1 No. in Book. Official No. Code Letters.	2, 3 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 Anchors and Chains now supplied. 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. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships. Corresponding draught. ft. in.	15
74841 145975 GCJX	**Darian** ssLiv.No.2-31 *Ref.Mchy.* 2*Dks*(*Stl*)&*Shelter dk*(*Stl*) D.F. Sub.Sig.	6434 6052 4065	✠100A1 *Shelter dk* *withfreeboard* 1,34 ~~BS1,35~~ ✠LMC1,31	Liv	z	OL 8,33	1922 9mo *Lloyd*	D&WHen- dersn&Co.Ld. Glasgow 'sA4CP	CharenteS.S.Co. Ld. (T.&J. Harrison,*Mgrs.*) *CellDB*340'963t	400·4|52·5|35·0 B143' *on Shelter dk* FK&BK2" *DTa*26'670t*FPT*123t*APT*80t	Liverpool British *ptCem* 6*BHtoSh dk* 1 „ „ *U* „	Q.4Cy.28½",34",49"&70"-51" 215lb (s) 626NHP 4SB,12cf,GS240,HS9791 FD D&WHendersn&CoLdGls.	37 ″ 7 s 8 ″ 8½ 29 ″ 2	
74842 HPBD	**Darien** (*ex*LaMarea) ssN.Yk.No.2-32 Sub.Sig. 4*Dks*(*Stl-Weather* ws) *Ref.Mchy.* *CruiserStern*	4281 3533 2276	✠100A1 *withfreeboard* 8,35 MS5,32 ✠LMC ✠NE&B6,30 BS5,35 *Fitted for oil fuel* 6,30 *F.P. above* 150° F.	Phl NYk		OL ~~8,31~~ 5,34	1924 4mo *Lloyd*	Cammell Laird&Co.Ld Birkenhead 'sA4CP *Intermediate BH in fore hold & intermediate BH in 'tween dk in after hold dispensed with*	BalboaShppg.Co. Inc.(UnitedFruit Co.*Mgrs.*) *CellD B*299'621t*FPT*52t	352·7|48·1|28·3 P34'B135'F40' len30 FK&BK1½"	Panama Pnamanian *Cem* 4*BH to Udk* 1 „ „ 3*rd* „ *APT*18t	1Steam Turbine connected to ElectricMotor&Sc.Shaft 400lb HS8660 839NHP 2 Water Tube Boilers FD DH24 *140lb* BritishThomson-HoustonCo.Ld.Rugby	31 ″ 9 s 9 ″ 5 22 ″ 6½	
74843 139323 MGXQ	**Darino** ssLon.No.3-4,30 ssLiv.No.1-34 2*Dks*(*Stl*) *Cruiser Stern*	1349 1236 830	✠100A1 ~~6,34~~ 3,33 10,34 BS11,34 ✠LMC MS8,30 1,34 ~~BS11,34~~	Lon ~~Liv~~ Bkn	p	OL ~~1,32~~ 10,34	1917 10mo *Lloyd*	Ramage& Ferguson,Ld. Leith 'sA4CP	EllermanLines,Ld.	236·3|36·5|17·1 P38'B79'F26' FK *CellDB*203'818t	Liverpool British 4*BHCem*	T.3Cy.16½",28¼"&48½"-33" 210lb *100lb* (s) 205NHP 2SB,4cf,GS74,HS2976 FD Ramage&FergusonLdLth.	19 ″ 8 s 2 ″ 0½ 17 ″ 4½	
74844 129282 MDJT	**Darlington** ssHul.No.3-2,22 *Well deck* ssHul.No.2-30 1*Dk*(*Stl-ptws*)	1076 897 425	✠100A1 5,33 BS5,31 ✠LMC MS5,30 ~~BS5,30~~	Hul	p	OG 5,33	1910 8mo *Lloyd*	Earle'sCo. Ld. Hull 'sA4CP	Wilsons&N.E.Rly. ShippingCo.Ld. *WB*=*CellDBa*44't*E*28'*f*121'196t*FPT*12t*APT*8t	256·0|36·2|15·0 P&B169'F54' FK	Hull British 5*BHCem*	T.3Cy.28½",38"&62"-39" (s) 180lb 373NHP 2SB,8cf,GS154,HS5840 FD Earle'sCo.Ld.Hull	17 ″ 4 s 1 ″ 0½ 16 ″ 7½	
74845	**Darmas** (*ex*Divis,*ex*Treherbert, *ex*Penarth) Iron ssShl 3rdNo.3-11,28 *Well deck* ssPir.No.2-31 1*Dk*(*Stl*)&*Webframes*2*trB*	*1595* *1388* *907*	✠100A1 6,33 ✠NB7,11 ✠LMC9,31 BS10,34	Pir	q	3,33	1883 4mo	Palmers' Co. Newcastle A&CP	G.N.PittasBros.& Co.	258·3|36·2|17·8 Q94'B60'F80' FK *DB*220'365t*FPT*120t	Chios Greek 4*BHCem* *APT*75t	O.2Cy.24½"&50"-39" (s) 120lb 155NHP 2SB,4pf,GS82,HS2720 Palmers'Co.Ld.Newcastle	19 ″ 2 s 1 ″ 9½ 17 ″ 8	
74846 EALQ	**Darro** *OilEng.* D.F. 2*Dks*(*Weather dk-Stl*) ssVal.No.1-35	2610 1849 1483	✠100A1 *withfreeboard* ~~2411,33~~ ✠LMC8,31 ~~2271,34~~ 1,35 CS3,35	Val ~~Mal~~ Msl	s	OL 6,34	1931 8mo *Lloyd*	CiaEuskal- duna Bilbao 'sA4CP	M.M.dePinillos	290·0|42·0|20·5 B98'F85' FK *CellDB*248'347t	Cadiz Spanish 5*BHptCem* *APT*16t	Oil Engines 2S.C.SA 5Cy.23⅝"-41¾" 487NHP Gebr.SulzerAG Ldwgshfn	28 ″ 3 s 5 ″ 5 18 ″ 1	
74847 162500 GTQY	**Dartford** ssHul.No.1-34 E.S.D. 1*Dk*(*Stl*)	4023 3698 2421	✠100A1 3,35 ~~3,34~~ ✠LMC10,30 12,32 ~~BS12,34~~	Sou Bry	x	OL 12,32	1930 10mo *Lloyd*	Smith's DockCo.Ld. Stockton-on-Tees 'sA4CP	BritainS.S.Co.Ld. (Watts,Watts&Co. Ld.*Mgrs.*) *Cell DB*312'1167t*FPT*131t*APT*184t	366·4|52·0|24·7 P32'B129'F39' FK	London British 6*BHptCem*	T.3Cy.28¼",40"&67"-45" (s) 185lb 363NHP 3SB,9cf,GS158,HS6178 Blair&Co.(1926)Ld.Stk.	27 ″ 0 s 4 ″ 8½ 22 ″ 6½	
74848 149652 GNLQ	**Daru** *OilEng.* ssHam.No.1-32 2*Dks*(*Stl*)&*Shelter dk*(*Stl*)	3839 3090 2106	✠100A1 *withfreeboard* 2,35 ~~4,34~~ ~~DBS6,32~~ ✠LMC6,32 *Carrying vegetable oil in deep tanks*	Liv DBS7,34	x	OL 3,34	1927 12mo *Lloyd*	A.McMil- lan&Son,Ld. Dumbarton 'sA4CP *CellDB*292'804t *DTs a*58'616t	ElderDempster Lines,Ld.	355·4|49·2|22·4 P37'F42' FK (*Coll* *FPT*97t*APT*100t	Liverpool British 6*BHptCem* „ *toSh dk* 5 „ „ 2*nd* „)	Oil Engines 4S.C.SA 6Cy.29½"-59 1/16" 489NHP DB*100lb* Harland&Wolff,Ld.Gls.	24 ″ 8 s 2 ″ 2½ 22 ″ 7¾	
74849 151977 VPQC	**Darvel** *Fitted for oil fuel* 2*Dks*	1929 1411 1008					1924	Caledon S.B.&E.Co. Dundee	StraitsSteamship Co.Ld.	261·0|41·1|18·7 P&B158'F40'	Singapore British *WB*	T.3Cy.20½",33"&54"-36" 175NHP CaledonS.B.&E.Co.Dundee		
74850	**Dashing** (*ex*Datzing,*ex*FookSang) 1*Dk*(*Stl*)&*Spar dk*(*Stl-pt* teak s) &*deep framing*	*3100* *2807* *1987*	✠ 7,05 ✠	Nwc	v		1905 7mo	W.Dobson &Co. Newcastle	AnTungS.S.Co. *CellDBa* 102' *uE&B*44'*f*140'619t*DTa*26'484t*APT*44t	331·3|44·2|16·2 P27'B96'F88' 24·2 FK	Shanghai Chinese 5*BHCem*	T.3Cy.28¼",39"&66"-45" 370NHP 2SB,6cf,GS116,HS5150 FD N.E.MarineEngCo LdNwc	26 ″ 6	
74851 147596 GJKL	**Dashwood** ssShl.No.2-33 *Well deck* 1*Dk*(*Stl*) *Cargo battens not fitted*	2154 1723 1263	✠100A1 3,35 ~~3,34~~ ✠LMC MS1,33 BS4,34	Sld Nwc	r	OG 3,34	1924 3mo *Lloyd*	Vickers, Ld. Barrow 'sA4CP	W.France,Fenwick &Co.Ld. *CellDBa*48'*uE* &*B*39'*f*118'483t*DTa*37'249t *FPT*50t*APT*55t	281·2|40·2|18·8 P20'Q113'B48'F19 FK	London British 4*BHCem*	T.3Cy.20",33"&54"-39" (s) 180lb 208NHP 2SB,6cf,GS110,HS3210 Vickers,Ld.Barrow	20 ″ 11 s 2 ″ 1½ 18 ″ 11	
74852 82 YLCI	**Daugava** (*ex*Vera,*ex*Ljubow) ssLie.3rdNo.3-12,33 *Well deck* 1*Dk*(*Stl*)2*trB*	1430 1198 748	✠100A1 12,33 ~~DBS6,33~~ ✠LMC MS12,33	Lie DBS5,34 MBS1,35	o	~~4,32~~ 10,34	1891 5mo *Lloyd*	Helsingörs Jernsk&Msk. Elsinore 'sA4CP	LatvianGovernment (ValstsKugi Parvalde,*Mgrs.*)	250·3|36·0|15·2 247·0| Q68'B121' F27' BK8½" *APT*29t	Riga Latvian 4*BHCem* *MT*42'400t	T.3Cy.18",27½"&47"-33" (s) 160lb *100lb* NDB12 184NHP 2SB,4rf,GS64,HS2120 HelsingörsJernsk.&Mskb.	16 ″ 9 s 1 ″ 1 16 ″ 5	
74853 86902	**Davaar** Ⓟ 1*Dk*	495 422 202			...		1885	Lon.&Gls. Co.(Lim.) Glasgow	Campbeltn&Gls.S. Pkt.JointStockCo. Ld.	217·8|27·0|12·9 Q56' B68' F48'	Campb'ltn British *WB*	O.2Cy.29"&58"-42" NB08 182NHP Lon.&Gls.Co.(Lim.),Gls.	18 ″ 7	BT till ~~3,35~~ 2,36
74854 LCIE	**Davanger** ssShl.No.3-3,35 ~~ssGot.No.2-30~~ *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* D.F. *Longitudinal framing*	7102 6899 4434	✠100A1 8,35 ~~3,33~~ ~~BS3,33~~ ✠LMC5,30 *CarryingPetroleum in bulk* *Fitted for oil fuel* 1,22 *F.P. above* 150° F.	Shl ~~NBS3,34~~	a†	OL 8,33 3,35	1922 1mo *Lloyd*	W.Hamil- ton&Co.Ld. PortGlasgow 'sA4CP	Westfal-Larsen& Co.A/S *CellD BuE&B*84'153t *DTf*38'552t*APT*56t	425·0|56·8|33·0 P101'B27'F48' FK	Bergen Norwegian 15*BHptCem* (9 *to U dk* 6 „ 2*nd* „)	T.3Cy.27",45"&74"-54" (s) 180lb 567NHP 4SB,12cf,GS205,HS8870 FD J.G.Kincaid&Co.Ld.Grk.	33 ″ 0	
74855	**Davao** (*ex*LesFils dePaulDoumer) 1*Dk*	1207 997 704					1922	At.Mar.de Haïphong Haïphong	A.Mendoza	226·5|32·8|16·5 P18'B51'F26'	Manila,P.I. Utd.States *WB*	T.3Cy.16½",27"&48"-31½" 104NHP At.&Ch.deBretagneNantes		
74856 219643 KUDR	**Davenport** *Fitted for oil fuel* Sub.Sig. 2*Dks*&*Webframes*	5491 4971 3370					1920	Merchant S.B.Corp. Harriman,Pa	UnitedStates ShippingBoard	400·7|54·2|30·4 P36'B124'F44' FK	Phildlphia Utd.States *WB*	2 Steam Turbines DR geared to1Sc.Shaft 645NHP WestinghouseElectric& Mfg.Co.Essington,Pa.	32 ″ 10	R *
74857 210507 KJHQ	— Wood *Fitted for oil fuel* *Mchy.Aft* 1*Dk*	911 742 525					1912	Kruse& Banks CoosBay,Or.	J.O.Davenport	200·1|40·0|14·5	S.Frncisco Utd.States	T.3Cy.18½",28"&40"-30" 88NHP UnitedEng.WorksS,Frisco		
74858	**David Dawson** (*ex*Crandon-33, *ex*Ravenside,*ex*Gardenia) *Now Kuzbas see No. 89989 in Supplement* ~~D.F.~~ 1*Dk*	3108 2873 1899					1914	TyneI.S.B. Co.Ld. Newcastle	Sovtorgflot	331·2|48·0|22·2 P30'B94'F34'	~~Cardiff~~ ~~British~~ Russian *WB*	T.3Cy.22½",36½"&62"-42" 249NHP N.E.MarineEng.CoLdNwc		C *
74859 16114 GSJT	**David Livingstone** *OilEng.* D.F. *Ref.Mchy.* 2*Dks*&*Shelter dk*	4022 3142 2175					1930	A.McMil- lan&Son,Ld. Dumbarton	ElderDempster Lines,Ld.	370·6|51·6|20·1 P37'F41'	Liverpool British *WB*	Oil Engines 4S.C.SA 8Cy.29½"-59 1/16" 652NHP Harland&Wolff,Ld.Gls.		C *
74860 163342 MBDK	**David M.** *OilEng.* *Mchy.Aft* 1*Dk*(*Stl*)&*Webframes* *Well deck* *CruiserStern*	350 245 168	✠100A1 5,34 ~~5,33~~ ✠LMC5,33	Gro Lon	e		1933 5mo *Lloyd*	J.Koster Hzn.Schpsw "Gideon" Groningen 'sA4CP	T.J.Metcalf *Bottom plating not cemented in hold*	130·5|25·4| 9·1 Q77' FK *FPT*62t	London British 3*BHptCem* *APT*12t	Oil Engines 4S.C.SA 4Cy.11"-17⅜" 47NHP Humboldt-Deutzmotoren, A.G.Koln-Deutz	9 ″ 9 s 4 ″ 10½ 9 ″ 6½	