1 Numéro d'Ordre. Numéro Officiel. Signaux.	2 Nom du Navire. Matériaux, Grément, 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 expiré. Lettre d'Appartement.	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. IHP—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. pds. pce.	15 Registre coté à la Cote + ou Cote ✠ Lettre de Distinction.
32272 (War Loss), 8,43 ICEW	**Romagna** (exSyriam) (exOSS), 8,43 *Fitted for oil fuel*	3Mst ssGen.2ndNo.3–8,25 ssGen.No.1–29 1*Dk* *Spar dk&deep framing* *Mchy.Aft* *Carrying Petroleum in bulk*	1416 1306 845	✠ ... 4,33			219/44	1899 10mo	Grngemth Dockyard Co. Grngemouth	Navigazione e CommercioSoc. Anon.Italiana	242·7 235·0 P24′B23′F35′	32·5 32·6 FK	22·5 23·4	Genoa Italian *WB*	T.3Cy.19″,31″&51″–36″ Hutson&Sons,Ld.Glasgow	24 ″ 0	1 †
32273 (War Loss), 8,44 TVDG	**Romain** (exVarko–38, exSeabourity–37, exBalmyle)	3Mst ssShl.3rdNo.3–11,35 1*Dk*(*Stl*) *Mchy.Aft* *Well deck*	372 249 117	✠ Msl 10,38 ✠	*e*			1898 12mo	Ritson& Co. Maryport	G.Pollio&Co.	138·8 Q77′B9′F24′	23·7 BK7′	10·0	Marseilles French 3*BHCem* *FPT25t*	C.2Cy.15½″&36″–24″ Ross&Duncan,Glasgow	10″11	
32274 (War Loss). YQSR	**Romania**	Twin Sc 2*Dks&Awng dk* *Fitted for oil fuel*	3152 2815 1328	126/44				1904	Atel.& Chant.Loire St.Nazaire	RoumanianState MaritimeService	356·9 P39′	41·9	27·5	Constantza Roumanian *WB*	T.6Cy.24½″,38½″&64½″–39½″ Atel&Ch.delaLoire,Nantes		V
32275 223674 KLHW	**Rome Socony**	Twin Sc *Oil Eng.* 1*Dk* *Mchy.Aft* *Carrying Petroleum in bulk* *Electrically welded in tank spaces*	1199 — 753					1924	SunS.B.& D.D.Co. Chester,Pa.	Socony-Vacuum OilCo.Inc.	252·9 P39′	40·1	12·8	NewYork Utd. States *WB*	Oil Engines 4S.C.SA 12Cy.18″–18″ McIntosh&SeymourCorp. Auburn,N.Y.		R
32276 145578 MLTG	**Romeo II** (exRomeo–40, exHellmuth–33)	1*Dk*	797 637 430					1899	Nüscke& Co. Grabow	Ministry of War Transport(Buchan &Hogg,Ld.*Mgrs.*)	199·8 Q56′B52′F31′	29·1	13·0	Llanelly British *WB*	T.3Cy.16¾″,26½″&48″–28″ "Kette," Deutsche Elbschifff.Ges.Uebigau		VL
32277 EAPR	**Romeu** D.F.	3*Dks* *Fitted for oil fuel*	3070 — 1964					1918	Soc.Española de Cst Nav Carthagena	Cia.Trasmediterranea	310·0	43·8	26·1	Valencia Spanish	T.3Cy.24″,40″&65″–45″ Soc.Española deCnst.Nav.		V
32278 161240 GTBZ	**Romney** D.F. E.S.D.	ssBkn.No 2–37 2*Dks*(*Stl*)	5840 5466 3624	✠100A1 ~~Lon~~ ~~Hwl~~ Bkn Examined ~~7,44~~ 11,45 BS ~~7,45~~ 7,45 ✠LMC6,37			*a*†	CL 5,~~44~~ N 11,45	1929 5mo	R.Duncan &Co Ld. PortGlasgow *Lloyd's*&4*CP*	BoltonStm.Shppg. Co.Ld. *Cell DB*360′1335*t*	420·0 484·8(O.L.) P37′B260′F39′ FK *APT225t*	57·0	28·2 *7BHCem*	London British	T.3Cy.27″,45″&74″–51″ (*s*) 180lb 557MN 3SB,9*cf*,GS183,HS8334 FD D.Rowan&Co.Ld.Glasgow	30 ″ 6 s 4 ″9½ 25 ″ 11	
32279 LCWJ	**Romulus**	2*Dks* *Fitted for oil fuel*	3707 3445 2800					1921	R.Thomp-sonSons,Ld. Sunderland	Wiel&Amundsen	347·4 P89*t*H149*t*F24*t*	50·0	24·0	Halden Norwegian *WB*	T.3Cy.25′,42″&68″–45″ N.E.MarineEng.Co.Ld.Sld		N
32280 136451 VJKG	**Rona**	ssSyd.No.3–5,30 ssSyd No.2–38 1*Dk*(*Stl*)&*Shelter dk*(*Stl*-ws) *Cantilever framed topside tanks* *Cargo battens not fitted in Shelter 'tween* *Mchy.Aft* *dks*	6205 5727 3784	✠100A1 ~~NSW~~ *Shelter dk* *withfreeboard* 2,16 ~~7,44~~ Examined ~~7,44~~ 11,45 BS ~~7,44~~ 10,45 ✠LMC5,38 *Carrying Mol asses in*	Syd	*z*	CL 7,44 *Topside tanks*	1918 3mo	SirR.Dixon &Co.Ld. Middlesbro' *Lloyd's*&4*CP*	ColonialSugar RefiningCo.Ld. *Cell DB*3	400·0 414·6(O.L.) F40′ *on Shelter dk* 50′1070*t topside ta*	54·5 FK *nks* 1470*t*	32·2 6*BHptCem* *FPT288t* *APT194t*	Sydney, N.S.W. British	T.3Cy.27″,45″&74″–48″ (*s*) 180lb 495MN 3SB,9*cf*,GS168,HS7035 FD N.E.MarineEng.CoLdNwc	35 ″ 0 s 8 ″7½ 26 ″ 11	
32281 164386 GKKN –	**Ronan** *Mchy.Aft* D.F. E.S.D.	1*Dk* *Cruiser Stern* *Cargo battens not fitted*	1489 1071 813	✠100A1 ~~Gls~~ Gnb Examined ~~6,44~~ 6,45 ✠LMC3,44 ✠LMC(M)8,45		*o*	OG ~~6,42~~ 7,45	1938 4mo	Grngemth Dkyd.Co.Ld. Grngemouth *Lloyd's*&4*CP*	G.Gibson&Co.Ld. *Cell D B*198′512*t*	250·0 259·7(O.L.) Q136′F30′	37·2 FK *FPT130t*	14·4 4*BHCem* *APT19t*	Leith British	Oil Engines 2S.C.SA 6Cy.13¾″–22½″ 97RHP BritishAuxiliaries,Ld.Gls.	16 ″ 5 s 5 ″ 2½ 15 ″ 4	
32282 175382 VGGY	**Rondeau Park** D.F. E.S.D. GyC.	2*Dks* *Cruiser Stern*	7138 6701 4221					1944	United ShipyardsLd. MontrealP.Q.	CanadianGovern-ment(ParkS.S.Co. Ld.*Mgrs.*)	424·5	57·2	34·9	Montreal British *WB*	T.3Cy.24½″,37″&70″–48″ Dominion Engineering Works,Ld.Mtl.		C
32283 2126 IBHS	**Rondine** (exLoasso–35, exLiterno–35,exPredappio, exLanuvio) D.F.	Twin Sc *Oil Eng.* *Mchy.Aft* 1*Dk*&*Awng dk* *Carrying Petroleum in bulk*	6077 5871 3316					1924	Ansaldo SanGiorgio Spezia	"Polena"Società diNavigazione	395·3	51·7	30·9	Genoa Italian *WB*	Oil Engines 2S.C.SA 8Cy.24½″–35½″ AnsaldoSanGiorgio,Turin		I
32284 149443 GCPT	**Rondo** D.F.	ssNwc.No.3–12,45 ~~ssNwc.No.2–10,39~~ 1*Dk*(*Stl*) *Cargo battens not fitted*	2750 2308 1602	✠100A1 Nwc ~~12,15~~ ~~Hwl~~ ~~Examined 11,45~~ ✠LMC12,45 MS1,39 BS10,43		*t*	CL ~~12,41~~ 11,46	1927 9mo	Smith's DockCo.Ld. Middlesbro' *Lloyd's*&4*CP*	PeltonS.S.Co.Ld. *Cell DB*225′747*t D*	305·0 P23′B50′F23′ FK 7*t*86′202*t*	45·5	21·3 6*BHptCem* *FPT164t* *APT109t*	Newcastle British	T.3Cy.21½″,35″&59″–42″ (*s*) 180lb 294MN 2SB,6*cf*,GS132,HS5204 Smith'sDockCo.Ld.Mdb.	23 ″ 6 s 3 ″ 2½ 20 ″ 5½	
32285 8602 SJWK	**Rönnskär** D.F.	*Oil Eng.* *Cruiser Stern* 1*Dk*&*Shelter dk* *Deck plating & butts of shell plating Elec.* *welded* *Strengthened for navigation in ice*	582 398 220	✠100A1 Lkr *withfreeboard* ~~9,48~~ 7,15 ✠LMC9,43		*l*	OG 7,45	~~1943~~ 9mo	Öresunds-varvet Aktiebolag Landskrona Launched1943 Commissioned1945–7mo	StockholmsRederi-aktieb.Svea (Eman.Högberg, *Mgr.*) *Cell DB*148′1	199·6 207·9(O.L.) 63*t FPT28t*	31·6 FK *APT80t*	9·1 4*BH* *Coll to Sh dk* 8 „ 2*nd* „)	Stockholm Swedish	Oil Engines 2S.C.SA 5Cy.13¾″–22½″ 157MN A/B Atlas-Diesel,Skm.	12 ″ 0 s ″ 3 11 ″ 10½	
32286 341 JPDC	**Ronsan Maru**	*Oil Eng.* ssDrn.No.1–34 1*Dk*(*Stl*)	2735 2246 1556	✠ ... 1,38 ✠	Yka	*u*		1929 9mo	Mitsui Bussan Kaisha Tama	DairenKisenK.K. *Cell DB*230′769*t* *Tanks in way*	326·5 P27′B63′F28′ *of tunnel* 173*t*	46·5 FK *FPT51t*	21·5 5*BHptCem* *APT35t*	Dairen Japanese	Oil Engines 4S.C.SA 6Cy.21¾″–39½″ MitsuiBussanKaishaTama	21 ″ 6	
32287 165789 GLBJ	**Rookley** D.F. E.S.D.	*Oil Eng.* 1*dk*&*Shelter dk* *Cruiser Stern* *Tonnage opening closed '41* (*W.E.*)	4998 4620 3008	✠100A1 Mch *withfreeboard* ~~8,46~~ 7,45 Examined 7,45 DBS11,44 ✠LMC8,40 ✠LMC(M)8,42	Lth M 6b	*a*†	CL 11,44	1940 8mo	Wm.Dox-ford&SonsLd Sunderland *Lloyd's*&4*CP*	Thomasson ShippingCo.Ld. (Stephens,Sutton Ld.*Mgrs.*) *Cell DB*352′1174*t*	423·2 439·3(O.L.) *Coll B H to Sh dk*6*B* *MT*32′1236*t*	54·2 FK *FPT*5*t*	26·1 7*BHptCem* *H to 2nd dk*) *APT177t*	Newcastle British	Oil Engines 2S.C.SA 3Cy.20½″–31½″ 388MN 2RB*120lb* Wm.Doxford&Sons,Ld.Sld	37 ″ 3 s10 ″11½ 26 ″ 6	
32288																	