1 Numéro d'Ordre. Numéro Officiel. Signaux	2 3 Nom du Navire. Matériaux, Gréement, etc. *Ex-nom, s'il y a lieu.* Visites Périodiques Nombres des Ponts.	4 Tonnage C'Mesl. Total. Sous le Pont. Net.	5 6 7 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. Port de Visite. Terminaison des travaux de la dernière visite.	7* Date de la dernière visite de l'arbre porte-hélice.	8 9 Construit. Quand. Navire. Mach.	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 les formules de la Société. RHP=Force en chevaux d'après les papiers de navire. Détails des Chaudières & Foyers. Nom du Constructeur des machines.	14 Quand sur Quille	15 Franc-bord en milliers de navire. Tirant d'eau correspondant. pds. pc.
81600	**Munorleans** (*ex*General G.W.	4418	100A1	Bal *x*	CL	1911	Bremer Vulkan Vegesack	**Munson S.S. Line**	353·0 | 48·7 | 25·0	New York	Q.4Cy.24″,34½″,50½″&74″–	27 *n* 8
315106	Goethals, *ss* N.Yk.No.8–8,26	3164	*with freeboard*		7,33				P&B274′F47′	Utd. States	53½″ 220lb 604NHP	s 3 *n* 2
WNCG	*ex* Grunewald) *ss* Bal.No.1–29	2607	8,33						FK	6 *BH Cem*	3SB,9*cf*,GS198,HS8634	24 *n* 4
	Well deck 2 *Dks*(*Stl*)		BS4,55	LMC8,29					*Cell DB300′843t FPT*	29t *APT* 18t	Bremer Vulkan, Vegesack	
			Adapted for oil fuel	8,29 *F.P. above* 150° F.								
81601	**Munorway** (*ex* Progress III)	3514	~~100A1~~	NNs *w*	CL	1912	Campbeltown S.B.Co. Campbeltwn	Dis d'la Manen. way (L. Doc)	348·0 | 49·9 | 23·4	Riga	T.3Cy.24″,40″&65″–45″ (*s*)	25 *n* 10
Now "Everosa," *see No.* 89162	~~Munorway~~	3327	~~9,34~~	~~1,00~~	5mo		Mrs. Eliza Grauds		P29′B90′F36′	Latvian	180lb 322NHP	s 4 • 5½
5QBT	*ss* Nwc.No.1–28	2224	~~LMC~~	4,34			*ediate B H in after*		*hold dispensed with*	*Cem*	3SB,9*cf*,GS162,HS5142	21 *n* 8
YLFS	1 *Dk*(*Stl*)		~~BS6,35~~	~~BS13,30~~			*WB* = *Cell DBa*		111′*uE*21′*f*155′942*t*	5 *BH only*	J.G.Kincaid&Co.Ld.Grk.	
	Cargo battens not fitted						*Lloyd's*	*SA&CP Interm*		*APT* 80t		
81602	**Munplacé** Ⓟ	3235	100A1	NOs *u*	CL	1916	Maryland Steel Co. of Baltimore Co	**Munson S.S. Line**	327·2 | 46·2 | 22·9	New York	T.3Cy.24½″,41″&68″–48″ (*s*)	25 *n* 6
214042	*ss* N.Os.No.3–3,28	2732	~~6,82~~ 10,34		5mo				P35′B98′F38′	Utd. States	200lb 449NHP	
WNCH	*ss* N.Os.No.1–33	2018		LMC7,55					FK	5 *BH Cem*	2SB,8*cf*,GS144,HS6897 FD	
	2 *Dks*(*Stl*) & *Web frames*		BS6,34				Sparro' Pt Md	A&CP			Maryland Stl. Co. Sparr'. Pt.	
	Longitudinal framing		*Fitted for oil fuel*	12,19 *F.P. above* 150° F.			*Cell DBa* 90′*uE*20′*f*146′694*t FPT* 78t *APT* 296t					
81603	**Munrio**	3378	100A1	Bal *v*	CL	1916	Bethlehem Steel Co.	**Munson S.S. Line**	333·6 | 48·2 | 25·1	New York	T.3Cy.24½″,41″&68″–48″ (*s*)	27 *n* 8
214467	*ss* N.Yk.No.3–6,29	3102	6,34 ~~7,00~~	Gal	7,33	10mo		A&OP	P37′B101′F38′	Utd. States	200lb 449NHP	
WNCI	1 *Dk*(*Stl*) & *Web frames*	2106	6,34	LMC			Sparrow's Pt.		FK	5 *BH Cem*	2SB,8*cf*,GS143,HS6897 FD	
	Longitudinal framing		MS ~~4,29~~	BS7,55					*Cell DB278′ 830t FPT* 86t	*APT* 219t	Bethlehem Stl. Co Sprw's Pt	
			Fitted for oil fuel	10,16 *F.P. above* 150° F.								
81604	**Munsomo**	2948	100A1	Bal *u*	CL	1916	Maryland Steel Co. of Baltimore County	**Munson S.S. Line**	327·2 | 46·2 | 22·9	New York	T.3Cy.24½″,41″&68″–48″ (*s*)	25 *n* 6
214087	*ss* N.Os.No.3–7,28	2732	12,33		5mo				P35′B98′F39′	Utd. States	200lb 449NHP	
WNCJ	*ss* Bal.No.1–33	1855		LMC					FK	*Cem*	2SB,8*cf*,GS144,HS6897 FD	
	2 *Dks*(*Stl*) & *Web frames*		MS9,52	BS6,55					*'Tween dk BH in*	4 *BH to U dk*	Marysland Stl. Co. Sparr'. Pt.	
	Longitudinal framing							A&OP	*forward hold dispensed with*	1 *BH to 2nd dk only*		
			Fitted for oil fuel	1,20 *F.P. above* 150° F.						*Cell DB* 278′ 768t *FPT* 78t *APT* 296t		
81605	**Münster** Ⓟ (*ex* Nord-Friesland, *ex* Louisiana)	4565		...		1921	Furness S.B.Co.Ld. Haverton Hill-on-Tees	~~Norddeutscher~~ Lloyd Hamburg–Südamer Dampfs–chifff.–Ges.	362·6 | 52·2 | 31·0	Bremen German	T.3Cy.26″,43″&73″–48″	24 *n* 9
		4221							F68′ *on shelter dk*		538NHP	
DOHD	Sub.Sig. 1 *Dk* & *Shelter dk*	2783							FK	*WB*	Richardsons, Westgarth& Co.Ld.Sld.	
	Cruiser Stern											
81606	**Münsterland** Ⓟ Twin Sc	6408				1921	Blohm& Voss Hamburg	**Hamburg-Amerik. Packetf. Akt. Ges. (Ham.-Amr. Linie)**	449·0 | 58·3 | 26·9	Hamburg German	Geared Oil Engines 4S.C.SA	G
	Oil Eng.	5593							P&B344′F60′		20Cy.20½″–20½″ 856NHP	*
DIDW	D.F. 2 *Dks*	3878								*WB*	*Emade* 16, *fitted* 21	
	Sub.Sig.										Mchfb. Augsburg-Nürnberg A.G. Augsburg	
81607	**Muntropic** (*ex* Terre Haute)	5670		...		1919	Merchant S.B.Corp. Chester, Pa.	**Munson S.S. Line**	400·7 | 54·2 | 30·1	New York	T.3Cy.24½″,41½″&72″–48″	32 *n* 9
219365	*Fitted for oil fuel*	5063							P36′B123′F43′	Utd. States	*E fitted* 29 359NHP	R
KOPJ	2 *Dks*	3424							FK	*WB*	Hoovers, Owens& Rentschler	*
81608	**Murada** (*ex* Erriba)	3345	100A1	Syd *v*	CL	1921	Common-wealth Govt. Dockyard Williamstwn Victoria	**Australasian United Steam Nav. Co. Ld.**	331·0 | 47·9 | 23·6	Melbourne British	T.3Cy.25″,41″&68″–45″ (*s*)	26 *n* 1
151643	~~*ss* Syd.No.3–3,34~~	3013	*Shelter dk*		9,32	6mo				*Cem*	185lb HS8289 516NHP	s 2 • 7½
VJLN	1 *Dk*(*Stl*) & *Shelter dk*(*Stl*)	1919	*with freeboard*	B 3,35					FK	*BH to Sh dk*	3 Water Tube Boilers FD	28 *n* 10
	& *Web frames*		3,34 ~~11,02~~	LMC 12,35				A&OP	*Collision*	4 „ „ *U* „	Thompson&Co.(Castle-maine) Proprietary, Ld.	
	Longitudinal framing								*Cell DB* 277′ 882*t*	*FPT* 118t *APT* 204t		
81609	**Murasaki Maru** Ⓟ Twin Sc	1597				1921	Osaka Iron Works Osaka	**Osaka Shosen K.K.**	230·0 | 38·0 | 21·0	Osaka	T.6Cy.14½″,24½″&40″–30″	
28083		1172							F42′	Japanese	Osaka 176NHP	
JTVH	2 *Dks*	840								*WB*	Tekkosho K.K. Osaka	
81610	**Murena** Twin Sc	8252	100A1	Rot *c*†	CL	1931	NV Burger-hout's M.&S. Rotterdam	**Petroleum Maats. "La Corona"**	450·8 | 62·0 | 34·1	The Hague	Oil Engines 4S.C.SA	34 *n* 0
	Oil Eng.	7476	9,34 ~~1,02~~	Sng	7,82	12mo			P103′B35′F48′	Dutch	12Cy.24½″–43½″ 714NHP	s 6 • 7½
PGBM	*Mchy. Aft* 1 *Dk*(*Stl*) 2 *nd dk*(*Stl*)	4782		LMC 12,35					FK	14 *BH*	2 DB *150lb*	27 *n* 6½
	D.F. *clear of cargo tanks*		*Carrying Petroleum in bulk*							2 DB *150lb*	N.V. Burgerhout's M.&S.	
	Longitudinal framing at bottom & at deck								*Lloyd's SA&CP*	*Cell DB uE* 69′222*t DT f* 32′355*t FPT* 225t *APT* 411t		
81611	**Murex**	5830	100A1	Rot *z*	CL	1922	H.M. Dockyard Portsmouth	**Anglo-Saxon Petroleum Co. Ld.**	412·2 | 53·3 | 31·1	London	45¾″ T.3Cy.27″,30″&74″–48″ (*s*)	31 *n* 0
146628	*ss* Gls.No.2–31	5289	4,34		9,33	9mo			P110′B32′F57′	British	180lb *120lb* 522NHP	s 5 • 8
GPLS	*Mchy. Aft* 2 *Dks*(*Stl*) & *Web frames*	3400		LMC					FK	16 *BH pt Cem*	3SB,9*cf*,GS190,HS7668 FD	25 *n* 6½
	Longitudinal framing		MS1,31	BS6,54						(12 „ *to U dk*	H.M. Dockyard, Portsmth.	
			Carrying Petroleum in bulk						*Lloyd's SA&CP*	4 „ „ *2nd* „)		
			Fitted for oil fuel	9,22 *F.P. above* 150° F.					*Cell DB* 335′ 1288*t DT f* 39′ 1190*t FPT* 125*t APT* 301*t*			
81612	**Murjek**	5070	100A1	Got	OG	1925	A/B Göta-verken Gothenburg	**Trafikaktieb. Grängesberg-Oxelösund (M. Waldenström *Mgr*)**	392·2 | 52·6 | 26·6	Stockholm Swedish	Oil Engines 4S.C.SA	30 *n* 0
7231	*ss* Got.No.2–34	4391	~~10,21,94~~ 4,35	~~Ans~~	1,34	10mo			P39′B115′F41′		6Cy.29½″–59½″ 489NHP	s 5 • 10½
SEMA	D.F. *Oil Eng.*	2870	DBS ~~4,55~~	LMC					FK	7 *BH pt Cem*	DB *85lb*	24 *n* 4
	2 *Dks*(*Stl*)		8,31	CS2,34						(1 *to 2nd dk*)	A/B Götaverken, Got.	
									Lloyd's SA&CP	*APT* 301t		
81613	**Muro Maru** Ⓟ Twin Sc	1601				1926	Mitsubishi S.B.&Eng.Co Ld. Kobe	**Osaka Shosen K.K.**	230·0 | 37·0 | 20·0	Osaka	Oil Engines 4S.C.SA	
31571	*Oil Eng.*	1052							F149′	Japanese	12Cy.18½″–27″ 886NHP	
JNBH	*Cruiser Stern*	749								*WB*	Mitsubishi Zosen Kaisha Ld	
81614	**Muroran Maru**	5374	100A1	Yka *z*	OG	1919	Mitsubishi Zosen Kaisha, Ld. Nagasaki	**Nippon Yusen K.K.**	400·0 | 54·5 | 30·0	Tokio	T.3Cy.26½″,44½″&75″–48″	29 *n* 11
26035	*ss* Yka.No.3–6,30	4826	7,33		7,33	11mo			P39′B121′F43′	Japanese	200lb (*s*) 495NHP	s 5 • 8½
JAKD	2 *Dks*(*Stl*)	3251	~~DBS7,35~~	LMC ~~7,31~~ 7,34				A&CP	FK	6 *BH Cem*	3SB,9*cf*,GS163,HS6591 FD	24 *n* 7
									Cell DB 350′ 1075*t FPT* 85t *APT* 787t		Mitsubishi Zosen Kaisha, Ld	
81615	**Muroto Maru** Ⓟ Twin Sc	1254				1922	Osaka Iron Works, Ld. Innoshima	**Tosa Shosen K.K.**	215·0 | 37·0 | 20·0	Osaka	T.6Cy.14½″,23½″&39″–30″	
28094		977							P&B150′F40′	Japanese	146NHP	
¶	*Cruiser Stern* 2 *Dks*	557								*WB*	Osaka Iron Works, Ld.	
81616	**Murtinho** Ⓟ Twin Sc	*1106*				1907	Mackay Bros. Alloa	**Lloyd Brasileiro**	235·1 | 36·1 | 11·3	R. Janeiro Brazilian	T.6Cy.11″,18″&30″–18″	
	Mchy. Aft	*809*							Q79′B62′F39′		76NHP	
PUBR	Wireless 1 *Dk*	*511*								*WB*	Aitchison, Blair& Co. Gls.	
81617	**Musa**	5833				1930	Workman, Clark (1928) Ld. Belfast	**Balboa Shipping Co. Inc. (United Fruit Co. *Mgrs.*)**	416·4 | 56·3 | 30·9	Pnamanian	1 Steam Turbine connected to Electric Motor & Sc. Shaft	O
	Ref. Mchy. *Fitted for oil fuel*	5016							P39′B123′F36′		British Thomson-Houston Co. Ld. Rugby	*
HPCF	E.S.D. 4 *Dks*	2974								*WB*		