1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name, Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage. Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Year classed now exceptional Equipment Letter.	7* Date when tail shaft last seen.	8 Built. When	9 By Whom — Where	10 Owners	11 Regist'd Dimensions. Deck. Erections, &c. Length. / Breadth. / Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders. Stroke. Boiler Pressure. NHP=Horse power by Society's formula; RHP=power by Ship's Register. Functions of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15
31551 22878 NWLT	**Nagato Maru** Steel Sc ss Yka. No. 3–7,30 *Elec. light* 2 Dks (Stl) & Awng dk (Stl) Wireless	5901 5586 4325	✠ 100 A1 *Awng dk* *with freeboard* 9,33 ~~9,32~~ ✠ LMC 9,32 BS 9,33	Yka	*y*	OG ~~8,31~~ 9,33	1918 7mo *Lloyd's*	Kawasaki Dkyd. Co. Ltd. Kobe *A&CP*	Nippon Yusen K.K.	385·0 | 51·0 | 36·0 FK *Collision BH to Awng dk* *Cell D B* 334′ 1118 *t F PT* 126 *t A PT* 98 *t*	Tokio Japanese *B H to U dk*	T. 3 Cy. 26″, 48½″ & 72″–48″ (s) 200 lb 444 NHP 2 SB, 6 *cf*, GS 126, HS 5809 FD Kawasaki Dkyd Co Ltd Kobe	36 ″ 0 s 9 ″ 3½ 27 ′ 1	
31552 13897 LRNV	— (ex Hudson Maru, ex Hudson) Wireless 1 *Dk & Spar dk & deep framing*	Steel Sc 3823 3476 2387				…	1900	Sunderland S.B. Co. Ltd. Sunderland	Nippon Godo Kosen K.K.	356·0 | 45·2 | 18·7 P 39′ B 92′ F 42′ 26·7 FK	Habu Japanese *W B*	T. 3 Cy. 24″, 40″ & 64″–42″ 288 NHP N.E. Marine Eng Co. Ld. Sld	29 ″ 4	C
31553 144267 KJNT	**Nagina** Steel Sc ss Cal. No. 3–5,33 ~~ss Cal. No. 3–30~~ *Elec. light* 2 *Dks (Stl) & Shelter dk (Stl)* Wireless *Cruiser Stern*	6551 6161 4090	✠ 100 A1 *Shelter dk* *with freeboard* 5,33 ~~5,32~~ ~~SS 5,32~~ ✠ LMC 7,33 *Carrying oil fuel* F. P. above 50° F.	Cal	*b*†	CL ~~8,30~~ 4,33	1921 4mo *Lloyd's*	W. Gray & Co. (1918) Ld. Sunderland *A&CP*	British India Stm. Nav. Co. Ltd.	483·0 | 57·4 | 30·2 FK *Collision BH to Sh dk* *Cel D B* 385′ 1443 *t D T a* 27′ 7781 *t* 6 ,, ,, *U* ,,	Glasgow British *pt Cem*	2 Steam Turbines DR geared to 1 Sc. Shaft 225 lb (s) 769 NHP 4 SB, 12 *cf*, GS 247, HS 10000 FD Cen. Mar. Eng. Wrks. W Hpl	32 ″ 10 a 4 ″ 7½ 28 ″ 6	
31554 36560 VJFK	**Nagisan Maru** Steel Sc *Oil Eng.* *Elec. light* Wireless 1 *Dk* *Mchy. Aft*	4391 3672 2602					1931	Mitsui Bussan Kaisha, Ld. Tama	Mitsui Bussan Kaisha, Ld.	361·5 | 50·0 | 29·0 P 76′ B 20′ F 28′	Kobe Japanese *W B*	Oil Engines 4 S.C.SA 8 Cy. 21½″–39½″ 361 NHP Mitsui Bussan Kaisha Ld.		C *
31555 Now Thetis A., *see A o.* 4178 NPWC	**Nagos** Steel Sc (ex Indian Transport) ss Hul. No. 3–8,22 ~~Ex Nov 2–30~~ Wireless 1 *Dk (Stl)*	4111 3949 2953	✠ 100 A1 2,34 ~~11,32~~ ✠ LMC MS 2,31	Rot Hul BS ~~10,32~~ 2,34	*x*	~~9,31~~ 7,33	1910 5mo *Lloyd's*	Nthmblnd S.B. Co. Ld. Newcastle *A&CP*	~~Livanos Bros (N.G. Livanos, Mgrs.)~~ Mrs P G Andreadis *Cell D Ba*	365·0 | 51·4 | 25·9 P 24′ B 91′ F 32′ FK 119′ *u E & B* 48′ *f* 159′ 927 *t A PT* 48 *t*	Chios Greek	T. 3 Cy. 25″, 40″ & 67″–45″ (s) 180 lb 335 NHP 3 SB, 9 *cf*, GS 140, HS 5295 Richardsons, Westgarth & Co. Ld. Sld.	28 ″ 4 ~~s 6 ″ 5½~~ ~~23 ′ 8~~ s 5 ″ 3½ 23 ′ 5	
31556 37609 JJDE	**Nagoya Maru** Steel Sc *Elec. light* 2 *Dks (Stl)* Wireless	6050 5381 ~~3766~~ 3730	✠ 100 A1 7,33 ~~7,32~~ ✠ LMC ~~7,32~~ 7,33	Kob Nag	*a*†	CL	1932 8mo *Lloyd's*	Mitsubishi Zosen Kaisha Ld. Nagasaki *A&CP*	Ishihara Gomei Kaisha (Ishihara Sangyo Kaiun Goshi Kaisha, *Mgrs.*) *Cell D B* 348′ 1203 *t Tank in ER* 36 *t F PT* 94 *t*	406·8 | 55·5 | 32·5 P 31′ B 138′ F 40′ FK 7 *B H Cem*	Fuchu Japanese	T. 3 Cy. 25½″, 41½″ & 69″–51″ & L.P. Turbine with DR gearing & hydraulic coupling 225 lb *100 lb* (s) 691 NHP 3 SB, 9 *cf*, HS 8334 FD Mitsubishi Zosen Kaisha Ld. Nag.	32 ″ 6 s 6 ″ 7½ 26 ″ 0	
31557 144054 KGPL	**Nagpore** Steel Sc *Elec. light* 2 *Dks (Stl)* Wireless D.F.	5283 4793 3226	✠ 11,22 ✠	Bom	*y*		1920 6mo	Earle's Co. Ld. Hull	P. & O. Stm. Nav. Co.	400·4 | 52·2 | 28·5 P 49′ B 118′ F 39′ FK *Cel D B* 340′ 1023 *t F PT* 182 *t A PT* 69 *t*	Hull British	T. 3 Cy. 27″, 44″ & 78″–48″ 517 NHP 3 SB, 9 *cf*, GS 190, HS 7668 FD Richardsons, Westgarth & Co. Ld. Mdb.	31 ″ 0	
31558 HCBH	**Naguilan** Steel Sc (ex Jonge Maria, ex Delfia, ex La Sambre) *Fitted for oil fuel* *Elec. light* Wireless 1 *Dk & Shelter dk*	1872 1550 993				…	1920	H. & C. Grayson, Ld. Garston, Liverpool	Haverbeck & Skalweit	264·8 | 41·3 | 18·8 FK	Valdivia Chilian *W B*	T. 3 Cy. 21″, 34″ & 56″–36″ 252 NHP McKie & Baxter, Ld. Gls.	28 ″ 10	G
31559 133518 JBCG	**Nailsea Brook** Steel Sc (ex Cymric Queen, ex Apsleyhall, ex Newfield) *Elec. light* Wireless ss Shl. No. 3–6,25 ss Shl. No. 1–30 1 *Dk (Stl)*	3847 3893 2421	✠ 100 A1 10,32 BS ~~12,31~~ ✠ LMC 10,30 5,32	Shl	*w*	CL ~~10,32~~ 11,33	1912 10mo *Lloyd's*	Irvine's SB & D.D. Co. Ld. W Hartlepool *A&CP*	Nailsea S.S. Co. Ld.	350·0 | 51·1 | 23·9 P 31′ B 101′ F 34′ FK *Cell D Ba* 118′ *u E* 27′ *f* 157′ 822 *t F PT* 85 *t A PT* 117 *t*	London British 6 *B H Cem*	T. 3 Cy. 25″, 40″ & 67″–45″ (s) 180 lb ~~200 lb~~ 341 NHP 2 SB, 6 *cf*, GS 112, HS 5438 Richardsons, Westgarth & Co. Ld. Hpl.	26 ″ 3 s 4 ″ 5 22 ″ 0	
31560 143506 KFRG	**Nailsea Court** Steel Sc (ex H. H. Asquith–32) ~~ss Shl. No. 3–25~~ *Elec. light* Wireless 1 *Dk (Stl) & Shelter dk (Stl)* ss Shl. No. 3–6,33	4226 3879 2515	✠ 100 A1 *Shelter dk* *with freeboard* 6,33 ~~7,32~~ MS ~~4,30~~ 7,33 ✠ LMC BS 12,32	Cff Shl	*y*	CL ~~10,31~~ 5,33	1920 6mo *Lloyd's*	Ropner SB. & Repairng Co (Stockton) Ld. Stockton *A&CP*	Nailsea S.S. Co. Ld.	390·0 | 52·5 | 24·7 P 34′ F 86′ on *Shelter dk* FK *Collision BH to Sh dk* *Cell D B* 341′ 1099 *t F PT* 185 *t A PT* 166 *t*	Cardiff British *Cem*	T. 3 Cy. 26″, 48″ & 71″–48″ (s) 180 lb 475 NHP 3 SB & 1 Aux SB, 12 *cf*, GS 228, HS 8647 Blair & Co. Ld. Stockton	27 ″ 3 ~~s 6 ″ 0~~ ~~24 ′ 5~~ s 2 ″ 10½ 24 ′ 7½	
31561 139605 JQHS	**Nailsea Moor** Steel Sc (ex David Lloyd George–32) *Elec. light* Wireless ss Npt. No. 3–7,30 1 *Dk (Stl)*	4107 3742 2480	✠ 100 A1 7,33 ~~7,32~~ ~~BS 11,31~~ ✠ LMC 7,30 BS ~~11,31~~ 11,33	Rot HKg	*x*	CL N 7,32	1917 7mo *Lloyd's*	Craig, Taylor & Co. Ld. Stockton *A&CP*	Nailsea S.S. Co. Ld.	370·1 | 51·4 | 24·0 P 52′ B & F 285′ FK *Cell D B* 319′ 1134 *t F PT* 106 *t*	Cardiff British 6 *B H Cem*	T. 3 Cy 26″, 42½″ & 69½″–45″ (r) 180 lb GS 162 HS 6830 400 NHP 2 SB & 1 Aux. SB, 6 *cf* & 2 *pf* N.E. Marine Eng. Co. Ld. Sld	26 ″ 6 ~~s 6 ″ 0~~ ~~23 ′ 6~~ s 3 ″ 0½ 23 ′ 8	
31562 142476 THPM	**Nairana** Steel Twin Sc Sr ss Mel. No. 3–9,29 *Elec. light* 2 *Dks* (1 pt *Stl*–ws) & Wireless *Shelter dk (Stl*–teak s) ss Mel. No. 1–33	3042 1459 1228	✠ 100 A1 *Shelter dk* *with freeboard* 8,33 ~~8,32~~ D ~~8,32~~ ✠ LMC ~~8,32~~ 8,32	Mel	*u*	CL ~~8,32~~ 7,33	1917 9mo *Lloyd's*	W. Denny & Bros. Dumbarton *A&CP*	Tasmanian Steamers Pty, Ld.	315·8 | 45·6 | 23·6 F 60′ FK & BK 2″ *Cell D Ba* 30′ 481 *t u Ef* 98′ 1481 *t F PT* 388 *t*	Melbourne British 5 *B H pt Cem* *pt Asp*	4 Steam Turbines SR geared to 2 Screw Shafts (s) 200 lb HS 20604 1490 NHP 6 Water Tube Boilers FD Denny & Co. Dumbarton	24 ″ 9 s 10 ″ 8 14 ′ 8	
31563 161895 LFHK	**Nairn** Steel Sc (ex Lammer Law–32) ss Bly. No. 1–34 *Elec. light* Wireless 1 *Dk (Stl)*	4971 4587 3128	✠ 100 A1 ~~11,32~~ 11,34 ✠ LMC ~~12,32~~ 11,34	Sld New Bly	*z*	CL ~~9,28~~ 8,34	1929 12mo *Lloyd's*	C. Connell & Co. Ld. Glasgow *A&CP*	B. J. Sutherland & Co. Ld.	405·3 | 53·4 | 26·1 P 35′ B 255′ F 40′ FK *Cell D B* 344′ 1037 *t D T a* 27′ 1045 *t*	Newcastle British 6 *B H Cem*	T. 3 Cy. 25″, 42″ & 70″–48″ (s) 200 lb *100 lb* 442 NHP 2 SB, 8 *cf*, GS 148, HS 6002 FD D. Rowan & Co. Ld. Gls.	28 ″ 7 s 4 ″ 0 24 ″ 10	
31564 148867 KSTN	**Nairnbank** Steel Twin Sc ss Shl. No. 2–33 ~~ss Eal. No. 1–30~~ *Oil Eng.* *Elec. light* 1 *Dk (Stl) & Shelter dk (Stl*–ws) Wireless	5156 4768 ~~3159~~ 3117	✠ 100 A1 *with freeboard* 12,33 ~~11,32~~ DB 12,33 ~~ss Mc~~ *Carrying vegetable oil in deep tank*	Bbo	*a*†	CL 12,33 12,33	1925 7mo *Lloyd's*	Harland & Wolff, Ld. Glasgow *A&CP*	Bank Line, Ld. (A. Weir & Co. *Mgrs.*)	420·1 | 53·9 | 26·5 FK B 357′ 1121 *t Tanks between tunnels* *Cell D* 251 *t D T f* 32′ 1067 *t* *Cell B II to Shdk* 115′ 6 ,, ,, 2nd ,,	Glasgow British 7 *B H pt Cem* DB *110 lb*	Oil Engines 4 S.C.SA 12 Cy. 24½″–37½″ 717 NHP Harland & Wolff, Ld. Gls.	29 ″ 2 s 3 ″ 7½ 25 ″ 8	
31565	**Naissaar** Steel Sc (ex Ford Castle–33) ss Sld. No. 3–7,24 *Elec. light* Wireless ~~ss Sld. No. 1–29~~ *Well deck* ss Tln. No. 2–33 1 *Dk (Stl)*	*1884* *1489* *1102*	✠ 100 A1 5,33 ~~10,31~~ BS ~~8,31~~ ✠ LMC ~~8,29~~ 5,33	Sld Tln	*q*	CL 5,33	1911 12mo *Lloyd's*	J. Crown & Sons, Ld. Sunderland *A&CP*	A/S Merilaid & Co.	268·0 | 37·9 | 17·6 P 24′ Q 82′ B 51′ F 31′ FK *Cell D Ba u E* 102′ *f* 104′ 588 *t F PT* 105 *t*	Tallinn Estonian 4 *B H Cem*	T. 3 Cy. 20½″, 33″ & 51″–39″ (s) 180 lb *100 lb* 199 NHP 2 SB, 4 *pf*, GS 80, HS 3092 N.E. Marine Eng. Co. Ld. Sld	19 ″ 9 s 1 ″ 11 18 ″ 0	
31566 Stranded & Sunk 4,33 QJTW	**Najade** Steel Sc *Elec. light* 1 *Dk*	699 516 394					1910	Akt. Ges. "Weser" Bremen	Dampfschifffahrts Ges. Neptun	180·0 | 28·1 | 12·9 Q 51′ B 45′ F 22′	Bremen German *W B*	T. 3 Cy. 13½″, 21½″ & 34½″ –28½″ 59 NHP A. G. "Weser," Bremen		G *
31567 NPWC	**Najaden** Steel Sc (ex Örkild, ex Boscia) Wireless 1 *Dk & Awng dk*	1963 1782 1178					1906	Helsingörs Jernsk & Msk Elsinore	J. Lauritzen	281·7 | 42·1 | 17·9	Esbjerg Danish *W B*	T. 3 Cy. 20″, 32″ & 53″–36″ 169 NHP Helsingörs Jernsk. & Msk.		V *
31568 1185 HSTO	— Iron & Steel Twin Sc Sr *Elec. light* Sub. Sig. 1 *Dk*	*447* *275* *239*					1886	Motala Co. Gothenburg	Rederi A/B Halland & Nornan (Hj. Blomberg, *Mgr.*)	164·3 | 25·2 | 10·7 P 104′ H 38 *t* F 51′	Gothenburg Swedish *W B*	C. 4 Cy. 14″ & 32″–20″ NB 07 78 NHP Motala Co. Gothenburg		V