1 No. in Book. / Official No. / Code Letters.	2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c.	4 Regist'd Tonnage Gross. / Under deck. / Net.	5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey.	6 Port of Survey.	7 Years Assigned. now expired. Equipment Letter.	7a Date when tail shaft last seen.	8 Built. When	9 By Whom / Where	10 Owners.	11 Regist'd Dimensions, Deck Erections, &c. Length.	Breadth.	Depth.	12 Port of Registry. Flag.	13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure. NHP=Horse power by Society's formula: RHP=power by Ship's Register. Particulars of Boilers & Furnaces. Engine Maker's Name.	14 Moulded depth. Freeboard amidships / Corresponding draught. ft. in.	15 Remarks relating to Class, Classed, if not in L.R. Dates of ch. of Trade Cert.
36649	**Atlantic City Victory** • *3 Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *Elec.welded* Sub.Sig. *Cruiser Stern*	7604 — 4549					1945	Bethlehem Fairfield Shipyard, Inc. Baltimore, Md	United States War Shipping Administration	439·1 F87′	62·1	34·5	Baltimore, Md. Utd.States *WB*	2 steam turbines D.R. geared to 1 sc. shaft Westinghouse Elec.& Mfg. Co. Pittsburgh, Pa.		R
36650 (169205 GLFL)	**Ambassador** *Oil Eng.* D.F. E.S.D. 2 *Dks* *Cruiser Stern*	7312 6815 4746	✠100A1 *with freeboard* 10,45 ✠LMC10 45	Sld	*a*†	CL	1945 10mo *Lloyd's*	Wm.Doxford&Sons,Ld Sunderland *s.A.4 CP*	Hall Bros. S.S. Co. Ld. (Hall Bros. *Mgrs.*) 6 *divisional WTBHs in 'tween dks* *Cell DB 301′ 108t Tank in way of tunnel 469t MT 29·12 05t 'tween dk* *tanks in mch'y. space 420t wing tanks fwd. 322t FPT 134t APT 170t*	429·0 442·9 (O.L.) FK	56·5	35·5	Newcastle British 7 *BHpt Cem* (*Coll to W dk* 6 „ 2nd „)	Oil Engines 2S.C.SA 3Cy. 23⅝″–91 5/16″ 516MN 2DB *120lb* Wm.Doxford&Sons,Ld.Sld	38 ″ 1 s 10 ″ 11 27 ″ 4½	
36651 (PUAU)	**Atalaia** D.F. *Elec.welded* 2 *Dks* *Cruiser Stern*	3142 2629 1818	✠100A1 8,45 ✠LMC8 45 Ref. Mchy. (*See separate section*) *Fitted for oil fuel* 8,45 *F.P. above 150° F.*	Mtl	*u*	CL	1945 8mo *Lloyd's*	Canadian Vickers,Ld. Montreal *s.A.4 CP*	Lloyd Brasileiro (Patrimonio Nacional) *Cell DB 262′ 708t FPT*	325·8 339·0 (O.L.) P29′ B88′ F37′	44·3 FK	22·7	R. Janeiro Brazilian 6 *BH* 65t *APT* 35t	T.3Cy. 21½″, 36″ & 62″–42″ (*s*) 220lb 367MN 2SB (Spt), *6cf*, GS 132, HS 5160 FD Canadian Vickers,Ld.Mtl.	25 ″ 0 s 3 ″ 9½ 21 ″ 4½	
36652 (168647 GNTQ)	**Amersham** (*ex* Empire Rain–45) D.F. 2 *Dks* *Cruiser Stern*	7290 6912 5123	✠100A1 *with freeboard* 1,45 ~~5,45 11,45~~ BS1,45 ✠LMC1 41	~~Ant~~ Clf Mdb	*b*†	CL 5,45	1941 1mo *Lloyd's*	J.Readhead&SonsLd South Shields *s.A.4 CP*	Thompson Steamshipping Co. Ld. 6 *Divisional WTBHs in 'tween dks* *Cell DB 371′ 1655t FPT 150t APT 225t*	432·4 449·0 (O.L.) FK	56·7	31·7	London British 7 *BHpt Cem* (*Coll to W dk* 6 „ 2nd „)	T.3Cy. 25″, 42″ & 71″–48″ 220lb (*s*) 435MN 2SB, *6cf*, GS 120, HS 5486 FD J.Readhead&SonsLd.S Shi	37 ″ 10 s 10 ″ 9½ 27 ″ 8	
36653 (8716 SICT)	**Aspen** *Oil Eng.* D.F. 1 *Dk & Shelter dk* *Elec.welded* *Cruiser Stern* *Strengthened for navigation in ice*	1324 996 593	✠100A1 *with freeboard* 8,45 ✠LMC8 45	Got	*r*	CL	1945 8mo	Eriksbergs M.V.Aktieb Gothenburg *Cell DB 227′ 501t DTa*	O.F. Ahlmark & Co. Eftr. A/B	275·0 284·6 (O.L.) FK	41·1	12·5	Karlstad Swedish 4 *BHpt Cem* (*Coll to Sh dk* 3 „ 2nd *dk*)	Oil Engines 2S.C.SA 4Cy. 19½″–35 7/16″ 270MN DB 57 *lb* Eriksberg M.V.Aktieb.Got.	16 ″ 0 s ″ 8 15 ″ 11	
36654	**Austri** (*ex* Hyperion–45, *ex* Transit 5) Iron 1 *Dk & Shelter dk*	523 337 286					1884	Motala Co. Norrköping	Det Stavangerske Dampskibsselsk.	166·9 H42t	25·0	12·3 19·4	Stavanger Norwegian	C.2Cy. 16½″ & 37¾″–26½″ Motala Co. Motala		
36655 (CSSD)	**Amisil** ↑ Wood Aux Sc *Oil Eng.* (*See Sailing Ship Register Supplement*)	329 297 246					1944	Francesco Ferreira Esposende	Joaquim dos Santos Pité, Ld.	128·2	30·4	14·3	Viano do Castelo Portuguese	Oil Engines 2S.C.SA 2Cy. 12½″–15″ Skandia Verken A/B, Lysekl		
36656 (8760 SJNT)	**Avanti** *Oil Eng.* D.F. E.S.D. *Mchy. Aft* *Cruiser Stern*	9900	100A1 (*Class Contemplated*) *Carrying Petroleum in bulk*				1945	Öresunds-varvet Aktiebolag Landskrona	Roderi A/B Fraternitas (Otto Kihlström, *Mgr.*)	485·0	65·7	36·7	Gothenburg Swedish	Oil Engines 2S.C.SA 8Cy. 26¾″–59 7/16″ A/B Götaverken, Got.	36 ″ 9 s 8 ″ 0½ 28 ″ 10½	
36657 (8719 SIDT)	**Ada Gorthon** *Oil Eng.* 1 *Dk & Shelter dk*, D.F. E.S.D. 3 *rd dk in No.3 hold* *Elec.welded* *Cruiser Stern* *Strengthened for navigation in ice*	3663 2679 1770	✠100A1 *with freeboard* 8,45 ✠LMC8,45 Ref.Mchy. (*See separate section*)	Mmo	*y*	CL	1945 8mo	Kockums M.V.Aktieb. Malmö *Cell DB 260′ 950t Tanks in way of tunnel 238t FPT 39t*	Rederi A/B Gylfe ~~Johs Gorthon, Mgrs.~~ (Stig Gorthon, *Mgr.*)	378·2 398·2 (O.L.) F85′ FK	53·0	17·8	Helsingborg Swedish *BH* (*Coll to Sh dk* „ 2nd „) *APT 60t*	Oil Engines 2S.C.DA 7Cy. 23⅝″–43 3/16″ 1361MN DB *100lb* Kockums M.V.Akt.Malmö	24 ″ 0 s 1 ″ 5½ 22 ″ 8¾	
36658 (LLHL)	**Atlantic Express** *Oil Eng.* 2 *Dks, platform dk in fwd. holds* *Cruiser Stern* *Butts of shell & deck plating elec. welded*	4287 3763 2251	✠100A1 *with freeboard* 10,45 ✠LMC8 45 Ref.Mchy. (*See separate section*)	NYk	*x*	CL	*Launched* 1942 *Commissioned* 1945– *Cell DB u E & f* 193′	Öresunds-varvet Aktiebolag Landskrona 8mo *Intermediate BH in 691t Tanks in way of*	S. Herlofson & Co. A/S *after hold dispensed with* *tunnel 772t FPT 29t APT 142t*	350·0 376·5 (O.L.) B&F236′ FK	51·2	28·9	Oslo Norwegian 5 *BHpt Asp* (*Coll to W dk* 4 „ 2nd „)	Oil Engines 2S.C.SA 8Cy. 28⅝″–49 7/16″ 1122MN Sulzer Bros.Ld.Winterther	34 ″ 0 s 10 ″ 4½ 23 ″ 8½	
36659 (108792 MCYC)	**Archella** (*ex* Plasma–45) *ss* Irv.3rd No.8–1,86 *ss* Irv.No.1–40 1 *Dk* (*Irm*) *Cargo battens not fitted* *Mchy. Aft* *Well deck*	325 228 129	✠100A1 8,45 Examined 2,46 (6mos) ✠NB10,52 ✠LMC7 40 BS8,45	Abn	*e*	CL 8,45	1899 2mo	Crmichael, MacLean&Co Greenock A&OP	G.A.Sheves	135·4 141·2 (O.L.) Q46′ B9′ F22′	23·0	10·0 BK8′	Fraserbgh British 3 *BHCem* *FPT 22t*	C.2Cy. 16″ & 32″–22″ (*s*) 120lb 42RHP 1SB, *2pf*, GS 32, HS 862 Muir&Houston,Ld.Gls.	11 ″ 0 s ″ 10½ 10 ″ 10	
36660 (168682 BCLZ)	**Aylesbury** (*ex* Empire Glen–45) D.F. 2 *Dks*	6327 5955 4592	✠100A1 *with freeboard* ~~8,45~~ 10,45 ✠LMC ~~11~~ 10,45	~~Mdb~~ Off	*z*	CL 9,45	1941 7mo *Lloyd's*	C.Connell &Co.Ld. Glasgow *s.A.4 CP*	Alexander Shipping Co. Ld. (Capper, Alexander & Co. *Mgrs.*) 5 *Divisional WTBHs in 'tween dks* *Cell DB 344′ 1298t FPT 167t APT 210t*	407·0 420·0 (O.L.) F33′ FK	54·7	33·2	London British 7 *BHCem* (*Coll to W dk* 6 „ 2nd „)	T.3Cy. 23½″, 37½″ & 68″–48″ 220lb (*s*) 439MN 2SB, *8cf*, GS 133, HS 5920 FD D.Rowan&Co.Ld.Gls.	36 ″ 6 s 10 ″ 2½ 26 ″ 6½	
36661 (129630 MDLB)	**Archvale** (*ex* Burrington Combe–45, *ex* Wheatvale, *ex* Bellavale) 3 Mst *ss* Apl.2nd No.3–3,35 *ss* Bel.No.1–40 1 *Dk* (*pt Stl*) *Well deck* *Mchy. Aft*	462 306 182	✠100A1 7,45 Examined 7,45 BS7,45 ✠LMC4,40	Abn	*h*	CL 7,45	1910 1mo *Lloyd's*	Mackie& Thomson,Ld. Glasgow *s.A.4 CP*	G.A.Sheves *Dbf 88′ 105t FPT 36t*	160·6 168·4 (O.L.) Q88′ B9′ F84′	25·0 *26·5* BK7′	9·4	Fraser-burgh British 3 *BHCem* 4 *PT 5t*	C.2Cy. 19½″ & 42″–30″ (*s*) 120lb 71RHP 1SB, *3pf*, GS 54, HS 1716 Muir&Houston,Ld.Gls.	12 ″ 0 s 3 ″ 11½ 12 ″ 4½	
36662 (168523 BFJP)	**Athelqueen** (*ex* Empire Benefit–45) *Oil Eng.* D.F. E.S.D. 1 *Dk*, 2nd *dk clear of* *Mchy. Aft* *Cruiser Stern* *cargo tanks* *Longitudinal framing at bottom & at decks*	8292 7230 4781	✠100A1 9,45 ✠LMC 6,43 *Carrying Petroleum in bulk*	Fal	*c*†	CL 5,44	1943 4mo *Lloyd's*	Harland& Wolff,Ld. Belfast *s.A.4 CP*	Athel Line, Ld. *Cell DB u E 70′ 160t DTf 25′ 291t FPT 150t APT 88t*	465·6 483·0 (O.L.) P93′ B46′ F51′	59·5 FK	33·8	London British 17 *BH*	Oil Engines 4S.C.SA 6Cy. 29½″–59 1/16″ 496MN 2DB *150lb* Harland&Wolff,Ld.Gls.	34 ″ 0 s 6 ″ 8½ 27 ″ 6½	
36663 (4832)	**American Merchant** 3 *Dks* D.F. E.S.D. GyC. *Fitted for oil fuel* *Elec.welded* *Ref.Mchy.*	8258 —					1945	Nth.Carolina S.B.Co. Wilmington, N.C.	United States Lines Co.	441·1 B79′	63·1	38·3	New York Utd.States *WB*	2 steam turbines D.R.geared to 1 sc. shaft General Electric Co. Lynn, Mass.		R