1 Numero d'Ordre. / Numero Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / En-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 maintenant expiré. Lettre d'Enfoncement.	7* Date de la dernière Visite de la hélice porte-hélice.	8 Construit. Quand. — Navire. — Mash.	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 Quillage. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. pc.	15 Registres où existent les renseignements. Lettres de L. R. Lettres Lyr. R. et Trade.
90601 8287 SLJN	**Waria** 1 Dk & Shelter dk Wireless D.F. Cruiser Stern Oil Eng. *Butts of shell plating part electrically welded* *Strengthened for navigation in ice*	~~900~~ *936* 639 *358*	✠100A1 *with freeboard* 10,38 8,38 ~~(Class Contem. plated)~~	Lkr Got ✠LMC8,38	*o*	OG	1938 8mo	Öresunds-varvet Aktiebolag Landskrona	Stockholms Rederi Aktiebolag Svea (Eman Högberg, *Mgr.*)	228·8 ~~[illegible]~~ B42′F24′ FK (*Coll B Ito Shltr dk, 3 B Ito 2nd dk*) *Coll DB 174′254t F P T 54t A P T 49t*	35·6 236·0 (O.L.)	12·1 ~~12·0~~	Stockholm Swedish *4 B Hpt Cem*	2 Oil Engines 2S.C.SA with electro-magnetic slip couplings & SR gearing 8Cy.13⅝"-22 7/16" 250NHP DB *80lb* Atlas-Diesel A/B, Skm.	15 " 3 s 8 " 2 15 " 2¼	
90602 166137 GMGC	**Wellpark** D.F. E.S.D. 1 *Dk & Shelter dk*	4649 4256 2724	✠100A1 *with freeboard* 9,38 ~~6,98~~ ✠LMC6,38	Gls Npt		CL	1938 6mo	C. Connell & Co. Ld. Glasgow *Lloyd's A & CP*	Denholm Line Steamers, Ld. (J. & J. Denholm, Ld., *Mgrs.*) *Coll DB 344′1298t F P T 169t A P T 210t*	407·4 419·5 (O.L.) F32′ FK (*Coll to Sh dk 9 cf, GS 146, HS 173* 5 „ *2nd* „)	54·7	24·5	Greenock British *6 B H Cem*	T. 3 Cy. 22", 38" & 6[illegible]" (*s*) 27 " 8 220lb [illegible] NHP s 2 " 10½ 2SB, Spt & [illegible] 25 " [illegible] Rankin & Blackmore, Ld. Grk		
90603 PIQI	**Willy** (*ex* Prima-38, *ex* Navex-37, *ex* Wellpark) *ss* Ant. No. 3-6, 31 *ss* Ant. No 1-36 1 *Dk (Stl)* *Cargo battens not fitted except in No. 1 hold*	1981 1792 1194	✠100A1 3,38 ✠LMC MS6,36 BS5,38	Brt	*r*	CL 7,37	1918 4mo	Greenock & Gruegemouth Dkyd. Co. Ld. Gruegemouth *Lloyd's A & CP*	N.V. Europeesche Vrachtvaart Maats (N.V. Nederlandsch Bevrachtingskantoor, *Mgrs*) *Coll D B a 70′ u E 28′*	280·0 P21′B68′F29′ FK *f 124′523t F P T 55t A P T 46t*	41·9	18·9	Amstrdam Dutch *4 B H Cem*	T. 3 Cy. 21", 35" & 57"-36" (*r*) 20 " 0 180lb [illegible] NHP s 2 " 10½ 2SB, *6cf*, GS 112, HS [illegible] 18 " [illegible] Dunsmuir & Jackson, Ld Gls		
90604	**Walenburgh** *Oil Eng.* *Mchy. Aft* 1 *Dk* *Cruiser Stern*	498 407 254					1938	E. J. Smit & Zoon Westerbroek	Wm. H. Müller & Co. N.V.	165·0 P&B96′	29·0	13·0	Rottrdam Dutch *WB*	Oil Engines 4S.C.SA 8Cy. 14⅝"-22 [illegible] 123NHP Humboldt-Deutz [illegible] ren, A.G. Köln-Deutz		
90605 142917 ZMFL	**Waipori** 1 *Dk*; *2nd dk clear of mchy space* *Ref. Mchy.* D.F. *Cruiser Stern* *"Arcform"*	4282 3690 2473	✠100A1 10,38 ~~(Class Contem. plated)~~ ✠LMC10,38 *Fitted for oil fuel* 10,38 *F.P. above* 150°F.	Nwc		CL	1938 10mo	Hawthorn, Leslie & Co. Ld Newcastle *Lloyd's A & CP*	Union S.S. Co. of New Zealand, Ld. *Intermediate B H in after hold dispensed with* *Coll D B 277′753t F P T 110t A P T 143t*	357·6 370·8 (O.L.) P36′B92′F36′ FK	55·2	26·2	Dunedin British *5 B H pt Cem pt Asp*	T. 3 Cy. 23", 38" & 65"-45" 220lb FD (*s*) 4[illegible] NHP 8SB (Spt), *9cf*, GS 142, HS 6601 N.E. Marine Eng. Co. Ld. ~~Nwc~~ (1938) Ld. Nwc.	28 " 6 s 4 " 10 23 " 10¾	
90606 8306 SLON	**Wiril** 1 *Dk & Shelter dk* Wireless D.F. Cruiser Stern Oil Eng. *Butts of shell plating part electrically welded* *Strengthened for navigation in ice*	~~900~~ *933* 637 *357*	✠100A1 *with freeboard* 11,38 ~~(Class Contem. plated)~~ ✠LMC11,38	Lkr	*o*	OG	1938 11mo	Öresunds-varvet Aktiebolag Landskrona *Lloyd's A & CP*	Stockholms Rederi aktiebSvea (Eman Högberg, *Mgr.*) (*Coll B H Ito Shelter dk, 3 B H Ito 2nd dk*) *Coll D B 174′254t F P T 54t A P T 49t*	228·8 236·0 (O.L.) B42′F24′ FK	35·6	12·1	Stockholm Swedish *4 B H pt Cem*	2 Oil Engines 2S.C.SA with electro-magnetic slip couplings & SR gearing 8Cy.13⅝"-22 7/16" 250NHP DB *80lb* Atlas-Diesel A/B, Skm.	15 " 3 s " 2 15 " 2¼	
90607 DJXY	**Wilkinger** (*ex* Vikingen-38) Twin Sc *ss* Rot. No. 2-37 2 *Dks (Stl)* & *Hd Dk (Stl)* in *Nos. 1, 2, 3, 4, 5 & 9 tanks & fore hold & Web frames* *Mchy. Aft* D.F. *Cruiser Stern. Longitudinal framing* *Strengthened for navigation in ice*	4772 14163 10678	✠100A1 *with freeboard* *Whaling Service* ~~8,00~~ 10,38 Pr. BS8,38 ✠LMC MS5,37 BS3,38 *Carrying Petroleum in bulk* *Fitted for oil fuel* 9,29 *F.P. above* 150°F.	Sfj Ham	*h*↑	CL 8,37	1929 9mo	Swan, Hunter & Wigham Richardson, Ld. Newcastle *Lloyd's A & CP*	Deutsche Ölmuhlen-Rohstoffe G. m. b. H (Hamburger Walfang-Kontor G. m. b. H. *Mgrs.*) *Tanks above after peak 683t* *Coll D B u E & B96′487t D T f 48′775t F P T 816t A P T 123t*	493·2 P35′B125′F45′ FK *t D T a 23′435t F P T*	71·1 (*2 to superstructure dk 10 to 2nd dk 4 to 3rd dk*)	50·4	Hamburg German *6 B H pt Cem*	T 6 Cy 22¼", 36¼" & 61"-39" (*s*) 51 " 0 210lb 2DB *100lb* 773NHP s 15 " 11 4SB (Spt), *16cf*, FD 35 " 3¾ HS 11810 28 Pr. B.-*60lb* 4 Pr. B.-*43lb* 8 Pr B.-*28lb* Swan, Hunter & Wigham Richardson, Ld. Nwc.		
90608	**Wegro** *(transferred to Nw. 6932)* *Mchy. Aft* *Oil Eng.* 1 *Dk* *Cruiser Stern*	350					1938	Gebr. van Diepen N.V. Waterhuizen	J. Wester	131·8 P37′F15′½	23·0	9·2	Groningen Dutch *WB*	Oil Engines 2S.C.SA 4Cy. 9 7/16"-14 3/16" 62NHP Appingedammer Brons Motorenfb. N.V.		
90609 164037 VRBZ	**Wo Sang** (P) (*ex* Hai Chen-38) *ss* H. Kg. No. 1-38 D.F. E.S.D. 2 *Dks*	3448 2715 2058	✠100A1 *with freeboard* 11,38 ~~6,98~~ ✠LMC MS9,38 LS6,38	HKg		CL 6,38	1934 10mo	Barclay, Curle & Co. Ld. Glasgow *Lloyd's A & CP*	Indo-China Steam Nav. Co. Ld. *Coll D B 275′576t D T a 23′435t F P T*	329·3 P35′B125′F45′ FK	47·2	23·2	Hong Kong British *6 B H pt Cem*	T. 3 Cy. 22", 36" & 60"-42" (*s*) 25 " 0 200lb *100lb* FD 388NHP s 7 " 8 2SB (Spt) *9cf*, GS 138, HS 6042 17 " 6¾ Barclay, Curle & Co. Ld. Gls.		
90610 ~~LKBJ~~ LKBI	**Wyvern** (*ex* Hopecrag-38) *ss* Nwc. No. 2-38 D.F. 1 *Dk (Stl)*	*4007* *3625* *2457*	✠100A1 12,38 ~~[illegible]~~ ✠LMC2,38	Nwc	*w*	CL 6,37	1929 10mo	Swan, Hunter & Wigham Richardson, Ld Sunderlnd *Lloyd's A & CP*	Borges Rederi A/S (Hans Borge, *Mgr*) *Coll D B a & u E*	364·5 P34′B115′F35′ FK 135′ *f* 157′918t *F P T*	50·7 *86t A P T 132t*	24·4	Tonsberg Norwegian *6 B H pt Cem*	T. 3 Cy. 24", 39" & 65"-45" (*s*) 26 " 9 180lb *100lb* 338NHP s 4 " 6½ 2SB (Spt), *8cf*, GS 148, HS 5616 22 " 5½ N.E. Marine Eng. Co. Ld. Sld		
90611 165955 GRGX	**Willowbank** *Oil Eng.* D.F. E.S.D. 1 *Dk & Shelter dk* *Cruiser Stern*	5041 4631 3006	✠100A1 *with freeboard* 1,39 ~~(Class Contem. plated)~~ ✠LMC1,39	Sld	*a*†	CL	~~1938~~ 1939 1mo	Wm. Doxford & Sons Ld Sunderland *Lloyd's A & CP*	Bank Line, Ld. (A. Weir & Co. *Mgrs.*) *Coll D B 347′1171t M T 29′1146t F P T*	423·8 439·3 (O.L.) FK (*Coll B H to Shltr dk 6 B H to 2nd dk*) *t A P T 177t*	54·3	26·1	Glasgow British *7 B H pt Cem*	Oil Engines 2S.C.SA 8Cy. 22 1/16"-85 7/16" 449NHP 2DB-*120lb* Barclay, Curle & Co. Ld. Gls.	28 " 8 s 3 " 4½ 25 " 6	
90612 217932 WSOI	**Waimea** (P) (*ex* Golden Cloud-38, *ex* W[illegible] Quama) *Ref. Mchy.* D.F. *Fitted for oil fuel* 2 *Dks*	5670 — 3604					1919	S. Western S.B Co. San Pedro, Cal	Matson Navigation Co.	410·5 P46′B112′F46′	54·3	27·2	S. Francisco Utd. States *WB*	T. 3 Cy 24½", 41½" & 72"-48" Llewellyn Iron Works, Los Angeles, Cal.		R
90613 146289 MKZC	**Wlintown** (*ex* Dalwhinnie-38, 3 Mst *ex* B[illegible]nia) *ss* Lth. No. 3-10, 31 *ss* Lth. No. 1-36 *Mchy. Aft* 1 *Dk (Stl)* *Well deck*	734 518 338	✠100A1 2,38 BS9,35 ✠LMC 4,36	Lth	*j*	OG 11,36	1919 9mo	NV Schpsw de Merwede Hardinxveld A & CP	Brock Shipping Co. Ld. (Comben, Longstaff & Co. Ld. *Mgrs.*) *Coll*	180·2 187·5 (O.L.) Q103′B15′F23′ FK *D B f 103′146t F P T*	28·1	12·4	London British *5 B H Cem*	T 3 Cy 15 9/16", 25⅝" & 41⅛"-27 3/16" 176lb (*s*) 134NHP s 4 " 5½ 2SB, *4cf*, GS 110, HS 5590 11 " 2½ Machfabr. Schippers van Dongen, Geertruidenberg		
90614 146138 MKTS	**Westown** (*ex* Channel Queen-39) *ss* Lon. No. 1-38 *ss* Shl. No. 3-6, 34 *Mchy. Aft* 1 *Dk (Stl)* *Well deck*	710 490 320	✠100A1 1,39 ✠LMC MS6,38 BS1,38 3,39	Lon	*j*	CL 9,38	1921 10mo	C. Rennoldson & Co. South Shields *Lloyd's A & CP*	Brock Shipping Co. Ld. (Comben Longstaff & Co. Ld. *Mgrs.*) *Coll*	180·4 Q105′B11′F24′ FK *D B f 103′155t F P T*	28·0	12·1	London British *3 B H Cem*	T. 3 Cy. 13¼", 22" & 37"-27" (*s*) 14 " 6 180lb 102NHP s 4 " 5½ 2SB, *4pf*, GS 62 HS 1900 14 " 2½ Day, Summers & Co. Ld. Sou		
90615 FNRN	**Winnipeg** (P) Twin Sc 4 Mst (*ex* Winnipeg-39, *ex* Winnipeg-38, *ex* Jacques Cartier) D.F. *ss* Bmn. No. 3-4, 30 *ss* Hav. No. 1-31 2 *Dks (Stl)* & *Shelter dk (Stl)* *Fitted for oil fuel* *Ref Mchy.*	8379 6476 5031	✠ ... 6,38 *Shelter dk* *with freeboard* [illegible] 8(c) 9,21 ✠	Hav	*d*†		1918 10mo	Atel. & Ch. de France Dunkirk	Cie. France-Navigation S.A. *Coll D B 388′1494t* *Tank between tunnels 92t*	473·5 P56′B189′F48′ FK *on Shelter dk Coll F P T 101t A P T 75t*	59·8 6 „ „ *U* „	28·7	Havre French *Cem B H to Sh dk*	T. 6 Cy. 23", 38½" & 64½"-45" FD 968NHP 5SB, *20cf*, GS 357, HS 15373 Ateliers et Chantiers de France	31 " 5	V