1 Numéro d'Ordre. / Numéro Officiel. / Signaux	2 Nom du Navire. Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts.	3	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 à spécial. Lettre d'Équipement.	7* Date de la dernière visite de l'arbre 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. 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. fds. pc.	15 Renseignements, &c. indiqués dans le L. Durd Cert. Ref Trade.
69057 1300 IJAR	Abruzzi (exYomah,exBabalan) ssGen.4thNo.3–6,37 Mchy.Aft 1Dk(Stl) Well deck		680 424 352	✠100A1 For Coasting in the Mediter 2,40 BS11,39 ✠ Carrying Petroleum Fitted for oil	Ven purpo ranea MC11 fuel 4,98	h ses ng 36 m	CL 2,38 Black bulk F.P. above 150° F.	1897 10mo Sea	Rijkee&Co Rotterdam A&CP	AziendaGenerale ItalianaPetroli	194·9 185·4	25·8 P&B150′F20′	10·4 FK	Genoa Italian	T.3Cy.12½″20″&33¾″–21″(s) 175lb 65NHP 1SB,2cf,GS28,HS1115 Maatschappij deMaas.Rot.	11 ″ 0 s ″ 5½ 10 ″ 7½	
69058 OXAB	Absalon (exJosephMerryweather) ssOpn.No.3–7,27 ssAbg.No.1–31 1Dk(Irn)&deepframing		2144 1959 1353	✠ ... 5,36 ✠	Abg	s		1898 9mo	W.Gray& Co.Ld. WHartlepool	Dampsk.A/S Progress (Marius Nielsen&Sön, Mgrs.)	290·3 P27′B69′F29′	42·1 FK	19·2	Copnhagn Danish	T.3Cy.21½″,35″&58″–39″ 220NHP 2SB,6rf,GS78,HS3445 Cen.Mar.Eng.Wrks.WHpl	21 ″ 9	V †
69059 OUEI	— Wireless 1Dk		457 301 149					1932	Orlogs-værftet Copenhagen	DenDanskeStat (Marine-ministeriet)	152·7	27·1	10·9	Copnhagn Danish	T.3Cy. Orlogsværftet,Cpn.		
69060 KGDG	Absaroka D.F. Fitted for oil fuel 2Dks		5695 — 3527					1918	Skinner& EddyCorp. Seattle.Wash	~~McCormickS.S.Co~~ Pope&Talbot,Inc.	409·5 P48′B115′F47′	54·2	27·4	S.Frncisco Utd.States	T.3Cy.25″,42″&72″–48″ 359NHP SeattleMachineWorks		R
69061 83 IBBA	Absirtea D.F. ssTri.2ndNo.3–2,39 1Dk(ptIrn,ptStl)		4170 3767 2492	✠100A1 4,40 MS2,39 ✠ MBS10,39	Nap MC DBS5,10	x	CL 3,38	1913 10mo Lloyd	Craig,Tay-lor&Co.Ld. Stockton	Soc.AnondiNav. G.L.Premuda Cell DBa129′uE&B	385·4 P52′B&F289′ 40′f150′1152t	51·5 FK FPT	24·1	Trieste Italian	T.3Cy26″,42½″&69½″–45″(s) 180lb 361NHP 6BHCem 98tAPT207t DBmade25refitted38–115lb 2SB,6cf,GS130,HS5700 N.E.MarineEng.Co.Ld.Sld	26 ″ 6 s 2 ″ 11¾ 28 ″ 9	
77/40 69062 ~~66~~ ~~SUCL~~ 145082 MCDN	Abukir (exKyleQueen–35, exIslandQueen–34) Well deck	ssShl.No.3–4,33 ssAlx.No.1–37 1Dk(Stl) Cargo battens not fitted	~~680~~ ~~500~~ ~~346~~ 694 500 346	✠100A1 4,39 BS2,40 ✠	Alx MC3,37	i	CL 4,39	1920 11mo Lloyd	Swan,Hun-ter&Wigham Richardson, Ld.Sunderlnd	~~PharoanicMail Lines&A.Br.~~ Ministry of Shipping (GeneralSteam Nav.Co.Ld.,Mgrs)	173·5 P86′B15′F25′ CellDB40′42t	28·1 FK FPT	12·9	London British	T.3Cy.18½″,22″&36″–30″(s) 180lb 100lb 97NHP 4BHCem 47tAPT111t Swan,Hunter&Wigham-Richardson,Ld.Nwc.	14 ″ 0 s ″ 7½ 18 ″ 6½	
69063 231673 WHES	Acadia (P) E.S.D. D.F. GyC. 3Dks Fitted for oil fuel Cruiser Stern	TwinSc	6185 — 3020					1932	NwprtNws S.B.&D.D.Co NewprtNews	EasternS.S.Lines, Inc.	387·4 P62′F41′	61·2 Trunk147′	27·0 FK	Boston Utd. States WB	2SteamTurbinesSRgeared to2Sc.Shafts NewportNewsSB&DD Co.		R
69064 LJYH	— D.F. E.S.D. OilEng. 2Dks Cruiser Stern		5002 4403 2955					1938	Flensburgr Schiffsb.Ges. Flensburg	A/SAcadia(Sigurd Bruusgaard)	414·3 P431′	55·7	25·0 FK	Drammen Norwegian WB	Oil Engines 2S.C.DA 5Cy.23½″–43 9/16″ 978NHP Maschinenfbrk.Augsburg-NürnbergA.G.Augsburg		N
69065 133535 CGFB	— (P) Wireless E.S.D. GyC. 1Dk&Shelterdk		846 796 439	✠ ... 10,15 ✠				1913 6mo	Swan,Hun-ter&Wighan Richardson, Ld Newcastle	CanadianGovern-ment(Dept.of Mines&Resources)	170·0	33·7	19·1 FK	Ottawa British WB	T.3Cy.17″,28″&46″–27″ 177NHP Swan,Hunter&Wigham-Richardson,Ld.Nwc.	21 ″ 0	
69066 154480	Acadialite Mchy.Aft D.F. Fitted for oil fuel 1Dk(Stl) Longitudinal framing at bottom and at deck Carrying Petroleum in bulk		1919 1465 1085	✠ ... 8,36 ✠	Mdb			1930 4mo	Furness S.B.Co.Ld. Haverton Hill-on-Tees	ImperialOil,Ld., MarineDepart-ment (H.J. Rahlves,Mgr.), Middle line Bulkhead non-oiltight CellDBuE24′6t FPT133t APT48t	250·0 P62′F41′ Trunk147′	43·1 FK	17·9	Montreal British 11BHptCem	T.3Cy.17″,28″&46″–36″ 158NHP 1SB,4cf,HS2718 N.E.MarineEng.CoLdNwc	18 ″ 0 s 1 ″ 11½ 16 ″ 2½	
69067 133533 CYJP	Acadian (exGlenmavis) Mchy.Aft		1686 1524 1055					1913	N.ofIre-landSB.CoLd Londonderry	CanadaSteamship Lines,Ld.	250·0	42·5	17·4 WB	Midland, Ont British	T.3Cy.16″,26″&44″–30″ 96RHP Richardsons, Westgarth&Co.Ld.Mdb.		C
69068 132623 GQRD	Acajutla Wireless	ssCrs.No.3–6,36 ssBoa.No.1–40 1Dk(Teak)&2nd dk(Stl)	1170 982 654	✠100A1 9,40 ~~9,40~~ MS1,40 ✠	Boa Cra MC 10,40	n	CL 2,40	1911 10mo Lloyd	Swan,Hun-ter&Wigham Richardson, Ld Newcastle	PacificStm.Nav. Co.Ld. CellDBa40′uE15′f94′160t	215·7 F27′	33·5	19·4 FK	London British 4BHCem	T.3Cy.17″,28″&46″–33″ 180lb 174NHP 2SB,6cf,GS107,HS3268 Swan,Hunter&Wigham-Richardson,Ld.Nwc.	21 ″ 6 s 3 ″ 3¾ 18 ″ 7½	
69069 LCBJ	Acasta (exWarMatron) ssSba.No.3–7,30 ssMob.No.2–37 1Dk(Stl)		5229 4775 3177	✠100A1 ~~9,39~~ 11,40 BS11,40 ✠ MS11,37	O sl Mob MC ~~DBS11,37~~	y	CL ~~11,37~~ 10,40 Carrying oil fuel in bulk F.P. Fitted for oil fuel 5,18 F.P. above 150° F	1918 6mo Lloyd	SirJ.Laing &Sons,Ld Sunderland A&CP	A/S Mosvolds Rederi I (M.Mosvold,Mgr.) Middle line Bulkhead CellDBa121′f	400·4 P49′B112′F39′ 180′947t	52·4 FK FPT128t	28·5	Farsund Norwegian 11BHptCem	T.3Cy.27″,44″&78″–48″ (s) 180lb 517NHP 3SB,9cf,GS189,HS7668 G.Clark,Ld.Sunderland	31 ″ 0 s 5 ″ 11¾ 25 ″ 3	
69070 163564 GYDF	Acavus Mchy.Aft D.F. 1Dk,2nd dk clear of cargo tanks E.S.D. Cruiser Stern Longitudinal framing at bottom & at deck	ssShl.No.1–39 OilEng.	8010 7215 4777	✠100A1 ~~9,39~~ 12,40 DBS11,38 1,41	Shl CG 8,39	c† 2½	CL 2,38 Carrying Petroleum in bulk	1935 1mo Lloyd	Workman Clark(1928) Ld. Belfast A&CP	Anglo-Saxon PetroleumCo.Ld. CellDBuE64′158t	165·0 483·2(O.L.) P98′B46′F48′ Tf25′270t	59·4 FK FPT185t	33·9	London British 15BH APT83t	Oil Engines 4S.C.SA 8Cy.25 5/16″–55½″ 502NHP DB180lb Hwthrn,Leslie&CoLd.Nwc	34 ″ 0 s 6 ″ 8¾ 27 ″ 6½	
69071 162667 MQDK	Acclivity Mchy.Aft	ssLon.No.1–36 OilEng. 1Dk(Stl)	389 293 174	✠100A1 ~~Examined~~ 3,41 DBS3,39 ✠	~~Geo~~ Lon MC ✠ Carrying Petroleum in bulk	g	OG 10,38	1931 12mo Lloyd	G.Brown &Co. Greenock A&CP	F.T.Everard&Sons Ld. CellDB74′123t	164·0 P48′F20′ DTa5′46t	24·6 Trunk101′ FPT38t	8·6 FK	London British 9BHptCem APT16t	Oil Engines 2S.C.SA 5Cy.13 3/16″–15¾″ 154NHP DB180lb Plenty-StillOilEngines Ld Newbury	10 ″ 6 s ″ 7½ 10 ″ 0½	
18/40 69072 105158 MKNF	Accomac (exDixley–39, exOakover–37,exEendracht) 1Dk		347 252 162					1914	J.Th.Wil-mink Gideon	WalfordLinesLd. (LeopoldWalford ShippingLd.Mgrs.)	132·3 Q&B72′F11′	23·1	10·8 WB	London British	T3Cy11⅝″,17 7/16″&29½″–17 7/16″ Bmade21,fitted25 37NHP D.H.Landauer&Zonen, Martenshoek		C
111/40 63073 149595 GMQN	Accra (P) ssLiv.No.3–7,39 ~~ssLiv.No.3–34~~ OilEng. Ref.Mchy. 2Dks(Stl) Weather dk(pt teaks) 3rd dk(Stl) in holds D.F. E.S.D. Cruiser Stern	TwinSc	9337 6816 5471	✠100A1 with freeboard 7,39 ~~8,36~~ ✠ DBS7,40 7,40	Liv MC 5,40 ~~11,37~~ 11,38	d†	CL 8,38	1926 8mo Lloyd	Harland& Wolff,Ld. Belfast A&CP	ElderDempster Lines,Ld. CellDB865′1226t	450·8 P37′B267′F50′	62·3 FK FPT	31·3	Liverpool British 7BHCem 79tAPT195t	Oil Engines 4S.C.DA 12Cy.26¾″–55½″ 1651NHP DB100lb Harland&Wolff,Ld.Bel.	34 ″ 6 s 10 ″ 4 24 ″ 6½	BT till 7,40