| 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. | 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'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 le formules de la Société. RHP=Force en chevaux d'après le 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. pa. | 15 Hélice. Nombre de Pales. Diam. Pas. Surface. Mat. Dans le Dock. Date du Certif. Rot. Tunnel |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35981 37490 VNCS | **Taishu Maru** SteelSc *Oil Eng.* *Elec. light* 2 *Dks* *Cruiser Stern* | 516 387 231 | | | | | 1932 | Amagasaki S.B.Co. Osaka | Amagasaki KisenbuGomei Kaisha | 160·0 \| 25·0 \| 15·0 F25′ | Osaka Japanese *WB* | Oil Engines 4S.C.SA 6Cy.13¾″–20½″ 110NHP MitsuiZosenKaisha,Ld. Kob. | | |
| 35982 28658 BFBG | **Taisoku Maru** SteelSc *Elec. light* Wireless 1 *Dk* | 2470 2057 1726 | | | | | 1918 | AsakiS.B. Co. Osaka | KaiMidori | 281·0 \| 41·0 \| 24·5 P16′B56′F27′ | Kobe Japanese *WB* | T.3Cy.19½″,31″&54″–36″ 175NHP HirotamiTekkosho,Osaka | | C |
| 35983 21035 JFTD | **Taito Maru** SteelSc *ss*Kob.No 3–3,30 *Elec. light* 1 *Dk(Stl)*&2nd *dk(Stl)* Wireless *in forehold* | 2727 2372 1896 | | | ... | 2,32 | 1917 9mo | Harima Dyk.Co.Ld. Aioi,Harima A&CP | TaitoKisenGoshi Kaisha *CellD B*230′671*t FPT*139*t* | 284·0 \| 44·8 \| 24·0 P16′B56′F27′ FK *BHCem APT*44*t* | Hashidate Japanese | T.3Cy.22″,37″&61″–42″ (*s*) 180lb 281NHP 2SB,*6cf*,GS93,HS3680 FD KobeSteelWorks,Ld.Kobe | 24 ″ 0 s ~~[illegible]~~ ~~[illegible]~~ | |
| 35984 13689 LPSD | **Taiun Maru No. 2** SteelScSr Wireless 1 *Dk* | 998 929 615 | | | | | 1911 | OsakaIron Works Osaka | ShozoKawaguchi | 216·4 \| 29·2 \| 19·1 | Hakodate Japanese | T.3Cy.13″,21½″&36″–27″ 67NHP OsakaIronWorks,Osaka | | |
| 35985 15845 MDPG | **Taiun Maru No. 6** SteelScSp *Elec. light* 1 *Dk* | 585 519 415 | | | | | 1913 | OsakaIron Works Osaka | NagaiUnyuGoshi Kaisha | 167·5 \| 26·4 \| 14·8 *WB* | Nishino-miya Japanese | T.3Cy.11⅜″,19 1/16″&32″–22″ E&B*made*11 48NHP HaradaShokoGoshiKaisha | | |
| 35986 18656 MVRT | **Taiun Maru No. 9** SteelSc *Elec. light* 1 *Dk* | 994 913 716 | | | | | 1915 | Aizawa Iwakichi Osaka | HayashiKisen K.K. | 210·0 \| 30·0 \| 20·0 *WB* | Nishino-miya Japanese | T.3Cy.13⅜″,21⅛″&36½–27″ 67NHP OsakaIronWorks,Osaka | | |
| 35987 18657 NVKW | **Taiun Maru No. 10** SteelScSr *Elec. light* 1 *Dk*&2nd *dk* *in No.1 hold* | 1677 1396 997 | | | ... | | 1915 | Kawasaki Dkyd.Co.Ld. Kobe | HayashiKisen K.K. | 249·0 \| 37·5 \| 20·9 Q14′B59′F31′ FK *WB* | Nishino-miya Japanese | T.3Cy.17½″,28″&46″–36″ 172NHP KawasakiDkydCoLdKobe | 20 ″ 11 | |
| 35988 LDJG | **Taiwan** SteelTwinSc *ss*Osl.No.2–32 *Oil Eng.* *Elec. light* 2 *Dks(Stl)*&*Shelter dk(Stl)* Wireless D.F. *Cruiser Stern* | 5500 4994 3389 | 100A1 *with freeboard* 3,34 ~~10,00~~ DB~~[illegible]~~ 8,33 LMC 8,32 | Osl | *b*† | CL ~~11,21~~ 3,34 | 1924 7mo | Deutsche Werft A.G. Hamburg *Lloyd's A&CP* | DenNorskeAfrika ogAustralielinie (Wilh.Wilhelmsen *Mgr.*) *CellDB*363′1196*t* | 426·8 \| 55·2 \| 27·6 F43′ FK *7BHptCem* *BH to Sh dk* 6 „ „ 2nd *eis*89′185*t DTa* 'tween tunn *DTf*35′926*t FPT*95*t APT*49*t* | Tönsberg Norwegian | Oil Engines 4S.C.SA 12Cy.24⅛″–37⅛″ NDB28–*100lb* 717NHP AlgemeineElec.Ges.Berlin | 30 ″ 6 s 4 ″ 2¼ 26 ″ 5¾ | |
| 35989 31857 TCGL | **Taiyei Maru** SteelSc *Elec. light* 1 *Dk* | 3221 2740 1980 | | | | | 1926 | MitsuiBussan S.B.Dept. Tama | SakaiHideji | 325·7 \| 46·7 \| 24·8 P32′B77′F34′ | Kobe Japanese | T.3Cy.22″,37″&61″–42″ 241NHP MitsuiBussanS.B.Dept. | | C * |
| 35990 15270 MBDT | — SteelScSr *ss*Yka.No.3–3,15 *Elec. light* *ss*Yka.No.1–19 1 *Dk(Stl)* &2nd *dk(Stl)* *except in No.2 hold* | 2925 2451 2093 | 4,20 | Yka | *i* | | 1912 8mo | Kawasaki Dkyd.Co.Ld. Kobe | KinkaiYusenK.K. *WB=CellDB* *a*84′*uE&B*39′*f*168′538*t FPT* | 298·1 \| 43·6 \| 23·0 P19′B67′F37′ FK 5*BHCem* 75*t APT*36*t* | Tokio Japanese | T.3Cy.17½″,28″&46″–36″ 149NHP 2SB,*4cf*,GS82,HS2447 KawasakiDkydCoLdKobe | 25 ″ 2 | C |
| 35991 22309 NTDG | — SteelScSr Wireless 1 *Dk* | 2209 1872 1385 | | | | | 1918 | Uchida S.B.&E.CoLd Yokohama | UchidaKisenK.K. | 270·0 \| 39·0 \| 23·1 P16′B65′F28′ | Kobe Japanese *WB* | T.3Cy.19″,31½″&52″–39″ 169NHP UchidaS.B.&E.Co.Ld.Yka | | |
| 35992 28445 SHVK | **Taiyo Maru** SteelTwinSc *Fitted for oil fuel* (*ex*Cap Finisterre) 3 *Dks*&*Shelter dk* *Elec. light Ref. Mchy.* Wireless D.F. | 14457 8982 8523 | | | | | 1911 | Blohm& Voss Hamburg | NipponYusenK.K. | 560·0 \| 65·3 \| 31·2 H—B231′ | Kobe Japanese *WB* | Q8Cy.29 15/16″,48 3/32″,62¼″&89¾″ –55½″ 1180NHP Blohm&Voss,Hamburg | | C |
| 35993 154038 TJBM | **Taiyuan** SteelSc *Elec. light* Wireless 2 *Dks* | 2994 2511 2100 | | | | | 1929 | Taikoo D.&E.Co.of H.Kg.Ld. HongKong | ChinaNav.Co.Ld. | 312·0 \| 45·2 \| 22·7 P41′Q43′B95′ | London British *WB* | T.3Cy.20½″,33″&53″–39″ 175NHP TaikooD.&E.Co. of H.Kg.Ld.H.Kg. | | |
| 35994 29719 SPGR | **Taizan Maru** SteelSc (*ex*Bangala) *Elec. light* 3 *Dks*(1 *Stl*–ws&*UStl*–teak s) *Ref. Mchy.* Wireless | 3930 3141 2379 | 11,02 | Gls | *y* | | 1902 11mo | A.&J. Inglis Glasgow | OsakaShosenK.K. *CellDB*a78′ *uE&B*88′*f*138′591*t* | 373·0 \| 45·2 \| 26·5 P74′B130′F88′ FK *DTf*18′412*t FPT* 54*t APT*27*t* | Osaka Japanese | T.3Cy.33″,55″&88″–54″ 899NHP 5SB,*15cf*,GS325,HS14200 FD A.&J.Inglis,Glasgow | 29 ″ 3 | |
| 35995 PTHS | **Tajandoen** SteelSc *Oil Eng.* *Elec. light* 3 *Dks*(*Stl*–*UTeak* s) Wireless *4th dk(Stl) in No.1 hold* | 8159 7366 4894 | 100A1 ~~7,33~~ 10,33 1,34 LMC 10,31 *Fitted for carrying oil* | Sba Ams | *d*† | CL 10,31 | 1931 10mo | Nederl. Schps. Maats. Amsterdam *Lloyd's A&CP* *F.P.above* 150°F. *in* | Stoomv.Maats. Nederland *CellDB*392′ *deep tank* 1062 | 469·0 \| 62·2 \| 32·6 P40′B160′F57′ FK 3*BHptCem* *ptAsp* 1 „ *to 2nd dk* | Amstrdam Dutch | Oil Engines 2S.C.DA 8Cy.27 3/16″–47½″ 2122NHP DB71*lb* Sulzer Bros. Winterthur | 36 ″ 5 s 7 ″ 7 29 ″ 0 | |
| 35996 18488 MTVR | **Tajima Maru** SteelTwinScSr *ss*Yka.No.3–12,26 *ss*Yka.No.1–30 Wireless D.F. 2 *Dks(Stl)* | 6995 6447 4273 | 100A1 ~~9,29~~ 11,33 BS11,33 LMC 9,32 | Yka | *b*† | CL 7,31 | 1916 4mo | Kawasaki Dkyd.Co.Ld. Kobe *Lloyd's A&CP* | NipponYusenK.K. *CellDB*367′1154*t* | 445·0 \| 58·0 \| 34·0 P35′B138′F37′ FK 7*BHCem* 55*t APT*60*t* | Tokio Japanese | T.6Cy.21″,33½″&56″–48″ (*s*) 200lb 628NHP 4SB,*12cf*,GS220,HS9108 FD KawasakiDkydCoLdKobe | 34 ″ 0 s 7 ″ 11 26 ″ 5 | |
| 35997 136274 JFCL | **Takada** SteelTwinScSr *ss*Cal.No.3–8,30 *Elec. light* 2 *Dks(Stl–U* ws)& Wireless D.F. *Shelter dk(Stl*-teak s) | 6949 5433 4223 | 100A1 *Shelter dk* *with freeboard* ~~10,30~~ 12,33 BS3,33 ~~BS6,32~~ LMC 8,30 | Cal | *c*† | CL 12,32 | 1914 3mo | A.Stephen &Sons,Ld. Glasgow *Lloyd's A&CP* | BritishIndiaStm. Nav.Co.Ld. *WB=CellDB* *a*140′*uE&B* | 430·1 \| 58·2 \| 28·6 P46′B169′F45′ FK *onShelter dk* 95′*f*153′1089*t FPT* 106*t APT*81*t* | Glasgow British | T.6Cy.21″,35″&58″–48″ (*s*) 200lb 843NHP 4SB&1AuxSB,*19cf*, GS332,HS13659 A.Stephen&Sons,Ld.Gls. | 31 ″ 0 s 4 ″ 1½ 27 ″ 4½ | |
| 35998 24461 RJLF | **Takami Maru** WoodSc *Dk* | 461 325 327 | | | | | 1918 | K.K.Osaki Zosensho Higashino | InaoShizo | 146·4 \| 26·5 \| 13·0 P36′ | Kamezaki Japanese | C.2Cy.14½″&33″–21″ 41NHP NishibiTekkosho,Osaka | | |
| 35999 31627 TNSM | **Takamisan Maru** SteelSc *ss*Kob.No.1–33 *Oil Eng.* *Elec. light* Wireless 1 *Dk(Stl)* *Mchy. Aft* | 1992 1651 1099 | 100A1 7,33 ~~6,08~~ ~~DBS7,33~~ ~~LMC 6,30~~ DBS7,33 ~~LMC 6,30~~ | Kob | *r* | CL N6,32 | 1928 6mo | MitsuiBussan Kaisha Tama *Lloyd's A&CP* | MitsuiBussan Kaisha,Ld. *CellDB*213′471*t FPT* | 275·5 \| 40·7 \| 21·0 P64′B28′F34′ FK 4*BHptCem* 104*t APT*36*t* | ~~Tokio~~ Kobe Japanese | Oil Engines 4S.C.SA 6Cy.19⅛″–35 7/16″ 224NHP DB30*lb* MitsuiBussanKaishaTama | 21 ″ 0 s 3 ″ 0½ 18 ″ 2 | |
| 36000 | | | | | | | | | | | | | | |
| 36001 | | | | | | | | | | | | | | |