1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / 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.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Enrégistrement.	7 Date de la dernière visite de l'arbre porte-hélice.	8 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 le formules de la Société. RHP = Force en chevaux d'après le 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. pds. pa.	15 Registres où cela n'est pas dans la L. R.
70970 7642 SHVN	**Blankaholm** ss Got.No.2-39 ~~ss Got.No.1-33~~ Oil Eng. D.F. 1 Dk(Stl) & Shelter dk(Stl) *Strengthened for Navigation in Ice*	2845 2467 1553	✠100A1 *with freeboard* 2,39 ~~2,36~~	Bal Got	v	CL 2,38	1930 5mo	Eriksbergs M.V.Aktieb. Gothenburg *Lloyd's SA & CP*	A/B Svenska Amerika Mexiko Linien (E.Carlson, *Mgr.*)	334·2 | 46·9 | 20·2 349·4 (O.L.) FK *Cell D B289' 877t. 1 PT 109t*			Gothenburg Swedish *7 B H pt Cem Coll to Sh dk* 6 „ 2nd „)	Oil Engines 4S.C.SA 8Cy. 24⅛"-51 1/16" 473NHP DB *80lb* Eriksberg M.V.Aktieb. Got	22 ″ 11 s 1 ″ 5¼ 21 ″ 8	
70971 YTNF	**Bled** (P) (*ex* Slovenac-34, *ex* Piceno, *ex* Slovenac, *ex* Villám) ss Spt.3rd No.3-4,34 1 Dk *Well deck* ss Ssk.No.1-38	854 — 373	✠100A1 ~~1,36~~ 1,38 1,36	Ssk	k	~~N1,37~~ 11,38	1893 9mo	Gourlay Bros.& Co. Dundee *A & CP*	Jadranska Plovidba D.D.	211·0 | 28·5 | 13·1 P & B 128' F 32' BK 7' *D Ba 31' 22t D Tf 15t*			Susak Yugoslav *1 B H Cem FPT 7t*	T.3Cy.19", 31" & 51"-36" (s) 170lb 173NHP 1SB, *3cf*, GS53, HS2233 FD Gourlay Bros.& Co. Dundee	14 ″ 1 s ″ 10½ 14 ″ 1½	
70972 7535 SDKE	**Blenda** (*ex* Tom I, *ex* Transport 5, *ex* Bruxelles Maritime, *ex* Amstelveen) 1 Dk	368 282 178					1919	Gebr. Zwolsman Ylst	A.B. Carlsson	133·4 | 23·8 | 11·2 P 58' H 5t F 15t			Gothenburg Swedish *WB*	C.2Cy.13" & 22½"-17¾" 18NHP Gebr. Stork & Co. Hengelo		
70973 LCEU	**Blenheim** (P) D.F. 2 Dks	1807 1528 1045					1923	Nylands Værksted Oslo	A/S Gange Rolf (Fred. Olsen & Co. *Mgrs.*)	255·4 | 36·2 | 23·0 H 236t F 25t			Oslo Norwegian *WB*	T.3Cy.22", 34½" & 60"-39" 225NHP Nylands Værksted, Oslo		
70974 PKHO	**Blinjoe** 1 Dk	1331 1094 716					1929	N.V.Schps. "de Maas" Slikkerveer	Konink. Paketv. Maats.	252·4 | 40·2 | 13·5 P 21' B 78' F 36'			Batavia Dutch *WB*	C.4Cy.(2)14 9/16" & (2)31½"-31½" 93NHP Stork Brothers, Hengelo		
70975 LEGG	**Blink** (*ex* Arlette-33) ss Bdx.No.3-12,32 ss Rot.No.1-37 1 Dk(Stl) *Cargo battens not fitted*	2701 2412 1579	✠100A1 ~~6,33~~ ~~1,37~~ 2,39 *Fitted for oil fuel* 6,20	Rot	l	CL ~~9,37~~ 6,38 *F.P. above* 150° F.	1920 6mo	C. Hill & Sons Bristol *Lloyd's SA & CP*	Skibs. A/S Manitowoc (K.Th. Einersen, *Mgr.*)	310·8 | 44·3 | 21·6 P 28' B 87' F 32' FK 118' *f* 126' 56t *FPT*			Oslo Norwegian *5 B H pt Cem 90t APT 90t*	T.3Cy.21", 34" & 56"-36" (s) 180lb 242NHP 2SB, *6cf*, GS111, HS1246 Richardsons, Westgarth & Co. Ld. W. Hpl.	23 ″ 10 s 3 ″ 10 20 ″ 2½	
70976 PDDS	**Blitar** *Fitted for oil fuel* D.F. *Cruiser Stern* 3 Dks	7065 6697 ~~4483~~					1923	Maats Feyenoord Rotterdam	Rotterdamsche Lloyd (W. Ruys & Zonen, *Mgrs.*)	446·2 | 54·3 | 34·2 B 68' F 57'			Rottrdam Dutch	T.3Cy.27", 46" & 77"-54" & L.P Turbine 436NHP Maats. Feyenoord, Rot.		
70977 PDDV	**Bloemfontein** (P) Twin Sc *Oil Eng.* E.S.D. D.F. 3 Dks *Ref. Mchy.* *Cruiser Stern*	10081 7829 6160	✠100A1 ~~1,36~~ ~~8,37~~ 10,38	Ham		OG 2,37	1934 10mo	N.V. Nederl. Schps. Maats. Amsterdam *Lloyd's SA & CP*	N.V. Vereenigde Nederl. Scheep. Mij (Directie en Agentuur Maats. Holland Afrika Lijn. N.V. *Mgrs.*)	457·2 | 63·2 | 34·9 P 32' B 175' F 35' FK *Cell D Bu E & f 239' 6 way of tunnels*			The Hague Dutch *8 B H pt Cem*	Oil Engines 2S.C.DA 12Cy. 23⅝"-43 1/16" 2334NHP 2DB *120lb* Gebr. Stork & Co. N.V. Hengelo	38 ″ 8 s 8 ″ 0½ 30 ″ 9¾	
70978 PDDX	**Blommersdijk** ss Rot.No.3-1,35 D.F. 2 Dks(Stl) & Shelter dk(Stl)	6855 6383 4229	✠100A1 *Shelter dk with freeboard* 12,37 *Fitted for oil fuel* 4,22	Rot	z	CL N12,36 *F.P. above* 150° F.	1922 2mo	N.V.C. van der Giessen & Zonen Krimpen a/d Ysel *Lloyd's SA & CP*	Nederl. Amerik. Stoomv. Maats. (Holland-Amerika Lijn)	400·0 | 54·3 | 36·6 F 50' *on Shelter dk* FK *Cell D B 325' 1028t M T 17 16t D Ta 577t*			75t *tanks in* 1127t *FPT* Rottrdam Dutch *pt Cem* *Collision B H to Sh dk* 6 „ „ *U* „	3 Steam Turbines DR geared to 1 Sc. Shaft (s) 215lb FD 648NHP 3SB (Spt) 9 *rf*, GS185, HS8481 Harland & Wolff, Ld. Bel. *FPT 139t APT 149t*	39 ″ 0 s 9 ″ 0¾ 30 ″ 2	
70979 145469 MKVY	**Bloomfield** (*ex* Swiftsure-38, *ex* Moland, *ex* Jomaas) ss Hpl.No.3-12,33 *Well deck* *Mchy. Aft* ss Shl.No.1-37 *Cargo battens not fitted* 1 Dk(Stl)	1417 1028 ~~795~~	✠100A1 2,38	Shl	o	CL 10,37	1920	G. Brown & Co. Greenock *Lloyd's SA & CP*	Harries Bros. & Co. Ld.	235·0 | 35·3 | 15·1 P on Q 75' Q 166' F 28' *f* 161' 355t *FPT 80t*			Swansea British *4 B H Cem APT 83t*	T.3Cy.19¼", 31" & 52"-33 (s) 180lb 179NHP 2SB, *6cf*, GS97, HS2896 McKie & Baxter, Glasgow	17 ″ 1 s 4 ″ 10¾ 16 ″ 3½	
70980 148074 MLXQ	**Blue Galleon** ss Nwc.No.3-8,37 *Mchy. Aft* 1 Dk(Stl) *Well deck* *Cargo battens not fitted*	712 493 337	✠100A1 9,38 ~~3,37~~	Nwc	j	CL ~~N8,37~~ 8,38	1924 6mo	Cochrane & Sons, Ld. Selby *Lloyd's SA & CP*	Galleon Shipping Co. Ld. (Heslop & Robson, *Mgrs.*)	180·2 | 29·0 | 11·4 30·2 185·0 (O.L.) Q 103' B 11' F 29' FK *Cell D B 104' 149t FPT*			Newcastle British *3 B H pt Cem*	T.3Cy.14½", 24" & 40"-27" (s) 180lb 82RHP 1SB, *3pf*, GS51, HS1800 Amos & Smith, Ld. Hull	13 ″ 6 s 3 ″ 10½ 13 ″ 2¾	
70981 228330 WFFL	**Blue Sunoco** Twin Sc *Carrying Petroleum in bulk* *Oil Eng.* *Mchy. Aft* 1 Dk *Cruiser Stern* *Longitudinal framing*	1588 — 932					1929	Sun S.B. & D.D.Co. Chester, Pa	Sun Oil Co.	246·5 | 43·0 | 18·5 P 47' F 33'			Phildlphia Utd. States	Oil Engines 4S.C.SA 12Cy. 14"-18" 229NHP Bessemer Gas Engine Co. Grove City, Pa.		
70982 135482 MDYS	**Blush Rose** 3 Mst *Mchy. Aft* ss Bly.2nd No.3-7,37 *Well deck* 1 Dk(Stl)	645 454 281	✠100A1 9,38 ~~3,37~~	Bly	j	OG 7,37	1913 6mo	N.V. Schpsb. De Merwede Hardingxveld *Lloyd's SA & CP*	Richard Hughes & Co. (Liverpool) Ld.	178·4 | 28·1 | 11·1 Q 103' B 11' F 22' FK 139t *FPT 45t APT 4t* *Cell D B f 103'*			Liverpool British *3 B H Cem* *WB*	T.3Cy.15", 25" & 40"-27" (s) 180lb 82RHP 2SB *4pf*, GS59, HS1800 Earle's Co. Ld. Hull	13 ″ 5 s 4 ″ 4½ 13 ″ 1½	
70983 161048 MPYB	**Blyth** ss Goo.No.1-36 Sub. Sig. 1 Dk(Stl)	1108 870 445	✠100A1 ~~4,38~~ ~~3,37~~ 8,38	Goo	o	OG 3,37	1931 1mo	Cammell Laird & Co. Ld Birkenhead *Lloyd's SA & CP*	London Midland & Scottish Railway (Associated Humber Lines, *Mgrs.*)	240·6 | 34·1 | 15·4 249·2 (O.L.) P 38' B 85' F 35' FK *Cell D Ba & u E 73' f 90' 193t FPT 17t APT 40t*			Goole British *5 B H Cem*	T.3Cy.22", 36" & 61"-39" (s) 200lb 352NHP 2SB, *6cf*, GS125, HS5220 FD Cammell Laird & Co. Ld. Bkn	16 ″ 5 s 1 ″ 8¾ 14 ″ 10½	
70984 146540 GJKQ	**Blythmoor** ss Bly.No.3-5,35 D.F. 1 Dk(Stl) & Shelter dk(Stl) ss Shl.No.1-39	6582 6273 4032	✠100A1 *Shelter dk with freeboard* ~~12,37~~ 13,39	Shl	z	CL ~~4,35~~ 9,38	1922 3mo	W. Doxford & Sons, Ld. Sunderland *Lloyd's SA & CP*	Moor Line, Ld. (Runciman Shppg Co. Ld., *Mgrs.*)	420·0 | 54·0 | 34·3 *Intermediate bulkhead in fore hold dispensed with* *Cell D B 360' 1160t FPT 105t APT 231t*			London British *Cem* *1 B H to Sh dk* 5 „ „ *U* „	T.3Cy.27", 44½" & 75"-54" (s) 180lb HS8530 577NHP 3SB (2Spt), *9cf*, GS189, FD W. Doxford & Sons, Ld. Sld.	37 ″ 0 s 8 ″ 11¾ 28 ″ 4	
70985 165489 GXZW	**Boardale** *Oil Eng.* D.F. E.S.D. 1 Dk, 2nd dk clear of *Mchy. Aft* *Cruiser Stern* *cargo tanks* *Longitudinal framing at bottom & at deck*	8334 7454 4973	✠100A1 ~~2,36~~ ~~2,37~~ 12,38 *Carrying Petroleum in bulk*	Grk Gls	d†	CL	1937 7mo	Harland & Wolff, Ld. Glasgow *Lloyd's SA & CP*	The Admiralty	467·8 | 61·7 | 33·8 483·1 (O.L.) P 105' B 43' F 45' FK *Cell D Bu E 78' 175t D Tf 34' 434t FPT 224t*			London British *17 B H pt Cem* *pt Asp*	Oil Engines 4S.C.SA 6Cy. 29⅝"-59 1/16" 490NHP 2DB *150lb* Harland & Wolff, Ld. Gls. *APT 200t*	34 ″ 0 s 6 ″ 0½ 27 ″ 5½	
70986 171303 VQYT	**Bobie** (*ex* Actif-37) Iron 1 Dk	782 700 437	✠ 7,87	Shl	l		1883 4mo	A. Hall & Co. Aberdeen	W.H. McEwan	202·4 | 31·6 | 14·2 Q 67' B 48' F 22'			Gibraltar British *WB*	C.2Cy.27" & 50"-33" *B made 12 fitted*— 120NHP Blaikie Bros. Aberdeen		
70987 1131 CBBM	**Boca Maule** ss Vpo.No.1-39 ss Vpo.No.3-7,34 *Well deck* 1 Dk(Stl) *Cargo battens not fitted*	2515 1876 1441	✠100A1 1,39 ~~1,36~~	Vpo	s	CL ~~1,36~~ 12,38	1922 2mo	Dublin Dkyd. Co. Ld. Dublin *Lloyd's SA & CP*	Cia. Carbonifera y de Fundicion Schwager	290·2 | 44·3 | 18·5 P on Q 21' Q 228' F 32' FK *Intermediate B H in fore hold dispensed with* *Cell D B 239' 663t FPT 68t*			Valparaiso Chilian *Cem* *4 B H only*	T.3Cy.20", 33" & 54"-36" (s) 180lb 254NHP 3SB, *9cf*, GS152, HS4788 D. Rowan & Co. Ld. Glasgow *APT 91t*	20 ″ 6 s 5 ″ 9½ 19 ″ 1	