

| N° d'Ordre | Nom du Navire. Matricule, Grément, etc.                      | Total.                 | Cote.                  |                 |                 | Construit. | Armateurs.                              | Dimensions d'après la Donnée. |                   |            | Port d'Armement.               | Machines.                              |           | N° de la Chaudière. |
|------------|--------------------------------------------------------------|------------------------|------------------------|-----------------|-----------------|------------|-----------------------------------------|-------------------------------|-------------------|------------|--------------------------------|----------------------------------------|-----------|---------------------|
|            |                                                              |                        | Surveillance Spéciale. | Port de Visite. | Port de Visite. |            |                                         | Longueur.                     | Largeur.          | Creux.     |                                | Revolutions.                           | Force.    |                     |
| N° d'Ordre | Ex-nom, s'il y a lieu.                                       | Surveillance Spéciale. | Port de Visite.        | Port de Visite. | Port de Visite. | Quantité.  | Par quel.                               | Longueur.                     | Largeur.          | Creux.     | Pavillon.                      | Revolutions.                           | Force.    | Revolutions.        |
| 82541      | Oswin (ex Thai)                                              | 1820                   | *100A1                 | Hbg             | o               | 1918       | Kockums                                 | 287'5 37'7 16'3               | 31'5              | 16'3       | Helsingborg                    | T.8Cy.181, 281'4'48"-51"               | 18'7      | 18'7                |
| 8409       |                                                              | 1157                   | MS8,52                 | BS5,55          | Got             | 2mo        | M.V. Aktiebolaget                       | P22'B57'F24'                  |                   |            | Swedish                        | 1851b                                  | (s) 163NH | 2'7                 |
| SFXM       |                                                              | 876                    | MS8,52                 | BS5,55          | LMC             | Lloyd      | Malmö                                   | CellDBa60'u                   | E 29'f 94'828'FPT | 144'APT98t | 144'APT98t                     | KockumsM.V.Akt.Malmö                   | 16'7      | 16'7                |
| 82542      | Otaio                                                        | 10298                  | *100A1                 | Lar             | ft              | 1980       | Vickers                                 | 472'0 67'2 35'7               | 66'6              | 23'5       | Plymouth                       | Oil Engines 28.C.S.A.                  | 40'7      | 40'7                |
| 14056      |                                                              | 9271                   | MS8,52                 | BS5,55          | LMC             | 12mo       | Armstrongs, Ltd. Barrow                 | P66'B24'F81'                  |                   |            | British                        | 8Cy.27'f "8211" 1884NH                 | 2'7       | 2'7                 |
| GCWN       | Ref. Mch. 2Dks (Stl) & 3rd dk (Stl) in forward hold          | 8900                   | DBS1,85                | LMC             | 12mo            | Lloyd      | CellDB812'1291t                         | anks in way of tunnel         | 877t DTs          | 877t DTs   | W. Doxford & Sons, Ltd. Sld.   | 180b 100b nrb20 138NH                  | 16'8      | 16'8                |
|            | Rudder electrically welded. Cruiser Stern                    |                        | *Lloyd's ARM           | 1,55            | LMC             | 1920       | Barclay, Curle & Co. Ltd. Glasgow       | 449'1 58'2 37'1               |                   |            | British                        | T.8Cy.261, 44'4'78"-48"                | 40'0      | 40'0                |
| 82543      | Otakei                                                       | 7976                   | *100A1                 | Fal             | ct              | 1920       | Barclay, Curle & Co. Ltd. Glasgow       | P31'F43'on Shelter            |                   |            | British                        | 200b Hs16680 1122NH                    | 11'0      | 11'0                |
| 182768     |                                                              | 5777                   | Shelter dk             |                 | LMC             | Lloyd      | CellDB886'1275t                         | FPT125tAPT80t                 | 8BhtoShdk         | 8BhtoShdk  | Barclay, Curle & Co. Ltd. Sld. | 2DB&2SB,23t,as420, 7D                  | 29'7      | 29'7                |
| GCWN       | Ref. Mch. 2Dks (Stl) & Shelter dk (Stl) in forward hold      | 4954                   | with freeboard         |                 | LMC             | 1920       | Barclay, Curle & Co. Ltd. Glasgow       | 449'1 58'2 37'1               |                   |            | British                        | 200b Hs16680 1122NH                    | 11'0      | 11'0                |
|            | Rudder electrically welded. Cruiser Stern                    |                        | *Lloyd's ARM           | 1,55            | LMC             | 1920       | Barclay, Curle & Co. Ltd. Glasgow       | 449'1 58'2 37'1               |                   |            | British                        | 200b Hs16680 1122NH                    | 11'0      | 11'0                |
| 82544      | Otara Maru (P) (ex Gaute)                                    | 1464                   | *100A1                 | Yka             | d               | 1905       | Fevigs                                  | 235'0 35'2 14'6               |                   |            | Tokio                          | T.8Cy.161, 28'4'48"-38"                | 22'9      | 22'9                |
| 9759       |                                                              | 1348                   | MS8,52                 | BS5,55          | LMC             | 7mo        | Jernskibssbyg                           | B64'                          |                   |            | Japanese                       | 18B,3cf,gs59,hs2417                    | 176NH     | 17'1                |
| JEVB       | Wireless 1Dk (Stl) & Spar dk (Stl-ws) & deep framing         | 906                    | MS8,52                 | BS5,55          | LMC             | Lloyd      | CellDBa61'u                             | E 19'f 88'304t                |                   |            | British                        | 18B,3cf,gs59,hs2417                    | 176NH     | 17'1                |
|            |                                                              |                        |                        |                 | LMC             | 1904       | Wood Skin                               | 232'0 35'0 16'6               |                   |            | Helsingborg                    | T.8Cy.171, 29'4'48"-38"                | 18'10     | 18'10               |
| 82545      | Otava (ex Simone)                                            | 1290                   | *100A1                 | Hfs             | o               | 1904       | Wood Skin                               | 232'0 35'0 16'6               |                   |            | Helsingborg                    | T.8Cy.171, 29'4'48"-38"                | 18'10     | 18'10               |
| OHHC       | Wireless 1Dk (Im) & deep framing                             | 1082                   | MS8,52                 | BS5,55          | LMC             | 5mo        | ner & Co. Ltd. Newcastle                | P22'B59'F29'                  |                   |            | Finnish                        | 180b 100b nrb20 138NH                  | 16'8      | 16'8                |
|            | Cargo battens not fitted                                     | 690                    | MS8,52                 | BS5,55          | LMC             | Lloyd      | CellDBa61'u                             | E 19'f 88'304t                |                   |            | British                        | 18B,3cf,gs51,hs2067                    | 16'8      | 16'8                |
| 82546      | Otavi (ex Lita)                                              | 737                    | *100A1                 | Hbg             | k               | 1919       | Frammes                                 | 184'2 30'2 13'0               |                   |            | Cape Town                      | T.8Cy.14, 28'4'48"-27"                 | 10'1      | 10'1                |
| 149887     |                                                              | 573                    | Shelter dk             |                 | LMC             | 7mo        | Mek. Værks                              | P38'H50t                      |                   |            | British                        | NE&B24 101NH                           | 10'1      | 10'1                |
| ZENF       | 1Dk                                                          | 367                    | MS8,52                 | BS5,55          | LMC             | Lloyd      | CellDBa61'u                             | E 19'f 88'304t                |                   |            | British                        | NE&B24 101NH                           | 10'1      | 10'1                |
| 82547      | Othander (ex Choctaw)                                        | 1873                   | *100A1                 | Osl             | r               | 1917       | Chicago                                 | 251'0 43'6 18'2               |                   |            | Frdrickstad                    | T.8Cy.20, 33'4'48"-40"                 | 20'4      | 20'4                |
| LDMU       |                                                              | 1650                   | MS8,52                 | BS5,55          | LMC             | 9mo        | S.B. Co. Chicago                        | P25'B64'F26'                  |                   |            | Norwegian                      | 180b 100b nrb20 138NH                  | 17'1      | 17'1                |
|            | Cargo battens not fitted                                     | 1081                   | MS8,52                 | BS5,55          | LMC             | Lloyd      | CellDBa61'u                             | E 19'f 88'304t                |                   |            | British                        | 18B,3cf,gs126,hs246                    | 17'1      | 17'1                |
| 82548      | Othem                                                        | 688                    | *100A1                 | Hbg             | k               | 1914       | Frammes                                 | 184'0 30'0 12'9               |                   |            | Slite                          | T.8Cy.181, 22'4'48"-28"                | 14'1      | 14'1                |
| 5497       |                                                              | 564                    | Shelter dk             |                 | LMC             | 7mo        | Mek. Værks                              | P17'B53'F80'                  |                   |            | Swedish                        | 180b 100b nrb20 138NH                  | 14'1      | 14'1                |
| SFXR       | 1Dk (Stl) & Web frames                                       | 365                    | MS8,52                 | BS5,55          | LMC             | Lloyd      | CellDBa61'u                             | E 19'f 88'304t                |                   |            | British                        | 18B,3cf,gs58,hs1666                    | 13'8      | 13'8                |
|            | Longitudinal framing                                         |                        |                        |                 | LMC             | 1920       | Todd D. D. & Const. Corp. Tacoma, Wash. | P52'B102'F41'                 |                   |            | Utd. States                    | T.8Cy.241, 41'4'48"-48"                | 29'7      | 29'7                |
| 82549      | Otho                                                         | 4839                   | *100A1                 | Nwc             | ct              | 1919       | Harland & Wolff, Ltd. Belfast           | 450'4 58'4 37'2               |                   |            | British                        | T.8Cy.261, 44'4'48"-48"                | 40'0      | 40'0                |
| 219814     |                                                              | 4874                   | Shelter dk             |                 | LMC             | 4mo        | Wolff, Ltd.                             | P31'F84'on Shelter            |                   |            | British                        | 200b 100b nrb20 138NH                  | 11'0      | 11'0                |
| KULX       | Sub. Sig. 2Dks                                               | 3976                   | MS8,52                 | BS5,55          | LMC             | Lloyd      | CellDB302'1461t                         | FPT119tAPT76t                 |                   |            | British                        | 2DB&2SB,23t,as420, 7D                  | 29'7      | 29'7                |
|            | Longitudinal framing                                         |                        |                        |                 | LMC             | 1925       | Livingstone                             | 438'7 57'2 34'9               |                   |            | London                         | Oil Engines 28.C.S.A.                  | 33'9      | 33'9                |
| 82550      | Otira                                                        | 7995                   | *100A1                 | Nwc             | ct              | 1919       | Harland & Wolff, Ltd. Belfast           | 450'4 58'4 37'2               |                   |            | British                        | T.8Cy.261, 44'4'48"-48"                | 40'0      | 40'0                |
| 186706     |                                                              | 7633                   | Shelter dk             |                 | LMC             | 4mo        | Wolff, Ltd.                             | P31'F84'on Shelter            |                   |            | British                        | 200b 100b nrb20 138NH                  | 11'0      | 11'0                |
| GNZW       | Ref. Mch. 2Dks (Stl) & Shelter dk (Stl) in forward hold      | 4911                   | with freeboard         |                 | LMC             | Lloyd      | CellDB302'1461t                         | FPT119tAPT76t                 |                   |            | British                        | 2DB&2SB,23t,as420, 7D                  | 29'7      | 29'7                |
|            | Cruiser Stern                                                |                        |                        |                 | LMC             | 1925       | Livingstone                             | 438'7 57'2 34'9               |                   |            | London                         | Oil Engines 28.C.S.A.                  | 33'9      | 33'9                |
| 82551      | Otokia                                                       | 7277                   | *100A1                 | Auk             | bt              | 1925       | Livingstone                             | 438'7 57'2 34'9               |                   |            | London                         | Oil Engines 28.C.S.A.                  | 33'9      | 33'9                |
| 148455     |                                                              | 6631                   | MS8,52                 | BS5,55          | LMC             | 9mo        | Cooper, Ltd. Hessele                    | P118'B82'F46'                 |                   |            | British                        | 8Cy.281, 41'4'48"-48"                  | 27'10     | 27'10               |
| GLKT       | Mch. Aft. 2Dks (Stl) & Web frames                            | 4830                   | MS8,52                 | BS5,55          | LMC             | Lloyd      | CellDBa61'u                             | E 19'f 88'304t                |                   |            | British                        | 18B,3cf,gs126,hs246                    | 17'1      | 17'1                |
|            | Longitudinal framing                                         |                        |                        |                 | LMC             | 1925       | Livingstone                             | 438'7 57'2 34'9               |                   |            | London                         | Oil Engines 28.C.S.A.                  | 33'9      | 33'9                |
| 82552      | Otoño (ex Sailing Vessel)                                    | 305                    | *100A1                 | Nwc             | ct              | 1912       | Bow, McLachlan & Co. Ltd. Paisley       | 128'4 29'2 10'0               |                   |            | M. Video                       | Oil Engines 28.C.S.A.                  | 10'8      | 10'8                |
|            | Oil Eng. 1Dk                                                 | 229                    | MS8,52                 | BS5,55          | LMC             | Lloyd      | CellDBa61'u                             | E 19'f 88'304t                |                   |            | Uruguayan                      | NE19 138NH                             | 10'8      | 10'8                |
| 82553      | Otranto (P)                                                  | 20032                  | *100A1                 | Lon             | pt              | 1925       | Vickers                                 | 632'0 75'2 32'9               |                   |            | Barrow                         | Steam Turbines SR Geared               | 37'6      | 37'6                |
| 148025     |                                                              | 1223                   | MS8,52                 | BS5,55          | LMC             | 12mo       | Ld. Barrow                              | B342'Upper B312'              |                   |            | British                        | 228b Shafts                            | 37'6      | 37'6                |
| GFKV       | Ref. Mch. 8Dks (Stl) & 4th dk (Stl) in forehold & after hold | 20033                  | MS8,52                 | BS5,55          | LMC             | Lloyd      | CellDBa61'u                             | E 19'f 88'304t                |                   |            | British                        | 228b Shafts                            | 37'6      | 37'6                |
|            | Sub. Sig. 4th dk (Stl) in forehold & after hold              | 1223                   | MS8,52                 | BS5,55          | LMC             | Lloyd      | CellDBa61'u                             | E 19'f 88'304t                |                   |            | British                        | 228b Shafts                            | 37'6      | 37'6                |
| D.F.       | holds bth dk in No. 1 hold                                   | 11988                  | Fitted for oil fuel    |                 | LMC             | Lloyd      | CellDBa61'u                             | E 19'f 88'304t                |                   |            | British                        | 228b Shafts                            | 37'6      | 37'6                |
|            | Cruiser Stern                                                |                        |                        |                 | LMC             | 1925       | Vickers                                 | 632'0 75'2 32'9               |                   |            | Barrow                         | Steam Turbines SR Geared               | 37'6      | 37'6                |
| 82554      | Otsego (ex Prinz Eitel Friedrich)                            | 4638                   | *100A1                 | Lon             | pt              | 1902       | Reiherst's Schiffsw. Hamburg            | 871'0 45'3 26'8               |                   |            | S. Francisco                   | Q.4Cy.221, 321'4'48"-58"               | 23'8      | 23'8                |
| 215418     |                                                              | 3809                   | MS8,52                 | BS5,55          | LMC             | Lloyd      | CellDBa61'u                             | E 19'f 88'304t                |                   |            | Utd. States                    | 471' 184NH                             | 23'8      | 23'8                |
| WQJ        | 2Dks                                                         | 2595                   | MS8,52                 | BS5,55          | LMC             | Lloyd      | CellDBa61'u                             | E 19'f 88'304t                |                   |            | Utd. States                    | 471' 184NH                             | 23'8      | 23'8                |
| 82555      | Ottar                                                        | 1585                   | *100A1                 | Lon             | pt              | 1908       | Fevigs                                  | 252'6 37'0 11'8               |                   |            | Porsgrunn                      | T.8Cy.20, 33'4'48"-36"                 | 21'6      | 21'6                |
| LBFG       | 1Dk & Spar dk & deep framing                                 | 1438                   | MS8,52                 | BS5,55          | LMC             | Lloyd      | CellDBa61'u                             | E 19'f 88'304t                |                   |            | Norwegian                      | Richardsons, Westgarth & Co. Ltd. Mdb. | 21'6      | 21'6                |
|            |                                                              | 972                    | MS8,52                 | BS5,55          | LMC             | Lloyd      | CellDBa61'u                             | E 19'f 88'304t                |                   |            | Norwegian                      | Richardsons, Westgarth & Co. Ltd. Mdb. | 21'6      | 21'6                |
| 82556      | Ottar Jarl (ex Prinkipo)                                     | 1459                   | *100A1                 | Lon             | pt              | 1921       | Schiffs-n. Dockbauw. Flender A.-G. Siem | 228'2 34'5 20'0               |                   |            | Trondheim                      | T.8Cy.161, 26'4'48"-271'               | 99NH      | 99NH                |
| LCNB       | Wireless 2Dks                                                | 826                    | MS8,52                 | BS5,55          | LMC             | Lloyd      | CellDBa61'u                             | E 19'f 88'304t                |                   |            | Norwegian                      | Vulcan Werke, Hamburg                  | 99NH      | 99NH                |
|            |                                                              |                        |                        |                 | LMC             | 1906       | A. Rodger & Co. Port Glasgow            | 313'6 43'8 19'3               |                   |            | Porsgrunn                      | T.8Cy.21, 35'4'57"-39"(s)              | 23'8      | 23'8                |
| 82557      | Ottawa (ex Craigisla)                                        | 2468                   | *100A1                 | Bly             | t               | 1906       | A. Rodger & Co. Port Glasgow            | 313'6 43'8 19'3               |                   |            | Porsgrunn                      | T.8Cy.21, 35'4'57"-39"(s)              | 23'8      | 23'8                |
| LCSA       | Ref. Mch. 2Dks (Stl) & Spar dk (Stl) & deep framing          | 3219                   | MS8,52                 | BS5,55          | LMC             | Lloyd      | CellDBa61'u                             | E 19'f 88'304t                |                   |            | Norwegian                      | 180b 80lb                              | 248NH     | 19'9                |
|            |                                                              | 1543                   | MS8,52                 | BS5,55          | LMC             | Lloyd      | CellDBa61'u                             | E 19'f 88'304t                |                   |            | Norwegian                      | 180b 80lb                              | 248NH     | 19'9                |
|            |                                                              |                        |                        |                 | LMC             | Lloyd      | CellDBa61'u                             | E 19'f 88'304t                |                   |            | Norwegian                      | 180b 80lb                              | 248NH     | 19'9                |