1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts.	3	4 Tonnage Officiel. Total. — Sous le Pont. — Net.	5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite.	6 Port de Visite.	7 Terme assigné maintenance entre 2 visites d'armement.	7* Date de la dernière visite de l'arbre porte-hélice.	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. RHP=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 Navires en cours de construction dans le L.R. Numéros Contrôle.
78526 148361	**Medway Queen**	Pad 1 *Dk*	316 219 134					1924	AilsaS.B. Co.Ld. Troon	NewMedwaySteam PacketCo.Ld. (S.J. Shippick, *Mgr.*)	179·9|24·2| 7·8 B170′			Rochester British	C.2Cy.21″&43″–48″ NB38 76RHP AilsaS.B.Co.Ld.Troon		
78527 PFWW	**Meerkerk** (*ex*Tamora, *ex*Nienburg) D.F.	4Mst *ss*Rot.No.3–4,34 *ss*Rot.No.1–38 2 *Dks*(*Stl–Upt wshelter*) 3*rd Dk*(*Stl*)*in No.*1 *hold*	7995 7333 5050	100A1 *withfreeboard* Bkn 3,43 Examined 3,43 LMC MSH1,37	Nwc Bkn 3,45	og 7,12		1916	Bremer Vulkan Vegesack	N.V.Vereenigde Nederlandsche Scheepv.Maats. (Directie en Agentuur Maats. "Holland Oost Azie" Lijn N.V. *Mgrs.*)	508·6|60·8|32·9 P28′B144′F86′ FK len34 *CellDBa*144′*uE*32′*D* *Ts a*31′745*t FPT*78*t APT*39*t*	TheHague Dutch *8BHAsp* f217′1610*t*	T3Cy32″,53″&86½″–55½″ & LPturbine with DR gearing & hydraulic coupling 205lb (*s*) 954NHP 4SB(Spt),*12cf*,GS254, HS11840 BremerVulkan,Vegesack *FPT*78*t APT*39*t*	35 ″ 8 s8 ″ 5½ 27 ″ 6¼	
78528 ESGB	**Meero** (*ex*Usko–39,*ex*Nivaa–38, *ex*Floreal, *ex*LakeOtisco) *Mchy.Aft*	*ss*Hfs.No.3–6,38 *ss*Ant.No.1–37 1 *Dk*(*Stl*) *Longitudinal framing at bottom & at deck*	1866 1628 1093	✠100A1 10,10 BS10,10 ✠LMC8,37 NO LATER SURVEY REPORTED Examined Bkn Bkn LMC CS11,41 DBS 2,43 2,40 *Carrying Petroleum in bulk Fitted with cylindrical tanks*	Tln	*r*	CL 10,40	1918 2mo	American S.B.Co. Cleveland,O. A&CP	Laevaühing "Meero" (J.Pruun, *Mgr.*) P25′B64′F23′ FK *CellDB*218′538*t FPT*56*t APT*69*t*	251·0|43·5|20·0 *4BHCem*	Tallinn Estonian 180lb (*s*) 272NHP 2SB,*6cf*,GS126,HS5246 AmericanSBCoClevelndO.	T.3Cy.20½″,33″&54″–40″ 2SB,*6cf*,GS126,HS5246	20 ″ 2 s2 ″ 7½ 17 ″ 9	
78529 167393 GTGL	**Megara** D.F. E.S.D. *Mchy.Aft* *Longitudinal framing at bottom & at deck*	Twin Sc *Oil Eng.* *ss*Ams.No.2–37 1 *Dk*(*Stl*)	7931 7124 4530	✠100A1 2,43 Examined Bkn Bkn 5,42 5,43 LMC CS11,41 DBS 2,43 2,40 *Carrying Petroleum in bulk Fitted with cylindrical tanks*	Bkn	CL 1,13		1929 5mo	Atel.&Ch. de la Seine Maritime Le Trait,S.I. *Lloyd's A&CP*	Anglo-Saxon PetroleumCo.Ld. *CellDBuE*61′272*t*	423·6|65·1|33·0 P95′B36′F49′ FK *DT f*28′305*t FPT*210*t APT*87*t*	London British 14*BH* 2DB*180lb*	Oil Engines 4S.C.SA 12Cy.26⅜″–47½″ 806NHP Werkspoor,Amsterdam	33 ″ 0 s6 ″ 2½ 27 ″ 1	
78530	**Mei Lee No. 2** (*ex*FooTong–37, *ex*Song-Bo–32,*ex*Titania) 1 *Dk*		1574 — 948					1912	Schiffsw.v. H.KochA.G. Lübeck	MeiLeeSteam Nav.Co.	225·6|32·8|14·9 P&B177′F28′	Shanghai Chinese *WB*	T.3Cy.18½″,29½″&46½″–32½″ 122NHP OttensenerMaschf.Altona		
78531 27897 JNHD	**Meigen Maru** *ss*Kob.No.3–11,32 *ss*TamaNo.1–39 2 *Dks*(*Stl*)	*z*	5441 — 3891	✠ 6,41	Tama	*z*		1920 7mo	AsanoS.B. Co.Ld. Tsurumi	MeiziKaiunK.K.	400·0|53·2|29·4 P33′B124′F41′ FK *CellDB*339′941*t*	Tarumi Japanese 6*BHCem* *APT*28*t*	T.3Cy.26″,43½″&72″–48″ 513NHP 3SB,*9cf*,GS175,HS7376 KubotaIronWorks,Osaka	32 ″ 0	
78532 85860 VOLP	**Meigle** (*ex*Solway) 3 *Dks*	Iron	1060 1029 611	✠ ... 9,02				1881 9mo	Barclay, Curle&Co. Glasgow	G.T.Shaw	220·2|30·1|15·2 P&B129′F29′	SJhns NFL British *WB*	C.2Cy.26″&52″–48″ 162NHP *Alt*92A.&J.Inglis,Glasgow	16 ″ 6	
78533 19759 JCAD	**Meikai Maru** *ss*Kob.No.2–25 2 *Dks*&*Web frames* *Longitudinal framing*		3198 2757 1961	✠ ... 9,27				1917 1mo	OsakaIron Works,Ld. Innoshima	MeiziKaiunK.K.	305·0|43·7|27·2 P19′B82′F32′ FK	Tarumi Japanese *WB*	T.3Cy.22″,37″&61″–42″ 288NHP OsakaIronWrks.Ld Osaka	27 ″ 3	C †
78534 22017 JDOD	**Meiko Maru** 1 *Dk*(*Stl*)&*Shelter dk*(*Stl*) *Longitudinal framing*&*Web frames*	*ss*Kob.No.2–26	4383 3692 2759	✠ —— 8,30	Kob	*w*		1918 3mo	OsakaIron Works,Ld. Innoshima	MeiziKaiunK.K. *CellDB*298′113	345·0|49·8|28·1 P30′B99′F34′*on Shelter dk* FK 6*tDTa*32′693*t FPT*	Tarumi Japanese 6*BHCem* 115*t APT*29*t*	T.3Cy.24″,41″&67″–48″ 390NHP 2SB,*6cf*,GS126,HS5400 OsakaIronWrks.Ld.Osaka	28 ″ 2	C †
78535 DOKP	**Meise** (*ex*Billung,*ex*Adara) *Mchy.Aft*	1 *Dk*	868 618 420					1918	Haarlem-scheShpb.Mij Haarlem	ArgoReederei RichardAdler&Co.	201·5|30·2|13·2 Q128′F20′	Bremen German	T.3Cy.15″,25″&40½″–24″ Machinefabriek 79NHP DeBiesbosch,Dordrecht		G
78536 32635 JTUB	**Meisei Maru** (*ex*Fruithandel, *ex*Nipponier,*ex*Lake Champlain)	*ss*Osa.No.3–4,30 1 *Dk*	1893 1664 1096	✠ ... 10,31				1917 9mo	Superior S.B.Co. Superior, Wis	HiyoshiKaiunK.K. (Y.Yamaguchi, *Mgr.*)	251·0|43·8|18·2 P25′B64′F27′ FK	Kobe Japanese *WB*	T.3Cy.20⅝″,33″&54″–40″ 274NHP DetroitSBCo.Detroit	20 ″ 3	C †
78537 45308 JQVM	**Meiten Maru** *Mchy.Aft*	*Oil Eng.* 1 *Dk*	4474 — 2617					1938	TamaS.B. Co.Ld. Tama	MeiziKaiunK.K	363·5|50·0|29·0 P84′B20′F28′	Kobe Japanese *WB*	Oil Engines 4S.C.SA 10Cy.21⅜″–39⅜″ 453NHP TamaS.B.Co.Ld.Tama		C
78538 142 JFVD	**Meiu Maru** (*ex*MeiwuMaru–38)	Twin Sc *ss*Kob.No.3–10,30 *ss*TamaNo.2–38 2 *Dks*(*Stl*)&*Shelter dk*(*Stl*)	8230 7815 5115	✠ 3,41	Tama	*c* †		1918 9mo	Uraga DockCo.Ld. Uraga	TaisyoKaiunK.K. (MeiziKaiunK.K. *Mgrs.*) *Collision BHto Shelter dk* *CellDB*387′1409*t FPT*105*t*	445·0|58·0|40·0 FK 6*BHtoUdk* *APT*35*t*	Dairen Japanese *Cem*	T.6Cy.22″,36½″&61″–48″ 703NHP 4SB,*12cf*,GS233,HS7376 UragaDockCo.Ld.Uraga	40 ″ 2	
78539 46934 JYFN	**Meiyo Maru** *Cruiser Stern*		5628 — 3258					1940	TamaS.B. Co.Ld. Tama	MeiziKaiunK.K.	406·8|55·1|30·8	Kobe Japanese	T.3Cy.25⅝″,39⅜″&72½″–51⅞″&exhaust turbine driving steam compressor TamaS.B. Co.Ld.Tama 379NHP		C
78540 48084 JJMK	**Meizi Maru** *Mchy.Aft*	1 *Dk*	1934 — 1377					1937	Tsurumi SeitetsuZosen K.K. Tsurumi	HinodeKisenK.K.	270·0|40·0|20·3 P87′F29′	Tokyo Japanese *WB*	T.3Cy 18″,29¼″&50″–39″ 156NHP TsurumiSeitetsuZosenKK Tsurumi		
78541 TTKW	**Mekong**		746 — 337					1894	R.Napier& Sons Glasgow	Cie.Saïgonnaise de Nav.&deTransp.	210·0|28·0|13·8 P22′F39′	Saigon French	T.3Cy.18″,29″&47″–30″ 121NHP R.Napier&Sons,Glasgow		
78542 PFXM	**Melampus** D.F.	2 *Dks* *Fitted for oil fuel*	5962 — 3662					1924	Palmers' Co.Ld. Newcastle	Nederl.Stoomv. Maats."Oceaan"	428·7|54·9|30·1 P43′B127′F45′	Amstrdam Dutch *WB*	2SteamTurbinesDRgeared to 1 Sc. Shaft Palmer'sCo.Ld.Newcastle		C
78543 35018 JIFC	**Melbourne Maru** *Ref.Mchy.*	*Oil Eng.* *ss*Yka.No.2–39 3 *Dks*(*Stl*)	5423 4955 3219	✠ 6,41	Kob	*y*		1930 3mo	Yokohama DockCo.Ld. Yokohama	OsakaSyosenK.K.	380·0|54·5|34·2 B23′F43′ FK *CellDB*317′805*t FPT*47*t APT*71*t*	Osaka Japanese 6*BH* (*Coll to W dk* 5 ,, 2*nd* ,,)	Oil Engines 4S.C.SA 6Cy.29½″–59″ 489NHP Akt.Burmeistr&Wain.Cpn	34 ″ 3	
78544 165326 GYZZ	**Melbourne Star** D.F. E.S.D. GyC. *Ref.Mchy.*	Twin Sc *Oil Eng.* 2 *Dks* 3*rd dk except in No.*1 *hold* 4*th dk forward of mchy.space* *Cruiser Stern* *Tonnage opening closed '40*	12806 11611 7964	✠100A1 *withfreeboard* 9,12 6,41 Examined 17,42 LMC CS6,41 DBS6,41 5,40 3,15 7,42	Wln Gls	*j* † 23/6	CL PN5,40 85,12	1936 11mo	Cammell Laird&Co.Ld. Birkenhead *Lloyd's A&CP*	Frederick Leyland &Co.Ld. *Duct keel forward of mchy.space dk B Hs except Coll Upper'tween* *CellDB*380′1376*t*	530·0|70·4|32·2 548·8(o.L.) 40·6 P83′B202′F70′ FK *Tanks in way of tunnels* 1424*t FPT*116*t*	London British 8*BHptCem* (*Coll to W dk* 7 ,, 2*nd* ,,) *APT*166*t*	Oil Engines 2S.C.SA 20Cy.28⅜″–49⅛″ 2806NHP 2DB*100lb* SulzerBros.Ld.Winterthur	43 ″ 4 s13 ″ 0¾ 30 ″ 6½	