1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Materiaux, 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'Enlèvement.	7* Date de la dernière visite de l'hélice 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. NIP=Force en chevaux d'après les formules de la Société. RIP=Force en chevaux d'après les papiers du navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Vapeur ou Gaz. Qui, s'il y a. Franc-bord au milieu du navire. Tirant d'eau correspondant. Poids en	10 Appareils de Gréement. Mâts. Longueur. Diamètre.
19095	**Dettifoss**	SteelSc	1604					1930	Frdshvns. Værft&Flyd. Frederikshvn	H.F.Eimskipa-fjelagIslands	237·1	36·2	21·2	Reykjavik Icelandic	C.4Cy.(2)16$\frac{9}{16}$"&(2)35$\frac{7}{16}$" Helsingörs 124NIP Jernsk&Mskb.Elsinore		V
LCKR	*Elec.light* Wireless D.F. 2*Dks*		1347 968								F39'			*WB*			*
19096	**Deucalion**	SteelTwinSc	7740					1930	Hawthorn, Leslie&Co.Ld Newcastle	OceanS.S.Co.Ld. (A.Holt&Co. *Mgrs.*)	460·0	59·4	29·3	Liverpool British	Oil Engines 4S.C.SA 16Cy.29$\frac{1}{2}$"–59$\frac{1}{16}$" 1307NIP Akt.Burmeister&Wain, Cpn.		BT
162329	*Elec.light*	*OilEng.*	6478								P44'B177'F51'			*WB*			till 19.01
LGQS	Wireless *Ref.Mchy.* 2*Dks*		4790														10.3.
19097	—	SteelScSr	6793					1900	Scott&Co. Greenock	DittaLuigiPitta-lugaVapori	443·0	52·8	31·9	Genoa Italian	T.3Cy.29",49"&82"–60" 521NIP		
1625	*Elec.light* Wireless	2*Dks*	5595 4313								P50'B154'F58'			*WB*	Scott&Co.Greenock		
19098	—	SteelSc	1779					1914	Wrf.voorh. Rijkee&Co. Rotterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	296·8	43·3	16·1	Amstrdam Dutch	T.3Cy.21",35"&56"–39" 196NIP		V
NMBH	*Elec.light* Wireless	2*Dks*	1021											*WB*	Maats.Fyenoord,Rot.		*
19099	**Deutsche Werft VIII.** (*ex*InselPoel)	SteelSc	105					1911	Akt.Ges. "Neptun" Rostock	DeutscheWerft A.G.	85·8	19·7	8·6	Hamburg German	C.2Cy.11$\frac{3}{8}$"&22$\frac{1}{16}$"–13" 16NIP		
RCHV	*Elec.light*	1*Dk*	44											*WB*	A.G."Neptun,"Rostock		
19100 Broken up	**Deutsches Bühnenschiff Pro Arte** (*ex*Dora,*ex*Margarete,*ex* Margaret)	Wood AuxTwinSc4MstSr *OilEng.* *Elec.light* 1*Dk* (*See Sailing Ship Register*)	1527 1351 1192					1917	M'Eachern ShipCo. Astoria,Or	MarieCharlotte Steche	225·9	42·7	19·4	Hamburg German	Oil Engines 2S.C.SA 8Cy.14$\frac{7}{16}$"–15$\frac{3}{4}$" 284NIP ScandiaPacificOilEng.Co.		
RHKG											P29'F42'						
19101	**Deutschland**	SteelTwinSc4Mst	20742					1923	Blohm& Voss Hamburg	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie)	602·4	72·2	41·9	Hamburg German	8 Steam Turbines SR geared to 2 Sc. Shafts		G
	Ref.Mchy. *Fitted for oil fuel*		12180								78·7						*
RDSK	*Elec.light* *CruiserStern*	5*Dks*	11837								P185'B306'F100'			*WB*	Blohm&Voss,Hamburg		
	Wireless D.F. Sub.Sig. *Corrugated sides*																
19102	—	SteelTwinScSr (*Ferry*)	2935					1909	Akt.Ges. "Vulcan" Stettin	DeutscheReichs-bahnGes.,Reichs-bahnDirektion Stettin	356·1	51·0	20·9	Sassnitz German	T.6Cy.23",38"&63"–36" 476NIP		G
			2412								F69'						*
WCML	*Elec.light* Sub.Sig. Wireless D.F. 2*Dks*		1078								*Promenade dk*275'			*WB*	A.G."Vulcan," Stettin		
19103	**Deva**	SteelSc	2151	✠100A1	Bbo	*s*	CL	1907	Eiderwerft Akt.Ges. Tönning	Soc.Anon.Marit. Nalon (A.R.Del Valle, *Mgr.*)	289·6	42·6	17·5	Barcelona Spanish	T.3Cy.18$\frac{3}{4}$",30$\frac{1}{2}$"&49$\frac{3}{4}$"–35$\frac{3}{4}$"	19 " 7	
2	(*ex*Levensau) *ss*Shl.No.3–8,20		1832	12,30			6,29	5mo			P15'Q100'B116'			*Cem*	185lb (*s*) 182NIP	s 1 " 6	
MBCT	*ss*Bbo.No.2–29		1347					*Lloyd's*	*sA&CP*		F27'		FK		2SB,*4cf*,GS88,HS3120	18 " 5	
	Well deck 1*Dk*(*Stl*)&*deep framing*								*Intermediate*	*Bulkhead in fore*	*hold dispensed with*			*CellD*	Eiderwerft A.G.Tönning		
	Elec.light Wireless													*4BHonly*	*Ba*96'*u*E16'	*f*116'566*t*FPT49*t*APT27*t*	
19104	**Devoe and Harold**	SteelSc (*Tug*)	284					1930	United D.D.Inc. Mariner's Harbor	Baltimore&Ohio R.R.Co.	118·5	25·0	13·5	Baltimore Utd.States	C.2Cy.20"&42"–28" 78NIP		
	Elec.light	1*Dk*	193												UnitedD.D.Inc.		
19105	**Devon**	SteelTwinSc4MstSr	9016	✠100A1	Gls	*d*†	CL	1915	Atel.&Ch. deFrance Dunkirk	FederalStm.Nav. Co.Ld.	473·3	59·9	36·7	London British	T.6Cy.23",38$\frac{1}{2}$"&64$\frac{1}{2}$"–45"	39 " 5	
130098	*ss*Bbs.No 1–31 *ss*Liv.No.3–12,27		8328	*Shelter dk*	~~Bro~~ Liv		S2,30	7mo			B189'F48'*on*			7*BHCem*	200lb (*r*) FD 975NIP	s 9 " 6	
JMBL	*Elec.light* 2*Dks*(*Stl*)&*Shelter*		5561	*with freeboard*			PN3,31	*Lloyd's*	*sA&CP*		*Shelter dk*		FK		5SB,*20cf*,GS357,HS15336	30 " 4	
	Ref.Mchy. *dk*(*Stl*–ws)			~~s.31~~ 3.31 2,32											Atel.&Ch.deFrance,Dnk.		
	Wireless D.F. *CruiserStern*										*WB* = *Cell DBa*110' *uE*			*&B* 85' *f*193'	1502*t*FPT101*t*APT75*t*		
19106	—	SteelTwinScSr	*1368*	✠ A1	BAs		P12,31	1914	Cammell Laird&Co.Ld Birkenhead	RoyalMailSteam PacketCo.	220·0	42·0	10·1	Bns.Ayres Argentine	T.6Cy.18$\frac{1}{2}$",21"&34"–19" (*s*)	12 " 7	
	*ss*B.As.No.3–2,24		*806*	*For River purposes only*		CL	SN12,31	7mo			P&F157'		FK	*4BHCem*	180lb 177NIP	s 4 " 2	
	Elec.light *Ref.Mchy.* *ss*B.As.No.1–27		737	11,30				*Lloyd's*	*sA&CP*					356*t*FPT77*t*	2SB,*4cf*,GS80,HS2934 FD	8 " 9½	
	Mchy.Aft	1*Dk*								*WB* = *CellDBa* 70' *f* 52'					CammellLaird&CoLd.Bkn		
19107	**Devon Coast**	SteelScSr	782	✠100A1	Liv	*k*	CL	1909	W.Harkess &Son,Ld. Middlesbro'	CoastLines,Ld.	195·0	30·0	11·7	Liverpool British	T.3Cy.16",27"&44"–39" (*r*)	13 " 10	
128001	*ss*Liv.No.3–3,22		570	6,31 ~~7,00~~			~~8,30~~	9mo			Q109'B13'F35'		FK	3*BHCem*	180lb 129NIP	s " 9½	
HPTC	(*ex*Graceful) *ss*Liv.No.2–29		392				6,31	*Lloyd's*	*sA&CP*					46*t*APT3*t*	2SB,*4pf*,GS70,HS2190	13 " 3	
	Mchy.Aft	1*Dk*(*Stl*)								*WB* = *Cell*	*DBf*117'166*t*FPT				Richardsons,Westgarth& Co.Ld.Mdb.		
	Well deck *Elec.light*																
19108	**Devonbrae**	SteelSc	1459	✠100A1	Npt	*p*	CL	1909	BlythS.B. &D.D.Co.Ld. Blyth	GlendevonSS.CoLd (D.Anderson&Co. (Glasgow)Ld. *Mgrs.*)	245·0	36·7	16·0	Glasgow British	T.3Cy.19",31"&51"–36" (*s*)	18 " 4	
129740	(*ex*Constantine) *ss*Nwc.No.3–1,22		1183	3,31			9,30	11mo			Q91'B19'F24'		FK	1*BHCem*	180lb *90lb* 181NIP	s 1 " 9	
HQDB	*Well deck* *ss*Gls.No.2–30		880					*Lloyd's*	*sA&CP*						1SB,*4cf*,GS75,HS2945	16 " 10	
	Elec.light 1*Dk*(*Stl*)&*deep framing*									*CellDBa*71' *uE*&	*B*35' *f*102'402*t*FPT			62*t*APT79*t*	N.E.MarineEngCoLdNwc		
Now "Mary," *see No.* 4130			*Mabigo Bulkheads not fitted*														
19109	**Devonia**	SteelPadSr	641					1905	J.Brown& Co.Ld. Clydebank	P.&A.CampbellLd	245·0	29·0	9·7	Cardiff British	C.D.2Cy.34$\frac{1}{2}$"&71"–60" 325NIP		BT till ~~5.31~~ 6.33
119970			434												J.Brown&CoLdClydebank		
	Wireless D.F.	2*Dks*	252														
19110	—	IronScSr	98	✠100A1	Apl	*a*	CL	1894	J.H.Gil-mour Irvine	DeveniaS.S.Co.Ld.	85·0	18·1	7·5	Bideford British	C.2Cy.12$\frac{1}{4}$"&24"–18" (*r*)	8 " 1	
95919	*ss*Apl.3rdNo.3–6,31 ~~*ss*Apl.2ndNo.2–5,10~~		80	6,31 ~~4,30~~			N4,30	1mo			Q38'F14'		BK6'	3*BHCem*	110lb 24RIP	s " 9	
JGLM	*Mchy.Aft* ~~*ss*Apl.No.2–37~~		36					~~*Lloyd's*~~	~~*sA&CP*~~				*W*	*B* = *FPT*15*t*	1SB,*2pf*,GS24,HS534	8 " 2	
		1*Dk*(*Irn*–ws)													Muir&Houston,Glasgow		
19111	**Dewan**	SteelTwinScSp (*Tug*)	282	✠	Shl	*d*		1909	J.P.Ren-noldson&Sns SouthShields	P.&O.Stm.Nav.Co.	120·0	26·2	11·9	S.Shields British	T.6Cy.13½",22"&36"–27" 183NIP	13 " 0	
129813	*Elec.light*	1*Dk*(*Stl*–teak s)	275 6	11,09				11mo					BK7'	5*BHAsp*	2SB,*6cf*,GS97,HS3410		
										WB = *FPT*7*t*				*APT*19*t*	J.P.Rennoldson&Sns,S.Shl.		
19112	**Dewey**	IronSc	957					1887	Govern-mentShipyrd. Cartagena	A.Olson	209·3	32·0	16·4	New York Utd.States	C.2Cy.43"&72"–30" Government 285NIP Shipyard,Cartagena		
220078	(*ex*DonJuan deAustria, *ex*U.S.Navy) Wireless	2*Dks*	516														
LWPJ																	
19113	**Dewsbury**	SteelScSr	~~1678~~	✠100A1	Gms	*q*	CL	1910	Earle'sCo. Ld. Hull	London&North EasternRly.	265·0	36·0	17·4	Grimsby British	T.3Cy.22",35"&60"–42" (*a*)	18 " 6	BT till ~~5.31~~ 6.33
137859	*ss*Gms.No.2–30 *ss*Gms.No.3–7,22		~~1102~~	6,31 ~~5,30~~			~~5,29~~	6mo			P41'B115'F32'		BK9'	5*BHCem*	180lb 309NIP	s 1 " 10	
HRDK	*Elec.light* ~~*ss*Gms.No.1–26~~		~~910~~				6,31	*Lloyd's*	*sA&CP*	*WB* = *DBa*54'	*uE*21' *f*111'295*t*AP			733*t*	2SB,*6cf*,GS144,HS5540	17 " 10	
	Sub.Sig. 1*Dk*(*Stl*–ws)&*ptdeep framing*		1636												Earle'sCo.Ld.Hull		
	Wireless *Lower dk in Nos.1&3holds*		1102 928														