

| No. du Navire. Matricule, Ordonn., etc. Es-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Tonnage Gross Net | Détails de la Classification. | | Date de la dernière visite de l'arrière-porc-bâton. | Construit. | | Armateurs. | Dimensions d'après la Donane. Superstructures, &c. | | | Port d'Armement. Pavillon. | Machines. No. & Dts. des Cylindres.—Course. Pression des Chaudières. No. & Dts. des Chaudières d'après les formules de la Société. No. & Dts. des Chaudières d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines. | 14 Cruz sur Quille Franch bord au niveau du marin. Tirant d'eau correspond pda. pa. |
|---|---|-------------------------------|-------|---|-----------------------|--|---|--|---------------------------------------|--|-------------------------------|--|--|
| | | Total | Cote. | | Quant. Navires. Mach. | Par qui. — | | Longueur. | Largeur. | Chez. | | | |
| 82080 Regele Carol I (P) TwinSc Fitted for oil fuel YCSB G. 1-1244 Shaded & Str B | 2369 1790 839 | | | | 1898 | Fairfield Co. Ld. Glasgow | Roumanian State Maritime Service | 850'0" 42'0" 18'5" | Constanza Roumanian WB | T. 6Cy. 28", 88" & 61" - 86" NB10 446NP Fairfield Co. Ld. Glasgow | | V | |
| 82081 Regensburg (P) (ex Trave-88) 4Mst Oil Eng. DOAL D.F. E.S.D. 3Dks Ref. Mchy. Sub. Sig. | 8068 7891 5018 | | | | 1927 | Akt. Ges. "Vulcan" Stettin | Norddeutscher Lloyd | 506'7" 60'8" 81'8" | Bremen German WB | 2 Oil Engines 2S.O.D.A. SR geared to 1 sc. shaft 16Cy. 20", 29", 29", 24" 7NH NE88 Deutsche Schiff. u. Machb. A. G. Weser, Bmn. 294NP J. Dickinson & Sons, Ld. Sld. | | G | |
| 82082 Regent Sld. No. 3-4, 16 Sbl. No. 2-26 1 Dk 2tr Bq deep framing | 3280 3072 1896 | | | | 1908 | Bartram & Sons Sunderland | J. Freyman (Latvian Shipping Co. Mgrs.) | 324'5" 46'9" 24'2" | Riga Latvian FK | T. 8Cy. 24", 40" & 65" - 42" 26710 J. Dickinson & Sons, Ld. Sld. | | C † | |
| 82083 Wireless Mchy. Aft Oil Eng. Longitudinal framing 1 Dk Carrying Petroleum in bulk | 1211 708 | | | | 1934 | Bethlehem S. B. Corp. Ld. Sparrow's Pt. Md. | Gulf Oil Corporation | 248'6" 40'2" 14'4" | Philadelphia Utd. States WB | Oil Engines 4S.C.S.A. 6Cy. 12", 22" 91NP McIntosh-Seymour, N.Y.K. | | R | |
| 82084 Regent Lion Oil Eng. 1 Dk, 2nd dk clear of cargo tanks E.S.D. Mchy. Aft Longitudinal framing at bottom & at deck | 9551 8728 5794 | *100A1 | Fal | et | 1937 | Swan, Hun- ter & Wigham Richardson, Ld. Newcastle | Bowring S.S. Co. Ld. (G.T. Bowring & Co. Ld. Mgrs.) | 489'7" 66'5" 35'0" | London British FK | Oil Engines 4S.C.S.A. 10Cy. 29", 59", 59", 816NP 2DB1807 J. G. Kincaid & Co. Ld. Grk. | 35 # 0 6 # 10 28 # 4 | | |
| 82085 Regent Panther Oil Eng. 1 Dk, 2nd dk clear of Mchy. Aft Longitudinal framing at bottom & at deck | 9556 8728 5798 | *100A1 | Fal | et | 1937 | Swan, Hun- ter & Wigham Richardson, Ld. Newcastle | Bowring S.S. Co. Ld. (G.T. Bowring & Co. Ld. Mgrs.) | 489'7" 66'5" 35'0" | London British FK | Oil Engines 4S.C.S.A. 10Cy. 29", 59", 59", 816NP 2DB1807 J. G. Kincaid & Co. Ld. Grk. | 35 # 0 6 # 10 28 # 4 | | |
| 82086 Regfos (ex West Quarter) Sld. 2nd No. 3-2, 86 Wireless Sld. No. 1-40 1 Dk (Slt) Cargo battens not fitted | 1548 1340 882 | *100A1 | Sld | p | 1910 | W. Pickers- gill & Sons, Ld. Sunderland | Tyns & Wear Shipping Co. Ld. | 245'0" 36'8" 16'3" | Sunderland British FK | T. 8Cy. 20", 38" & 54" - 36" (j) 180lb 224NH 2SB, 6p, 6s87, hs8918 N.E. Marine Eng. Co. Ld. Sld | 13 # 10 1 # 10 17 # 2 | | |
| 82087 Reggestroom (P) Fitted for oil fuel 2 Dks PGY D.F. | 2836 2502 1691 | | | | 1923 | Maats. Fyenoord Rotterdam | N. V. Hollandsche Stoomb. Maats. | 331'7" 48'2" 20'0" | Amsterdam Dutch WB | 2 Steam Turbines DR geared to 1 Sc. Shaft Escher, Wjess & Co. Zürich | | V | |
| 82088 Reggio Emilia (ex Graniella-88) ex Marie-Thérèse. Le Borgne-88, ex Ustarits) Well deck 1 Dk | 1217 863 712 | | | | 1914 | G. Brown & Co. Greenock | Soc. Anon. Tras- porti Marittimi Affini | 243'1" 33'1" 13'9" | Venice Italian WB | T. 8Cy. 17", 27", 44" & 45" - 33" 152NH Ross & Duncan, Glasgow | 15 # 9 | I † | |
| 82089 Regin (ex Marg-89, ex Spind, ex Rex) Wireless D.F. 1 Dk 82090 (P) Wireless D.F. 2 Dks 82091 Regina TwinSc Oil Eng. 1 Dk, 2nd dk clear of cargo tanks Mchy. Aft Longitudinal framing-bracketless system | 1386 1182 709 1380 834 897 | | | | 1917 | A. & J. van der Schuyt Papendrecht | Hannestad Rederi A/S | 239'9" 36'7" 15'8" | Halden Norwegian WB | T. 8Cy. 17", 29", 46" & 46" - 36" 127NP J. & A. van der Schuyt, Ppn. | | N | |
| 82092 (P) Wireless Ref. Mchy. 2 Dks | 1304 852 781 | | | | 1919 | Oskarshamn M. V. Aktieb. Oskarshamn | Stockholms Rederiaktieb. Svea (Eman. Högberg, Mgr.) | 234'7" 36'0" 14'1" | Stockholm Swedish WB | 2 Steam Turbines SR geared to 1 Sc. Shaft Svenska Turbin. Akt. Ljungström, Finspång | 35 # 4 7 # 2 28 # 4 | | |
| 82093 Regina Elena (P) Fitted for oil fuel 1 Dk 82094 Reginolite TwinSc Oil Eng. Sld. No. 3-1, 39 Sld. No. 1-87 Mchy. Aft D.F. GyO. Longitudinal framing Cruiser Stern | 424 331 171 | *100A1 | Mh | dt | 1937 | Akt. Bur- meistr & Wain Copenhagen | Hansen-Tangen's Rederi A/S (H.E. Hansen-Tangen, Mgr.) | 485'1" 65'5" 35'4" | Kjansand Norwegian FK | Oil Engines 2S.O.S.A. 14Cy. 19", 35", 35", 948NP 2DB1807 Akt. Burmeistr & Wain, Cpn | 35 # 4 7 # 2 28 # 4 | | |
| 82095 Registan Sld. No. 2-88 2 Dks (Slt) | 9069 8845 4430 | *100A1 | NYk | dt | 1911 | F. Schichau Danzig | Stettin-Riguar Dampfsch. Ges. Th. Gribel (Rad. Christ. Gribel, Mgr.) | 241'8" 34'1" 15'4" | Stettin German WB | T. 8Cy. 19", 31", 31", 141NP F. Schichau, Elbing | | G | |
| 82096 Register (ex Bios, ex Aquila) 3Mst Oil Eng. Mchy. Aft 1 Dk | 537 449 415 | | | | 1908 | C. & T. T. Pattison Naples | Soc. Partenope Anon. di Nav. | 180'5" 25'4" 13'2" | Naples Italian WB | T. 8Cy. 20", 44", 44", 48" - 27" 121NP C. & T. T. Pattison, Naples | | I | |
| 82097 Regulus Sld. No. 3-4, 38 Sld. No. 1-87 1 Dk (Slt) & Awng dk (Slt) | 1821 1088 1025 | *100A1 | Hfs | p | 1926 | Akt. Ges. "Vulcan" Stettin | Imperial Oil, Ld., Marine Depart- ment. (H. J. Bahilva, Mgr.) | 469'2" 63'1" 34'6" | Montreal British FK | Oil Engines 2S.O.S.A. 8Cy. 25", 47", 910NP 2 Water Tube DB 200lb A.G. "Vulcan," Stettin (18 to Sh dk 6" U") APT108t | 35 # 6 8 # 8 27 # 1 | | |
| 82098 Register (ex Bios, ex Aquila) 3Mst Oil Eng. Mchy. Aft 1 Dk | 537 449 415 | | | | 1913 | Cant. Offic. Savoia Cornigliano Ligure | Webster Shipping Co. Ld. (J.S. Web- ster & Sons, Mgrs.) | 159'0" 28'2" 18'1" | Kingston Jamaica BK6 British | Oil Engines 2S.O.S.A. 4Cy. 18", 21", 125NP G. Ansaldo Ndb20 NE20 & Co. Smpierdarena | 14 # 3 | V † | |
| 82099 Regulus Sld. No. 3-4, 38 Sld. No. 1-87 1 Dk (Slt) & Awng dk (Slt) | 1821 1088 1025 | *100A1 | Hfs | p | 1921 | P. Smit Jr. S. B. & E. Co. Rotterdam | Finaka Angfartygs A/B | 247'5" 36'9" 24'9" | Helsingfors Finnish FK | T. 8Cy. 20", 32", 45" & 55" - 39" (a) 180lb 212NP 1SB (Spt) & 1 Aux SB (Spt), 6cy, 6s97, hs8341 P. Smit, Jr. S. B. & E. Co. Rot. | 27 # 6 8 # 2 19 # 6 | | |

| No. in Book. | Official No. | Code Letters. |
|--------------|--------------|---------------|
| 82098R | 181080 | R |
| 82099 | 3038 | G |
| 82100 | 441 | C |
| 82101 | 1CMW | R |
| 82102 | DORH | R |
| 82103 | DOUO | R |
| 82104 | PKGM | R |
| 82105 | DAQI | V |
| 82106 | 18339 | I |
| 82107 | 37736 | N |
| 82108 | JOOD | I |
| 82109 | 32384 | G |
| 82110 | JFUB | I |
| 82111 | 147557 | V |
| 82112 | GVDN | † |
| 82113 | 97116 | R |
| 82114 | VGKJ | R |
| 82115 | 147557 | R |
| 82116 | D.F. Ref. A | R |
| 82117 | Carg | R |
| 82118 | 32384 | R |
| 82119 | JFUB | R |
| 82120 | 147557 | R |
| 82121 | GVDN | R |
| 82122 | 97116 | R |
| 82123 | VGKJ | R |
| 82124 | 147557 | R |
| 82125 | GVDN | R |
| 82126 | 97116 | R |
| 82127 | VGKJ | R |
| 82128 | 147557 | R |
| 82129 | GVDN | R |
| 82130 | 97116 | R |
| 82131 | VGKJ | R |
| 82132 | 147557 | R |
| 82133 | GVDN | R |
| 82134 | 97116 | R |
| 82135 | VGKJ | R |
| 82136 | 147557 | R |
| 82137 | GVDN | R |
| 82138 | 97116 | R |
| 82139 | VGKJ | R |
| 82140 | 147557 | R |
| 82141 | GVDN | R |
| 82142 | 97116 | R |
| 82143 | VGKJ | R |
| 82144 | 147557 | R |
| 82145 | GVDN | R |
| 82146 | 97116 | R |
| 82147 | VGKJ | R |
| 82148 | 147557 | R |
| 82149 | GVDN | R |
| 82150 | 97116 | R |
| 82151 | VGKJ | R |
| 82152 | 147557 | R |
| 82153 | GVDN | R |
| 82154 | 97116 | R |
| 82155 | VGKJ | R |
| 82156 | 147557 | R |
| 82157 | GVDN | R |
| 82158 | 97116 | R |
| 82159 | VGKJ | R |
| 82160 | 147557 | R |
| 82161 | GVDN | R |
| 82162 | 97116 | R |
| 82163 | VGKJ | R |
| 82164 | 147557 | R |
| 82165 | GVDN | R |
| 82166 | 97116 | R |
| 82167 | VGKJ | R |
| 82168 | 147557 | R |
| 82169 | GVDN | R |
| 82170 | 97116 | R |
| 82171 | VGKJ | R |
| 82172 | 147557 | R |
| 82173 | GVDN | R |
| 82174 | 97116 | R |
| 82175 | VGKJ | R |
| 82176 | 147557 | R |
| 82177 | GVDN | R |
| 82178 | 97116 | R |
| 82179 | VGKJ | R |
| 82180 | 147557 | R |
| 82181 | GVDN | R |
| 82182 | 97116 | R |
| 82183 | VGKJ | R |
| 82184 | 147557 | R |
| 82185 | GVDN | R |
| 82186 | 97116 | R |
| 82187 | VGKJ | R |
| 82188 | 147557 | R |
| 82189 | GVDN | R |
| 82190 | 97116 | R |
| 82191 | VGKJ | R |
| 82192 | 147557 | R |
| 82193 | GVDN | R |
| 82194 | 97116 | R |
| 82195 | VGKJ | R |
| 82196 | 147557 | R |
| 82197 | GVDN | R |
| 82198 | 97116 | R |
| 82199 | VGKJ | R |
| 82200 | 147557 | R |