1 Numero d'Ordre. Numero 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 Terre-neuvas. 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. & Dim. 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. pe.	15 Ice Regulations Lloyd's Reg. Dur. & Cert. R. of Trade.
81378 33181 JAVC	**Momoha Maru** (ex Goldenway, ex Terrific, ex Cosmos ex Volga, ex War Island) 2 Dk (Stl) in Nos. 2 & 4 holds Cargo battens not fitted	ss Kob. No. 3-6, 31 1 Dk (Stl)	~~3098~~ ~~3004~~ 2855 ~~1849~~ 1842	✠100A1 ~~8,352~~ 8,34 ✠LMC ~~3,54~~ 3,36	Kob	u	CL 2,34	1918 9mo	Craig, Taylor & Co. Ld. Stockton Lloyd's SA & CP	Tatsuuma Kisen K.K. Cell DB	331·1 | 46·8 | 23·2 P33' B93' F29' FK 280' 687t FPT 109t APT 112t	Nishinomiya Japanese	T. 3 Cy. 25", 41" & 68"–45" (s) 180 lb 359 NHP 3 SB, 9cf, GS 155, HS 5841 7 B Hpt Cem Blair & Co. Ld. Stockton	25 " 6	
81379 203651 WICT	**Momus** (P) Fitted for oil fuel 3 Dks		6413 — 3893					1906	W Cramp & Sons S & E B Co Philadelphia	Southern Pacific S.S. Lines	410·0 | 53·2 | 25·6	New York Utd. States WB	T. 3 Cy. 34", 57" & 104"–63" 859 NHP W. Cramp & Sons S & E. B. Co.		
81380	**Mon Village** (ex Oxford, ex Yvetot, ex Menuisier) Mchy. Aft 1 Dk	Twin Sc	1065 — 588					1919 1	Chant Aug. Normand Havre	Muller & Decia	219·4 | 34·2 | 12·3 P59' F19'	Montevideo Uruguayan WB	T. 6 Cy. 12¾", 19 7/16" & 31½"–16½" 80 NHP At. & Ch. de la Loire, St Denis		
81381 4091 SGON	**Mona** (ex Bratland, ex Wermland) ss Hpl. No. 2–11 1 Dk (Stl) & deep framing & pt Awning dk (Stl)		2826 1609 1363	✠ 2,11 ✠	Hpl	s		1902 7mo	W. Gray & Co. Ld. W Hartlepool	Rederi A/B Alfa (Allan Börjesson, Mgr.) Cell DB a	279·6 | 42·6 | 16·4 Q107' FK pt Awng dk 175' 84' u E 30' f 112' 521t	Hisingborg Swedish	T. 3 Cy. 21", 33" & 56"–36" 194 NHP 2 SB, 4pf, GS 72, HS 3014 4 B H Cem Cen. Mar. Eng. Wrks. W Hpl	19 " 0	V
81382 124138 GFBY	— (P) (ex Hazel) Wireless	Twin Sc ss Bkn. 2nd No. 3-1, 32 2 Dks (U Stl–ws) & Web frames	1219 853 500	✠ A1 with freeboard 10,34 ~~10,33~~ ✠LMC 1,51 For Irish Channel purposes	Bkn		OG S3,33 P10,34	1907 5mo	Fairfield Co. Ld. Glasgow Lloyd's SA & CP	Isle of Man Steam Packet Co. Ld. Cell D Bu E 30'	260·8 | 36·1 | 15·2 P53' B121' F42' FK 37t DT a 10' 10t FPT	Douglas IM British	T. 8 Cy. (2) 18", (2) 28½" & (4) 33"–27" 180 lb 463 NHP 4 SB, 12cf, GS 252, HS 8126 5 B H Cem 8t APT 26t FD Fairfield Co. Ld. Glasgow	16 " 0 s 3 " 6½ 12 " 10	BT till 10,35
81383 LEMB	— (ex Kolsaas, ex Spero) Mchy. Aft 1 Dk		654 527 366					1916	Larvik Slip & Verksted Larvik	Wilhelms Rederi A/S (T. Wilhelms, Mgr.)	179·0 | 30·2 | 12·4 P44t H27t F16t	Frdrikstad Norwegian WB	T. 3 Cy. 14", 23" & 38"–27" 75 NHP Fredrikstad M. V. Frdstad.		N *
81384 120522 GFPN	**Mona's Isle** (P) (ex Onward) 2 Dks & Awng dk	Trp Sc	1688 1162 698					1905	W. Denny & Bros. Dumbarton	Isle of Man Steam Packet Co. Ld.	311·2 | 40·1 | 15·8	Douglas IM British WB	3 Steam Turbines Denny & Co. Dumbarton		BT till 12,34
81385 145306 GWSG	**Mona's Queen** (P) Sub. Sig. E.S.D. ~~D.F.~~ 2 Dks & Shelter dk	Twin Sc	2480 2756 1717 1112	✠ A1 with freeboard For Irish Channel service ~~4,35~~ ~~6,04~~ ✠LMC 6,34 Fitted for oil fuel 6,34 F.P. above 150° F.	Bkn		OG	1934 6mo	Cammell Laird & Co. Ld. Birkenhead Lloyd's SA & CP	Isle of Man Steam Packet Co. Ld. Cell DB a	336·0 | 48·0 | 26·0 337·6 | 48·1 | 17·2 Promenade dk 249' FK & BK 1½ 1 " to 2nd dk E 46' 71t DT s f 136t APT 78t	Douglas British 11 B H Cem	4 Steam Turbines SR geared to 2 Screw Shafts 3 W.T.B. 230 lb f 1393 NHP HS 13590 FD Cammell Laird & Co. Ld Bkn	18 " 0 s 6 " 1 12 " 3	BT till 10,34
81386	**Monagas** ss NYk. No. 1–31 Mchy. Aft 1 Dk (Stl) & Web frames Longitudinal framing	Twin Sc	2650 1890 1514	✠100A1 12,34 ~~10,33~~ ✠LMC 10,51 Carrying Petroleum in bulk Fitted for oil fuel 8,27	Cco	l	CL ~~10,31~~ 12,34 F.P. above 150° F.	1927 8mo	Palmers' Co. Ld. Newcastle Lloyd's SA & CP	Venezuelan Gulf Oil Co. Cell DB	305·4 | 50·2 | 16·3 P69' F33' B22' Trunk 181' FK u E & B 42' 107t FPT 194t APT 85t	Maracaibo Venezuelan	T. 6 Cy. 18½", 23" & 37"–27" (s) 180 lb 212 NHP 11 B Hpt Cem 2 SB, 6cf, HS 4055 Richardsons, Westgarth & Co. Ld. Mdb.	16 " 6 ~~8 " 4~~ ~~11 " 6~~ 8 " 0¼ 14 " 8	
81387 GQKS	**Monarch** (Cable Vessel) Wireless D.F. 1 Dk & Awng dk	Twin Sc	1150 1049 476				...	1916	Swan, Hunter & Wigham Richardson, Ld Newcastle	The Postmaster-General	222·7 | 32·2 | 19·1 FK	London British WB	T. 6 Cy. 12½", 20" & 33"–24" 146 NHP Swan, Hunter & Wigham-Richardson, Ld. Nwc.	22 " 0	
81388 82358 MNFD	— (P)	Pad	315 274 129					1888	R. & H. Green London	Cosens & Co. Ld.	210·0 | 22·2 | 9·0	Weymouth British	D. 2 Cy. 41"–48" 179 NHP J. Penn & Son, London		BT till 10,34
81389 163650 VQJM	**Monarch of Bermuda** (P) Quad Sc E.S.D. 3 Dks (Stl–Weather dk teak s) Sub. Sig. 4th dk (Stl) in holds GyC. 6th Dk (Stl) except in boiler spaces D.F. (Topsides–Special quality steel) Ref. Mchy. Rudder electrically welded Cruiser Stern		22424 13088 12876	✠100A1 with freeboard ~~5,34~~ ~~12,88~~ 11,34 ~~Bnk 7,55~~ ✠LMC 11,51 ✠Lloyd's RMC ~~8,34~~ 16,34 Fitted for oil fuel 11,31	N Yk	m†	CL N 10,32 F.P. above 150° F.	1931 11mo	Vickers-Armstrongs, Ld. Newcastle Lloyd's SA & CP	Furness, Withy & Co. Ld. Cell D Tanks	553·2 | 76·7 | 39·0 B354' F94' FK Upper bridge 385' B430' 1938t 'tween dk tanks a 59' 496t in way of tunnel s 477t MT s 57' 947t DT s f 40' 831t FPT 18t APT 126t	Hamilton Bermuda British 12 B H pt Cem Coll., to W dk Turbines by Motors by	2 Steam Turbines connected to Electric Motors & Sc. Shafts (s) 4411 NHP 400 lb HS 42200 FD 8 Water Tube Boilers Fraser & Chalmers, Erith General Electric Co. Ld. Witton, Birmingham	43 " 3 s 16 " 5¾ 27 " 0¾	
81390 7411 SFUA	**Monark** (ex Helgöy, ex Freda)		1816 1597 1068					1914	Fredrikstad Mek. Værks. Fredrikstad	Rederi A/B Monark (Arnold de Champs)	264·6 | 42·1 | 17·7 P22' B71' F29'	Stockholm Swedish WB	T. 3 Cy. 20½", 38" & 56"–36" 188 NHP Fredrikstad M. V. Frdstad.		N *
81391 218508 KJRO	**Monasses** Ref. Mchy. Sub. Sig.	Fitted for oil fuel 1 Dk & Shelter dk & Web frames Longitudinal framing	5983 5657 3695				...	1919	Moore S. B. Co. Oakland, Cal.	United States Shipping Board	402·5 | 53·0 | 32·0 P34' F39' on Shelter dk FK	S. Frncisco Utd. States WB	2 Steam Turbines DR geared to 1 Sc Shaft 637 NHP Midwest Engine Co. Indianapolis	34 " 6	R *
81392 841 IBMW	**Monbaldo** (ex Sori) D.F.	2 Dks & Shelter dk	6214 — 4043					1918	Soc. Esercizio Bacini Riva Trigoso	Nav. Alta Italia Soc. Anon.	389·5 | 51·5 | 26·6	Genoa Italian	T. 3 Cy. 26", 42½" & 69 7/16"–48" 337 NHP Soc. Esercizio Bacini R. Trig		I *
81393 322 IBNW	**Moncalieri** (ex War Linnet) D.F.	ss Tri. No. 3–3, 31 2 Dks (Stl) Cargo battens not fitted in 'tween dks	5388 4819 3241	✠100A1 ~~6,34~~ ~~12,88~~ 11,34 ✠LMC ~~BS 6,34~~ ~~LS 6,33~~ MS 5,51 Adapted for oil fuel 9,29	Tri	y	CL 5,32 F.P. above 150° F.	1918 12mo	Craig, Taylor & Co. Ld. Stockton Lloyd's SA & CP	Lloyd Triestino Cell DB 336' 1015t FPT 28t APT 207t	400·1 | 52·3 | 28·4 P49' B113' F40' FK	Trieste Italian	T. 3 Cy. 27", 44" & 73"–48" (s) 180 lb 517 NHP 3 SB, 9cf, GS 190, HS 7668 7 B Apt Cem Cen. Mar. Eng. Wrks. W Hpl	31 " 0 s 5 " 10½ 25 " 4½	
81394 354 IQWT	**Moncalvo** (ex Delegat, ex Hurricane)	Iron 1 Dk (Irn) 2 tr B	945 — 553	✠ 4,83	Lth	n		1878 6mo	R. Napier & Sons Glasgow	Ing. Tito Tappani & Agostino Canepa DB a 56' f 69'	236·2 | 32·2 | 17·4 F23'	Naples Italian 5 B H Cem	T. 3 Cy. 17½", 28" & 48"–39" NB 98 Tpd. 89 144 NHP R. Napier & Sons, Glasgow		I
81395 EGBQ	**Monchu** (ex Nalon–33, ex Lucida)	1 Dk	1537 — 905					1899	Akt. Ges. "Neptun" Rostock	Federico G. Fierro	241·6 | 36·2 | 17·0 P24' B58' F26' WB	San Esteban de Pravia Spanish	T. 3 Cy. 18", 30" & 50"–33" NE & B 20 142 NHP Mackie & Baxter, Glasgow		C
81396 TTLM	**Moncousu** (ex Nestor) ss La. R. No. 3–3, 25 ss Nts. No. 2–33 1 Dk (Stl) Platform dk (Stl) for light cargoes in Nos. 2 & 3 holds Well deck		1345 — 823	✠100A1 8,34 ~~7,88~~ ✠LMC 7,55 BS 8,34	Nts Rou	o	CL 7,32	1912 8mo	Mackay Bros. Alloa Lloyd's SA & CP	Soc. Anon. des Chargeurs de l'Ouest Cell DB a 58' u E 17' f 94' 857t FPT 64t	235·2 | 36·0 | 16·3 Q86' B56' F29' FK	Nantes French 4 B H Cem	T. 3 Cy. 18", 29" & 48"–35" (s) 180 lb 100 lb 153 NHP 1 SB, 3cf, GS 66, HS 2484 MacColl & Pollock, Ld. Sld.	18 " 6 s 1 " 5½ 17 " 2	

Broken up

Broken up