495NHP Mitsubishi Zosen Kaisha Ld. (Coll to Wdk 7, 2nd,,) | 40 # 9 13 # 0 28 # 2 | |
| 77427 | Kinaw Wireless | 975 778 | | | 1888 | W. Cramp & Sons Philadelphia | Philippine S.S. Co. (Everett S.S. Corp. Mgrs.) | 195'0 33'0 16'0 | 16'0 | Manila Utd. States | O.2Cy.24'44"-86" NB02 97NHP W Cramp & Sons, Philidpha | | |
| 77428 | Kindat D.F. E.S.D. | 4358 3949 3872 | | | 1988 | Wm Denny & Bros. Ld. Dumbarton | Brit. & Burmese S.N. Co. Ld. (P. Henderson & Co. Mgrs.) | 409'2 55'2 24'9 B25'F38' | 24'9 | Glasgow British | T.8Cy.22'88"65"-45" 283NHP Rankin & Blackmore Ld Grk | | |
| 77429 | Kindersley (ex A.E. McKinstry) Mchy. Aft | 1999 1867 1190 | | | 1910 | Clyde S.B. & Eng. Co. Ld. Pt. Glasgow | Canada Steamship Lines, Ld. | 250'4 42'7 18'8 | 18'8 | Montreal British | T.8Cy.17'28"46"-88" 122NHP Clyde S.B. & Eng. Co. Ld. P.Gls | | |
| 77430 | Kindia (ex Haworth) Ref. Mchy. D.F. | 1972 1061 1187 | | | 1919 | Napier & Miller, Ld. Glasgow | Cie. des Transp. Mar. de l'A.O.F. (Chargeurs Réunis Mgrs.) | 270'1 37'8 15'9 | 15'9 | Havre French | T.8Cy.21'84"56"-39" 196NHP Dunsmuir & Jackson, Ld Gls | | |
| 77431 | Kindiesel Mchy. Aft | 339 220 180 | *100A1 | Lth e | 1986 | Ardrossan | Kindiesel Shipping Co. Ld. (P. MacCallum & Sons, Ld.) | 136'2 25'1 9'2 142'7 (O.L.) Q90'F19' | 9'2 | Greenock British | Oil Engines 2S.O.S.A 4Cy.11 $\frac{1}{2}$ '-17 $\frac{1}{2}$ ' 91NHP J.G. Kincaid & Co. Ld. Grk. | 10 # 9 3 # 3 10 # 2 | |
| 77432 | Kindur Wireless | 1267 879 515 | *100A1 | Syd o | 1928 | Ayrshire | Newcastle & Hunter River S.S. Co. Ld. Irvine | 221'3 38'3 15'4 280'2 (O.L.) P22'F79'F88' | 15'4 | Newcastle N.S.W. British | T.8Cy.17'28"46"-80" (s) 2 Water Tube Boilers 200B ns4068 240NHP W. Beardmore & Co. Ld. Coatbridge | 16 # 6 1 # 5 15 # 8 | |
| 77433 | Kine Maru JAOB | 2193 1955 1260 | | | 1924 | Kobe Steel Works Ld. Harima | Settsu Syosen K.K. (Osaka Syosen K.K. Mgrs.) | 285'5 40'0 24'0 | 24'0 | Hutyn Japanese | T.8Cy.18'30 $\frac{1}{2}$ "49"-89" 150NHP Kobe Steel Works, Kobe | | |
| 77434 | King (ex Lake Faristell) Ref. Mchy. Sub. Sig. | 2624 2335 1626 | * | 6,21 | 1919 | American S.B. Co. Cleveland, O. | Terminals & Transp. Corp. (Minnesota-Atlantic Transit Co. Mgrs.) | 251'0 43'6 26'2 P25'F64'F23' | 26'2 | Duluth Utd. States | T.8Cy.20'38"54"-40" 267NHP American S.B. Co. Cleveland O. | 28 # 2 | |
| 77435 | King (ex Heather King, ex Kilgarven) Wireless D.F. | 645 506 233 | | 11,25 | 1918 | Smith's Dock Co. Ld. Middlesbro' | D/S A/S King (Adolf Lothe) | 175'2 30'0 15'7 B58'H25t | 15'7 | Haugesund Norwegian | T.8Cy.16'26"44"-26" 116NHP 1SB, 3cf, gs51, ns1825 N.E. Marine Eng. Co. Ld. Slid | 16 # 6 | |
| 77436 | King Alfred Rot. No. 3-81 Bry. No. 1-86 | 5272 4790 8188 | *100A1 | Shl y | 1919 | W. Doxford & Sons, Ld. Sunderland | King Line, Ld. (Dodd, Thomson & Co. Ld. Mgrs.) | 400'0 52'4 28'5 P49'B113'F38' FK 840'1098t FPT138t | 28'5 | Sundriand British | T.8Cy.27'44"78"-48" (s) 180B 517NHP 3SB, 9cf, gs189, ns7668 W. Doxford & Sons, Ld. Slid. | 31 # 0 5 # 11 25 # 8 | |
| 77437 | King Arthur Oil Eng. C.F. No. 2-86 | 5224 4807 3141 | *100A1 | Bel | 1928 | Harland & Wolff, Ld. Belfast | King Line, Ld. (Dodd, Thomson & Co. Ld. Mgrs.) | 400'7 54'8 27'2 P28'B142'F36' FK F28'1076t FPT109t | 27'2 | London British | Oil Engines 4S.O.S.A 6Cy.29 $\frac{1}{2}$ '-59 $\frac{1}{2}$ ' 489NHP DB1000 Harland & Wolff, Ld. Bel. | 29 # 7 5 # 11 23 # 0 | |
| 77438 | King City D.F. | 4744 4423 2879 | | | 1928 | W. Gray & Co. Ld. Sunderland | Reardon Smith Line Ld. (Sir W.R. Smith & Co. Ld. Mgrs.) | 400'5 54'8 25'6 F41' | 25'6 | Bideford British | T.8Cy.25'42"70"-48" 889NHP Cen. Mar. Eng. Wrks. W Hpl | | |
| 77439 | King Edgar Oil Eng. C.F. No. 2-86 | 4536 4164 2694 | *100A1 | Bry z | 1927 | Harland & Wolff, Ld. Belfast | King Line, Ld. (Dodd, Thomson & Co. Ld. Mgrs.) | 400'6 54'8 23'6 1278t DT'80'1088t FPT85t APT181t | 23'6 | London British | Oil Engines 4S.O.S.A 6Cy.29 $\frac{1}{2}$ '-59 $\frac{1}{2}$ ' 489NHP DB1000 Harland & Wolff, Ld. Bel. | 26 # 0 2 # 7 28 # 6 | |
| 77440 | King Edward (ex Gorala) Rot. No. 8-81 Bry. No. 1-85 | 5224 4747 3161 | *100A1 | Bry y | 1919 | Workman, Clark & Co. Ld. Belfast | King Line, Ld. (Dodd, Thomson & Co. Ld. Mgrs.) | 400'0 52'3 28'4 411'0 (O.L.) P49'B118'F39' FK 847'1120t FPT1115t | 28'4 | London British | T.8Cy.27'44"78"-48" (s) 180B 517NHP 3SB, 9cf, gs190, ns7668 Wrkman, Clark & Co. Ld. Bel | 31 # 0 5 # 11 25 # 8 | |
| 77441 | King Edwin D.F. | 551 466 232 | | | 1901 | W. Denny & Bros. Dumbarton | Williamson & Buchanan Steamers (1986) Ld. | 250'5 30'1 10'0 | 10'0 | Glasgow British | 8 Steam Turbines Parsons Marine Steam Turbine Co. Ld. Nwc. | | |
| 77442 | King Edwin Oil Eng. C.F. No. 2-85 | 4536 4164 2692 | *100A1 | Bel z | 1927 | Harland & Wolff, Ld. Belfast | King Line, Ld. (Dodd, Thomson & Co. Ld. Mgrs.) | 400'6 54'8 23'6 417'3 (O.L.) FPT85t APT181t | 23'6 | London British | Oil Engines 4S.O.S.A 6Cy.29 $\frac{1}{2}$ '-59 $\frac{1}{2}$ ' 489NHP DB1000 Harland & Wolff, Ld. Bel. | 26 # 0 2 # 7 28 # 6 | |

| No. in Book. | Steer. |
|--------------|--------|
| 77443 | Kin |
| 146821 | |
| GDTZ | |
| 77444 | Kin |
| 146912 | |
| MLML | |
| 77445 | Kin |
| 147512 | |
| GCQJ | |
| 77446 | Kin |
| 147573 | |
| GFWD | |
| 77447 | Kin |
| 148705 | |
| GDZM | |
| 77448 | Kin |
| 160358 | |
| GNQD | |
| 77449 | Kin |
| 160380 | |
| GNQW | |
| 77450 | Kin |
| 148713 | |
| GJYX | |
| 77451 | Kin |
| 160404 | |
| GN8B | |
| 77452 | Kin |
| 160496 | |
| GNVD | |
| 77453 | Kin |
| 118608 | |
| GFMP | |
| 77454 | Kin |
| 148731 | |
| GMFY | |
| 77455 | Kin |
| 160496 | |
| GNVD | |
| 77456 | Kin |
| 160518 | |
| GNVF | |
| 77457 | Kin |
| 149429 | |
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| UOON | |
| Sul | |