

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Numero d'Ordre.	Nom du Navire. Matériau, Grément, etc.	Tonnage Officiel.	Détails de la Classification.	7*	8	9	10	11	12	13	14	15	16	17
Numero Officiel.	Ex-nom, s'il y a lieu.	Visites Périodiques. Nombres des Ponts.	Cote.	Quand.	Par qui.	Armateurs.	Dimensions d'après la Douane. Superstructures, &c.	Port d'Armement.	Machines.	No. & Dia. des Cylindres.—Course. Pression des Chaudières.	14	15	16	17
Signaux														
23205	Commercio (exNorman-38, 1783 exGunhild) ILQZ	1 Dk	766 521 445			1920 KalundborgSkibsværft Kallundborg	199'8 30'7 11'3 Q55'P12'B50'F24'	Genoa Italian	T.Cy.12 $\frac{1}{2}$ " 20 $\frac{1}{2}$ " 33 $\frac{1}{2}$ " 58NHP WB Smith, Mygind & Hüttemeier, Copenhagen					I
23206	Commissaire Ramel (P) FOARD.F.	2 Dks	10061 7559 5947			1920 SocProvencale de Const. Navale La Ciotat	478'8 59'2 33'4	Dunkirk French	T3.Cy.27 $\frac{1}{2}$ " 46" 76 $\frac{1}{2}$ " 61 $\frac{1}{2}$ " WB Soc.Provencale de Const. Nav.La Ciotat.					V
23207	Commodore (P) 146253 (exTaurus-33)	Iron Pad	917 624			1881 W.Cramp & Sons Philadelphia	226'3 32'0 11'2	New York Utd.States	1 Cy.53"-144" W.Cramp & Sons, Phil.					
23208	Commonwealth (P) 206149 WRCC	2 Dks	5980 2500			1907 W.Cramp & Sons S&EBCo Philadelphia	437'9 55'0 19'3	Fall River, Mass. Utd.States	W.Cramp & Sons S&EBCo Phil					
23209	Como 129291 MDKJ	1 Dk	1222 1077 706			1910 Earle's Co. Hull	250'0 35'2 15'7 P16'B136'F31'	Hull British	T3.Cy.16 $\frac{1}{2}$ " 27" 45"-33" WB Amos & Smith, Ld.Hull					C
23210	Comodoro Rivadavia (P) (exAnselm) LOFL	Fitted for oil fuel 1 Dk & Spar dk	5450 3932 3189			1905 Workman, Clark & Co. Ld. Belfast	400'4 50'1 19'1 P&B279'F45' 27'3	Bns.Ayres Argentine	T3.Cy.29 $\frac{1}{2}$ " 49" 80"-60" WB Wrkman, Clark & Co.Ld.Bel					G
23211	Comorin (P) 148848 GFDT	TwinSc 3 Dks (Stl-Weather dk pt teak s) 4th dk (Stl) in forward holds	15241 12248 8744			1925 Barclay, Curle & Co. Ld. Glasgow	523'5 70'2 42'3 B255'F92'	Glasgow British	Q8Cy.29 $\frac{1}{2}$ " 42 $\frac{1}{2}$ " 60 $\frac{1}{2}$ " 87"-54" WB L.P.Turbines 2076NHP 3D&4SB, 40cf, us29298 Barclay, Curle & Co.Ld.Gls.					BT 46 # 0 7.36
23212	Compañia de Filipinas KZEP	Wireless	785 505 390			1890 Lobnitz & Co. Renfrew	180'0 29'9 12'0 Q56'B44'F32'	Manila Utd.States	T3.Cy.15", 25" 40"-30" WB Lobnitz & Co., Re: frew					V
23213	Cia. Swift de la Plata No. 9 162542	Oil Eng. TwinSc 2 Dks	300 251 128			1931 G.Brown & Co. Greenock	147'6 34'6 6'2	London British	Oil Engines 4S.C.S.A. 12Cy.8 $\frac{1}{2}$ "-12 $\frac{1}{2}$ " 79NHP WB Motorenfabr. "Deutz" A.G.Köln-Deutz					V
23214	Compiègne (P) FOAS	Ref.Mchy. 3 Dks	9986 5959			1923 Atel. & Ch. de la Loire St.Nazaire	478'5 59'2 27'3 B355'F55'	Marseilles French	4 Steam Turbines D R geared to 2 Sc. Shafts 966NHP WB Atel. & Ch. de la Loire, St.N.					V
23215	Compostela (exAriadne, exGeneral Gordon) EBIA	ss Gls. 2nd No. 3-8, 06 ss Rot. No. 2-28 ss Bdx. No. 2-15 1 Dk (Stl) 2tr B	1272 1017 781			1885 A. Stephen & Sons Glasgow	240'4 34'1 16'0 Q84'B57'F28'	Bilbao Spanish	T3.Cy.15", 24" 40"-36" WB 106NHP 1SB, 3cf, gs48, hs1753 A. Stephen & Sons, Glasgow					18 # 6
23216	Comte de Flandre (exAkropolis, exKintail) OCB	1 Dk (Stl) & Spar dk (Stl) & deep framing	3621 3340 2244			1907 C. Connell & Co. Ld. Glasgow	349'2 46'2 17'3 P29'B106'F40' 25'8	Antwerp Belgian	T3.Cy.25", 41" 66"-45" (s) 180lb 50lb 358NHP 2SB, 6cf, gs92, hs4862 FD 23 # 7 Dunsmuir & Jackson, Ld.Gls					28 # 2 5 # 0 23 # 7
23217	Comtesse de Flandre (exBarran) ONFB	1 Dk (Stl) & Spar dk (Stl) & deep framing	3851 3616 2464			1907 W. Hamilton & Co. Ld. Port Glasgow	375'1 48'6 16'4 P37'B&F298' 24'5	Antwerp Belgian	T3.Cy.25 $\frac{1}{2}$ " 42" 70"-45" (s) 180lb 85lb 387NHP NDB04 refitted 26 2SB, 6cf, gs121, hs5106 FD 23 # 11 D. Rowan & Co. Glasgow					27 # 0 3 # 4 23 # 11
23218	Conch 162663 GPXB	Mchy. Aft 1 Dk (Stl) 2nd dk (Stl) clear of cargo tanks longitudinal framing at bottom & at deck	8376 7612 4953			1931 Harland & Wolff, Ld. Glasgow	456'4 62'0 34'1 P107'B34'F42'	London British	Oil Engines 4S.C.S.A. 12Cy.27 $\frac{1}{2}$ "-55 $\frac{1}{2}$ " 877NHP WB 2DB150lb Harland & Wolff, Ld.Gls.					34 # 2 3 # 8 27 # 7
23219	Conchita 3348 FJAZ	Mchy. Aft 1 Dk (Stl) longitudinal framing at bottom and at deck	2702 1798 1481			1924 W. Beardmore & Co. Ld. Glasgow	305'0 50'2 15'0 Q87' Trunk dk 176' F42'	Willemstad Dutch	T6Cy.14", 23" 38"-27" (s) 180lb 252NHP 2SB, 4cf, hs1100 FD 13 # 7 W. Beardmore & Co. Ld.Gls.					15 # 0 1 # 0 13 # 7
23220	Concord (P) 130528 WRGY	Wireless 1 Dk	1249 697			1891 Harlan & Hollingsworth Co. Wlmngtn Dl	246'0 46'0 15'5	New York Utd.States	T3.Cy.22", 36" 55"-28" NB01 160NHP WB Harlan & Hollingsworth Co. Wlmngtn, Del.					
23221	Concordia (exCardita, exWarGaekwar) LCGN	ss H. Kg. No. 3-10, 32 1 Dk (Stl) 2tr B & Web frames longitudinal framing	5545 4696 3413			1919 Lithgows, Ld. Port Glasgow	400'3 52'2 28'4 P50'B121'F39'	Arendal Norwegian	T3.Cy.27", 41" 73"-48" (s) 180lb 517NHP 2SB, 9cf, gs190, hs7668 FD 26 # 6 D. Rowan & Co. Ld. Glasgow					31 # 0 5 # 8 26 # 6
23222	(exCorrientes)	Pad	459 374			1910	163'5 25'0 6'0	Bns. Ayres Argentine	2 Cy.					
23223	Condé FNQC	ss Hav. No. 3-8, 27 ss Hav. No. 1-31 Ref.Mchy. 2 Dks (Stl) & Shelter dk (Stl)	7202 6442 4537			1915 Forg. & Ch. de la Médit Havre	418'2 53'8 26'4 P43'B137'F47' 34'3	Havre French	T3.Cy.28 $\frac{1}{2}$ " 46 $\frac{1}{2}$ " 77 $\frac{1}{2}$ "- 52 $\frac{1}{2}$ " 200lb (s) 645NHP 3SB, 1AuxSB, 11cf, gs217, us9507 FD 26 # 10 Forg. & Ch. de la Médit. Hav.					37 # 7 10 # 11 26 # 10