| Numéro d'Ordre.<br>Numéro Officiel.<br>Signaux | Nom du Navire. Matériaux, Gréement, etc.<br>Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | Date de la dernière visite de l'arbre porte-hélice. | Construit. Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | Port d'Armement.<br>Pavillon. | 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. | Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps. | Registres |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27250<br>DHNW | **Karpfanger** (*ex*LuiseHemsoth)<br>*2Dks* | 4974<br>4644<br>2958 | | | | | 1922 | Deutsche WerkeA.G.<br>Kiel | Hanseatische ReedereiEmil Offen&Co. | 407·6<br>P24'B18'F35' | 54·4 | 24·8 | Hamburg<br>German<br>*WB* | 2SteamTurbinesDRgeared to 1 sc. shaft<br>DeutscheWerkeA.G.Kiel | | G |
| 27251<br>PJCT | **Karpo**<br>*OilEng.*<br>*Mchy.Aft* *CruiserStern* *2Dks* | 389<br>293<br>159 | | | | | 1939 | NVSchpsw Gebr.Pot.<br>Bolnes | WestIndische Scheepv.Maats. | 179·7<br>P13'B&F155' | 29·9 | 8·2 | Curaçao<br>Netherland<br>*WB* | Oil Engines 2S.C.SA<br>8Cy.10 1/16"-18 7/8" 162NHP<br>Gbr.Stork&CoNVHengelo | | VL |
| 27252<br>160298<br>MMWY | **Karri**<br>*OilEng.*<br>*1Dk*<br>*Mchy.Aft* *CruiserStern*<br>*Cargo battens not fitted* | 354<br>234<br>179 | ✠100A1<br>3,41 ~~10,40~~<br>Examined9,43 | ~~Bel~~<br>BelB'g | *e* | CL<br>~~11,41~~<br>3,41 | 1938<br>9mo | Scott&Sons<br>Bowling<br>*Lloyd'sA4CP* | Newry&Kilkeel S.S.Co.Ld.(J. Fisher&Sons,Ld. *Mgrs.*)<br>*CellDB81'87tFPT31tAPT32t* | 139·6<br>147·0(O.L.)<br>Q86'F22' | 23·9 | 8·8<br>BK6" | Newry<br>British<br>*3BHCem* | Oil Engines 2S.C.SA<br>6Cy.9 7/8"-16 9/16" 101NHP<br>British Auxiliaries,Ld.Gls. | 10 " 9<br>s3 " 5¼<br>11 " 1 | |
| 27253<br>167207<br>GRGK | **Kars**<br>*OilEng.*<br>*1Dk, 2nd dk clear of cargo tanks*<br>*Longitudinal framing at bottom & at dk*<br>*Mchy.Aft* D.F. E.S.D. *CruiserStern* | 8888<br>8043<br>5420 | ✠100A1<br>10,41<br>*CarryingPetroleum in bulk* | Nwc | *d*†<br>2,[illegible] | CL<br>12,40 | 1939<br>3mo | Blythsw'd S.B.Co.Ld.<br>Glasgow<br>*Lloyd'sA4CP* | WesternOil ShippingCo.Ld.<br>*CellDBuE69'142tDTf20'267tFPT162tAPT101t* | 479·3<br>495·4(O.L.)<br>P93'B39'F50' | 63·7 | 34·0<br>FK | London<br>British<br>*17BH* | Oil Engines 4S.C.SA<br>8Cy.25 9/16"-55 1/8" 503NHP<br>2DB*180lb*<br>J.G.Kincaid&Co.Ld.Grk. | 34 " 2<br>s6 " 11<br>27 " 6 | |
| 27254 | **Karsik** (*ex*Soneck-40)<br>D.F. E.S.D. *2Dks*<br>*CruiserStern* | 2191<br>1651<br>1040 | | | | | 1938 | Deutsche Sch-u-Mschb A.G Seebeck<br>Westmünd-G | RoyalNetherlands Government (NetherlandShipping&Trading CommitteeLd. *Mgrs.*) | 305·2<br>F29' | 44·8 | 16·7 | Netherland<br>*WB* | T.3Cy.22 13/16",36 5/8"&59 1/16"-39 3/8"&LPturbine withDR gearing&hydraulic coupling 367NHP<br>DeutscheSchiff.-uMschb. A.G.Seebeck,Wsm. | | |
| 27255<br>8567<br>SJOK | **Karskär**<br>*OilEng.*<br>D.F. *1Dk&Shelter dk*<br>*CruiserStern*<br>*Deck plating&butts of shell plating elec. welded*<br>*Strengthened for navigation in ice* | 582<br>397<br>222 | ✠100A1<br>*withfreeboard*<br>4,48 | Lkr | *l* | OG | 1943<br>4mo | Öresunds-varvet Aktiebolag<br>Landskrona | StockholmsRederi A/BSvea(Eman. Högberg,*Mgr.*)<br>*CellDB148'163tFPT23tAPT30t* | 199·7<br>207·9(O.L.) | 31·6 | 9·2<br>FK | Stockholm<br>Swedish<br>*4BH*<br>(*Coll to Sh dk*<br>3 „ *2nd* „) | Oil Engines 2S.C.SA<br>5Cy.13 3/8"-22 7/16" 157NHP<br>A/B Atlas-Diesel,Skm. | ~~11 " 11¾~~<br>12 " 0<br>s " 3<br>11 " 10¼ | |
| 27256<br>151503<br>ZMBF | **Kartigi**<br>*ss*Wln.No.3-11,37<br>*ss*Auk.No.1-41<br>*Mchy.Aft* *1Dk(Stl)*<br>*Cantilever framed topside tanks*<br>*Cargo battens not fitted* | 2347<br>1960<br>1167 | ✠100A1<br>~~11,42~~ 11,43<br>BS ~~[illegible]~~ ✠LMC12,41<br>11,43 | Wln | *s* | CL<br>~~11,40~~<br>11,43 | 1925<br>7mo | W.Gray&Co.Ld.<br>W Hartlepool<br>*Lloyd'sA4CP* | UnionS.S.Co.of NewZealand,Ld.<br>*CellDBuE&B46'f186'606tTopside Tks440t* | 280·0<br>P81'F29' | 44·3 | 18·9<br>FK | Wellingtn<br>British<br>*4BHCem* | T.3Cy.20½",33½"&55"-39"(*s*) 190lb 274NHP<br>2SB,*6cf*,GS132,HS5076<br>Cen.Mar.Eng.Wrks.WHpl<br>*FPT224tAPT120t* | 21 " 1<br>s2 " 11¾<br>18 " 4 | |
| 27257<br>157649<br>ZMLT | **Karu**<br>*OilEng.*<br>*ss*Wln.No.2-43 ~~*ss*Ddn.No.1-[illegible]~~<br>*CruiserStern* *1Dk* | 1044<br>783<br>529 | ✠100A1<br>10,43 ~~10,42~~<br>✠LMC CS10,43<br>10,41 | Wln | *n* | OL<br>10,41 | 1935<br>7mo | A.Stephen &Sons,Ld.<br>Glasgow<br>*Lloyd'sA4CP* | UnionS.S.Co. of NewZealand,Ld.<br>*CellDB171'219tFPT20tAPT26t* | 220·4<br>Q66'B54'F24' | 35·1 | 14·3<br>FK | Wellingtn<br>British<br>*4BHptCem* | Oil Engines 2S.C.SA<br>6Cy.14 3/16"-23 5/8" 210NHP<br>A.Stephen&Sons,Ld. | 16 " 7<br>s1 " 3½<br>15 " 6¾ | |
| 27258<br>156152 | **Karuah**<br>*1Dk&Shelter dk*<br>*Mchy.Aft* *CruiserStern* | 1342<br>943<br>515 | ✠100A1<br>*withfreeboard*<br>1,44 ~~5,42~~<br>BS ~~[illegible]~~ ✠LMC[illegible]<br>2.44 | ~~NSW~~<br>Syd | *p*<br>1¾ | OL<br>1,44 | 1940<br>3mo | HongK'ng &WhampoaDockCo.Ld.<br>HongKong<br>*Lloyd'sA4CP* | Newcastle&HunterRiver SteamshipCo.Ld.<br>*CellDBuB16'47tDTf14'104tFPT35tAPT26t* | 232·2<br>241·5(O.L.) | 39·1 | 14·8<br>BK 1½" on FK | Newcastle N.S.W.<br>British<br>*5BHpt Asp ptCem*<br>(*Coll & Blr. space to Sh dk*<br>3 „ *2nd* „) | T.3Cy.16½",28½"&48"-33" 237NHP<br>2W.T.B.(Spt) FD<br>235lb,GS134,HS3576<br>N.E.MarineEng.Co.(1938) Ld.Nwc | 16 " 0<br>s " 2<br>16 " 0¼ | |
| 27259<br>38754<br>JRFJ | **Kasado Maru** TwinSc<br>(*ex*Kazan)<br>*ss*Kob.No.3-4,10<br>*ss*Kob.No.2-19<br>*1Dk,Spar dk&Web frames &Shade dk* | 6003<br>5031<br>3592 | ...<br>6,22 | | | | 1900 | Wigham-Richrdsn&Co<br>Ld.Newcastle | NipponSuisanK.K. | 400·5 | 50·4 | 19·0<br>26·9<br>FK | Tokyo<br>Japanese<br>*WB* | T.6Cy.20½",34"&57"-40" 600NHP<br>WighamRichrdsn&Co.Ld. | 30 " 0 | |
| 27260<br>33617<br>JQOB | **Kasagi Maru**<br>*2Dks* | 3140<br>2700<br>1846 | | | | | 1928 | Yokohama DockCo.<br>Yokohama | NipponYusenK.K. | 325·7<br>P29'B87'F38' | 46·0 | 27·0 | Tokyo<br>Japanese<br>*WB* | T.3Cy.23",38"&64"-48" 284NHP<br>YokohamaDockCo.Yka. | | C |
| 27261<br>30525<br>JKTB | **Kasagisan Maru**<br>*1Dk* | 2427<br>2035<br>1442 | | | | | 1925 | MitsuiBus-sanKaishaLd<br>Tama(Uno) | MitsuiBussan Kaisha,Ld. | 284·5<br>P32'B72'F32' | 42·0 | 23·3 | Kobe<br>Japanese<br>*WB* | T.3Cy.20",33¾"&55"-36"<br>MitsuiBussan 181NHP<br>Kaisha,Ld.Tama(Uno) | | C |
| 27262<br>UOBG | **Kashirstroi** (*ex*Chebaulip)<br>*2Dks&Web frames*<br>*Longitudinal framing* | 4907<br>3459<br>2958 | ✠ ...<br>9,20 | | | | 1918<br>7mo | ToddD.D. &Const.Corp.<br>Tacoma,Wsh | U.S.S.R. | 380·6<br>P39'B102'F42' | 53·1 | 27·0<br>FK | Vladvostk<br>Russian<br>*WB* | T.3Cy.24",40"&70"-48" 472NHP<br>SeattleConst.&D.D.Co. Seattle | 29 " 4 | |
| 27263<br>JRZG | **Kasi Maru**<br>*OilEng*<br>*Mchy.Aft* *1Dk* | 654<br>—<br>398 | | | | | 1940 | Osaka Zosensyo K.K.<br>Osaka | TowaKisenK.K. | 170·6<br>P51'F22' | 28·2 | 15·1 | Dairen<br>Japanese<br>*WB* | Oil Engines 4S.C.SA<br>6Cy.13¾"-20¼" 110NHP<br>KobeHatudokiSeizosyo K.K.Kobe | | |
| 27264<br>41651<br>JHOJ | **Kasii Maru** (*ex*KashiiMaru-38)<br>*OilEng.*<br>*ss*Kob.No.1-41<br>D.F. *2Dks*<br>GyC. *3rd dk except in aftermost hold*<br>*CruiserStern* | 8408<br>7680<br>5024 | ✠<br>2,41 | Kob | *d*† | | 1936<br>4mo | Harima S.B.&Eng. Co.Ld.<br>Harima | KokusaiKisenK.K.<br>*CellDB359'1365t*<br>*Tanks at sides of tunnel144tDTs a48'1401tFPT46tAPTs188t* | 453·1<br>F42' | 60·7 | 30·8<br>40·1<br>FK | Tokyo<br>Japanese<br>*8BHptCem*<br>(*Coll to Wdk*<br>7 „ *2nd* „) | Oil Engines 2S.C.DA<br>6Cy.29 1/16"-47¼" 1875NHP<br>KobeSteelWorks,Ld.Kobe | 40 " 0 | |
| 27265<br>34372<br>JDC[illegible] | —<br>*MchyAft.* *1Dk*<br>*CruiserStern* *Fitted for oil fuel* | 3218<br>2611<br>1874 | | | | | 1929 | KobeSteel Works<br>Harima | NipponSeitetu K.K. | 320·0<br>P155'F31' | 46·5 | 25·0 | Yawata<br>Japanese | T.3Cy.22",37"&61"-42" 241NHP<br>KobeSteelWorks,Kobe | | |
| 27266<br>655<br>JQFG | — Iron<br>(*ex*PuloRiman, *ex*Orawaiti)<br>*ss*Ddn.No.1-87<br>*1Dk* | 486<br>—<br>253 | ✠ ...<br>5,91 | | | | 1882<br>11mo | HM'Intyre &Co.<br>Paisley | TsutsumiNoboru | 170·2<br>Q84'F19' | 26·1 | 11·2 | Dairen<br>Japanese<br>*WB* | C.2Cy.20"&40"-30" 73NH<br>Fleming&Ferguson,Psy. | | |
| 27267<br>16491<br>JKXD | **Kasima Maru** TwinSc<br>(*ex*KashimaMaru-38)<br>*ss*Yka.2ndNo.3-5,38<br>*2Dks(StlC-ws)*<br>*3rd dk(Stl) in Nos.1,3&4holds* | 9908<br>8110<br>6148 | ✠<br>6,41 | Yka | *e*† | | 1913<br>10mo | Kawasaki Dkyd.Co.Ld.<br>Kobe | NipponYusenK.K.<br>*CellDBa150'uE&B88'f189'1897tFPT155tAPT36t* | 489·8<br>P96'B181'F53' | 60·7 | 36·4<br>FK | Tokyo<br>Japanese<br>*8BHCem* | T.6Cy.27",45½"&76"-54" 1152NHP<br>7SB,*21cf*,GS423,HS16075<br>KawasakiDkydCoLdKobe | 36 " 6 | |