1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Grément, 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.	6 Port de Visite.	7 Surveillance Spéciale. Date de la dernière Visite.	7* Date de la dernière visite de l'hélice portée-arbre.	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. 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.	15 Hors tiers ou cuisine en bois dans le L. L. Tiers-Cert. Hors tiers
84851 LDKA	**Taiwan** Twin Sc. *Oil Eng.* ss Got. No. 3-10,36 ~~ss Osl. No. 2-29~~ D.F. 2 *Dks (Stl) & Shelter dk (Stl) Cruiser Stern*	5500 4994 3389	✠100A1 *with freeboard* 10,36 ~~4,96~~ LMC CS 10,36 DB 6,36 3,54	Got	*b*†	CL P 9,35 SN 9,35	1924 7mo	**Deutsche** Werft A.G. Hamburg *Lloyd's A & CP*	Wilh. Wilhelmsen	426·8 | 55·2 | 27·6 F43' FK *Cell DB 363' 1196t DT a 'tween tunnels 89' 185t DT f 35' 926t FPT 95t APT 749t*	Tönsberg Norwegian *7 B Hpt Cem BH to Sh dk* 6 „ „ 2nd	Oil Engines 4S.C.SA 12 Cy. 24½"-37½" ND 28-*100lb* 717 NHP Algemeine Elec. Ges. Berlin	30 ″ 6 s 4 ″ 2½ 26 ″ 5¾	
84852 31357 JHRB	**Taiyei Maru** *1 Dk*	3221 2740 1980						1926	**Mitsui Bussan S.B. Dept.** Tama	Sakai Shohichi	325·7 | 46·7 | 24·8 P82' B77' F84'			Kobe Japanese	T. 3 Cy. 22", 37" & 61"-42" 241 NHP Mitsui Bussan S.B. Dept.		C
84853 15270 JPSB	— ss Yka. No. 3-3,15 ss Yka. No. 1-19 *1 Dk (Stl) & 2nd dk (Stl) except in No. 2 hold*	2925 2451 2093	✠ 4,20	Yka	*l*			1912 8mo	**Kawasaki** Dkyd. Co. Ld. Kobe	Kinkai Yusen K.K. *WB = Cell DB a 84' u E & B 39' f 168' 538t FPT*	298·1 | 43·6 | 23·0 P19' B67' F37' FK			Tokio Japanese *5 BH Cem 75t APT 36t*	T. 3 Cy. 17½", 28" & 46"-36" 149 NHP 2SB, *4cf*, GS 82, HS 2447 Kawasaki Dkyd Co Ld Kobe	25 ″ 2	C †
84854 22309 JLRB	— *1 Dk*	2209 1872 1385						1918	**Uchida** S.B. & E. Co Ld Yokohama	Uchida Kisen K.K.	270·0 | 39·0 | 23·1 P16' B65' F28'			Kobe Japanese *WB*	T. 3 Cy. 19", 31½" & 52"-39" 169 NHP Uchida S.B. & E. Co. Ld. Yka		
84855 28445 JAHA	**Taiyo Maru** (P) (*ex* Cap Finisterre) *Fitted for oil fuel* *Ref. Mchy.* 3 *Dks & Shelter dk* D.F.	Twin Sc. 14457 8982 8528						1911	**Blohm & Voss** Hamburg	Nippon Yusen K.K.	560·0 | 65·3 | 31·2 H—B231'			Kobe Japanese *WB*	Q 8 Cy. 29½", 48½", 62½" & 89½"-55½" 1180 NHP Blohm & Voss, Hamburg		C
84856 154038 GPJB	**Taiyuan** (P) *2 Dks*	2994 2511 2100						1929	**Taikoo** D. & E. Co. of H. Kg. Ld. Hong Kong	China Nav. Co. Ld.	312·0 | 45·2 | 22·7 P41' Q43' B95'			London British *WB*	T. 3 Cy. 20½", 33" & 53"-39" 175 NHP Taikoo D. & E. Co. of H. Kg. Ld. H. Kg.		
84857 29719 JYWA	**Taizan Maru** (P) (*ex* Bangala) *Ref. Mchy.* 3 *Dks* (1 *Stl*-ws & *U Stl*-teaks)	3930 3141 2379	✠ 11,02	Gls	*y*			1902 11mo	**A. & J. Inglis** Glasgow	Osaka Shosen K.K. *Cell DB a 78' u E & B 88' f 188' 591t*	373·0 | 45·2 | 26·5 P74' B130' F88' FK			Osaka Japanese *6 BH Cem 54t APT 27t*	T. 3 Cy. 33", 55" & 88"-54" 899 NHP 5SB, *15cf*, GS 325, HS 14200 FD A. & J. Inglis, Glasgow	29 ″ 8	
84858 PHWG	**Tajandoen** (P) *Oil Eng.* ss Ams. No. 1-35 D.F. 3 *Dks (Stl-U Teak s) 4th dk (Stl) in No. 1 hold*	8159 7866 4894	✠100A1 ~~3,36 10,36~~ 12,36 ~~LMC~~ CS 10,36 DB ~~7,36~~ 7,36 *Fitted for carrying oil*	Ams	*d*†	CL ~~10,34~~ 7,36 10,31	1931 10mo	**Nederl.** Schps. Maats. Amsterdam *Lloyd's A & CP above 150° F. in deep tank*	Stoomv. Maats. Nederland *Cell DB 392' 1628t DT a 32' 1062t FPT 107t APT 52t*	469·0 | 62·2 | 32·6 P40' B160' F57' FK	Amstrdam Dutch *3 BHpt Cem pt. Asp 1 „ to 2nd dk*	Oil Engines 2S.C.DA 8 Cy. 27 5/16"-47½" 2122 NHP DB 7 *lb* Sulzer Bros. Winterthur	36 ″ 5 s 7 ″ 7 29 ″ 0	
84859 18483 JPJD	**Tajima Maru** Twin Sc. ss Yka. No. 3-12,26 D.F. ss Yka. No. 2-34 *2 Dks (Stl)*	6995 6447 4273	✠100A1 5,36 ~~6,36~~ ~~LMC~~ 6,36	Yka	*b*†	CL 6,34	1916 4mo	**Kawasaki** Dkyd. Co. Ld. Kobe *Lloyd's A & CP*	Nippon Yusen K.K. *Cell DB 367' 1154t DT a 42' 1312t FPT 55t APT 60t*	445·0 | 58·0 | 34·0 P35' B138' F37' FK	Tokio Japanese *7 BH Cem*	T. 6 Cy. 21", 33½" & 56"-48" (*s*) 200 lb 628 NHP 4SB, *12cf*, GS 220, HS 9108 FD Kawasaki Dkyd Co Ld Kobe	34 ″ 0 s 7 ″ 9 26 ″ 5	
84860 40035 JFPJ	**Taka Maru** (P) *Oil Eng.* *Mchy. Aft* *Cruiser Stern*	318 — 207						1935	**Urabe** Zosen Tekkosho Osaka	Kimura Ken Shoten	119·9 | 23·0 | 11·5 P40'			Seidomura Japanese	Oil Engines 2S.C.SA 4 Cy. 14"-15¾" 138 NHP Kobe Hatsudoki K.K. Kobe		
84861 38759 JWIH	**Takachiho Maru** Twin Sc. *Ref. Mchy.* 3 *Dks (Stl-Weather dk-ws & Orlop dk (Stl) in Nos. 1 & 2 holds) Cruiser Stern*	8154 6442 4321	✠100A1 *with freeboard* ~~12,36~~ ~~3,36~~ LMC 12,36	Kob		CL 12,36	1934 1mo	**Mitsubishi** Zosen Kaisha Ld. Nagasaki *Lloyd's A & CP*	Osaka Shosen K.K. *Cell DB 378' 1117t 'tween dk tanks in ER 92t FPT 49t*	453·3 | 59·0 | 37·0 F48' FK	Osaka Japanese *7 BH Cem APT 130t*	4 Steam Turbines D R geared to 2 Sc. Shafts (*s*) 225 lb 1430 NHP FD 7SB, *21cf*, GS 448, HS 17591 Mitsubishi Zosen Kaisha Ld. Nag.	37 ″ 0 s 13 ″ 2½ 24 ″ 3	
84862 136274 GBMZ	**Takada** (P) Twin Sc. ss Cal. No. 3-8,30 ss Cal. No. 1-34 D.F. 2 *Dks (Stl-U ws) & Shelter dk (Stl-teak s)*	6949 5432 4228	✠100A1 *Shelter dk with freeboard* 3,37 ~~2,35~~ LS 11,36 LMC 11,36	Cal Fal	*c*†	CL 8,35	1914 3mo	**A. Stephen & Sons, Ld.** Glasgow *Lloyd's A & CP*	British India Stm. Nav. Co. Ld. *WB = Cell DB a 140' u E & B 95' f 153' 1089t FPT*	430·1 | 58·2 | 28·6 P46' B169' F45' *on Shelter dk* FK	Glasgow British *7 BH Cem 106t APT 81t*	T. 6 Cy. 21", 35" & 58"-48" (*s*) 200 lb 843 NHP 4SB & 1 Aux SB, *19cf*, GS 332, HS 13659 A. Stephen & Sons, Ld. Gls.	31 ″ 0 s 4 ″ 1½ 27 ″ 4½	
84863 24461 JGOE	**Takami Maru** Wood *1 Dk*	461 325 327						1918	**K.K. Osaki** Zosensho Higashino	Kohtoh Kisen K.K.	146·4 | 26·5 | 13·0 P36'			Kobe Japanese	C. 2 Cy. 14½" & 33"-21" 41 NHP Nishibi Tekkosho, Osaka		
84864 33627 JBTC	**Takamisan Maru** *Oil Eng.* *Mchy. Aft* ss Kob. No. 1-33 *1 Dk (Stl)*	1992 1051 1099	✠100A1 8,35 ~~LMC~~ ~~CS 7,35~~ DB ~~7,35~~ 8,36	Kob	*r*	CL 8,35	1928 6mo	**Mitsui Bussan Kaisha** Tama *Lloyd's A & CP*	Mitsui Bussan Kaisha, Ld. *Cell DB 213' 471t FPT*	275·5 | 40·7 | 21·0 P64' B28' F34' FK	Kobe Japanese *4 B Hpt Cem 104t APT 36t*	Oil Engines 4S.C.SA 6 Cy. 19½"-35 7/16" 224 NHP DB *80lb* Mitsui Bussan Kaisha Tama	21 ″ 0 s 3 ″ 0 18 ″ 2	
84865 32738 JPOB	**Takao Maru** (P) ss Osa. No. 2-35 *2 Dks (Stl-Wthr dk ws) 3rd dk (Stl) in Nos. 1, 3 & 4 holds*	4282 3857 2517	✠100A1 *with freeboard* 9,36 ~~3,35~~ LMC 9,36	Osa	*w*	CL ~~7,33~~ NP 9,36	1927 5mo	**Uraga** Dock Co. Uraga *Lloyd's A & CP*	Osaka Shosen K.K. *Cell DB 297' 711t FPT 37t*	355·6 | 48·5 | 32·5 B30' F37' FK	Osaka Japanese *6 BH Cem Cell B H to W dk APT 18t*	2 Steam Turbines D R geared to 1 Sc. Shaft 200 lb (*s*) 4SB, *12cf*, GS 231, 732 NHP Mitsubishi HS 9080 FD Zosen Kaisha, Ld. Nag.	32 ″ 6 s 9 ″ 7½ 23 ″ 8¾	
84866 31361 JFZB	— (P) (*ex* Muristan) ss Kob. No. 3-10,29 ss Yka. No. 1-34 *1 Dk (Stl) & 2nd dk (Stl) in Nos. 1, 2 & 4 holds*	3204 2817 1941	✠100A1 12,36 ~~1,36~~ LMC 12,36	Yka Kob	*u*	CL 1,36	1920 1mo	**J. Priestman & Co.** Sunderland *Lloyd's A & CP*	Kawasaki Kisen K.K. *Cell DB 278' 749t FPT 113t APT 122t*	331·3 | 46·8 | 23·2 P33' B98' F28' FK	Kobe Japanese *5 BH Cem*	T. 3 Cy. 25", 41" & 68"-45" (*s*) 180 lb 858 NHP 3SB, *9cf*, GS 156, HS 5826 G. Clark, Ld. Sunderland	25 ″ 6	
84867 27708 JNKD	**Takaoka Maru** Twin Sc. ss Osa. No. 3-5 & 22 ss Kob. No. 1-36 *2 Dks (Stl)*	7007 6443 4327	✠100A1 12,36 ~~2,36~~ LMC 10,35 LS 12,35 *Fitted for oil fuel*	Kob	*b*†	CL ~~10,33~~ P 11,34 12,36 4,28	1920 12mo	**Yokohama** Dock Co. Yokohama *Lloyd's A & CP above 150° F.*	Nippon Yusen K.K. *Cell DB 392' 1356t DT a 42' 1337t*	445·0 | 58·0 | 34·0 P35' B138' F35' FK	Tokio Japanese *7 BH Cem 73t APT 58t*	T. 6 Cy. 20", 33½" & 56"-48" (*s*) 200 lb 632 NHP 4SB, *12cf*, GS 225, HS 9200 FD Yokohama Dock Co.	34 ″ 0 s 7 ″ 8½ 26 ″ 8	
84868 14161 JDMB	**Takaosan Maru** ss Kob. 2nd No. 3-12,35 ~~ss Kob. No. 3-2,34~~ *Cantilever framed* ~~ss Kob. No. 2-39~~ *Mchy. Aft* *Topside tanks* *1 Dk (Stl)*	2076 1703 1117	✠100A1 12,36 ~~2,36~~ LMC ~~11,36~~ 12,36	Kob	*r*	CL ~~12,35~~ 12,36	1911 5mo	**J. Priestman & Co.** Sunderland *Lloyd's A & CP*	Mitsui Bussan Kaisha, Ld. *WB = Cell DB u E & B 48' f 196' 529t FPT 84t APT 80t Topside tanks*	275·0 | 42·0 | 18·1 P73' B16' F28' FK	Tokio Japanese *4 BH Cem ~~120' 420t~~ 155' 550t*	T. 3 Cy. 21", 35" & 57"-39" (*s*) 180 lb 240 NHP 2SB, *6cf*, GS 120, HS 3963 Blair & Co. Ld. Stockton	20 ″ 6 s 2 ″ 10¾ 17 ″ 10	