

| Numero<br>P.Ordre.  | 2                                                                                                          | 3                                                                              | 4                    | 5                                 | 6       | 7       | 8          | 9                                                                                | 10                                                       | 11                  | 12                          | 13                                                                                                                   | 14                           | 15 |
|---------------------|------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|----------------------|-----------------------------------|---------|---------|------------|----------------------------------------------------------------------------------|----------------------------------------------------------|---------------------|-----------------------------|----------------------------------------------------------------------------------------------------------------------|------------------------------|----|
| Numero<br>Officiel. | Nom du Navire. Matériau, Grément, etc.                                                                     | Ex-nom, s'il y a lieu.                                                         | Total                | Cote.                             | Port de | Visite. | Construit. | Armateurs.                                                                       | Dimensions d'après<br>la Douane.                         | Port<br>d'Armement. | Machines.                   | 14                                                                                                                   | 15                           |    |
| Signaux             | Visites Périodiques. Nombres des Ponts.                                                                    |                                                                                |                      |                                   |         |         |            |                                                                                  |                                                          |                     |                             |                                                                                                                      |                              |    |
|                     |                                                                                                            |                                                                                |                      |                                   |         |         |            |                                                                                  |                                                          |                     |                             |                                                                                                                      |                              |    |
| 66812               | Candia<br>(ex Manilaid)                                                                                    | WoodSc<br>Oil Eng.<br>1Dk                                                      | 180<br>150<br>127    |                                   |         |         | 1923       | E. Masik<br>Orajoe                                                               | Leroy                                                    | 108'7 21'9 10'7     | Boulogne<br>French          | Oil Engine 2S.C.<br>2Cy. 13" - 14" 1/2<br>A/S Motor fbk. "Hera," Cpn.                                                | V                            |    |
| 66813               | Candilli<br>(ex Nadina, ex Vera<br>Geelmuyden, ex Olga<br>Methinity, ex Taras Boulba,<br>ex Baron Hambro') | IronSc3Mst<br>ss Lon. No. 3-72<br>ss Hul. No. 2-80<br>1Dk 2tr B<br>Mchy. Aft   | 612<br>526<br>357    | 1,83                              | Hul     | j       | 1861       | C. Lungley<br>1mo London                                                         | Dilli Zade Mehmet<br>Bey                                 | 209'0 25'2 14'5     | Istanbul<br>Turkish         | C.2Cy. 21" - 40" 1/2 - 26"<br>NE88 NB92 69NHP<br>C. & W. Earle, Hull                                                 |                              |    |
| * 66814             | Candina<br>(ex Francisca<br>Uravain, ex Petingaudet,<br>ex Gloxinia)                                       | SteelSc<br>ss Bbo. 2nd No. 3-6, 28<br>1Dk (Iron) & deep framing<br>Wireless    | 2587<br>2365<br>1610 | * 100A1<br>11,29<br>BS 20<br>8,30 | Bbo     | t       | 1897       | Tyne I.S.B.<br>Co.<br>Newcastle<br>A&CP                                          | Cia. Nav. Bidasoa<br>(A. Candina Mgr.)<br>Cell D Ba 100  | 313'0 45'0 20'7     | Bilbao<br>Spanish           | T.3Cy. 28", 38" & 61" - 39" (r)<br>180lb 900 NDB09 258NHP<br>2SB, 6cf, ss90, ss4088<br>N.E. Marine Eng. Co. Ltd. Nwc | 23 # 1<br>3 # 11<br>19 # 6   |    |
| 66815               | Canelos<br>(ex Wilhelm Oelssner)                                                                           | SteelSc<br>1Dk                                                                 | 1431<br>1263<br>817  |                                   |         |         | 1914       | Stettiner<br>Oderwerke<br>Stettin                                                | Haverbeck &<br>Skalweit                                  | 255'6 37'9 15'6     | Valdivia<br>Chilian         | T.3Cy. 20", 31", & 51" - 35"<br>156NHP<br>WB Stettiner Oderwerke                                                     | G<br>*                       |    |
| 66816               | Canik<br>(ex Djani, ex Ararat, ex Rus, ex Benedict)<br>Well deck                                           | IronSc<br>1Dk (Iron) 2tr B                                                     | 1185<br>577          | 12,80                             | Liv     | Lv      | 1880       | W. H. Potter<br>& Son<br>Liverpool                                               | Alemdar Zade<br>Freres & Fils                            | 203'0 32'4 14'3     | Istanbul<br>Turkish         | C.2Cy. 23" & 46" - 33"<br>NB96 101NHP<br>J. Jones & Sons, Liverpool                                                  |                              |    |
| 66817               | Canis<br>(ex Sophus Magdalon, ex<br>Sailing Vessel Olga, ex S. Fo. 2nd No. 3-8, 15<br>ex Andrew Welch)     | IronScBk<br>Oil Eng<br>1Dk 2tr B<br>Elec. light Mchy. Aft                      | 934<br>796<br>546    | 10,17                             | Got     | p       | 1888       | Russell &<br>Co.<br>Port Glasgow                                                 | A/S Det. Bergensk<br>Dampskibsselskab                    | 185'6 36'1 17'5     | Bergen<br>Norwegian         | Oil Engines 2S.C.S.A.<br>4Cy. 15" - 23 1/2"<br>NB08<br>A/B Atlas Diesel, Skm.                                        | 20 # 4<br>172NHP             |    |
| 66818               | Canmore<br>(ex Glenfarn, ex Paramé, ex J. S. Keefe)<br>Elec. light Mchy. Aft                               | SteelSc<br>1Dk                                                                 | 1558<br>1326<br>1000 |                                   |         |         | 1903       | Buffalo Dry<br>Dock Co.<br>Buffalo, N.Y.                                         | Canada Steamship<br>Lines, Ltd.                          | 246'1 41'0 15'2     | Montreal<br>British         | T.3Cy. 16", 25" & 42" - 80"<br>97RH<br>WB Detroit S.B. Co. Detroit                                                   | L                            |    |
| 66819               | Cannanore<br>(ex Firmaxe, ex Cuatro)                                                                       | SteelScK<br>1Dk                                                                | 275<br>236<br>121    | 1,25                              | Hul     | *       | 1908       | Hall, Rus-<br>sell & Co. Ltd.<br>Aberdeen                                        | N. Dosajee                                               | 134'3 23'1 11'7     | Bombay<br>British           | T.3Cy. 18", 21", & 36" - 24"<br>65NHP<br>1SB, 3pf, ss53, ss1540<br>Hall, Russell & Co. Ltd. Abn.                     | 12 # 6                       |    |
| 66820               | Cannaveiras<br>Elec. light 1Dk (Teak) & Shade dk (Teak)<br>Wireless                                        | Steel Twin ScSr<br>1Dk (Teak) & Shade dk (Teak)                                | 760<br>483<br>395    |                                   | Trn     | i       | 1910       | Ailsa S.B.<br>Co. Ltd.<br>Troon                                                  | Dia. de Nav.<br>Bahiana                                  | 200'2 32'1 11'1     | Bahia<br>Brazilian          | T.6Cy. 18", 22" & 36" - 24"<br>152NHP<br>1SB, 3cf, ss64, ss2542<br>Ailsa S.B. Co. Ltd. Troon                         | 11 # 10                      |    |
| 66821               | Canning<br>ss Liv 2nd No. 3-7, 30<br>ss Liv 2nd No. 3-7, 30<br>1Dk (Iron)                                  | SteelScSp<br>1Dk (Iron)                                                        | 148<br>128<br>4      | * 100A1<br>7,30<br>7,30           | Liv     | og      | 1905       | J. Cran &<br>Co.<br>Leith<br>Lloyd's                                             | Alexandra Towing<br>Co. Ltd.                             | 92'2 20'2 10'7      | Liverpool<br>British        | O.2Cy. 16" & 43" - 27" (s)<br>102NHP<br>1SB, 3cf, ss56, ss1560<br>J. Cran & Co. Leith                                | 12 # 0<br>BT<br>till<br>9,30 |    |
| 66822               | Canio<br>(ex Melilla)<br>Elec. light<br>Wireless                                                           | SteelSc<br>ss Ham. No. 3-6, 21<br>ss Ant. No. 2-29<br>1Dk (Stl)                | 1759<br>1586<br>1014 | 100A1<br>with freeboard<br>10,14  | Ant     | og      | 1911       | Schiffsw. v.<br>Henry Koch<br>Lübeck                                             | Mac Andrews & Co.<br>Ltd.                                | 278'0 39'2 17'9     | London<br>British           | T.3Cy. 22", 35", & 56" - 33"<br>185lb (s)<br>209NHP<br>2SB, 4cf, ss90, ss8360<br>Ottenberger Msch. Fab. Altona       | 20 # 0<br>1 # 9<br>18 # 6    |    |
| 66823               | Canoga<br>216095<br>LJVS<br>Elec. light Sub. Sig.                                                          | SteelSc<br>2Dks                                                                | 5575<br>5076<br>4154 |                                   |         |         | 1918       | Skinner &<br>Eddy Corp.<br>Seattle, Wash                                         | United States<br>Shipping Board                          | 409'6 54'1 27'1     | Seattle<br>Utd. States      | DR geared Steam Turbine<br>General Electric Co.<br>Schenectady, N.Y.                                                 | R<br>*                       |    |
| 66824               | Canonbar<br>125242<br>HQWM<br>Elec. light                                                                  | SteelScSr<br>1Dk                                                               | 708<br>511<br>363    |                                   |         |         | 1910       | Ardrossan<br>DD & E. Co. Ltd.<br>Ardrossan                                       | John Burke, Ltd.                                         | 185'8 32'1 11'0     | Brisbane<br>British         | T.3Cy. 15", 25" & 40" - 27"<br>83NHP<br>D. Rowan & Co. Glasgow                                                       | C<br>*                       |    |
| 66825               | Canonesa<br>143660<br>EGQB<br>Elec. light<br>Ref. Mchy. Wireless                                           | SteelScSr<br>Fitted for oil fuel<br>3Dks<br>Cruiser Stern                      | 8286<br>5941<br>5102 |                                   |         |         | 1920       | Workman,<br>Clark & Co. Ltd.<br>Belfast                                          | Furness, Houlder<br>Argentine Lines Ltd                  | 450'2 58'3 37'1     | Liverpool<br>British        | 2 Steam Turbines DR geared<br>to 1 Sc. Shaft<br>WB Wrkman, Clark & Co. Ltd. Bel                                      | C<br>*                       |    |
| 66826               | Canopus<br>202149<br>Elec. light<br>Wireless Mchy. Aft                                                     | SteelScSr<br>1Dk<br>Cruiser Stern                                              | 4978<br>3770<br>1063 |                                   |         |         | 1905       | Gt. Lakes<br>Eng. Works<br>(Pickands, Mather<br>& Co., Mgrs.)<br>St. Clair, Mich | Interlake S.S. Co.<br>(Pickands, Mather<br>& Co., Mgrs.) | 462'0 50'0 24'0     | Fairport, O.<br>Utd. States | T.3Cy. 22", 36" & 60" - 40"<br>228NHP<br>WB Great Lakes Eng. Wks. Det.                                               |                              |    |
| 66827               | Canora<br>101490<br>PRTH<br>Well deck<br>Elec. light<br>Wireless                                           | SteelSc3MstSr<br>1Dk & deep framing                                            | 1337<br>1063<br>835  |                                   |         |         | 1903       | C.S. Swan &<br>Hunter, Ltd.<br>Newcastle                                         | Westport Coal Co.<br>Ltd.                                | 250'4 35'1 15'7     | Dunedin<br>British          | T.3Cy. 21", 35" & 56" - 39"<br>222NHP<br>WB Wlls and Slpwy. Co. Ltd. Nwc.                                            | 18 # 5                       |    |
| 66828               | Canora<br>138800<br>Elec. light<br>Wireless                                                                | SteelSc<br>ss Ver. No. 3-6, 29<br>2Dks (Stl) & Web frames<br>Screws fore & aft | 2383<br>1901<br>940  | A-<br>Train Ferry<br>5,30<br>5,30 | Vcr     | CL      | 1918       | Davies, S.B.<br>& Repairing<br>Co. Ltd.<br>Levis, P.Q.                           | Canadian Northrn<br>Steamship, Ltd.                      | 308'0 52'1 19'7     | Quebec<br>British           | T.4Cy. 24", 38" & (2) 48" - 30"<br>176lb (s)<br>374NHP<br>4SB, 3cf, ss146, ss6344<br>J. Inglis & Co. Toronto, Ont.   | 20 # 6                       |    |
| 66829               | Canova<br>48 (ex Arpad)<br>NHEM<br>Elec. light<br>Wireless                                                 | SteelSc<br>1Dk & Spardk & deep framing                                         | 1250<br>1121<br>752  |                                   |         |         | 1892       | Wigham<br>Richrdson & Co.<br>Newcastle                                           | Soc. Anon.<br>Industrie<br>Maritime                      | 230'5 33'1 12'4     | Ancona<br>Italian           | T.3Cy. 22", 36" & 59" - 39"<br>NDB07 236NHP<br>WB Wghm. Richrdson & Co. Nwc.                                         | 22 # 3<br>I                  |    |
| 66830               | Canso<br>128803<br>1Dk (Stl-ws)                                                                            | SteelScSr<br>1Dk (Stl-ws)                                                      | 225<br>178<br>47     |                                   | St. J   | og      | 1910       | Nw Burrell<br>Johnson L. Co.<br>Yarmouth NS                                      | Canadian Govern-<br>ment                                 | 91'6 22'1 11'7      | Yarmouth NS<br>British      | T.3Cy. 12", 19" & 30" - 20"<br>47RFP<br>1SB, 3cf, ss44, ss952<br>Nw Burrell Johnson L. Co. Ltd                       | 11 # 6                       |    |
| 66831               | Cansumset<br>128803<br>LGV<br>Elec. light<br>Sub. Sig. Wireless                                            | SteelScSr<br>Longitudinal framing<br>Fitted for oil fuel<br>1Dk & Shelter dk   | 5996<br>4465         |                                   |         |         | 1919       | Pacific<br>Coast S.B. Co.<br>Bay Point, Cal                                      | United States<br>Shipping Board                          | 402'5 53'0 24'0     | S. Francisco<br>Utd. States | DR geared Steam Turbine<br>WB Kerr Turbine Co.<br>Wellsville, N.Y.                                                   | R<br>*                       |    |