Numero d'Ordre. / Numero Officiel. / Signaux	Nom du Navire. Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts.	Tonnage Officiel. Total. / Sous le Pont. / Net.	Cote. ✠ Surveillance Spéciale. Date de la dernière Visite.	Port de Visite.	Terme assigné maintenant expiré. Lettre d'Équipement.	Date de la dernière visite de l'arbre porte-hélice.	Quand. Navire. / Mach.	Construit. Par qui. / Où.	Armateurs.	Longueur.	Largeur.	Creux.	Port d'Armement. / Pavillon.	Machines.	Creux sur Quille. Franc-bord au milieu du navire. Tirant d'eau correspondant. pds. ps.	Registres où coté, si ce n'est dans le L. R.
33756 42423 JGJL	**Shunko Maru** *CruiserStern* 2*Dks*	4027 3380 2360					1936	Kawasaki Dkyd.Co.Ld. Kobe	YamamotoShoji K.K.	352·0 P34'B80'F30'	50·0	27·5	Osaka Japanese *WB*	2 Steam Turbines DR geared KawasakiDkydCoLdKobe		C
33757 31354 JEGB	**Shunsei Maru** (*ex*BaronPolwarth) 2*Dks*	4910 4581 3069					1911	Napier& Miller,Ld. Glasgow	YamamotoShoji K.K.	400·2 P40'B117'F45'	52·3	27·4	Fuchu Japanese *WB*	T.3Cy.27",44"&73"-48" 369NHP Dunsmuir&JacksonLd.Gls		C
33758 1110	**Shunsen Maru** (*ex*YoshiMaru)	971 807 557					1920	Namura Gennosuke Osaka	ChosenYusenK.K.	193·7 P15'B49'F28'	31·0	18·5	Jinsen Japanese *WB*	T.3Cy.13⅞",23⅞"&39⅞"-28" 84NHP NamuraGennosuke,Osaka		
33759 223 JPGA	**Shunsho Maru** (*ex*Chupra) *Fitted for oil fuel* 2*Dks*(*Stl*)&*deepframing*	6169 5844 3915	✠ 5,06	Gls	*a*†		1906 5mo	Barclay, Curle&Co.Ld. Glasgow	YamamotoKaiun K.K. *CellDBa*117'*u*	430·6 P40'B85'F44' FK *E&B*93'*f*147'1111*t*	54·3	32·0	Dairen Japanese 7*BHCem* *APT*75*t*	T.3Cy.33",53½"&86"-60" HS12194 784NHP 4S&1AuxSB.*14cf*,GS299,FD Barclay,Curle&Co.Ld.Gls.	34 ″ 10	C †
33760 30497 JOBB	**Shuntai Maru** (*ex*NorthAmerican) *Fitted for oil fuel* 1*Dk*	2253 1857 1825			...		1920	Canadian AllisChal-mers,Ld. Brdgbrg,Ont.	YamamotoShoji K.K.	252·0 P27'B64'F24'	43·6	20·5	Fuchu Japanese *WB*	T.3Cy.20",33"&54"-40" 274NHP CanadianAllisChalmersLd	23 ″ 0	C †
33761 33588 JCAC	**Shunten Maru** *OilEng.* D.F. 2*Dks*(*Stl*)	5623 5210 4187	✠ ... 8,33	Yka			1928 8mo	Mitsubishi ZosenKaisha. Ld. Nagasaki	YamamotoShoji K.K. *Intermediate'tween* *BHin after* *Cell DB*347' 1215*t DTs*	405·0 P39'B110'F40' FK *dk* *hold dispensed with* *a*14' 100*t&f*28'784	55·0	32·0	Fuchu Japanese *ptCem* 4*BH to Udk* 2 ,, ,, 2*nd* ,, *t Side tanks*	Oil Engines 2S.C.SA 6Cy.23⅝"-41¾" 582NHP DB*100lb* MitsubishiZosenKaishaLd *uER*251*tFPT*162*tAPT*95*t*	32 ″ 0	C †
33762 154092 GWSC	**Shuntien** D.F. 2*Dks*	3059 2194 1570					1934	Taikoo D.&E.Co.of H.Kg.Ld. HongKong	ChinaNav.Co.Ld.	303·7 P52'F42'	46·1	23·1	London British *WB*	2 Steam Turbines SR geared to 1 Sc. Shaft TaikooD.&E.Co. ofH.Kg.Ld.H.Kg.		
33763 22578 JLFE	**Shunyo Maru No. 2** Wood 1*Dk*	604 508 330					1918	Fukuya Seiichi Osaka	TabuchiShoten K.K.	170·7	28·1	15·5	Osaka Japanese	C.2Cy.17"&35"-22" 48NHP ImadaTekkosho,Osaka		
33764 39888 JXRH	**Shunzan Maru No. 2** *OilEng.* 1*Dk*	608 — 460					1934	Mihara Zosen Tekkosho K.K.Osaka	YamamotoShoji K.K.	162·9	28·5	15·0	Osaka Japanese	Oil Engines 4.S.C.SA 6Cy. HanshinTekkoshoK.K. Kobe		
33765 34127 JRGB	**Shuri Maru** (P) 2*Dks*	1857 1569 1076					1928	Uraga DockK.K. Uraga	OsakaShosenK.K.	260·0	39·0	23·0	Osaka Japanese	C.2Cy.		
33766 129306 VWCD	**Shwedagon** *ss*Cal.2ndNo.3-4,37 *Mchy.Aft* 2*Dks*(*Stl*)&*Webframes* *Longitudinalframing*	3391 3270 1999	✠100A1 1,38 ~~4,37~~ *Carrying Petroleum in bulk* *Fitted for oil fuel* 5,12	Cal	*t*	~~1,37~~ 1,38 *F.P. above* 150° F.	1912 5mo	Armstrong Whitworth &Co.Ld. Newcastle *Lloyd's A&CP*	Indo-Burmah PetroleumCo.Ld. *WB* = *CellDB uB*38'39	300·4 FK *tFPT*115*tAPT*44*t*	44·1	31·3	Rangoon British *Cem* 8*BH to Udk* 3 ,, 2*nd* ,,	T.3Cy.19",31"&51"-36" (*r*) 180lb *120lb* 199NHP 2SB,*4cf*,GS101,HS3470 Wllsnd Slpwy.Co.Ld.Nwc.	31 ″ 0 s 6 ″ 1½ 25 ″ 1	
* 33767 7159 JBQD	**Shyogen Maru** (*ex*KofukuMaru) *ss*Kob.No.3-2,28 *ss*Nag.No.1-33 2*Dks*(*Stl*)	4739 4034 3385	✠100A1 6,35	Nag	*x*	CL 6,36	1917 9mo	Uraga DockCo.Ld. Uraga A&CP	IshiharaSangyo KaiunK.K. *CellD*	360·0 P33'B91'F33' FK *B*291'934*tFPT*143*t*	51·0	28·5	Fuchu Japanese 6*BHCem* *APT*53*t*	T.3Cy.24½",40½"&67"-48" 180lb (*s*) 378NHP 3SB,*9cf*,GS180,HS6382 UragaDockCo.Ld.Uraga	28 ″ 4 s 5 ″ 5¾ 23 ″ 1	
33768 22293 JEKD	**Shyojin Maru** (*ex*KoyeiMaru) *ss*Kob.No.2-37 *ss*Kob No.3-3,28 ~~*ss*Kob.No.1-33~~ 2*Dks*(*Stl*)	4739 4034 3866	✠100A1 4,37 ~~2,36~~	Nag Kob	*x*	CL N1,35	1918 6mo	Uraga DockCo.Ld. Uraga A&CP	IshiharaSangyo KaiunK.K. *Cell*	360·0 P33'B91'F33' FK *DB*291'934*t FPT*1	51·0	28·4	Fuchu Japanese 6*BHCem* 43*tAPT*53*t*	T.3Cy.24½",40½"&67"-48" 180lb (*s*) 378NHP 3SB,*9cf*,GS180,HS6382 UragaDockCo.Ld.Uraga	28 ″ 5 s 5 ″ 7¼ 23 ″ 2	
33769 FNYQ	**Si Kiang** (P) (*ex*Meiningen) D.F. *Fitted for oil fuel*	7014 6277 3848					1914	J.C.Teck-lenborgA.G. Weser-münde-G	Cie.desMes-sageriesMaritimes	473·9 H112'	59·0	28·3	Dunkirk French *WB*	T.2Cy.32 3/10",52½"&78 7/10"-55 1/10"&LP turbine JC.TecklenborgA.G.Wsm		V
33770 LEUG	**Siak** 1*Dk*	1150 986 641					1930	Trndhjms Mek.Værks. Trondheim	D/S A/S Skuld (NilsBull,*Mgr.*)	226·5 P44*t*H71*t*	36·5	15·7	Tönsberg Norwegian *WB*	T.3Cy.17",27½"&45"-30" 111NHP TrndhjmsM.V.Trondheim		N
* 33771 OZMB	**Siam** TwinSc4Mst *OilEng* *ss*Opn.No.3-2,36 2*Dks*(*Stl*)& D.F. *Shelter dk*(*Stl*-ws)	6637 4859 4223	✠100A1 *Shelter dk withfreeboard* 7,37 ~~12,36~~	Nag Cpn	*a*† s	CL ~~P12,35~~ N12,35 P7,37	1913 4mo	Akt.Bur-meistr&Wain Copenhagen *Lloyd's A&CP*	A/S DetÖstasia-tiskeKompagni *WB* = *CellDBa* 126'*uE&B*	410·0 427·1(O.L.) FK 467'140'1275*t FPT*	55·2	27·5	Copnhagn Danish 7*BH* 97*tAPT*73*t*	Oil Engines 4S.C.SA 16Cy.23⅝"-31½" 842NHP DB*60lb* Akt Burmeistr&Wain,Cpn	38 ″ 6 s11 ″ 1 28 ″ 1	
* 33772 161297 GCML	**Siamese Prince** TwinSc *OilEng.* *ss*N.Yk.No.1-33 3*Dks* ~~2*Dks*(*Stl*)&*Shelterdk*(*Stl*)~~ D.F. *CruiserStern* *Tonnage opening closed'37*	6607 5692 3817	✠100A1 *withfreeboard* 7,37 ~~9,36~~ *Carrying oil F.P. above* 150°	HKg	*d*†	CL ~~N1,35~~ P9,36 S7,37	1929 9mo	Blythsw'd S.B.Co.Ld. Glasgow *Lloyd's A&CP* *F. or Latex in deep &*	PrinceLine,Ld. (Furness,Withy& Co.Ld. *Mgrs.*) *Duct keel fwd.* *Upper tween dk bulkheads* *peak tanks* *CellDB*368'1477*tMTs*73'2519*t FPT*108*t*	441·5 458·0(O.L.) F44' FK *of mchy. space* (~~*cell to Shdk*~~) *except Cell BH dispensed with* *Cell BH to Weatherdk 7BH to 2nddk*	60·3	28·2	London British ~~9*BH*~~*ptCem* *APT*166*t*	Oil Engines 2S C.SA 8Cy.23⅝"-70⅞" 1350NHP 2DB*125lb* Richardsons,Westgarth& Co Ld.W.Hpl.	~~32 ″ 4~~ ~~s4 ″ 0¾~~ ~~28 ″ 0½~~ 42 ″ 4 s13 ″ 3¾ 29 ″ 3	
33773 11042 JBOE	**Siang Yang Maru** TwinSc Sunk to block Whangpoo River 8,37 2*Dks*	3302 1517 1983					1907	Kawasaki DockyardCo. Ld.Kobe	NisshinKisenK.K.	310·0 B248'F46'	44·0	14·0	Tokio Japanese *WB*	T.6Cy.17",28"&46"-33" 243NHP KawasakiDkydCoLdKobe		
33774 120142	**Siangtan** TwinSc 2*Dks*	1195 677 729					1905	Farnham, Boyd &Co.Ld Shanghai	ChinaNav.Co.Ld.	220·0	40·0	9·5	London British	T.6Cy.9",14"&23"-15" 54RHP Yarrow&Co.Ld.London		
33775 153996 VPCG	**Siangwo** TwinScTwinMst *ss*Shi.No.3-7,37 2*Dks*	2595 1130 1515	A1 7,37 *For Service on the Yangtsze River*	Shi		OG 8,37	1926	HongKong &Whampoa DockCo.Ld. HongKong	Indo-ChinaSteam Nav.Co.Ld.	275·0	46·1	10·4	HongKong British	T.6Cy.13¼",22"&35"-18" 2SB 200lb FD ~~104NHP~~ HongKong&Whampoa DockCo.Ld.HongKong		