1 Numéro d'Ordre / Numéro Officiel / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu.	3 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 aux renseignements sur l'équipement. Lettre d'Équipement.	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. & Dia. des Cylindres.—Course. Pression des Chaudières. NHP=Force en chevaux d'après les formules de la Société. IHP=Force en chevaux d'après les papiers de 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 Classe.
87065 PJDQ	Van Rensselaer (P) D.F.	Fitted for oil fuel 2Dks	4191 3031 2523					1920	Nederl. Schps. Maats. Amsterdam	Koninkl.Nederl. Stoomb.Maats. N.V.	342·0 | 47·7 | 24·3 P48'B148'F62'	Amstrdam Dutch WB	T.3Cy.25",42"&68"–51" 330NHP NedFb.v.Wrk&Spoor,Ams		V *
87066 PKSR	Van Riebeeck	Fitted for oil fuel 2Dks&Shade dk	2322 — 1451					1902	Nederl. Schps. Maats Amsterdam	Koninkl.Paketv. Maats.	316·9 | 41·7 | 19·4 P63'F63'	Batavia Dutch WB	T.3Cy.23",37"&62"–42" 249NHP NedFb.v.Wrk&Spoor,Ams		V *
87067 PKST	Van Riemsdijk	Fitted for oil fuel 2Dks&Shade dk	2009 1719 1258					1900	Nederl. Schps.Maats Amsterdam	Koninkl.Paketv. Maats.	300·0 | 40·5 | 21·5 P60'H68'F61'	Batavia Dutch WB	T.3Cy.23",36"&60"–42" NB03 233NHP NedFb.v.Wrk&Spoor,Ams		
87068 PKGB	Van Spilbergen	2Dks	3237 2518 2033					1908	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·5 | 44·0 | 22·8 P40'B104'F40'	Batavia Dutch WB	T.3Cy.22",36½"&60"–42" 233NHP Maats.Fyenoord,Rot.		V *
87069 PKHQ	Van Swoll	2Dks	2147 1563 1235					1930	Rotterdam Droogd.Maat Rotterdam	Koninkl.Paketv. Maats.	300·6 | 46·2 | 14·7 P43'B108'F47'	Batavia Dutch WB	C.4Cy.(2)22 1/16"&(2)47¼"–47¼" 256NHP RotterdamDroogd.Maats.		V *
87070 PKHU	Van Waerwijck	2Dks&ptAwng dk	3040 2516 1906					1909	Maats. Fyenoord Rotterdam	Koninkl.Paketv. Maats.	325·3 | 44·0 | 22·8 P&B219'F40'	Batavia Dutch WB	T.3Cy.22",36½"&60"–42" 233NHP Maats.Fyenoord,Rot.		V *
87071 160203 VGLQ	Vancolite TwinSc ssGls.No.1–32 Oil Eng. Mchy.Aft 2Dks(Stl)&Web frames Longitudinal framing–bracketless system D.F. GyC.		11404 10800 6253	100A1 StJ g † 1,35 NYk 7,34 LMC 2,32 Carrying Petroleum in bulk			CL ~~3,00~~ 1,35	1928 5mo	A.Stephen &Sons,Ld. Glasgow Lloyd's A4CP	ImperialOil,Ld. (H.J.Rahlves, Mgr.) CellDBuE97'	510·2 | 68·2 | 38·0 B34'F40' FK 415t DT f36'388t FPT319tAPT149t	Montreal British 19BH (14 to U dk 5 „2nd „)	Oil Engines 2S.C.SA 8Cy.26¾"–48 5/16" 1000NHP 2 Water Tube DB250lb 2NDB32 100lb A.Stephen&Sons,Ld.Gls.	38 " 0 s 8 " 0½ 29 " 6½	
87072 160207 GSNF	Vancouver (P) Ref.Mchy. D.F. Sub.Sig. Mchy.Aft	Fitted for oil fuel 2Dks 2Dks(Stl)&Web frames Longitudinal framing	8269 6883 5018 5729 5157 3432	100A1 12,29 Nwc z LMC 6,28 Carrying Petroleum in bulk Fitted for oil fuel 6,28			CL F.P.a	1930 6mo 1928 6mo	Deutsche Werft, Hamburg Greenock Dkyd.Co.Ld. Greenock Lloyd's A4CP above 1 50° F.	Hamburg-Amerik. Packetf.Akt.Ges. (Ham.-Amr.Linie) CellDBuE& VancouverS.S.Co. Ld. (Gow,Harrison &Co.) CellDBuE&	477·7 | 63·0 | 29·5 P36'B&F432' Upper F45' 410·3 | 54·5 | 30·1 P118'B38'F52' FK B72'180tAPT199t	Hamburg German WB Glasgow British 16BHptCem (11 to U dk 5 „2nd „)	4SRgearedSteamTurbines Emade22refitted30 Blohm&Voss,Hamburg T.3Cy.25",43½"&74"–48" (s) 210lb 565NHP 3SB,9cf,GS172,HS8172 FD J.G.Kincaid&Co.Ld.Grk.	30 " 0	G *
87073 160207 GSNF	— Mchy.Aft	2Dks(Stl)&Web frames Longitudinal framing						1930	W.Doxford &Sons,Ld. Sunderland	ReardonSmith Line,Ld.(SirW.R. Smith&Sons,Ld. Mgrs.)	415·6 | 55·0 | 24·5 F41'onShelterdk	Bideford British WB	Oil Engines 2S.C.SA 4Cy.23⅜"–91⅜" 687NH W.Doxford&Sons,Ld.Sld.		C *
87074 161615 GPVR	Vancouver City D.F.	OilEng. 1Dk&Shelter dk Cruiser Stern	4955 4620 3005					1919 3mo	Kawasaki Dkyd.Co.Ld. Kobe A&OP	ManshuKairiku UnsoK.K. CollisionBHtoAwng dk CellDB334'1118tFPT	385·0 | 51·0 | 36·0 FK 126tAPT93t	Kobe Japanese Cem 5BHtoUdk	T.3Cy.26",43½"&72"–48" (s) 200lb 440NHP 2SB&1AuxSB,GS154, HS5741 FD KawasakiDkydCoLdKobe	36 " 0 s 9 " 3½ 27 " 1	
87075 2[illegible] JLZD	Vancouver Maru (New Mantai Maru)	see No.90254 in Supplement 2Dks(Stl)&Awng dk(Stl)	5864 [illegible] 4259	100A1 Awng dk with freeboard 9,33 LMC 9,55	Nag y	OG 8,32		1898	GlobeIron WorksCo. ClevelandO.	PatersonSteam-ships,Ld.	416·4 | 50·2 | 23·9 WB	Ft William Ont. British	Q.4Cy.20¾",30¼",44"&63½"–42" 261NHP GlobeIronWorksCo.		
87076 158115	Vandoc (exArgus, exHendrickS.Holden) Mchy.Aft	1Dk2trB	4488 4286 2539					1925 5mo	R.Duncan &Co.Ld. PortGlasgow Lloyd's A4CP above 1 50° F.	VanduaraS.S.Co. Ld.(Gow,Harrison &Co.) CellDBuE&B	375·1 | 51·7 | 29·0 P108'B35'F51' 60'123tAPT81t	Glasgow British ptCem 11BHtoUdk 5 „ „2nd „	T.3Cy.26",42"&70"–48" (s) 180lb 120lb FD 470NHP 2SB,8cf,HS6950 Rankin&BlackmoreLdGrk	29 " 2 s 5 " 6½ 23 " 11½	
87077 148856 GLKF	Vanduara Mchy.Aft	ssRot.No.1–30 2Dks(Stl)&Web frames Longitudinal framing	4870 4228 2944	100A1 2,30 Rot x LMC 2,30 Carrying Petroleum in bulk Fitted for oil fuel 5,25			CL 2,30								
87078 145876 GFNC	Vandyck (P) D.F. Ref.Mchy.	TwinSc Fitted for oil fuel 4Dks CruiserStern	13241 10485 8033					1921	Workman, Clark&Co.Ld Belfast	Lamport&Holt Line,Ld	510·6 | 64·3 | 39·3 B255'F58'	Liverpool British WB	4 Steam Turbines DR geared to 2 Sc. Shafts Wrkman,Clark&Co.Ld Bel		C * BT till 6-30 1030
87079 145128 GDVW	Vanellus	~~ssBkn.No.2–29~~ 1Dk(Stl)&Shelter dk(Stl) ssBkn.No.3–5,34	1886 1631 915	100A1 Shelter dk with freeboard 5,34 ~~7,28~~ ~~LMC 7,39~~	Bkn s	CL 7,32		1921 1mo	Swan,Hunter&Wigham Richardson, Ld.Sunderlnd Lloyd's A4CP	British&Continental S.S.Co.Ld. CellDB224' 437tMT20'140t	290·0 | 42·5 | 18·8 FK Collision FPT81tAPT39t	Liverpool British ptCemptAsp BHto Sh dk 5 „ „ U „	T.3Cy.20½",34"&56"–42" (s) 180lb 318NHP 3SB,6cf,GS126,HS5000 FD Swan,Hunter&Wigham-Richardson,Ld.Nwc.	21 " 2 s 11¾ 20 " 5	
87080 LFFF	Vang (exBenedicte,exDagbjörg)	1Dk	678 505 368					1901	Akers Mek.Værks. Oslo	VangsRederiA/S (S.Lyngholm, Mgr.)	177·2 | 29·6 | 14·0 Q44tB66tH28tF19t	Haugesnd Norwegian WB	T.3Cy.12",20"&32"–27" 53NHP AkersMek.Værks.Oslo		N *
87081 201544 KLBT	Vanguard Mchy.Aft	Wood Fitted for oil fuel 1Dk	358 — 228					1904	J.W Dickie Alameda,Cal.	C.H.Higgins	137·5 | 32·5 | 10·8	S.Frncisco Utd.States	T.3Cy.11",18½"&32"–24" FultonI.Wks. 50NHP SanFrancisco,Cal.		
87082 LDMR	Vanja D.F. Mchy.Aft	TwinSc OilEng. Cruiser Stern 1Dk Carrying Petroleum in bulk	6198 5545 3663					1929	Götaverken A/B, Gothenburg	SkibsA/SSydheim (HalfdanDitlev-Simonsen&Co. Mgrs.)	408·3 | 55·3 | 32·3 H356tF74tP220t	Oslo Norwegian WB	Oil Engines 4S.C.SA 12Cy.21⅝"–39⅜" 543NHP GötaverkenA/B,Got.		N *
87083 RABZ	Vanzetti	1Dk	2363 2023 1278				...	1928	BalticS.B. &Eng.Works Leningrad	Sovtorgflot	284·8 | 43·1 | 20·6 P18'B71'F32' FK	Leningrad Russian WB	T.3Cy.17 11/16",29⅜"&48 7/16"–35 7/16" 191NHP BalticS.B.&Eng.Wks.Len.	22 " 5	
87084	Vaquillona (exCampeiro,exBia) Mchy.Aft	ssB.As.No.3–1,15 1Dk(Stl)	834 670 498	8,21 BAs k				1902 7mo	GooleS.B. &Repg.Co.Ld Goole	Cia.Argentina de Nav.Mihanovich, Ltda. WB=Cell	200·0 | 32·2 | 12·5 P59'F23' FK DB165'261tFPT 51tAPT40t	Bns.Ayres Argentine 3BHCem	T.3Cy.15",25"&41"–27" 104NHP 1SB,3pf,GS54,HS1750 MacColl&Pollock,Sld.	14 " 8	
87085 149958 GNLP	Varand Mchy.Aft	2Dks(Stl)&Web frames Longitudinal framing	6023 5521 3682	100A1 11,31 Fal z LMC 13,27 Carrying Petroleum in bulk Fitted for oil fuel 12,27			CL 4,30	1927 12mo	Armstrong Whitworth &Co.Ld. Newcastle Lloyd's A4CP above 1 50° F.	BalticTradingCo. Ld. CellDBuB40'64t	412·0 | 53·4 | 31·6 P108'B28'F46' FK DTf38'338tFPT	London British 17BHptCem (10 to U dk 7 „2nd „)	T.3Cy 27",45"&75"–48" (s) 180lb 120lb 552NHP 3SB,9cf,GS162,HS8238 FD N.E.MarineEng.CoLdNwc	31 " 6 s 6 " 8 25 " 3	