| 1 Numéro d'Ordre / Numéro 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 maintenant expiré. Lettre d'Enfoncement. | 7a 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 Registre des cotes d'hiver dans la L. N. Dir. Cert. Bd of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76760 | **Leveret** | **IronScSp** | 146 | ✠100A– | Syd | | OL | 1892 | J.P.Rennoldson&Sns S.Shields | J.Fenwick&Co. | 100·4 | 19·9 | 11·5 | Sydney NSW British | T.3Cy.18½″,22″&36″–24″ (s) 165lb 75RHP 1SB,3pf,GS38,HS1045 J.P.Rennoldson&Ss.,S.Shl | 11 ″ 9 a 1 ″ 0 11 ″ 5 | |
| 98391 | (*ex*GooleNo.9) *ss*Syd.3rdNo.3–1.31 (*Tug*) | | 138 | 1,31 3.30 | | | 3,30 | 11mo | | | | | BK6½″ | | | | |
| | *ss*Syd.2ndNo.3–1.18 | | 12 | BS7.29 | LMC5.25 | | | | | | | | | | | | |
| | *ss*Syd.No.2–25 1*Dk*(*Irn*) | | | | 6,30 | | | | | | | | | | | | |
| 76761 | **Leverkusen** | **SteelSc** | 7386 | | | | | 1928 | Deutsche Werft Hamburg | Hamburg-Amerik. Packetf.Akt.Ges. (Ham.Amr.-Linie) | 463·6 | 60·1 | 28·0 | Hamburg German *WB* | Oil Engines 2S.C.DA 6Cy.27⅛″–47½″ 1585NHP AlgemeineElec.Ges.Berlin | | G |
| | *Elec.light* Wireless D.F. *Oil Eng.* | | 6184 | | | | | | | | P27′B426′F*on*B88′ | | | | | | * |
| BGVJ | Sub.Sig. *Cruiser Stern 2Dks* | | 4364 | | | | | | | | | | | | | | |
| 76762 | **Levernbank** | **SteelTwinSc** | 5150 | ✠100A1 | Bal | *a*† | OL | 1925 | Harland& Wolff,Ld. Glasgow | BankLine,Ld. (A.Weir&Co. *Mgrs.*) | 420·0 | 53·9 | 26·5 | Glasgow British | Oil Engines 4S.C.SA 12Cy.24½″–37½″ 717NHP DB*110lb* Harland&Wolff,Ld | 29 ″ 2 s 3 *n* 11½ 25 ″ 6 | * |
| 148880 | *ss*Fal.No.1–30 *Oil Eng.* | | 4764 | *with freeboard* | Aus | 6,30 | | | | | | | FK | *7BHptCem* | | | |
| KTJQ | 1*Dk*(*Stl*)&*Shelter dk*(*Stl–ws*) | | 3149 | ~~7.00 4,29~~ | ✠LMC | ~~11.35~~ | 4,29 | | | | | | *Coll* | *BH to Sh dk* | | | |
| | *Elec.light* Wireless | | | 3,31 | LMC | | | | *Lloyd's*&*CP* | *Cell D tank* | *B*857′1121*t Tanks tunnels*115′251*t DT* | | *between* 6 ,, ,, *2nd* *f*32′1067*t FPT*106*t APT*132*t* | | | | |
| | | | | *Carrying vegetable oil in deep* DBS7,30 | | | | | | | | | | | | | |
| 76763 | **Leverville** | **SteelSc** | 149 | | | | | 1913 | W.J.Yarwood&Sns Ld Northwich | LeverBros.Ld. | 90·0 | 21·6 | 9·1 | Liverpool British | C.2Cy.13″&27″–18″ 30RHP W.J.Yarwood&Sons,Ld. | | |
| 135468 | (*Barge*) | | 138 | | | | | | | | | | | | | | |
| | *Mchy.Aft* 1*Dk* | | 101 | | | | | | | | | | | | | | R |
| 76764 | **Leviathan** | **SteelQuadSc** | 59957 | | | | | 1914 | Blohm& Voss Hamburg | UnitedStates Lines,Inc. | 907·6 | 100·3 | 58·2 | New York Utd. States *WB* | Steam Turbines Blohm&Voss,Hamburg | | |
| 215446 | (*ex*Vaterland) *Fitted for oil fuel* | | 38413 | | | | | | | | | | | | | | |
| LHQD | *Elec.light* Sub.Sig. Wireless D.F. 6*Dks* | | 27696 | | | | | | | | | | | | | | |
| 76765 | — | **SteelTwinScSp** | 8590 | ✠100A1 | Liv | *c*† | OG | 1909 | Cammell Laird&Co.Ld Birkenhead | MerseyDocks& HarbourBoard | 465·0 | 69·3 | 28·9 | Liverpool British | T.6Cy.22½″,37″&61″–45″ (s) 180lb 631NHP 4SB,*12cf*,GS286,HS10956 D.Rowan&Co.Glasgow | 30 ″ 7 s 8 ″ 5 22 ″ 10 | |
| 127962 | | *ss*Liv.No.3–4.23 | 8284 | *Hopper Dredger* | | 3,29 | | 4mo | | | P41′F69′ | | FK | 6*BHptAsp ptCem* | | | |
| | | *ss*Bkn.No 1–28 | 5553 | ~~6,30 10.29~~ 8,31 | ✠LMC3,29 | | 5,30 | | *Lloyd's*&*CP* | | | | | | | | |
| | *Elec.light* 1*Dk*(*Stl–ws*)2*trB* (*Suction Hopper Dredger*) &*Web frames* | | | BS5,30 | | | | | | | | | | | | | |
| 76766 | — | **IronTwinSc** | 313 | | | | | 1886 | Samuda Bros. London | Port of London Authority | 110·9 | 45·2 | 7·9 | London British | C.4Cy.9″&18″–18″ 27RHP Hunter&English,London | | |
| 91909 | | | 313 | | | | | | | | | | | | | | |
| | | | 213 | | | | | | | | | | | | | | |
| 76767 | **Levnet** | **SteelScSr** | 3306 | ✠100A1 | Cff | *v* | OL | 1914 | Ropner& Sons,Ld. Stockton | BarryShippingCo. Ld. | 340·0 | 48·5 | 21·9 | London British | T.3Cy.24″,40″&65″–42″ (*r*) 180lb ~~190lb 200lb~~ 307NHP 2SB,*6cf*,GS125,HS4874 Blair&Co.Ld.Stockton | 24 ″ 4 s 3 ″ 11 20 ″ 9 | |
| 136689 | *ss*Cff.No.3–6.26 | | 3035 | 4,30 | ✠LMC | | 11,28 | 6mo | | | P29′B98′F85′ | | FK | 6*BHCem* | | | |
| JFTK | Wireless 1*Dk*(*pt Irn pt Stl*) | | 2065 | MS6,26 | BS~~7.29~~ 6,30 | | | | *Lloyd's*&*CP* | *WB*=*Cell DBa* | 108′*uE*&*B*40′*f*144′ | | | 307*t APT*57*t* | | | |
| 76768 | **Lewes Castle** | **SteelSc** | 126 | | | ... | | 1914 | Gebr.Boot Leiderdorp | J.Summers&Sons, Ld. | 97·9 | 19·0 | 7·7 | Chester British | Oil Engines 2S.C.SA 2Cy.15″–16½″ 84NHP J&CGBolindersCoLd.Skm | 8 ″ 6 | |
| 136649 | *OilEng.* | | 110 | | Sws | | | | | | Q28′ | | FK | | | | |
| | *Mchy.Aft* 1*Dk* | | 66 | | | | | | | | | | | | | | |
| 76769 | **Lewis** | **SteelScSr** | 346 | ✠ —— | | *e* | | 1903 | WoodSkinner&Co.Ld. Newcastle | T.W.Ward,Ld. | 135·0 | 24·2 | 10·5 | London British | T.3Cy.12″,19″&32″–22½″ 51RHP 1SB,*2pf*,GS32,HS1168 N.E.MarineEng.Co.Ld.Sld | 11 ″ 3 | |
| 118322 | *ss*Lan.No.3–12,19 | | 247 | 7,28 | | | | 9mo | | | Q43′B7′F20′ | | FK | 3*BHCem* | | | |
| VFQL | *Well deck* 1*Dk*(*Irn*) | | 141 | ✠ | | | | | | *WB*=*FPT* | | | | 33*t APT*4*t* | | | |
| | *Mchy.Aft* | | | | | | | | | | | | | | | | |
| 76770 | **Lewis K. Thurlow** | **SteelScSr** | 3306 | ✠100A1 | NNs | *u* | OL | 1913 | NwprtNws S.B.&D.D.Co. NewportNews A&CP | MysticS.S.Co. | 313·5 | 46·1 | 22·0 | Boston Utd.States | T.3Cy.21″,37″&60″–42″ (s) 180lb 279NHP 2SB,*6cf*,GS133,HS4680 NewportNewsSB&DD.Co. | 25 ″ 6 | * |
| 211738 | *ss*Bos.No.3–2,24 | | 2775 | 2,31 3,30 | Bos | | 7,29 | 11mo | | | P36′B94′F86′ | | FK | 5*BHCem* | | | |
| LDHG | *Elec.light* *ss*Bos.No.1–28 | | 2097 | ✠LMC | | | | | | *Cell DBa*102′*u* | *E*20*f*134′679*t FPT* | | | 71*t APT*250*t* | | | |
| | Sub.Sig. 1*Dk*(*Stl*)&*Web frames* | | | MS6,28 | BS~~7.29~~ 7,31 | | | | | | | | | | | | |
| | Wireless *Longitudinal framing* | | | | | | | | | | | | | | | | R |
| 76771 | **Lewis Luckenbach** | **SteelTwinSc** | 10662 | | | | | 1919 | Bethlehem S.B.Corp.Ld. Quincy,Mass. | LuckenbachS.S. Co.Inc. | 496·0 | 68·0 | 40·0 | New York Utd.States *WB* | 4SteamTurbinesSRgeared to 2 Sc. Shafts BethlehemS.B.Corp.Ld. | | * |
| 217883 | Wireless D.F. *Fitted for oil fuel* | | — | | | | | | | | B74′ | | | | | | |
| LQRS | *Elec.light* *Cruiser Stern* 2*Dks* | | 6784 | | | | | 1914 | Kjöbnhvns Flydk&Skbs. Copenhagen | Knöhr&Burchard, Nfl. | 216·8 | 32·4 | 12·4 | Hamburg German *WB* | T.3Cy.14″,22½″&87″–24″ 67NHP KjbnhavnsFlydk.&Skbsv. | | C |
| 76772 | **Lexa** | **SteelSc** | 905 | | | | | | | | P17′Q56′B88′F30′ | | | | | | * |
| | (*ex*LexaMærsk,*ex*Nykjöbing) | | 673 | | | | | | | | | | | | | | |
| RFPH | 1*Dk* | | 508 | | | | | | | | | | | | | | |
| 76773 | **Lexington** | **IronSc** | 1249 | | | | | 1890 | Harlan& Hollingswrth Wilmngtn,Dl | ColonialNav.Co. | 246·0 | 46·0 | 15·5 | New York Utd.States | T.3Cy.22″,36″&55″–28″ NB01 160NHP Harland&HollingsworthCo | | |
| 81310 | (*ex*Washington) | | — | | | | | | | | | | | | | | |
| KJBV | Wireless 1*Dk* | | 697 | | | | | | | | | | | | | | |
| 76774 | **Leyte** | **IronSc** | 854 | | | ... | | 1879 | HM'Intyre &Co. Paisley | Cia.Maritima (Fernandez Hermanos) | 210·0 | 29·2 | 15·3 | Manila Utd.States *WB* | C.2Cy.28″&50″–33″ NB93 114NHP Hutson&Corbett,Glasgow | | |
| | (*ex*Romulus) Wireless | | 688 | | | | | | | | P183′F16′ | | BK8″ | | | | |
| MCDT | *Mchy.Aft* *Well deck* *Elec.light* 1*Dk*2*trB* | | 534 | | | | | | | | | | | | | | |
| 76775 | **Li-Hua** | **SteelSc** | 112 | ✠ | Shi | | | 1916 | Kiangnan Dk.&E.Wrks Shanghai | WhangpooConservancyBoard | 95·0 | 19·0 | 10·4 | Shanghai Chinese | C.2Cy.14½″&30″–21″ 56NHP 1SB,*2pf*,GS35,HS1171 KiangnanDk.&E.Wks.Shi. | 11 ″ 3 | |
| | | | 102 | *For towing purposes* | | | | 6mo | | | | | FK | 4*BHCem* | | | |
| | 1*Dk*(*pt Stl*&*pt Teak*) | | — | 6,16 ✠ | | | | | | | | | | *APT*16*t* | | | |
| 76776 | **Li Kin** | **SteelTwinScSr** | *270* | ✠ | Nwc | *e* | | 1888 | Armstrong Mitchell&Co. Ld Newcastle | ChineseMaritime Customs | 135·0 | 23·1 | 11·4 | Kowloon Chinese | T.6Cy.12″,19½″&32″–20″ NB25 92NHP WllsndSlpwyCo.Ld.Nwc. | 12 ″ 0 | |
| | | | *226* | 3,88 | | | | 3mo | | | P18′B16′F26′ | | FK | 5*BHCem* | | | |
| | 1*Dk* | | *110* | ✠ | | | | | | | | | | | | | |
| 76777 | **Lia** | **SteelSc** | 1252 | ✠100A1 | Cpn | *o* | ~~4.29~~ | 1890 | J.Blumer Co. Sunderland | BalticS.S.Co.Ld. ~~(D.Bowman,Mgr.)~~ | 239·9 | 34·0 | 16·9 | Riga Latvian | T.3Cy.18″,30″&48″–36″ (s) 160lb 139NHP | 18 ″ 0 | * |
| 81 | (*ex*Huldra,*ex*Emma, *ss*Shl.2ndNo.3–7,18 | | 1009 | 4,30 ~~8,29~~ | Lie | | N4,30 | 5mo | A&CP | | Q87′B61′F28′ | | | 4*BHCem* | 2SB,*4pf*,GS77,HS2084 Alley&Maclellan,Glasgow | | |
| TBKV | *ex*Trinidad) *ss*Osl.No.2–27 | | 749 | BS~~4.29~~ 4,30 | ✠LMC | 6,27 | | | | *DBa*71′*f*90 | 284*t APT*44*t* | | | | | | V |
| | *Well deck* 1*Dk*(*Irn*) &*Web frames* | | | | | | | | | | | | | | | | * |
| 76778 | **Liamone** | **SteelScSr** | 1380 | | | | | 1906 | Swan,Hunter& Wigham Richardson Ld Newcastle | Cie.Marseillaise de Nav.à Vap.(Cie. Fraissinet) | 263·0 | 34·4 | 18·1 | Marseilles French *WB* | T.4Cy.29″,45″&(2)52″–45″ 363NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc. | | |
| | | | 1230 | | | | | | | | F55′ | | 24·2 | | | | |
| OLNB | *Elec.light* Wireless 1*Dk*&*Awndk*3*trB* | | 476 | | | | | | | | | | | | | | |
| 76779 | **Liana** | **SteelSc** | 4298 | ✠100A1 | Rot | *x* | OL | 1903 | Russell& Co. PortGlasgow | A.Lauro | 369·8 | 49·8 | 19·0 | Naples Italian | T.3Cy.26″,42″&70″–48″ (s) 180lb ~~190lb~~ 410NHP NDB15,*refitted*21 | 29 ″ 8 | * |
| 294 | (*ex*Volga) *ss*Pal.2ndNo.3–1,28 | | 4040 | *Spar dk* | | | 2,28 | 12mo | | | P36′B108′F40′ | | 27·0 | 6*BHCem* | | | |
| NVBB | 1*Dk*(*Stl*)&*Spardk*(*Stl*)&*deep framing* | | 2707 | 2.31 ~~7.29~~ | | | 1,31 | | *Lloyd's*&*CP* | *Cell DBa*114′*uE*26′*f*16 | 0′942*t DTa*28′ | | FK | *APT*45*t* | 2SB,*6cf*,GS118,HS5523 FD | | |
| | Wireless | | | BS2.29 | ✠LMC | 1,28 | | | | | | | | | Rankin&Blackmore,Grk. | | |
| | | | | MBS6,30 | | | | | | | | | | | | | |
| 76780 | — | **SteelSc** | 1646 | ✠100A1 | Hbg | *q* | OL | 1898 | W.Gray& Co.Ld. W Hartlepool | RederiA/B Lerberget(J.A. Ohlsson, *Mgr.*) | 265·0 | 38·5 | 17·4 | Lerberget Swedish | T.3Cy.19″,30½″&51″–36″ (s) 160lb *80lb* 150NHP 1SB,*3rf*,GS51,HS2140 | 19 ″ 9 s 3 ″ 0 17 ″ 0 | |
| 3204 | (*ex*Jaffa,*ex*Roland, *ss*Got.2ndNo.3–1,28 | | 1483 | 5,30 ~~4,28~~ | | | 5,31 | 4mo | A&CP | *Cell DBa*82′*uE*&*B*36′*f*106′ | | | FK | 4*BHCem* | | | |
| JHQF | *ex*Emanuel) *ss*Hbg.No.1–28 | | 984 | ~~BS2.29~~ 2,30 | ✠LMC | 3,28 | | | | | | | | 475*t APT*41*t* | Cen.Mar.Eng.Wrks.W Hpl | | |
| | Wireless 1*Dk*(*Irn*)&*deep framing* | | | | | | | | | | | | | | | | |
| | *Cargo battens not fitted* | | | BS2,31 | | | | | | | | | | | | | |