Department of Regional Economic Expansion

Department of Development Nova Scotia

44

World Demand and Supply for Ships and Offshore Platforms

Preliminary Evaluation

ACRES

Acres Consulting Services Limited
Toronto / Niagara Falls

August 1971

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Chairman, Special Projects Group
Department of Regional Economic Expansion
Ottawa, Ontario

Deputy Minister
Department of Development
Halifax, Nova Scotia

Gentlemen: Report on World Demand and Supply for Ships and Offshore Platforms

We have assembled as much useful information as possible in compliance with your terms of reference. You will, of course, appreciate that our findings are necessarily of a preliminary nature since only ten days, including weekends, were available to conduct the investigation.

Over the last ten years we have deliberated on the potential for Canadian business should major oil fields be found off the east coast of Canada. For this reason we have sought involvement in activities undertaken by the different oil companies off Canada's east coast, west coast, in the Great Lakes, the Canadian Arctic, Hudson Bay and in the North Sea. We are convinced that only if Canadians are able to acquire all necessary skills and can create modern facilities, to provide total services to the oil companies endeavouring to find and exploit oil off our coasts, will we be able to keep the business in Canada.

Therefore, as well as creating oil industry service facilities, Canadians must develop skills for actual drilling, for building exploration and production equipment, for pipe laying and for refining the gas and crude oil. For these reasons we have identified in our report some areas not strictly within the terms of reference, such as, supply base requirements, ship repair yards and the impact of a major oil strike in terms of the services which must be provided.

ACRES CONSULTING SERVICES LIMITED
20 Victoria Street
Toronto 210, Canada
Telephone 416-362-6131

Acres, together with its associates, can provide a competent team to handle any facet of shipping facilities and offshore services. We would be delighted to participate with you in any further work in this field, and to use our numerous top level international connections to further the interest of establishing Canadian shipyard and offshore facilities.

Yours very truly,

E. Dinkla,
Vice President

26 June 72 Spoke to Tanner, Acres - Niagara Falls 128.35t 3781
- No pertinent subsequent studies by Acres except for private studies on tanker trends and developing concepts for tunneling prospects to marine loading platforms (presumably the reverse is also practicable)

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1 - INTRODUCTION

By telex dated August 19, 1971, Mr. Rod M. Bryden, Chairman, Special Projects Group of DREE, on behalf of DREE and the Department of Development of Nova Scotia, commissioned Acres Consulting Services of Toronto to report by August 30, 1971 on the following:

(1) To evaluate in detail current demand for vessels for construction and delivery before 1980, identifying tonnage, type of vessel and purchaser where possible.

(2) To evaluate probable demand for drill rigs, and production platforms for offshore oil and gas exploration and production in all areas of the world, to the extent information is presently available.

(3) To assess capabilities of existing facilities throughout the world in relation to (1) and (2).

(4) To assess probable expansion of existing facilities and establishment of new facilities and the resulting effect on supply-demand situations in relation to (1) and (2).

(5) To indicate from existing knowledge of the consultant, persons or corporations which might reasonably be expected to be interested in a facility for either drill rigs and platforms or standard vessels or both in Nova Scotia.

All available means of communication were used to obtain and confirm from associates and experts in the shipping and offshore fields the most up-to-date information available for this report. The individuals and companies involved are too numerous to acknowledge separately, but include Canadian, Dutch, Norwegian, Danish, German, British, American, Greek, Swedish and Japanese nationals.

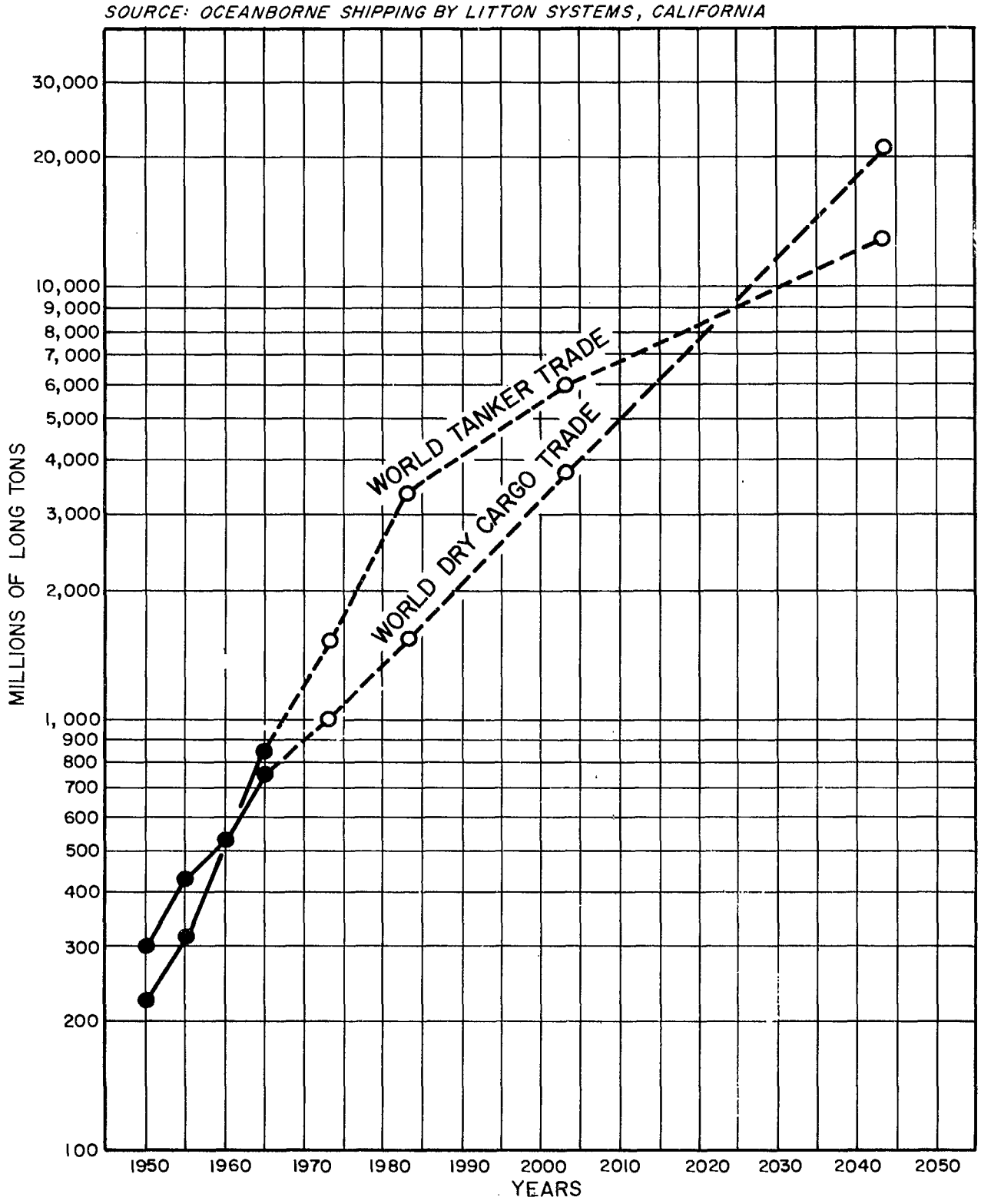
2 - DEMAND FOR VESSELS UP TO 1980

The demand for ships for delivery during the next decade has been estimated in terms of total required capacity and probable ship size. The forecasts cover tankers, bulk carriers and freighters, but exclude vessels such as ice-breakers, passenger liners, ferry boats and similar special types. The basic material has been abstracted from "Ocean-borne Shipping: Demand and Technology Forecast", Litton Systems, June 1968. The methodology used for forecasting involved:

- projections of world ocean-borne trade divided into tanker trade and dry cargo trade;
- projections of the measured productivity determined from the observed relationship between cargo volumes and available cargo tonnage capacities;
- projections of the total cargo tonnage requirement up to 1983, (other forecast horizon points are also given as they are readily available);
- subtraction of those existing ships whose 20-year service life will be exhausted during the projection period;
- determination of the portion of currently existing tonnage capacity that will still be operational in 1983 and beyond, together with a breakdown of this remaining tonnage by ship size;
- determination of the total tonnage gap (the difference between total tonnage requirement at the horizon point and existing tonnage still operational at that point) indicating the amount of tonnage to be constructed between the study date and the selected time horizon; and

- projection of the numbers and kinds of ships that likely will be constructed between the study date and the future projection point in order to fill the tonnage gap.

Figure 1 shows the volume of world tanker and dry cargo trade from 1950 to 1966, together with projected volumes to 2043, as presented in the Litton report. The following two sections summarize the Litton forecast results with regard to the expected composition of the tanker and dry cargo fleets. In Section 2.3, the Litton projections are compared with other more recent forecasts and with actual tonnage production over the period from 1967 to the present.



WORLD OCEANBORNE TRADE 1950-66, WITH PROJECTION TO 2043

FIGURE 1

2.1 - Composition of the World Tanker Fleet

Table 1 shows the total tonnage capacity in millions of gross registered tons (GRT) required to move the projected tanker trade. The tonnage capacity required in 1983 is 186.3 million GRT, and is approximately equivalent to 347 million deadweight tons (DWT).

This 1983 total fleet of 347 million DWT will consist of ships constructed between 1963 and 1983, assuming a 20-year service life.

The 1968 Litton forecast shows 1,187 ships built since 1963 and includes ships under construction or on order as of December 31, 1966. This is the baseline fleet, shown in column 2 of Table 2, and represents a total of 65.2 million DWT. The Litton report further forecasts that an additional 757 ships (56 million DWT) will be added to the fleet by 1973, raising the fleet to 121 million DWT.

This leaves a requirement of 226 million DWT, equivalent to 2,440 ships, to be constructed between 1973 and 1983, to achieve the forecast of 347 million DWT in required capacity. Projections of the largest tanker ship sizes for the years 1970 to 2040 are shown in Figure 2.

TABLE 1

TRENDS IN WORLD TANKER TRADE AND FLEET
1950 - 1967, WITH PROJECTIONS TO 2043

Year	World Tanker Seaborne Trade (Millions/Long Tons)		Total Tonnage Capacity (Millions/GRT)		Productivity
1950	222		15.5		14.3
1951	251		16.8		14.9
1952	281		18.6		15.1
1953	291		20.3		14.3
1954	315		22.1		14.2
1955	315		24.3		13.0
1956	384		26.3		14.6
1957	414		28.5		14.5
1958	433		31.5		13.8
1959	473		35.3		13.4
1960	532		38.2		13.9
1961	571		41.0		13.9
1962	639		43.8		14.6
1963	698		44.8		15.6
1964	778		47.0		16.6
1965	856		51.9		16.5
1966	935		57.1		16.4
1973	1,686	1,554*		92.5**	16.3
1983	4,083	3,354*		186.3**	17.4
2003	23,841	6,061*		292.8**	20.1
2043	814,552	13,382*		488.4**	26.5

* Projections, assuming 8 per cent growth to 1983, 3 per cent between 1983 and 2003, and 2 per cent beyond that.

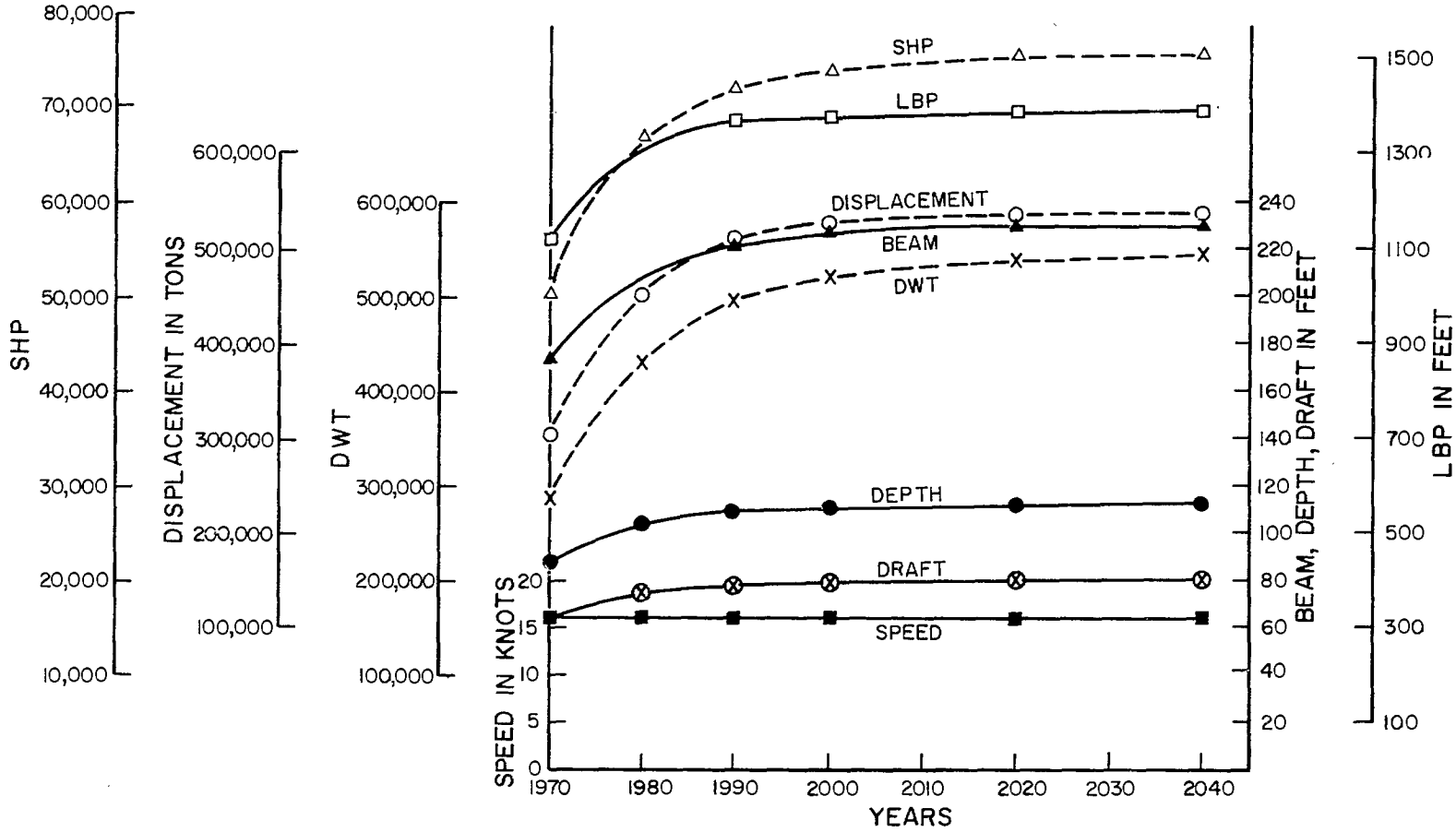
** Projects based on trade and productivity forecasts.

Sources: Trade Data: United Nations, Statistics Yearbook.
Tonnage Capacities: U.K. Chamber of Shipping, Annual Report.

TABLE 2

PROJECTED 1983 TANKER FLEET, BY SHIP SIZE

DWT	No. of Ships in Baseline Fleet	No. of Ships Added to 1973	No. of Ships to be Added 1973-1983	Total
20,000	377	280	680	1,337
20- 40,000	136	93	227	456
40- 60,000	205	22	90	317
60- 80,000	220	48	161	429
80-100,000	132	125	503	760
100-125,000	46	50	301	397
125-150,000	7	8	33	48
150-200,000	31	64	129	224
200-300,000	33	67	271	371
400-600,000			45	45
	1,187	757	2,440	4,384



LEGEND

DRAFT
DEPTH
BEAM
LBP
SPEED
DWT
DISPLACEMENT
SHP

SOURCE: OCEANBORNE SHIPPING BY LITTON SYSTEMS, CALIFORNIA

PROJECTION OF TANKER SIZE TO 2040

FIGURE 2

2.2 - Composition of the World Dry Cargo Fleet

Table 3 shows the total capacity in millions of GRT required to move the projected dry cargo trade. The tonnage capacity required by 1983 is 129.4 million GRT.

TABLE 3

WORLD OCEANBORNE DRY CARGO TRADE AND DRY CARGO SHIP CAPACITY 1950-1966 WITH PROJECTIONS TO 2043[1]

Year	Dry Cargo Trade (Millions/LT)	Dry Cargo Shipping Capacity (Millions/GRT)
1950	295	44.6
1951	354	46.1
1952	344	52.3
1953	344	49.8
1954	369	50.1
1955	433	51.7
1956	482	53.9
1957	502	57.4
1958	472	61.3
1959	482	64.4
1960	531	65.7
1961	561	68.6
1962	591	72.2
1963	630	75.4
1964	709	78.3
1965	758	81.7
1966	787	86.7
1973	1,006	98.3
1983	1,560	129.4
2003	3,749	223.6
2043	21,666	668.3

[1]Trade projections based on average annual growth of 4.48 per cent. Capacity projections based on trade projections and projected ship productivity.

Source: "Review of Recent Developments and Long Term Trends in World Shipping", UNCTAD TDQ31, 27 Dec 1967.

The corresponding DWT requirements are as follows:

	Total Deadweight (Millions/LT)	
Year	Bulk Carrier	Freighter
1973	48.0	95.4
1983	80.4	109.6
2003	178.8	152.8
2043	643.5	356.8

The projected 1983 world dry bulk carrier fleet is shown in Table 4 and indicates a total of 1,058 ships to be added to the baseline fleet between 1967 and 1983.

The projections for the world freighter fleet indicate an addition of 5,810 ships to the baseline fleet between 1973 and 1983 (Table 5).

Projections of the largest bulk carriers and cargo ship sizes for the years 1970 to 2040 are shown in Figures 3 and 4 respectively.

TABLE 4

PROJECTED 1983 WORLD
DRY BULK CARRIER FLEET
BY SHIP SIZE

DWT	No. of Ships in Baseline Fleet	No. of Ships to be Added[1]	Total
10,000	106	30	136
10- 20,000	195	173	368
20- 30,000	326	310	636
30- 40,000	217	138	355
40- 50,000	111	143	254
50- 60,000	107	89	196
60- 80,000	102	116	218
80-100,000	31	45	76
100,000	8	14	22
	1,203	1,058	2,261

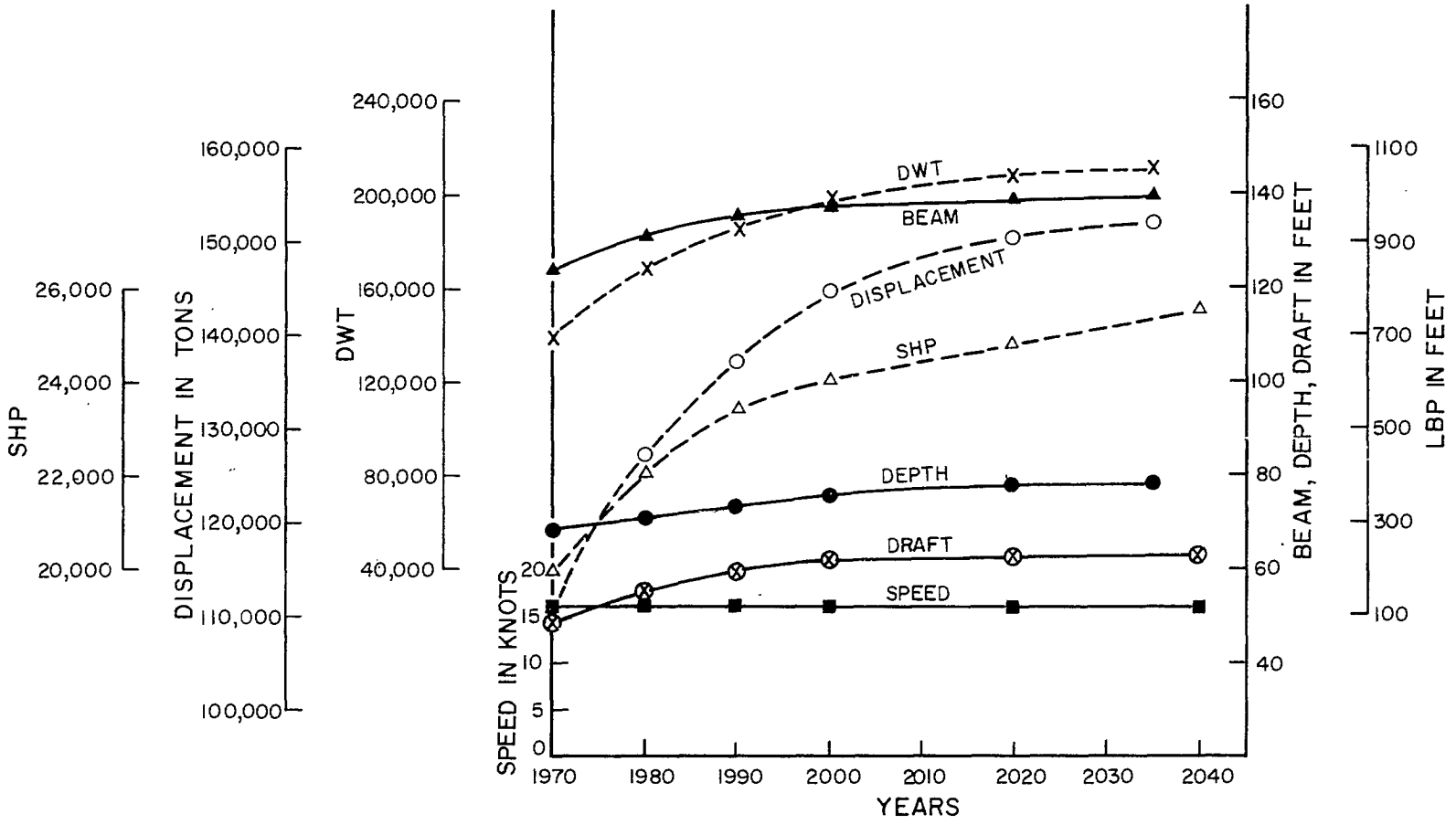
[1] Allocation to deadweight tonnage class is based on percentage of total deadweight tonnage in current order book.

Source: "A Statistical Analysis of the World's Merchant Fleets", U.S. Department of Commerce, Maritime Administration, December 1967.

TABLE 5

PROJECTED 1983
WORLD FREIGHTER FLEET
BY SHIP SIZE

DWT	No. of Ships in Baseline Fleet	No. of Ships to be added by 1973	No. of Ships to be added by 1983	Total
2,000	139	330	480	949
2- 4,000	504	1,046	1,140	2,690
4- 7,000	604	1,029	1,120	2,753
7- 9,000	191	396	431	1,018
9-10,000	85	134	146	365
10-11,000	123	983	318	1,424
11-13,000	474	860	937	2,271
13-15,000	794	734	799	2,327
15,000	184	403	439	1,026
	3,098	5,915	5,810	14,823



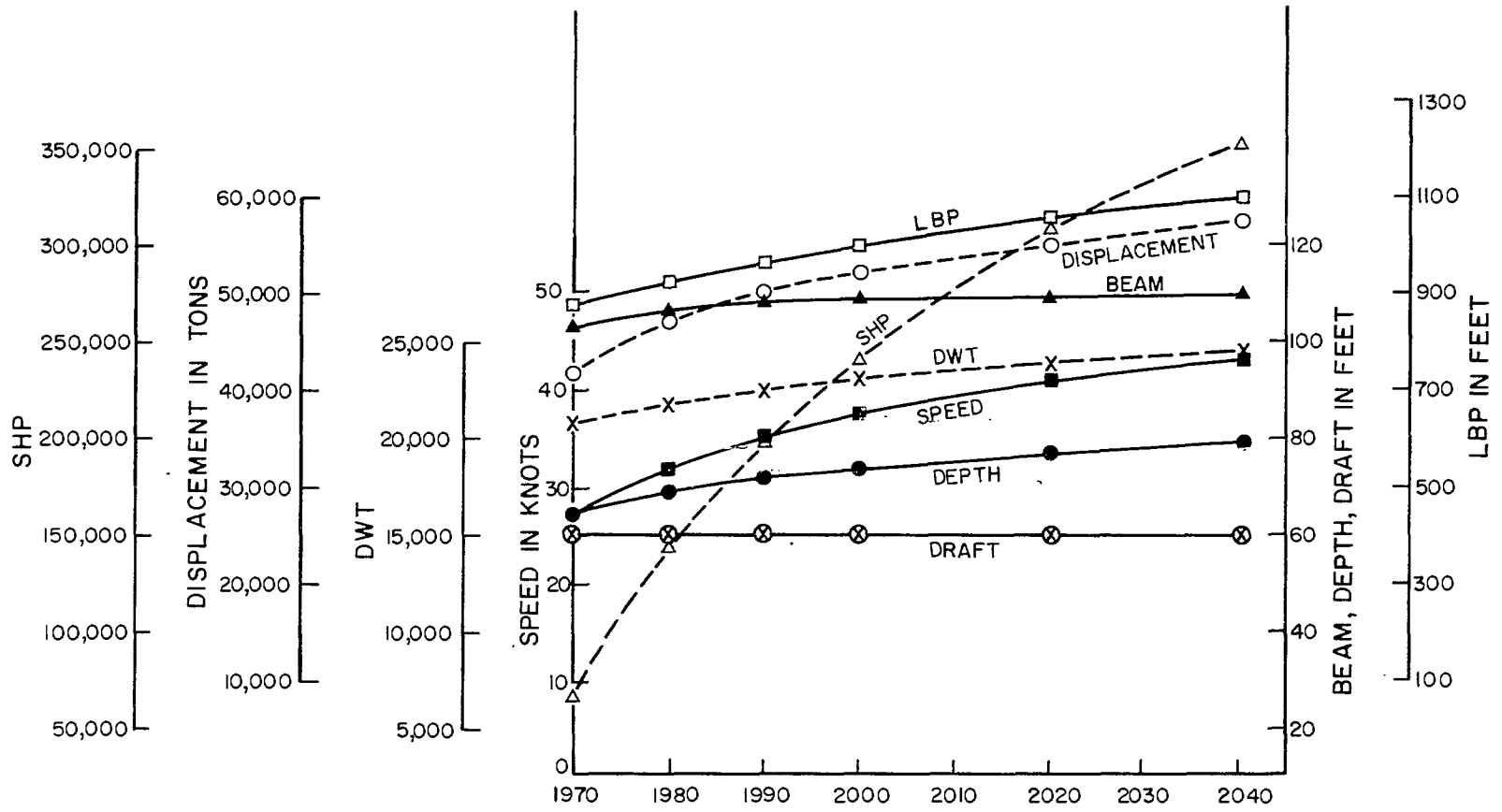
LEGEND

DRAFT
DEPTH
BEAM
LBP
SPEED
DWT
DISPLACEMENT
SHP

SOURCE: OCEANBORNE SHIPPING BY LITTON SYSTEMS, CALIFORNIA

PROJECTION OF BULK CARRIER SIZE TO 2040

FIGURE 3



LEGEND

DRAFT
DEPTH
BEAM
LBP
SPEED
DWT
DISPLACEMENT
SHP

SOURCE: OCEANBORNE SHIPPING BY LITTON SYSTEMS, CALIFORNIA

PROJECTION OF GENERAL CARGO SHIP SIZE TO 2040 FIGURE 4

2.3 - Recent New Shipbuilding Demand Forecasts

Although the Litton report, published in 1968, gives excellent background and a wealth of detailed information, more recent forecasts and the actual performance of the shipbuilding industry indicate the Litton forecast to be too conservative.

Figure 5 shows a comparison of forecasts and actual completions resulting from a study made by J. B. Parga in 1970. Taking the year 1975 as an example, it can be seen that the forecast by the Japanese Shipbuilders Association (25.4 million GRT per year) exceeds the Litton forecast (16.5 million GRT per year) by more than 50 per cent.

While demonstrating the very large spread in forecasts, Figure 5 also shows actual completions per year up to the end of 1969 and indicates that this trend exceeds all forecasts made. During 1969 over 18.0 million GRT were completed; this is considerably in excess of the Litton forecast made for the year 1975, i.e. six years later.

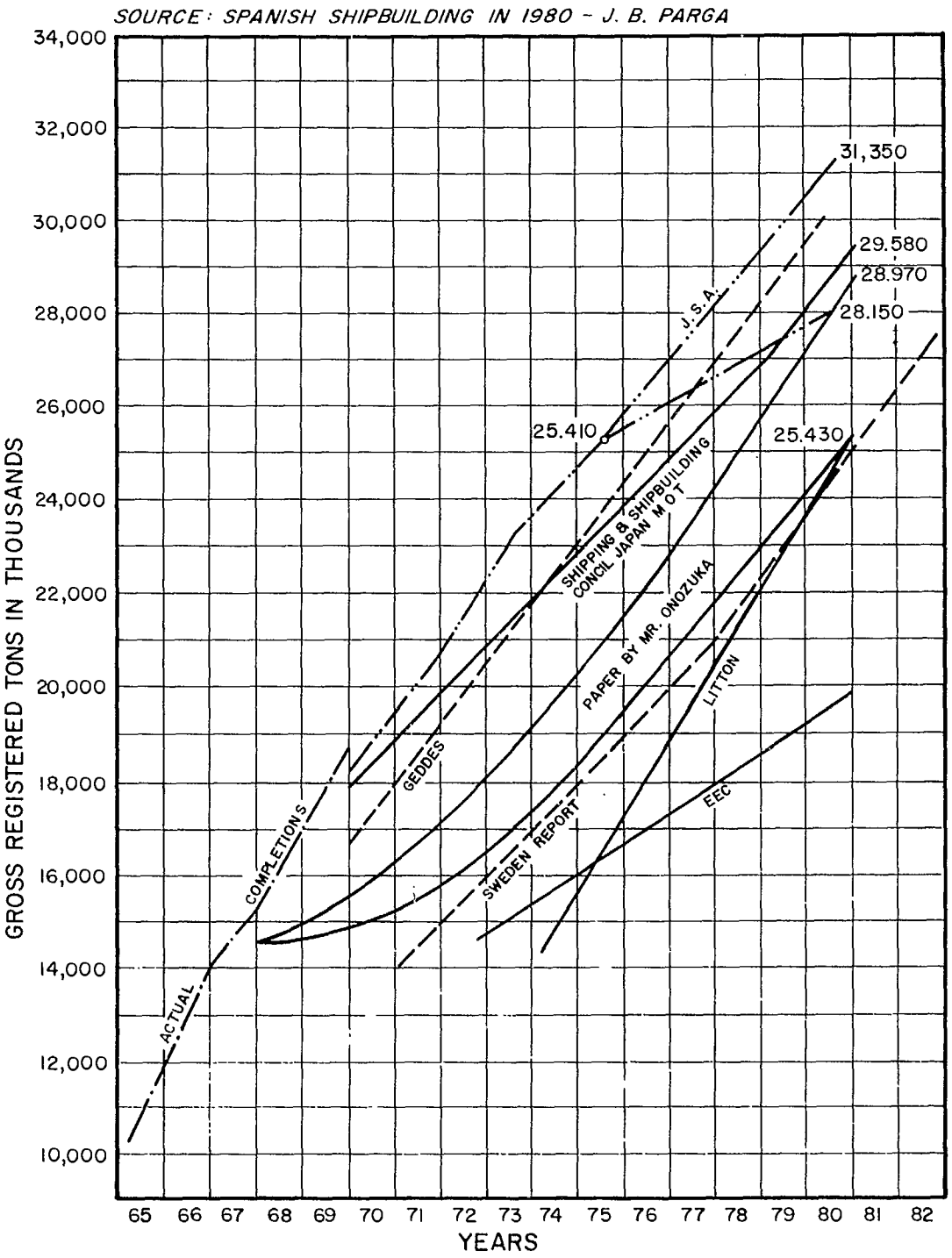
The latest forecast given by a prominent shipbuilder, originating from discussions with Lloyd's in London, shows that the Association of Japanese Shipbuilders estimate the demand to be 30.0 million annual GRT by 1975 and 33.0 million annual GRT by 1980.

The same source gives the latest forecast by the Association of West European Shipbuilders as 23.0 million GRT by 1975 and 30.0 million GRT by 1980. These forecasts

are indicated on Figure 5A which also shows the actual ship completions up to the end of 1970 and ships to be delivered by the end of 1971.

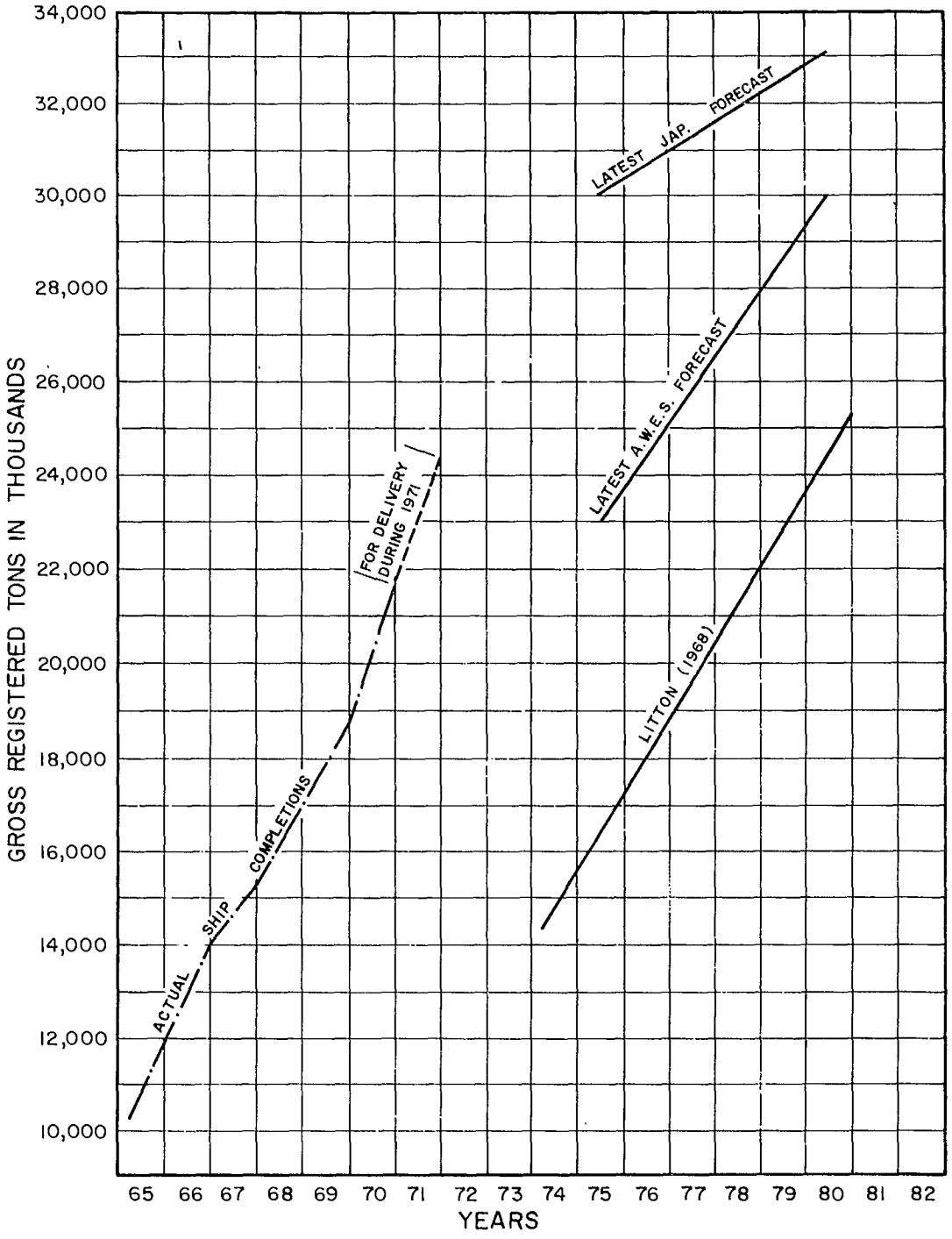
A detailed list identifying tonnage, type of vessel, purchaser, shipbuilder and other relevant information for all ships currently under construction is given in Appendix B.

Forecasts of demand published in 1968, after extensive studies, were outdated the same year. Later forecasts, as shown in Figure 5, have also been surpassed by actual ship construction. Only the latest Japanese forecast indicating 30.0 million GRT in 1975 has, so far, not been outstripped by actual ship completions.



COMPARISON OF RECENT
NEW SHIPBUILDING DEMAND FORECASTS

FIGURE 5



LATEST SHIP DEMAND FORECASTS
AND COMPLETIONS TO END OF 1971

FIGURE 5 A

3 - DEMAND FOR OFFSHORE PLATFORMS

The current and future demand for offshore drilling platforms is predicated on a number of complex and interrelated factors. Accordingly, the assessment of demand has been preceded by a summary discussion of the various steps involved in discovery and exploitation of offshore oil and of the equipment requirements and back-up facilities and services essential for each stage.

3.1 - Background

It is the practice of the oil companies not to perform exploration and development work with their own forces. Companies specializing in the various activities required are employed for this purpose.

Accordingly, most drilling is undertaken by drilling contractors and rig owners. Major construction such as stationary platforms, pipelines on the seabed and underwater storage, is carried out by marine construction firms utilizing floating cranes, barges, workships and other marine equipment needed for such work. Associated tasks such as towing, diving, transportation of supplies and personnel, catering, and similar activities are handled by specialized subcontractors.

The development of an offshore oil field falls into four principal phases:

- the survey phase, involving geophysical work, coring and bottom sampling;

- the exploration phase, designed to drill geological formations to find oil;

- the development phase which involves additional drilling to confirm information on the oil reservoir, the completion of well-heads and installation of the producing and loading facilities; and

- the production phase, which involves exploitation of the field. No further drilling or construction takes place during this phase and activities are confined to the maintenance of production, pumping and shipping installations.

Drilling rigs and production platforms or structures are needed for the exploration, development and production phases.

Exploratory drilling operations begin with the setting and cementing in place of the 'base plate' consisting of a heavy steel grillage with a guide sleeve in the centre. Its purpose is to provide a guide for the drill string at the sea bottom. It also does duty as anchorage for four wires serving as guides for the remote control equipment used to complete the well.

Next, a large diameter (about 36 inches) welded steel casing is driven through the guide sleeve to a depth of about 125 feet followed by a smaller diameter hole drilled to a depth of about 2,000 feet. A casing is then inserted and cemented into the hole. At this level (i.e. 2,000 feet), 'blow out' preventors are installed. The procedure is then repeated with smaller diameter bits and casings.

The average quantities of the various materials required to drill a typical 10,000-foot hole, together with all the supplies and stores needed at the rig during the period of drilling, are as follows:

Drill pipe	15,000 feet
Drill bits	22 each
Drill hole casing	13,000 feet
Cement	240 tons
Water (drill and potable)	8,800 tons
Fuel and oil	450 tons

In addition, supplies for about 100 men, equipment and spare parts, have to be delivered. The quantities will, of course, vary depending on the geographical and climatic conditions as well as the geology of the strata drilled.

A careful evaluation of the climatic conditions must be made, particularly in respect to the supply systems. The rig must be designed to be sufficiently self-contained to permit continuous operation in the event of a breakdown of the normal supply system due to weather.

A good show of oil in an exploratory drillhole is immediately followed by tests designed to confirm the discovery. If these tests bring positive results, step-out wells are drilled for additional geological and geophysical information. The development of the field begins only after the existence of an important reservoir is confirmed.

The program of development varies, of course, from field to field. However, considering the similarity of environmental conditions on the Canadian continental shelf with those prevailing in the North Sea, it is reasonable to assume that the development of a future Eastern Canadian

offshore oil field will follow to some degree the plans laid down for the Ekofisk field located halfway between the coast of Scotland and Denmark. The development of that field falls roughly into two phases.

Phase I The primary purpose of Phase I is to obtain lengthy production history for additional reservoir information, and to obtain early operational experience. This phase involves the subsea recompletion of the previously drilled wells. These are usually completed with tubing and subsea wellhead equipment. Flow lines and hydraulic control lines would be laid from each well to a centrally located temporary production platform. Additionally, some of the wells would be equipped with subsurface pressure bombs and electrical control cables would be laid from these wells to the production platform.

The temporary production facilities would be arranged on a piled structure, or possibly on a jack-up rig which could be more easily removed when no longer required. Suitable arrangements would be made to bring all the flow lines, hydraulic control lines and electrical control cables from the bottom of the sea up to the level of the platform. The production equipment would consist of

separators, heaters, manifolds, and transfer pumps. The oil leaving the second stage separator would be metered and pumped through loading lines to one or two mooring buoys and thence into tankers through a system of floating hoses.

Phase II The purpose of Phase II is to install permanent production facilities. It consists of the constuction of production drilling platforms, permanent production installations, a flare platform, gas compression equipment and underwater storage. It may be assumed that the mooring facilities installed for Phase I would also serve for Phase II of the development.

Production platforms are located to exploit the field as efficiently as possible. A number of directional holes would be drilled from each platform in order to achieve well spacing of some 300 acres to a well. From some of these platforms, several gas injection wells would be drilled for the purpose of pressurizing the field.

The oil and gas production from the permanent drilling platforms will be piped to the production installation for separation of oil and gas and for further processing as required for injection, storage or other final disposition.

Because of the extremely severe weather conditions, prevailing off the east coast of Canada, and the threat of collision by icebergs, it is possible that some Canadian offshore fields will be produced entirely underwater. This method has been tried on a commercial scale and the technique of underwater completion of wells is already well advanced (Table 6).

In order to ensure continuity of loading of tankers, it would probably be necessary to install an underwater storage system. The storage tanks could be similar in construction to the "Khazzan Dubai" installed recently off Dubai's coast, or could be of the concrete caisson type as planned for the Norwegian North Sea Ekofisk - Phillips - Doris sector which has a capacity of 1,000,000 barrels.

Consideration also would have to be given to laying crude oil and gas pipelines to shore. These would be buried in trenches on the bottom of the sea to protect them from damage by ice or shipping and undermining by currents.

TABLE 6

SURVEY OF SUBSEA COMPLETIONS

Location	No. Wells[1]	Operator	Water Depth	Designer or Installer or Manufacturer
Rakhsh Field, Iran	4	Iminoco	200'	Deep Ocean Tech. (Cameron equip.)
Molino Field, California	1	Standard	250'	Vetco
Molino Field, California	6	Shell	200-300'	Vetco
Molino Field, California	4	Phillips	200'	Vetco
Gulf of Mexico, Louisiana	2	Shell	90'	Vetco
Pt. Conception, California	2	Texaco	100'	Vetco
Rincon, California	1	Arco	220'	Vetco
Ekofisk, North Sea	4	Phillips	285'	Vetco
Norwegian Sec., North Sea	3	Phillips	...	Armco
Gulf of Mexico	3	Humble	...	Cameron
Gulf of Mexico	7	Shell	...	Cameron
Gulf of Mexico	8	Sinclair	...	Cameron
Gulf of Mexico	1	Kerr McGee	...	Cameron
Gulf of Mexico	1	CAGC	...	Cameron
California	3	Standard (Cal)	...	Cameron
California	1	Texaco	...	Cameron
U.K.	2	Shell	...	Cameron
Spain	2	Shell	...	Cameron
Persian Gulf	1	BP	...	Cameron
Persian Gulf	5	Shell Qatar	...	Cameron
Africa	1	BCEM (SNPA* SPAFE)	...	Cameron
S.E. Asia	7	Shell Brunei	...	Cameron
S.E. Asia	2	Gulf	...	Cameron
North Sea	3	Phillips	...	Cameron
Gulf of Mexico	3	...	100-300'	Oil Center Tools[2]
Gulf of Mexico	1	Shell	340'	Lockheed (1972)

[1]Wells reported are completed, on the bank or contracted for.

[2]Oil Center Tools terminology defines completions as subsea only when they are hydraulically operated. Others not reported.

3.2 - Exploration Phase

3.2.1 - Types of Drilling Rigs

The function of an offshore drilling rig is to provide working conditions at sea resembling as closely as possible those which can be provided on land. Offshore drilling rigs are divided into two main categories:

- bottom supported rigs such as piled platforms and jack-up rigs;
- floating rigs such as semisubmersibles and drillships.

The selection of a particular type of rig for a specific location is primarily determined by the depth of water. Bottom supported rigs are generally limited by the length of their legs to waters up to 300 feet deep; semisubmersible rigs generally are used in water up to 600 feet deep; and drillships are capable of working in a depth of up to 1,000 feet deep without dynamic positioning. Greater depths are possible with dynamic positioning.

For work on the Canadian seaboard, excluding the Gulf of St. Lawrence, operators appear to favour drillships and semisubmersible rigs. Water depth and climatic conditions on the Canadian continental shelf do not favour extensive use of bottom supported platforms except for locations close inshore or possibly on the banks.

3.2.2 - Bottom Supported Platforms

Bottom supported piled drilling rigs are designed for specific locations easily serviceable from land. They consist primarily of a drilling platform on a steel tube jacketed frame through which piles are driven to provide vertical and lateral stability.

A modern jack-up rig consists basically of two elements:

- the platform, which supports the drilling rig together with warehouses, crew quarters, service cranes, power plant, helicopter landing stage and drilling equipment storage space; and
- the legs, of tubular or lattice steel construction fitted with powerful jacks capable of lifting the platform structure clear of the water.

Whilst under tow, sections of the legs may be removed, or alternatively the legs are raised to the maximum extent above the platform. On arriving at the drilling location the legs are lowered to the ocean floor and the platform raised to the drill operating position clear of the effects of wave action.

A few modern units are self-propelled but the majority are towed by ocean-going tugs to and from location.

The advantages of the jack-up rig are excellent all-weather stability for drilling, good load carrying capacities, and well-proven designs.

The main disadvantages are their initial high cost,

3.2.3 - Semisubmersibles

The semisubmersible consists basically of three structural elements:

- the platform, supporting the rig, warehouses, bunkhouses, equipment, service cranes, power plant and helicopter landing stage;
- the main columns and bracing, supporting the platform; and
- the floatation units, in the form of individual pontoons under each column or cylindrical members joining the lower ends of the columns into a horizontal frame.

When on location, the floatation units are ballasted in order to submerge the rig to a depth consistent with local wave conditions. A sufficiently large freeboard is thus maintained while the area presented to the wave action at sea level is reduced. For moving, the ballast is pumped and the rig rides with its floatation units on the surface.

Semisubmersibles are characterized by excellent dynamic behaviour and provide a remarkably steady drilling platform.

Their disadvantages are a rather limited live-load capacity, a high centre of gravity, a fairly large area exposed to wind forces, and a sensitivity to changes in weight and weight distribution.

The semisubmersible rigs are moored in location by anchors, usually eight or nine in number. The purpose of the anchors is to hold the rig in position and dampen oscillations induced by waves.

3.2.4 - Drillships

A drillship is basically a hull with a drilling rig mounted on it. The advantages of a ship as a drilling platform are:

- stability, due to the advantageous distribution of cargo and machinery spaces;
- load carrying ability, which allows for large quantities of materials and supplies to be stored on board;
- mobility, as the drillship is generally self-propelled;
- low initial cost, by comparison to other types of rigs, since an existing hull may be converted to this use; and
- proven design, based on the vast experience of the shipbuilding industry.

The main disadvantage of the drillship as a drilling platform lies in its susceptibility to wind and waves whilst anchored at a drilling location. dynamic positioning

3.2.5 - Design of Drilling Platforms

The design of a drilling platform is governed by the conditions under which it will operate, namely:

- depths of water;
- wind strengths and directions;
- wave, and swell heights;
- characteristics of the bottom; and
- special conditions.

Surveys and analyses of these conditions, produce the parameters which can be used to design a rig for a particular locality. There are some areas of operation, however, where the special conditions depart so widely from the average, that platform structures intended for use in these theatres must be specially designed.

Conditions prevailing on the Canadian eastern seaboard are among the most extreme encountered in any offshore location. In addition to high winds, waves and exposure to floating ice, the structures are subjected to temperatures so low that they may adversely affect the properties of the steel.

Rig owners and their insurers require that rigs for this location be built of special low temperature resistant steels and few such rigs exist at present. New rigs built to special specifications are on order. However, in view of the mounting interest in the Canadian eastern seaboard, and the planned offshore operations along the coasts of Baffin Island, Labrador, Norway and Greenland, the availability of rigs suitable for Northern waters may affect the scope of operations for the near future. Some areas off Nova Scotia, the Gulf of St. Lawrence and the south coast of Newfoundland, where temperature conditions are less severe, can be serviced by existing equipment.

3.3 - Development Phase
Construction

Construction of production platforms, particularly if they are of the jacketed-driven pile type, will call for self-propelled crane barges or ships of 25,000 to 30,000 DWT with up to 1,000-ton lift capacity. Construction of pipelines will call for pipe-laying barges of some 400 feet by 100 feet by 40 feet equipped with revolving cranes of some 500 tons lift capacity and with other pipe-laying equipment.

In general, construction in the severe conditions prevailing on the Atlantic continental shelf will require the largest and best equipment available to the industry.

All activities connected with the development of the field will vastly increase the need for transportation and supply, and since conditions will not permit the movement of supplies to the construction sites by deck barge, oceangoing supply vessels will be needed to transport men and materials for:

- completion of the exploration wells;
- the construction of the temporary and permanent installations, including the permanent drilling platforms;
- place and move anchors for all the heavy construction rigs employed by construction contractors; and
- lay anchors for the single point buoys of the loading facilities.

3.4 - Supply Bases

Logistic support of offshore drilling operations is provided from a supply base on shore.

In the choice of location for a supply base, the following factors must be considered:

- distance to the drilling rigs;
- suitable protected harbour;
- availability of large areas of land adjacent to the harbour for storage;
- access to other modes of transportation; and
- availability of suitable living quarters and other amenities for crews and their families.

The distance from the drilling rig should be as short as practicably possible.

The supply base must be on the waterfront and must incorporate a harbour possessing the following characteristics:

- deep water wharfage with good unloading facilities for cargo ships bringing in supplies;
- good loading facilities for supply ships taking on supplies for the drilling rigs; and
- ample berthing space for supply ships and tugs.

The supply base requires large areas of land immediately adjacent to the habour for the following facilities:

- storage of bulk materials, such as drilling mud, cement, drill pipe, casing pipe, structural steel, fuel, and lubricating oils;

- storage of navigational equipment and aids such as anchors, wire cables, chains, and buoys;

- warehousing of equipment and spare parts;

- fabricating yard for structural steel elements of drilling platforms;

- repair yard and fully equipped machine shops capable of handling repairs to equipment and drill pipes;

- office and warehousing space for equipment and supplies agencies;

- garage and repair shops for materials handling equipment operating on the base; and

- base administration building and communications centres.

The base must be easily accessible by all modes of transportation. Access by road, rail and, above all, air transport, is essential for deliveries of critical items of equipment and for movement of personnel.

Personnel employed by drilling companies demand high standards of shore accommodation and will only make their homes where such accommodation is available. Where such accommodation and related amenities are not available, the companies may have to airlift the crews after each 2-weekly tour of duty to spend their off week at home. Therefore, it is advisable to locate the supply base in the vicinity of a city of some size in order to ensure the necessary standard of accommodation, shopping, recreation, schooling and hospitalization for such personnel.

TABLE 7

MOBILE PLATFORM UNITS -
RIGS UNDER CONSTRUCTION

The table gives types, owner, name, operating water depth, builder and delivery date as of August 1971.

JACKUPS

Owner	Name	Water Depth	Builder and Delivery Date
Crestwave Offshore Services, Inc. Self-elevating with 3 legs, cantilevered rig floor	Topper III 30,000'	300'	R.G. LeTourneau, Vicksburg, Miss., Mar., 1972
Diamond M Drilling Co. Self-elevating with 3 legs	Unnamed 30,000'	300'	Levingston, Orange, Texas, Apr., 1972
Field International Drilling Co. Self-elevating with 3 legs	Earl Rowe-San Antonio 20,000'	250'	R.G. LeTourneau, Singapore, preparing to leave for Brunei Shell in Brunei
Field International Drilling Co. Self-elevating with 3 legs	Rutherford-Houston 20,000'	250'	R.G. LeTourneau, Singapore
Fluor Drilling Services, Inc. Coral Drilling Division Self-elevating with 3 legs	Unnamed 25,000'	300'	R.G. LeTourneau, Vicksburg, Miss., May, 1972
Government of India Self-elevating, ship-shape, self-propelled	Unnamed	200'	Mitsubishi, Japan, late, 1972
Marine Drilling Self-elevating with 3 legs	J.Storm II 25,000'	250'	Bethlehem, Beaumont, Texas, Oct., 1971

Owner	Name	Water Depth	Builder and Delivery Date
Marlin Drilling Co. Self-elevating with 3 legs	Marlin No.6 30,000'	300'	Levingston, Orange, Texas, Oct., 1971
Ocean Drilling & Exploration Co. Shipshape, self-elevating, self-propelled with 4 legs	Ocean Tide 20,000'	250'	Upper Clyde Ship-builders, Scotland, Fall, 1971
Penrod Drilling Co. Self-elevating with 3 legs	Penrod 60 30,000'	300'	R.G. LeTourneau, Vicksburg, Miss., Aug., 1971
Penrod Drilling Co. Self-elevating with 3 legs	Penrod 61 30,000'	300'	R.G. LeTourneau, Vicksburg, Miss., late, 1971
Penrod Drilling Co. Self-elevating with 3 legs	Penrod 62 30,000'	300'	R.G. LeTourneau, Vicksburg, Miss., Feb., 1972
Rowan Drilling Co., Inc. Self-elevating with 3 legs, propulsion assisted	Rowan-Texas	225'	R.G. LeTourneau, Vicksburg, Miss., Aug., 1972
Rowan International Inc. Self-elevating with 3 legs, propulsion assisted	Rowan-Anchorage 25,000'	250'	R.G. LeTourneau, Singapore, July, 1972
Storm Drilling Co. Self-elevating with 3 legs	Stormdrill VII 25,000'	250'	Bethlehem, Beaumont, Texas, Nov., 1971
Zapata Off-Shore Co. Self-elevating with 3 legs	Unnamed	300'	LeTourneau, Vicksburg, Miss., Jan., 1972

SEMISUBMERSIBLES

Owner	Name	Water Depth	Builder and Delivery Date
Ocean Drilling & Exploration Co. Semisubmersible, self-propelled	Ocean Voyager 25,000'	600'	Nylands Mekaniske Verksted, Oslo, Norway, 1973
Ocean Drilling & Exploration Co. Semisubmersible, self-propelled	Ocean Victory 25,000'	600'	Avondale Shipyards, Inc., Bayou Black Division, Morgan City, La., mid 1972
The Offshore Co. Semisubmersible with 6 columns, self-propelled	III-Mark 2 25,000'		Hijos de J. Barreras, Vigo, Spain, early 1973
Penrod Drilling Co. Semisubmersible	Penrod 70 30,000'	800'	Hijos de J. Barreras, Vigo, Spain, Dec., 1972
Santa Fe Drilling Co. Semisubmersible, catamaran	Mariner 2		Levingston, Orange, Texas, Sept., 1972
Southeastern Commonwealth Drilling, Ltd. Semisubmersible with 3 columns	SEDCO J 25,000'	800'	Halifax Shipyards, Nova Scotia, Sept., 1972
SEDCO, Inc. Semisubmersible with 3 columns	SEDCO K 25,000'	800'	Levingston, Orange, Texas, Dec., 1972
SEDCO, Inc. Semisubmersible, self-propelled, dynamic positioning	SEDCO 700	1,500'	Levingston, Orange, Texas, Spring 1973
Societe de Forages en Mer "NEPTUNE" Semisubmersible with 5 columns, propulsion assisted	Pentagone 82 20,000'	660'	R.G. LeTourneau Brownsville, Texas, Nov. 1972

SURFACE FLOATERS

Owner	Name	Water Depth	Builder and Delivery Date
Global Marine Inc. Drillship, self-propelled	Glomar XII 25,000'	600'	Levingston, Orange, Texas, Apr., 1972
Petroleo Brasileiro S.A. Drillship, self-propelled	Unnamed 16,000'	600'	Mitsui, Japan, Apr., 1973
Saipem SpA Drillship, dynamic positioning	Saipem II 25,000'	1,000'	Castellammare of Stabia, Italy, Feb., 1972
Sedco, Inc. Drillship, self-propelled	SEDCO 445		Mitsui, Japan, Oct., 1971
Societe Maritime de Service Drillship, self-propelled, dynamic positioning	Le Pelican	1,000'	I.H.C. Holland, Rotterdam, Dec.,1971
Storm Drilling Co. Drillship, self-propelled	Cyclone 25,000'	600'	Bethlehem, Beaumont, Texas, Nov., 1971

3.5 - Current Drilling Rig Construction and Utilization

At present there is an unprecedented number of offshore drilling rigs of all types under construction in shipyards throughout the world, as shown in Table 7.

The reasons for the high current activity are complex, but some of the key factors include:

- a more favourable general climate for offshore exploration;
- provision of exploration funds by operators;
- availability of funds at acceptable interest rates for drilling contractors; and
- shortage of rigs caused by former uncertainties and tight money and by replacements of outmoded rigs.

The Santa Barbara oil spill and its consequences created a great deal of uncertainty in the offshore oil industry which was felt both by the operators and by drilling contractors. Confidence is now returning following analysis of the causes and the expectation that a repetition can be avoided.

A key consideration in drilling rig construction is that virtually no rigs are built on speculation. Rigs are only built on obtaining a contract, or an intent to award such a contract. Currently, contracts and funds are available to the extent that almost all shipyards with capability and capacity are busy, and are likely to remain so for about 2 years.

The rate of placing new orders when present commitments are completed will depend primarily on the following:

- the number and location of new oil strikes;
- replacement of existing rigs; and
- availability of building capacity.

Major new strikes in previously under-explored areas would have a major impact on the demand for drilling rigs. Whether this demand could be satisfied quickly depends, to a large extent, on requirements for location and the environmental conditions. Deep water, distance from support facilities, bad wind, wave or floating ice conditions would lead to the utilization of only the most modern rigs and the construction of new ones of more advanced design.

Normal attrition will result in the replacement of some existing rigs which are rapidly becoming obsolete due to heavier duty requirements, more difficult operating conditions and new techniques.

Scarcity of rig building capacity does not overly affect standard production rigs, but it does have a dampening effect on advanced design rigs due to long potential deliveries and the pressures toward higher costs.

A number of drilling rigs in the past have been built in Far Eastern yards to take advantage of lower labour and material costs. Recently, however, new orders placed in Far Eastern yards resulted from the desire to utilize these

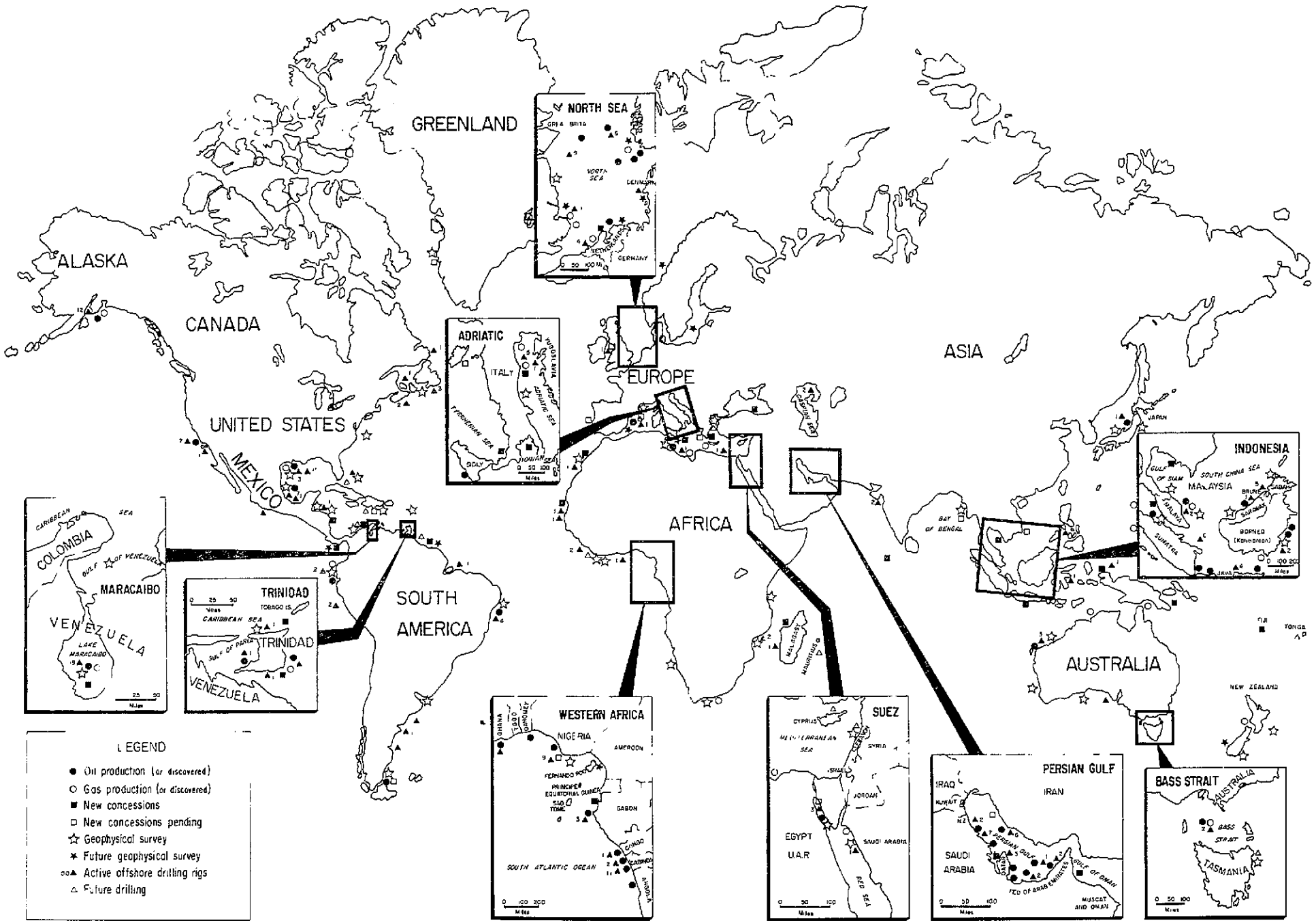
rigs in the adjoining South East Asia offshore regions. For a jack-up rig, savings up to two million dollars can be made on ocean tows, insurance, and increased working time, when these rigs are built in Far Eastern yards instead of traditional Northern Hemisphere yards.

The hostile environment of the Canadian east coast makes it mandatory to utilize large, ruggedly built equipment, the higher cost of which must be recovered by maximum equipment utilization. In order to achieve such utilization, it is essential that first class, modern service and repair facilities be established as closely as possible to the drilling sites.

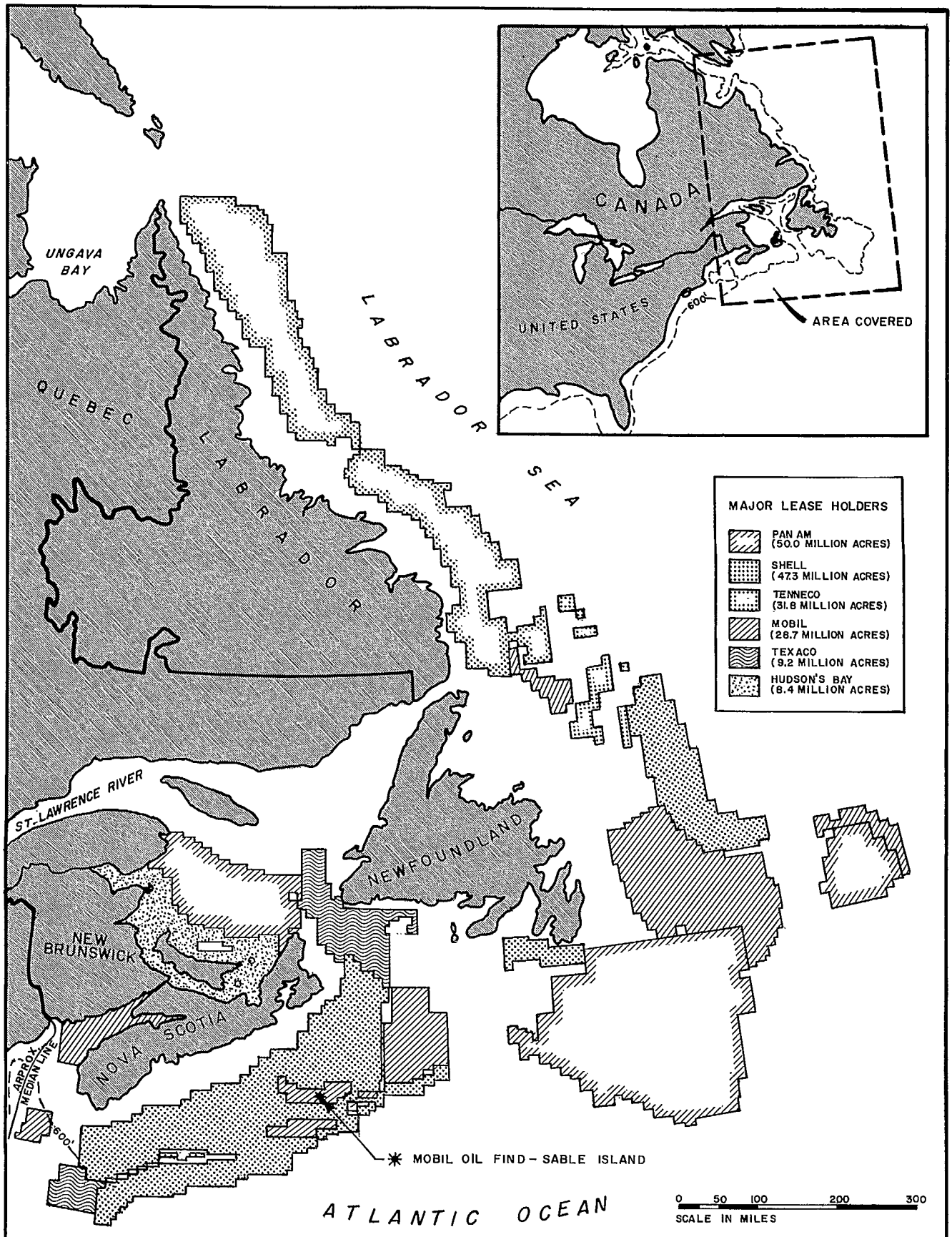
3.6 - Future Offshore Demands for Drilling Rigs and Production Facilities

Current offshore exploration and development activities are shown on Figure 6. Most of the major areas shown have given good indications of new oil fields or they are adjacent to, or have similar geological formations to known producing areas.

Eastern Canadian oil leases are shown on Figure 7. Although several rigs are active both in the Gulf of St. Lawrence and offshore, interest centres mainly on the exploratory drilling for Mobil near Sable Island. Confirmation of commercial production capability in this area would result in accelerated activity, provided suitable equipment is available or can be acquired quickly.



1971 WORLDWIDE OFFSHORE OPERATIONS FIGURE 6



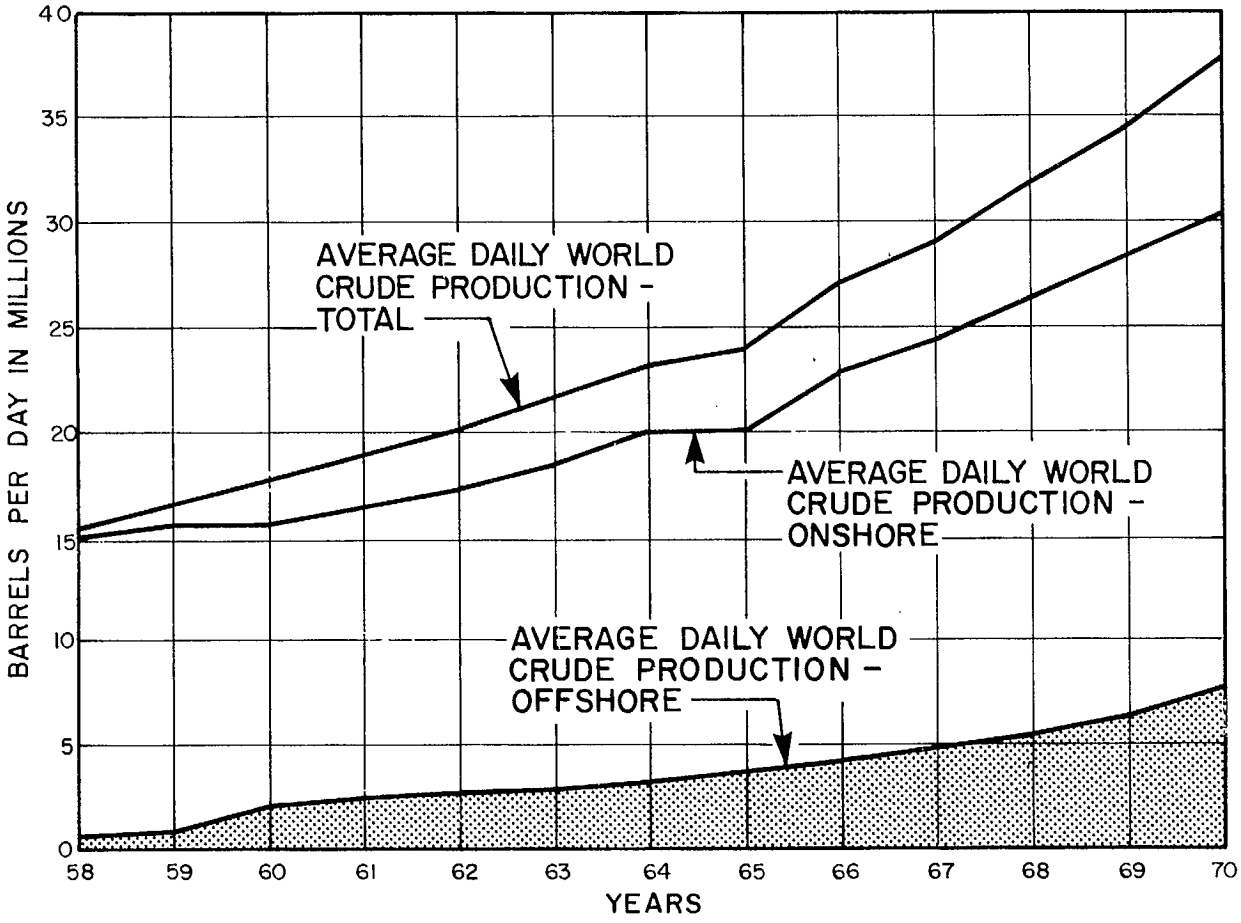
OFFSHORE LEASES - CANADIAN EASTERN SEABOARD FIGURE 7

Offshore activity is spurred by the expanding world energy demand for oil and gas. As land reserves become depleted, the offshore sector of the industry can be expected to supply a higher proportion of the increased demand (Figure 8). Predictions for 1980 range from 25 per cent to about 40 per cent of total production -- against a current figure of about 20 per cent -- being supplied from offshore sources.

Despite the predicted demand for offshore oil and gas it has proven difficult to quantify such demand in terms of exploratory drilling rigs, production platforms and associated facilities, beyond the immediate future.

Regarding jack-up rigs on order, Table 7 gives the current position as of August 1971. As offshore activities move into increasingly deeper waters it appears reasonable to assume that new rigs will be larger and more expensive, and that a higher percentage will be of the semisubmersible type than has been the case previously. For very deep water, drillships fitted with dynamic positioning devices will play an increasing role.

As for offshore production platforms, estimated figures vary widely as do predictions for future demand. The reasons for this situation are that even when commercial oil has been proved, it may not be immediately exploited, but capped off for future reserves. In addition, advancing technology and in particular subsea completions and storage, now offer a wider range of options, thereby greatly influencing the numbers of future platforms. Finally, the views of



OFFSHORE PRODUCTION GROWTH
RELATED TO WORLD PRODUCTION OF CRUDE OIL

FIGURE 8

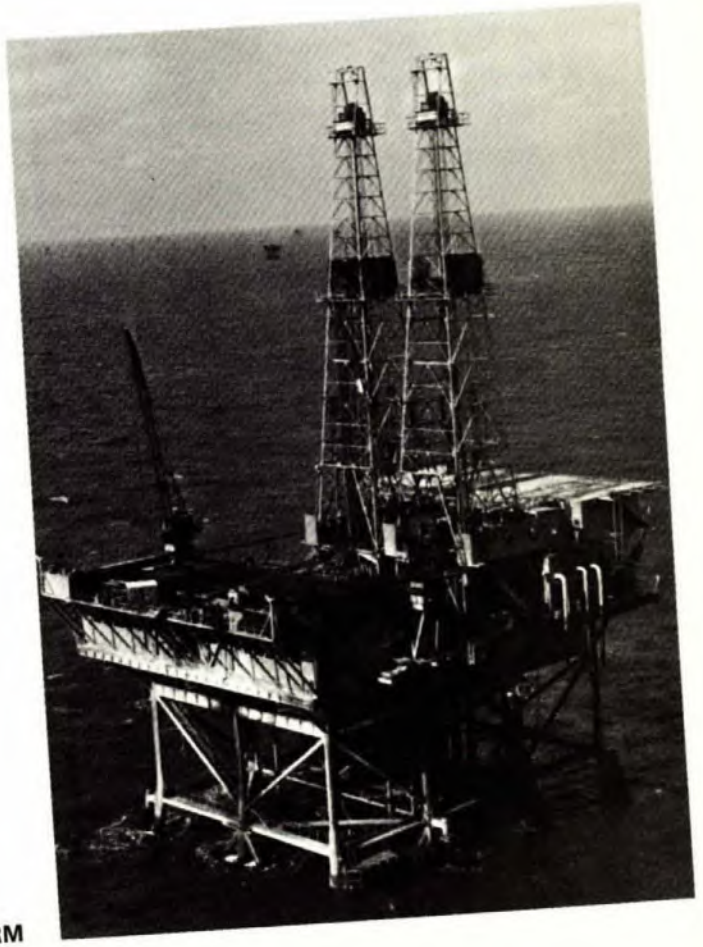
environmental conservationists in regard to the appearance and numbers of production platforms are influencing decisions by Governments and the oil companies in regard to the technology to be used.

Additional research is underway on this subject and a report by one of the major oil industry magazines is expected to be ready by February 1972.

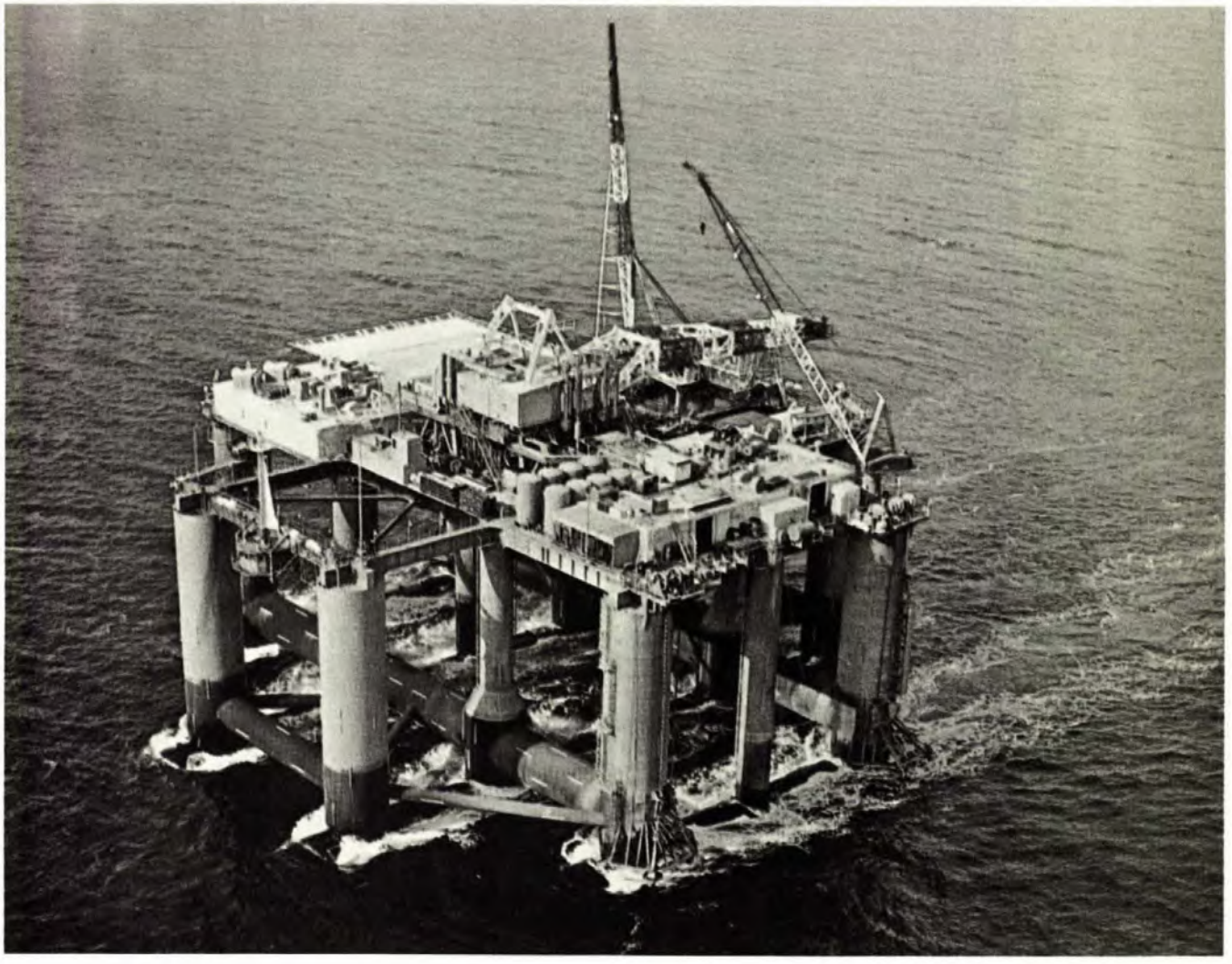
However, reference to Figure 11 indicates the urgent need of the North American area to increase oil supply from Western Hemisphere sources. This is necessary in order to obtain a required equilibrium with Eastern Hemisphere suppliers. The desirability of having dependable oil supplies close to this increasing market is certain to influence future oil policies and strategies.

It follows, therefore, that all potential oil sources close to the North American market will be investigated extensively within the next decade to ensure that dependence on overseas supplies is reduced to a tolerable minimum.

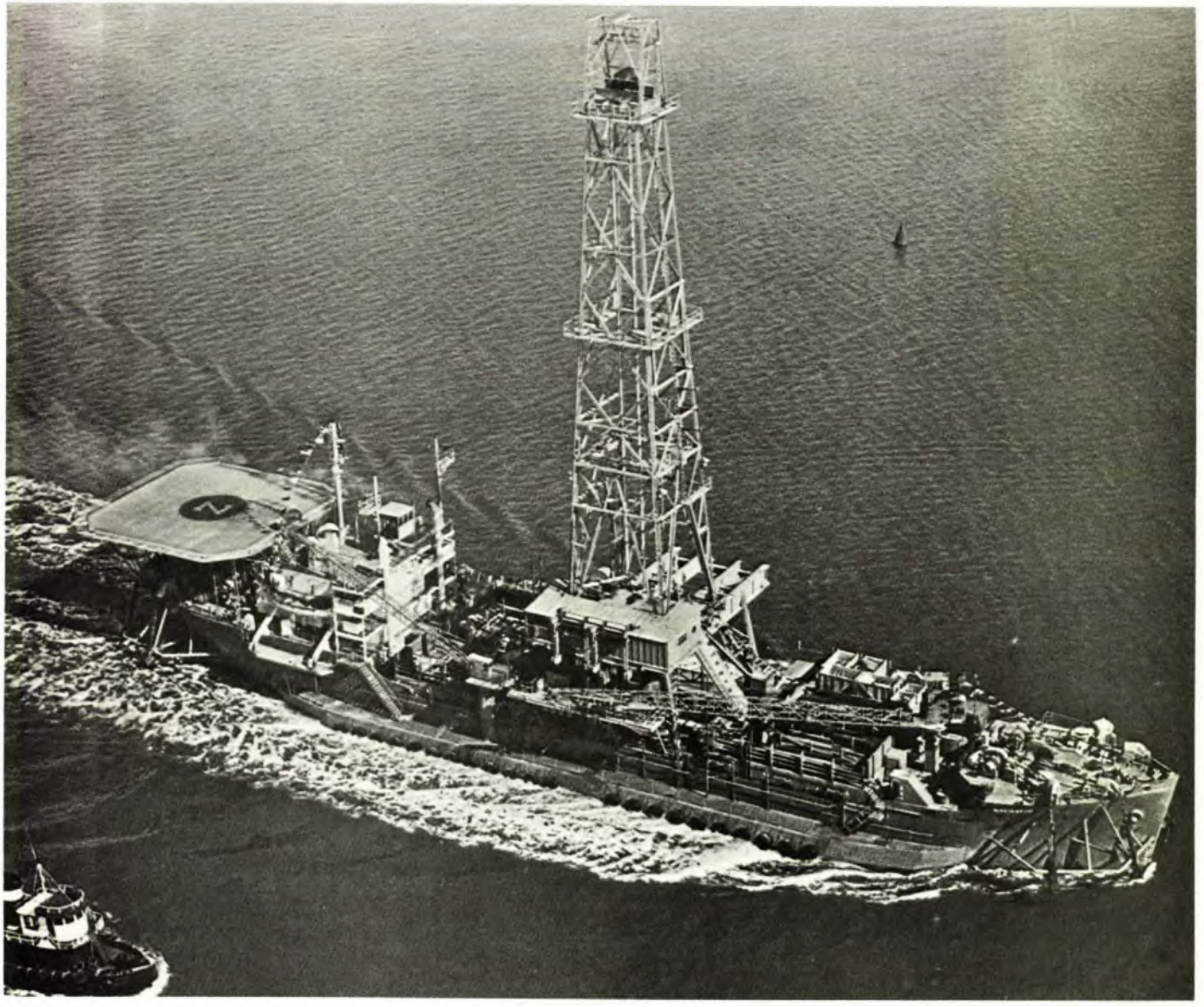
EXPLORATION PLATFORM – JACK-UP TYPE



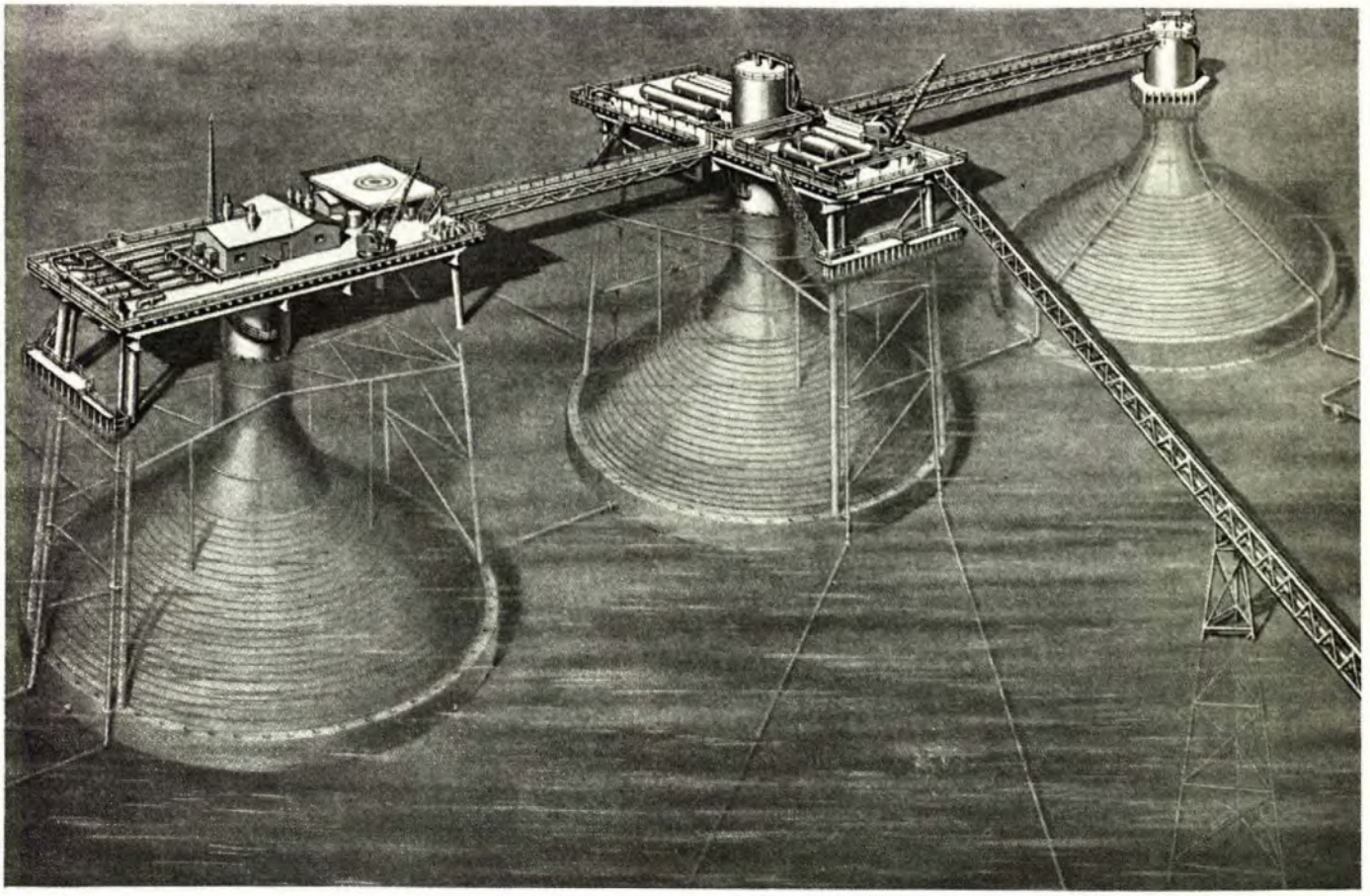
PRODUCTION PLATFORM



EXPLORATION PLATFORM – SEMI SUBMERSIBLE TYPE



EXPLORATION DRILL SHIP



PRODUCTION PLATFORM COMBINED WITH UNDERSEA OIL STORAGE

4 - CAPABILITIES OF EXISTING SHIPYARD FACILITIES

4.1 - Shipyards

The Japanese shipbuilding industry became the world leader in 1956, surpassing Britain which had held that position for half a century.

The major shipbuilding countries of the West -- Britain, Sweden, and West Germany -- in the past pursued the traditional approach to ship construction. Ships were built one at a time, keel first, skeletal structure next. They were then clad with steel plates, working from one end to the other with the operating systems, machinery and equipment installed last. This procedure necessitated a great amount of outdoor work, coping with weather problems, working in difficult positions and a good deal of either rushing or waiting for one job to be finished before another could begin. It was conducive to material bottlenecks and the inefficient use of labour.

In contrast, a modern flow pattern of production evolved in Japan. This sytem divides the ship construction process into work units to be performed according to specific instructions in exact sequence. Subassembly operations are performed in covered factories, thus improving labour and machine efficiency -- a procedure akin to prefabrication.

Assembly of ship sections, as large as possible, is also performed in factories, with the sections moved to the dock by special vehicles. All that remains to be done in the drydock is the welding together of the sections. The function

of each worker is largely repetitive and standardized. In short, the ships are mass-produced assembly line products in the tradition of automobile manufacture.

Whilst the countries of Western Europe pursued the traditional approach to shipbuilding, resulting in higher costs and a rising backlog of orders, and the United States failed to pursue its technical advantages, a vacuum was created that Japan eagerly sought to fill.

Other factors in Japan's favour were the availability of low-cost labour, favourable export financing arrangements, and the organizational structure of the Japanese shipbuilding industry and its ability -- at least until recently -- to make early and prompt deliveries.

Recent developments indicate a somewhat less favourable outlook for Japan's shipbuilding industry in the 1970's. For instance, the industry is anticipating labour shortages reflecting conditions in the general labour market. Real wages have already surpassed the wage level of West German shipyard workers. Higher overall costs have forced Japanese shipbuilders to raise prices for ships to be delivered in the early 1970's. The Japanese shipbuilding industry has already lost one of its main attractions to foreign buyers -- the promptness with which orders could be filled. Orders have accumulated so rapidly that there is today a backlog of some 2-1/2 years -- about the same as in West Germany and Sweden and more than in Britain.

Of greater long term significance, however, is the fact that extensive consolidation, rationalization and modernization has occurred or is planned in the major shipbuilding industries in the West -- especially Sweden, West Germany and Britain. Britain is considering closing a large number of inefficient yards and replacing these with a smaller number of modern ship production facilities.

As new ship production facilities are planned and constructed, they will attract the new business at the expense of the traditional yard and the latter will thus be forced to adapt to the new conditions or face closedown.

Another significant development in shipbuilding is the trend to specialization by ship type resulting in a ship production facility building ships of one type in large numbers, i.e. series production. One specific type is the facility for constructing VLCC's (very large crude carriers) and bulk carriers. A list of modern facilities of this type is shown in Table 8.

TABLE 8

Country	Shipbuilder	Size of Dock
Japan	Hitachi - Sakai	Dock 400m x 56m
Japan	I.H.I. - Yokohama	Dock 330m x 53m
Japan	I.H.I. - Kure	Dock 360m x 65m
Japan	Kawasaki - Sakaidi	Dock 380m x 62m
Japan	Mitsubishi - Nagasaki	Dock 350m x 56m
Japan	Mitsui - Chiba	Dock 400m x 72m
Japan	N.K.K. - Tsu	Dock 500m x 75m
Japan	Sasebo	Dock 324m x 49m
Britain	Harland & Wolff	Dock 556m x 93m
France	Atlantique - St. Nazaire	Dock 415m x 68m
	La Ciotat	Dock 360m x 60m
Germany	Howaltswerke - Kiel	Dock 320m x 51m
	A.G. Weser - Bremen	Dock 350m x 64m
Italy	Italcantiere - Monfalcone	Dock 350m x 56m
Norway	Akers - Stord	Dock 330m x 48m
Sweden	Eriksberg - Gothenburg	Dock 388m x 65m
	Gotaverken - Arendal	Dock 334m x 46m
Sweden	Kockums - Malmo	Dock 405m x 75m
Denmark	Odense - Lindo	Dock 415m x 90m

Another special ship type is the specialized carrier for substances such as natural gas, ammonia gases and various chemical cargoes. Other types are the standard ships developed to replace the World War Liberty ships.

The phasing out of the Liberty ship, provided an incentive to shipbuilders to design vessels which could easily be built in series. An acceleration in demand for such types during 1970 is apparent. Ships of the more popular designs contracted for at December, 1970, are shown below, with those so far delivered in parentheses.

SD 14	94 (37)
Freedom	82 (48)
SANOYASU MC/BC/LC	51 (40)
German Liberty	44 (30)
HITACHI VC/VT	35 (21)
WESER 36	24 (11)
Freedom Hispania	20 (11)
FORTUNE	17 (0)
SANTA FE 136	15 (5)
CONCORD	11 (2)

4.2 - Platform Production Facilities

Drilling and production platform manufacturers basically need facilities similar to those of the shipbuilding industry.

Jack-up rig construction requires some shipbuilding services but for some rigs these are not absolutely essential, provided a site can be chosen with good access to water.

However, if shipbuilding facilities are available there would be a number of attractions and economies in utilizing them. Nevertheless, it must be noted that only the smaller types of jack-up rigs could utilize existing docks.

Similarly, in the case of steel tube jacketed frame production platforms, full shipyard services are not necessary. If available, however, they could prove attractive, particularly for developments in new locations, or for deep water platforms.

In the case of drillships, either for modification of existing hulls or the construction of new ones, full shipyard facilities are necessary.

Modern, large shipbuilding facilities appear highly desirable for the construction of semisubmersibles. Leading dimensions for a typical modern semisubmersible are say 330 feet long by 260 feet wide with a depth from platform to base of pontoon of about 120 feet. Such structures require only about 7,000 tons of steel so that the ratio of overall space to weight is very large.

Construction of offshore platforms has largely followed the one of a kind traditional shipyard method. It is only recently that the demand, combined with the larger sizes, justify a production line approach similar to that described in Section 4.1 for the production of ships.

4.3 - Production Capacities

There are no published data regarding shipyard capacities as there is no agreed yardstick for production output.

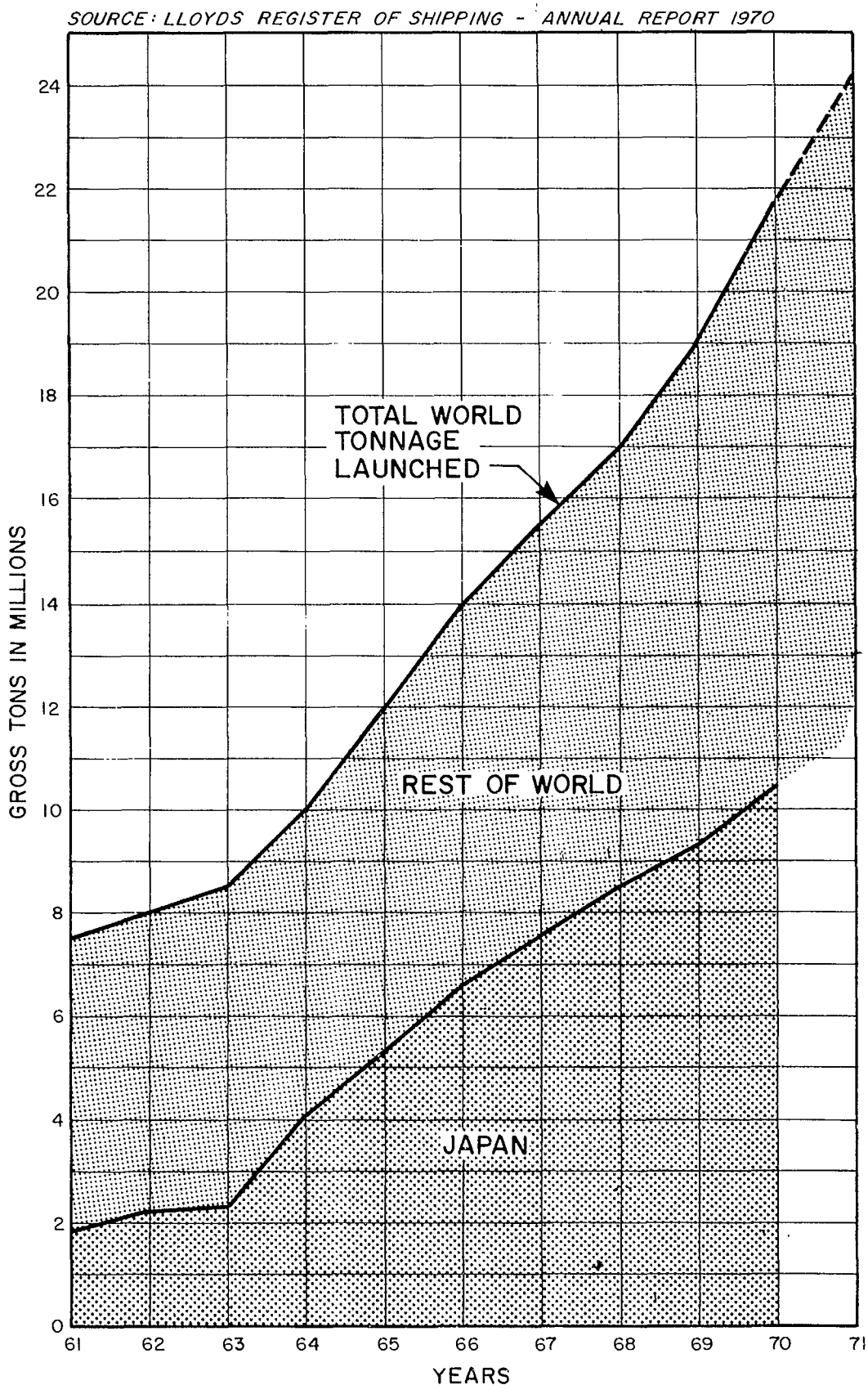
However, in 1969 the world's shipyards were all reasonably full, therefore it may be assumed that the capacity in 1969 was 19.0 million GRT - the output in that year being 18.7 million GRT. It can thus be appreciated that owners are willing to pay a premium and have placed orders with traditional shipyards that normally could not compete with modern automated ship production facilities.

The latest information available from Lloyd's (Annual Report 1970) shows 21.7 million tons launched during 1970 (exceeding 20 million tons for the first time) -- 48 per cent of which was built in Japan (Figure 9). The order books of the world's shipyards at the end of the year stood at the huge figure of more than 78.0 million GRT, representing approximately 3-1/2 years work and leading in 1974 to a world fleet in excess of 300.0 million GRT. A breakdown of this tonnage in terms of delivery date and type of ship is shown below:

For delivery during:	1971	1972	1973	1974 & After	Total	World fleet at 1.7.70
	Thousand GRT					
Oil tankers	10,722	8,822	9,274	9,080	37,898	86,140
Bulk/Ore carriers	5,141	3,893	3,595	1,821	14,450	39,334
Bulk/Oil carriers	2,864	3,970	3,373	1,594	11,801	8,137
Container ships	995	1,723	825	105	3,648	1,908
General cargo	3,369	2,481	1,198	168	7,216	72,396
Specialized carriers	387	288	485	832	1,992	1,800
Total order book at 31 December 1970	24,211	21,701	18,929	13,663	78,504	227,490

The estimated capacity of the world's shipyards in 1971 is 24.5 million GRT, based upon the actual expected output of 24.2 million GRT.

This includes both modern and traditional yards and leaves a capacity gap of about 6.0 million GRT to be produced by new facilities or those not yet in operation, in order to meet the 30.0 million GRT latest forecast requirements for 1975.



TOTAL WORLD TONNAGE LAUNCHED

FIGURE 9

5 - EXPANSION OF WORLD SHIPBUILDING FACILITIES

The world shipbuilding picture is normally seen in terms of the problem of the shipowner -- how can he healthily compete in an environment of overproduction; and of the shipbuilder -- will there be enough construction work to keep the many shipyards of the world fully employed. Rarely does one see reference to a third problem -- could shipyards cope with the continuous high demand resulting from continued steady expansion of world trade. One answer is the series production of standard ships. For the shipowner any disadvantages of such a ship compared with the traditional once-off contract, appear marginal when related to savings in initial cost, speed of delivery and convenience of general maintenance.

For the shipbuilder the benefit is the obvious one of being able to offer keener prices resulting from production line methods. The standard ship is also particularly relevant to the shipbuilder who cannot physically expand his facilities beyond the range of the medium-size carrier and general cargo ship.

Series production of certain ship types has long been a feature of shipbuilding in the Eastern Block and has been incorporated in the industry of the Western World on a large scale only recently.

Studies of the trends towards series production indicate that this principle is well established for the production of VLCC's.

The table below, as reported in Seatrade in May 1971, shows the estimates made for the production of 250,000 DWT tankers in Japan in 1975. Units reports are number of tankers per year.

Builder	Shipyard	Units in 1971	Units in 1975
Mitsubishi	Nagasaki	10	10
	Koyagi	-	10
I.H.I.	Kure	6	11
	Yokohama	5	5
	Chita	-	5
Hitachi	Sakai	5	5
	Ariake	-	6
Kawasaki	Sakaide	4	9
Mitsui	Chiba	6	6
N.K.K.	Tsu	4	6
Sasebo	Sasebo	4	5
Sumitomo	Oppama	-	5
		44	83

This above annual production equals 20.8 million DWT or approximately 11.2 million GRT.

A number of modern West European ship production facilities are now in operation and as a result Japan's share of world ship orders has declined over the last few years. Whilst Japan's shipbuilding industry is unlikely to retain the kind of superiority it held over its competitors through the late 1950's and 1960's, it should remain the biggest in the world.

The dominant competitive position of the Japanese in the production of ship building due to low labour costs is often cited as the major reason for Canadians not entering this field. However, the Japanese have an annual growth escalation of real wages far in excess of Canada, and are currently the equivalent of those in West Germany. This will likely result in competitive technical ability being the decisive factor vis-a-vis Japanese competition. If present trends continue, it appears that during this decade a competitive equilibrium will have been reached between the Japanese and Western Hemisphere shipyards.

In this connection it is interesting to note that the Far Eastern Economic Review reports the establishment of a joint enterprise between a Japanese and a Belgian company for the construction of ocean-going ships in Belgium.

The Japanese general competitive advantage will also be adversely affected if the Yen is revalued during the current financial crisis.

Shipyards planned in other low-wage countries, such as Korea, Taiwan and Yugoslavia are similarly cited as reasons

for Canadians not to enter this field. From personal involvement in each of these countries on feasibility studies for very large new shipyards we can state that credit, financial, and political difficulties, in most cases, present very real problems.

From the foregoing it would appear that Canada could successfully compete with any other country provided a modern fully-automated production line facility is established. The selection of the types of vessel to be produced and the economic viability of the facility, requires extensive study. Such a study should include investigation of the production of semi-submersibles and other offshore platforms.

Few yards specialize in building offshore platforms and modern yards in the ship manufacturing business on an assembly line basis cannot afford to "inject" these types into their flow. In this respect, Figure 11 is of particular importance. The figure shows the projected U.S. demand for oil up to 1985.

The U.S. now imports only 22 per cent of its petroleum, mostly from Canada and Venezuela, but the era of reliance on friendly neighbouring countries is ending. Recently M.A. Wright, Board Chairman of Humble Oil, Jersey Standard's domestic subsidiary, predicted that by 1985 the U.S. will be dependent on foreign supplies for more than 60 per cent of its oil. Most of that, Wright added, will have to come from the Eastern Hemisphere; i.e. the unpredictable Middle East.

The necessity of the U.S. to find dependable oil sources, preferably on the American continent is evident. To satisfy this condition, an increased offshore exploration program, with its accompanying demand for platforms, must be expected.

The design of a facility on the Canadian Eastern Seaboard for the production of offshore platforms should permit future expansion to take care of any changes in market conditions, including conversion to a large repair yard should Eastern Hemisphere tanker trade across the Atlantic develop as predicted by the Humble Oil survey. The repair yard in Lisnave, Portugal, catering to the tanker trade between the Middle East countries and Western Europe can be taken as an example of a successful repair yard.

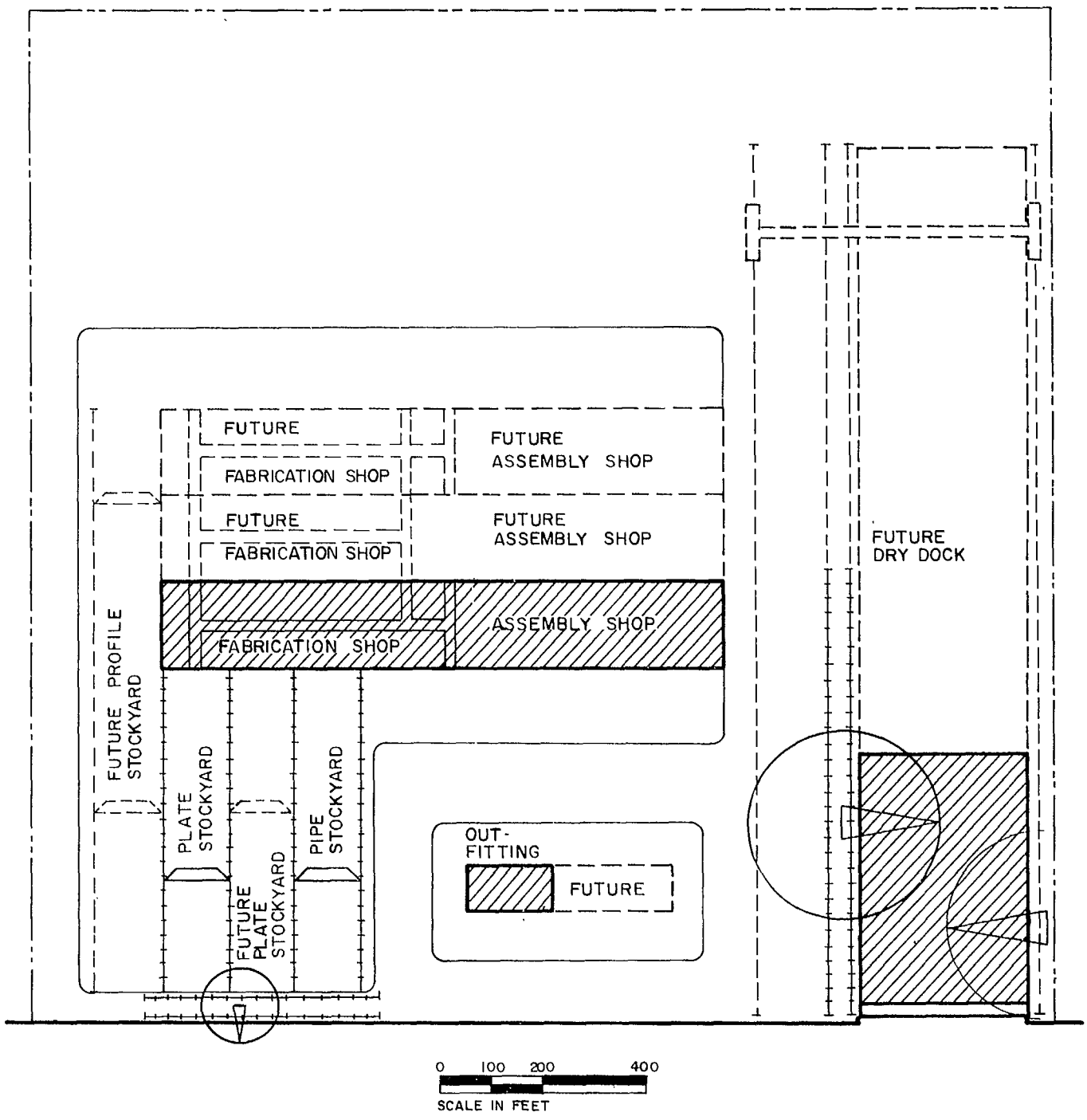
Since the building of Lisnave in 1964, operating under the aegis of Estalciros Navais de Lisboa, the development and expansion which has taken place is unequalled elsewhere. The Portuguese Government, combined with Dutch and Swedish shipbuilding interests, are involved in this undertaking. Dutch and Swedish shipbuilding interests cover 50% of the investment.

The present facility enables 12,000 tons of steel to be fabricated per year with respect to the repairs of supertankers and, with recent improvements, this will be increased to about 60,000 tons per annum.

Figure 10 indicates schematically a facility complete with a drydock capable of building up to four semisubmersibles a year with an initial annual steel throughput of about 30,000 tons.

If a shipyard of this type now existed in Eastern Canada, there is no doubt that it would be fully booked for several years ahead.

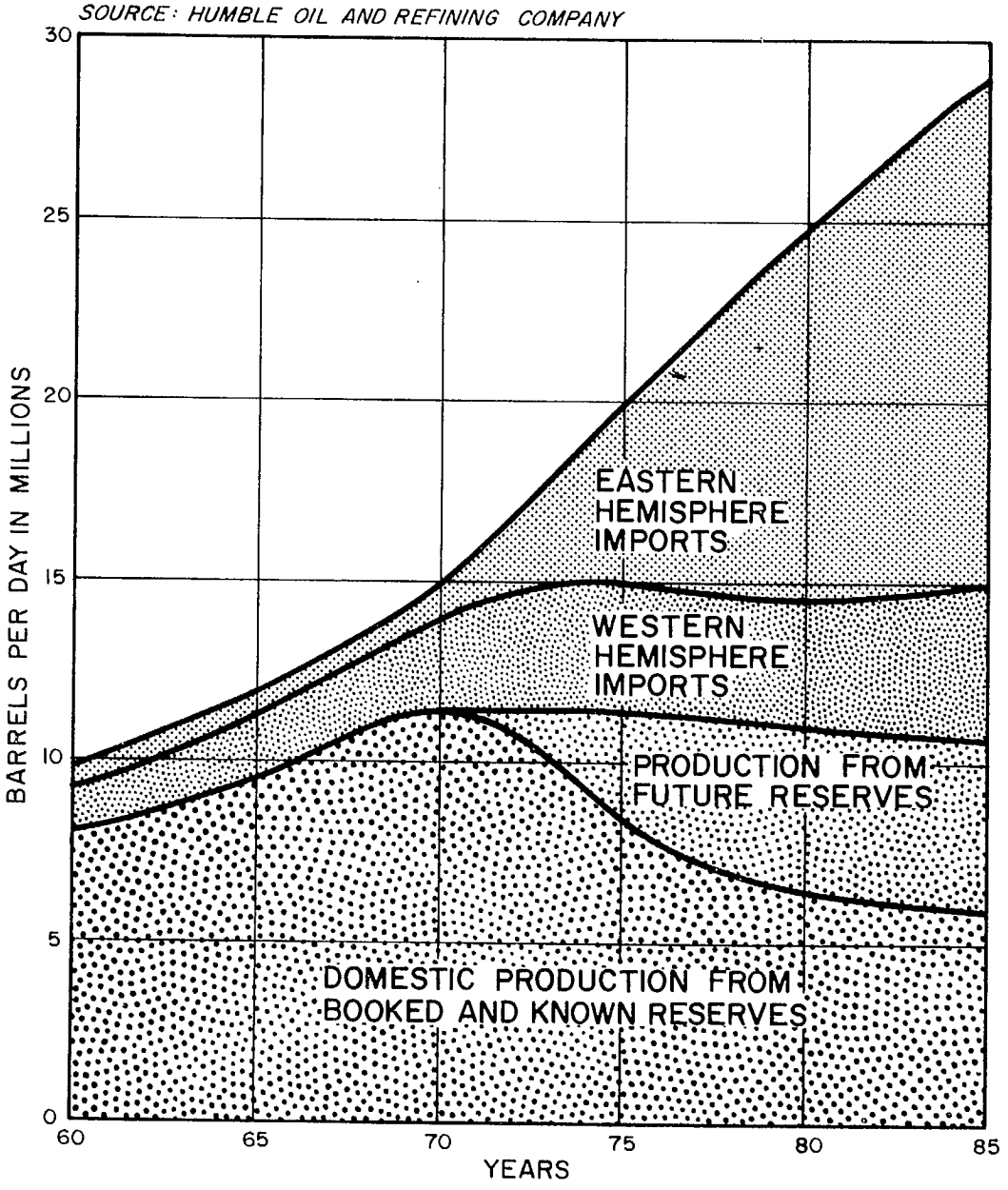
All indicators show therefore that additional modern competitive ship production facilities are needed to satisfy growth, and to replace outmoded yards. Their locations will of course depend largely on the ability of interested parties to mobilise the resources necessary to take advantage of this opportunity. It will of course be appreciated that the establishment of a modern shipyard in any location will influence plans by others to establish additional ones.



SHIPYARD LAYOUT

FIGURE 10

SOURCE: HUMBLE OIL AND REFINING COMPANY



PERCENT SHARE	1960	1970	1985
DOMESTIC PRODUCTION (KNOWN RESERVES)	82 %	78 %	21 %
DOMESTIC PRODUCTION (FUTURE RESERVES)	—	—	17 %
WESTERN HEMISPHERE IMPORTS	14 %	16 %	16 %
EASTERN HEMISPHERE IMPORTS	4 %	6 %	46 %

HUMBLE'S SURVEY
OF U.S. OIL DEMAND AND SUPPLY

FIGURE 11

6 - POTENTIAL PARTICIPATION IN VENTURES TO SERVE THE OFFSHORE INDUSTRY

Offshore developments on the Canadian Eastern Seaboard are followed with great interest by all companies directly involved or related to the oil industry. This was again confirmed during the period of this study in conversations with Canadian, Dutch, Norwegian, American, German and British companies.

Some of these companies expressed specific interest in facilities to construct offshore platforms and standard supply vessels; others were particularly interested in participating in a supply base serving offshore activities; and certain specialist companies expressed great interest in the actual offshore site construction where lay barges and derrick barges with crane lifting capacities up to 1,000 tons could be utilized.

From the great expressions of interest it became apparent that a number of options exist, and that a careful evaluation of available options is required in the best interests of Canada.

Existing Canadian shipping legislation making it compulsory to use Canadian bottoms, when available, increases the options as it encourages foreign companies to seek Canadian partners for work off the East Coast.

We are, of course, prepared to introduce you to our

contacts and give every assistance possible in forming suitable ventures by merging financial strength and expertise.

APPENDIXES

APPENDIX A

MOBILE PLATFORM UNITS -
WORLDWIDE RIG LOCATIONS

The undernoted table gives numbers, names, operating locations and water depth capability, and operators as of August 1971.

OFFSHORE LOUISIANA

51 working; 9 idle

Owner	Name	Water Depth	Operator and Location
Barge Facilities, Inc. Self-elevating with 4 spuds	S-66 20,000'	120'	Chevron, West Cameron, Block 172, Noble Drilling contractor
Chevron Oil Co. Submersible with 4 pontoons	S-45 15,000'	25'	Chevron, West Cameron Area, Block 18 Field
Chevron Oil Co. Submersible with 4 pontoons	S-55 25,000'	60'	Chevron, West Cameron, Block 181, Noble Drilling contractor
Crestwave Offshore Services Self-elevating with 3 legs	Topper I 12,000'	90'	Chevron, Main Pass, Block 127
Crestwave Offshore Services Self-elevating with 3 legs	Topper II 16,500'	125'	Union, Vermilion, Block 201
Delta Marine Drilling Co. Submersible	Chris Zeppa 20,000'	35'	Available at Cameron, La.
Dixilyn Corp. Self-elevating with 3 legs	Dixilyn Two-Fifty 20,000'	250'	Pennzoil, West Cameron, Block 587
Dixilyn Corp. Self-elevating with 3 legs	Dixilyn One-Fifty 30,000'	150'	Humble, Ship Shoal, Block 205

Owner	Name	Water Depth	Operator and Location
Dresser Offshore Services Self-elevating work-over with 4 legs	Dresser I	60'	Chevron, South Timbalier, Block 24
Dresser Offshore Services Self-elevating work-over with 4 legs	Dresser III	70'	Available
Dresser Offshore Services Self-elevating work-over with 4 legs	Dresser IV	70'	Shell, South Pass, Block 27
Dresser Offshore Services Self-elevating work-over with 4 legs	Dresser V	70'	Available
Dresser Offshore Services Self-elevating work-over with 4 legs	Dresser VI	70'	Chevron, Bay Marchand, Block 1
Dresser Offshore Services Self-elevating work-over with 4 legs	Dresser VII	60'	Available
Fluor Drillings Services, Inc. Coral Drilling Division Submersible with 4 bottles	Mr.Arthur 20,000'	80'	Phillips, West Cameron, Block 146
Fluor Drilling Services, Inc. Coral Drilling Division Self-elevating with 4 legs	Mr.Gus II 25,000'	187'	Tenneco, Vermilion, Block 237
Fluor Drilling Services, Inc. Coral Drilling Division Self-elevating with 6 legs	Mr.Sam 25,000'	155'	Kerr McGee, East Cameron, Block 161

Owner	Name	Water Depth	Operator and Location
Marine Drilling Co. Self-elevating with 3 legs	J.Storm I 20,000'	225'	Tenneco, East Cameron, Block 254
Marlin Drilling Co.,Inc. Self-elevating with 3 legs	Marlin No. 3 25,000'	250'	Forest, Vermilion, Block 256
Marlin Drilling Co.,Inc. Self-elevating with 3 legs	Marlin No. 4 25,000'	150'	Chevron, South Timbalier, Block 86
Movible Offshore, Inc. Submersible with 4 bottles	Movible No. 2 25,000'	80'	Mobil, Eugene Island, Block 128
Ocean Drilling & Exploration Co. Submersible	Mr.Charlie 20,000'	40'	Chevron, West Cameron, Block 17
Ocean Drilling & Exploration Co. Submersible	El Dorado 20,000'	70'	Odeco, Ship Shoal, Block 113
Ocean Drilling & Exploration Co. Submersible	John Hayward 20,000'	30'	Chevron, Eugene Island, Block 74
Ocean Drilling & Exploration Co. Submersible	Margaret 20,000'	65'	Mobil, East Cameron, Block 81
Ocean Drilling & Exploration Co. Submersible	St.Louis 20,000'	30'	C&K Offshore, West Cameron, Block 29
Ocean Drilling & Exploration Co. Semisubmersible	Ocean Driller 20,000'	600'	Texaco, West Cameron, Block 638
Ocean Drilling & Exploration Co. Semisubmersible	Ocean Explorer 20,000'	600'	Shell, Vermilion, Block 321
Ocean Drilling & Exploration Co. Submersible	ODECO Seven 20,000'	35'	Superior, Eugene Island, Block 105

Owner	Name	Water Depth	Operator and Location
Ocean Drilling & Exploration Co. Semisubmersible	Ocean Queen 20,000'	600'	Shell, South Marsh Island, Block 115
Ocean Drilling & Exploration Co. Self-elevating with 3 legs	Ocean Star 20,000'	173'	Odeco, Vermilion, Block 199
Ocean Drilling & Exploration Co. Submersible	Rimtide 20,000'	35'	Available
Ocean Drilling & Exploration Co. Submersible with 4 bottles	Barge A 20,000'	75'	Hunt Grand Isle, Block 15
The Offshore Co. Submersible with 4 spuds	Mobile Unit No. 53 20,000'	35'	Stacked, Morgan City
The Offshore Co. Self-elevating with 4 legs	Hustler 10,000'	90'	Shell, Bay Marchand, Block 2
The Offshore Co. Submersible with 4 columns	Delta 15,000'	25'	Stacked, Morgan City
Penrod Drilling Co. Submersible with 4 bottles	Penrod 50 25,000'	50'	TransOcean, West Cameron, Block 171
Penrod Drilling Co. Submersible with 4 bottles	Penrod 51 25,000'	60'	Chevron,Bay Marchand, Block 2
Penrod Drilling Co. Self-elevating with 3 legs	Penrod 53 30,000'	300'	Chevron, Eugene Island, Block 298
Penrod Drilling Co. Self-elevating with 3 legs	Penrod 54 30,000'	300'	Signal, East Cameron, Block 321

Owner	Name	Water Depth	Operator and Location
Penrod Drilling Co. Self-elevating with 3 legs	Penrod 57 30,000'	150'	Placid, Ship Shoal, Block 205
Reading & Bates Offshore Drilling Co. Self-elevating with 3 legs	D.G.Boken-kamp 20,000'	115'	Union, Vermilion, Block 147
Sea Drilling Corp. Submersible	Seadrill 2 18,000'	35'	Stacked
Sea Drilling Corp. Submersible	Seadrill 3 18,000'	35'	Stacked
Southern Marine Drilling Self-elevating with 3 legs	Stormdrill V 20,000'	115'	Phillips, West Cameron, Block 95
Storm Drilling Co. Self-elevating with 3 legs	Stormdrill I 12,000'	70'	Shell, South Pass, Block 27
Storm Drilling Co. Self-elevating with 3 legs	Stormdrill II 20,000'	150'	CAGC, Grand Isle, Block 45
Storm Drilling Co. Self-elevating with 3 legs	Stormdrill III 25,000'	150'	Shell, East Cameron, Block 185
Storm Drilling Co. Self-elevating with 3 legs	Stormdrill IV 25,000'	175'	Amoco, Ship Shoal, Block 219
Storm Drilling Co. Self-elevating with 3 legs	Stormdrill VI 25,000'	224'	Atlantic, Main Pass, Block 209
Transworld Drilling Co. Submersible with 2 pontoons	Rig 44 18,000'	40'	Kerr McGee, Ship Shoal, Block 32
Transworld Drilling Co. Submersible with 2 pontoons	Rig 45 15,000'	35'	Chevron, West Cameron, Block 49

Owner	Name	Water Depth	Operator and Location
Transworld Drilling Co. Submersible with 4 bottles	Rig 47 20,000'	70'	Gulf, South Timbalier, Block 21
Transworld Drilling Co. Submersible with 3 bottles	Rig 54 20,000'	175'	Pennzoil, Eugene Island, Block 256
Transworld Drilling Co. Self-elevating with 3 legs	Rig 59 20,000'	125'	Superior, West Cameron, Block 102
Walker-Huthnance Offshore Co. Self-elevating with 3 legs, propulsion-assisted	Ranger I 9,000'	70'	Mobil, Vermilion, Block 131
Walker-Huthnance Offshore Co. Self-elevating with 3 legs, propulsion-assisted	Ranger II 10,000'	70'	Gulf, South Timbalier, Block 21
Walker-Huthnance Offshore Co. Leased from Parker Offshore Services, Inc. Self-elevating with 3 legs	Smackover 9,000'	80'	Phillips, Vermilion, Block 39
Western Oceanics, Inc. Self-elevating with 3 legs, propulsion-assisted	Western Delta 15,000'	120'	Union, South Marsh Island, Block 48
Zapata Off-Shore Co. Self-elevating with 3 legs	Intrepid 20,000'	300'	Pennzoil United, East Cameron, Block 317

OTHER GULF OF MEXICO AND CARIBBEAN

9 working; 2 idle

Owner	Name	Water Depth	Operator and Location
John W. Mecom Self-elevating with 6 legs	Rig 40 10,000'	40'	For sale, Orange, Texas
Movible Offshore, Inc. Submersible	Movible No. 3 20,000'	45'	Occidental, High Island Tex., Block 93-S
Penrod Drilling Co. Self-elevating with 3 legs	Penrod 56 30,000'	150'	Shell, High Island, Tex., Block 136
Perforadora Mexico Drillship	Reforma 25,000'	600'	Pemex, Coatzacoalcos, Mexico
Perforadora Mexico Drillship	Revolucion 25,000'	600'	Pemex, Tampico, Mexico
Placid Oil Co. Self-elevating with 3 legs and tender	Placid 66 20,000'	120'	Available, Orange, Texas
Rowan International Inc. Self-elevating with 3 legs, propulsion-assisted	Rowan-New Orleans 25,000'	225'	Mobil, South Brazos, Tex., Block A-105
Santa Fe Marine, Inc. Semisubmersible, catamaran	Santa Fe Mariner I 20,000'	1,000'	Phillips on loan from Amoco, Trinidad
Skinner Drilling Co.Ltd. Self-elevating with 8 legs	Skillco 145 15,000'	100'	Trinmar Ltd., Gulf of Paria, Trinidad
Transworld Drilling Co. Self-elevating work-over with 3 legs	Rig 50 12,000'	70'	Coastal States, Galveston, Texas, Block 255
Western Oceanics, Inc. Self-elevating with 3 legs, propulsion-assisted	Western Star 12,000'	80'	Amoco, Galveston, Tex., Block 146-L

SOUTH AMERICA

22 working; 1 idle

Owner	Name	Water Depth	Operator and Location
Creole Petroleum Drilling barge	C-201 10,000'	100'	Creole, Lake Maracaibo, Venezuela
Creole Petroleum Drilling barge	C-202 10,000'	100'	Creole, Lake Maracaibo, Venezuela
Creole Petroleum Drilling barge	C-203 10,000'	100'	Creole, Lake Maracaibo, Venezuela
Creole Petroleum Drilling barge, workover	C-225 10,000'	100'	Creole, Lake Maracaibo, Venezuela
Creole Petroleum Drilling barge, workover	C-226 10,000'	100'	Creole, Lake Maracaibo, Venezuela
Creole Petroleum Drilling barge, workover	C-204 7,500'	100'	Creole, Lake Maracaibo
Creole Petroleum Drilling barge, workover	C-333 7,500'	100'	Creole, Lake Maracaibo
Creole Petroleum Drilling barge, workover	C-334 10,000'	100'	Creole, Lake Maracaibo
Fluor Drilling Services Floating drill barge	Western Off-shore No. 11 20,000'	1,000'	Occidental, Peru
Mene Grande Oil Co. Self-elevating with 10 legs	Barge No.72 8,500'	25'	Deactivated. Will no longer be listed
The Offshore Co. Self-elevating with 3 legs	Mobile Unit No.60 16,000'	120'	Venezuelan Sun, Lake Maracaibo, Venezuela, assisted by Tender OV-1

Owner	Name	Water Depth	Operator and Location
The Offshore Co. Self-elevating with 3 legs	Polarcub 16,000'	150'	Mene Grande, Lake Maracaibo, Venezuela, assisted by Tender Lama
The Offshore Co. Self-elevating with 4 legs	Estrellita 20,000'	150'	Mene Grande, Lake Maracaibo, Venezuela, assisted by Tender No. 5
Panama Offshore, Inc. Falcon Seaboard Drilling Co. Drillship	Sonda I 20,000'	400'	Ada Oil Co., Guayaquil, Ecuador
Penrod Drilling Co. Self-elevating with 3 legs	Penrod 55 30,000'	150'	Petrobras, Brazil
Penrod Drilling Co. Self-elevating with 3 legs, self-propelled	Penrod 59 30,000'	225'	Petrobras, Brazil
Petroleo-Brasileiro S.A. Self-elevating with 4 legs	Petrobras 1 12,000'	100'	Petrobras, Brazil
Rowan International Inc. Self-elevating with 3 legs, propulsion-assisted	Rowan-Houston 25,000'	200'	Gulf, Colombia, S.A.
Santa Fe Marine Inc. Semisubmersible with 4 bottles	Blue Water No. 3 20,000'	1,000'	Elf, Surinam
Shell de Venezuela Drilling barge	GP-9 17,000'	120'	Shell,Lake Maracaibo, Venezuela
Shell de Venezuela Drilling barge	GP-10 17,000'	120'	Shell, Lake Maracaibo, Venezuela
Societe de Forages en Mer "NEPTUNE" Self-elevating with 3 legs	Neptune 1 20,000'	250'	Petrobras, Brazil

Owner	Name	Water Depth	Operator and Location
Zapata Off-Shore Co. Self-elevating with 3 legs	Vinegarroon 18,000'	165'	Petrobras, Brazil
PACIFIC COAST			
5 working; 4 idle			
Fluor Drilling Services Coring vessel, self-propelled, dynamic positioning	Caldrill I 6,000'	5,000'	Exploration Services, Inc., Gulf of Alaska
Fluor Drilling Services Floating drill barge	Western Offshore No.1 12,000'	1,000'	Available, Long Beach, California
Fluor Drilling Services Floating drill barge	Western Offshore No. IV 20,000'	1,500'	Humble, Santa Barbara Channel
Global Marine Inc. Coring vessel	Cuss I 16,000'	600'	Available, Long Beach, California
Global Marine Inc. Floating vessel, self-propelled, dynamically positioned	Glomar Challenger 25,000'		Drilling on eighteenth leg in Pacific Ocean
Golden Lane Drilling Co. Self-propelled floating vessel	Goldrill 4 11,000'	600'	Docked in shipyard, San Pedro, Calif.
Offshore Constructors, Inc. & Sun Marine Drilling Corp. Self-elevating with 4 legs	George F. Ferris 18,000'	200'	Available, Long Beach, California
Petroleos, Mexicanos Drillship	Independencia 25,000'	600'	Pemex, off Salina Cruz, Mexico
Santa Fe Marine, Inc. Semisubmersible with 4 bottles	Blue Water No.2 20,000'	1,600'	Humble, Santa Barbara Channel

CANADA AND GREAT LAKES

8 working; 3 idle

Owner	Name	Water Depth	Operator and Location
Consumers Gas Co. Self-elevating with 4 legs, self-propelled	Mr.Neil 6,000'	80'	Consumers Gas, Lake Erie
Hollis IV Ltd. George Mitchell & Associates Inc. Drilling barge	Nordrill 5,000'	200'	Stacked, Port Waitland, Ontario
Place Gas & Oil Co. Ltd. Self-elevating with 4 legs	Platform 2 2,500'	45'	Self, Lake Erie
Place Gas & Oil Co. Ltd. Self-elevating with 4 legs	Platform 3 1,500'	40'	Self, Lake Erie
Sea Drilling Netherlands, N.V. Semisubmersible with 4 columns	Sedneth 1 25,000'	600'	Shell, Eastern Canada
Southeastern Commonwealth Drilling, Ltd. Semisubmersible with 3 columns	SEDCO H 25,000'	600'	Mobil on loan from Shell, Eastern Canada
Southeastern Commonwealth Drilling, Ltd. Semisubmersible with 3 columns	SEDCO 1 25,000'	600'	Amaco-Imperial, Eastern Canada
Storm Drilling Co. Ship-shape, self-propelled	Typhoon 20,000'	600'	Tenneco, Canada, East Coast
Underwater Gas Developers Ltd. Self-elevating with 3 legs	Translake 1	45'	Available

Owner	Name	Water Depth	Operator and Location
Underwater Gas Developers Ltd. Self-elevating with 3 legs	Translake 2	50'	Available
Underwater Gas Developers Ltd. Self-elevating with 3 legs	Timesaver 2	100'	Consumers Gas, Lake Erie

NORTH SEA

16 working; 0 idle; 1 enroute

British Petroleum Semisubmersible with 3 columns	Sea Quest 20,000'	600'	British Petroleum, U.K. North Sea, Block 21/10
Global Marine Inc. Floating vessel, self-propelled	Glomar III 25,000'	600'	Hamilton Bros., U.K. North Sea
Global Marine Inc. Floating vessel, self-propelled	Glomar Grand Isle 25,000'	600'	Esso, U.K. North Sea
Ocean Drilling & Exploration Co. Semisubmersible	Ocean Viking 20,000'	600'	Phillips, Norway North Sea
Ocean Drilling & Exploration Co. Self-elevating with 4 legs	Gulftide 25,000'	250'	Phillips, Norway North Sea, production platform
Ocean Drilling & Exploration Co. Semisubmersible with 4 columns	Ocean Traveler 20,000'	600'	Total, Norway North Sea
The Offshore Co. Self-elevating with 4 legs	Orion 25,000'	275'	Tenneco, Dutch North Sea

Owner	Name	Water Depth	Operator and Location
Penrod Drilling Co. Self-elevating with 3 legs, self-propelled	Penrod 58 30,000'	225'	Placid International, U.K. North Sea
Royal Dutch/Shell Semisubmersible	Staflo 25,000'	600'	Shell, U.K., North Sea, Block 211/29
Santa Fe Drilling Services Self-elevating with 4 legs	Britannia 20,000'	150'	Arco, Dutch North Sea, en route
Sea Drilling Netherlands, N.V. Self-elevating with 5 legs	Sedneth II 25,000'	200'	N.A.M., Dutch North Sea
Societe de Forages en Mer "NEPTUNE" Semisubmersible with 5 columns	Pentagone 81 20,000'	600'	Elf, Norway North Sea
Southeastern Commonwealth Drilling, Ltd. Semisubmersible with 3 columns	SEDCO 135F 25,000'	600'	Amoco, UK North Sea
Transocean Drilling Co. Self-elevating with 6 legs	Transocean 1 20,000'	140'	Placid, Dutch North Sea
Transocean Drilling Co. Self-elevating with 6 legs	Transocean II 20,000'	155'	Shell U.K., North Sea, Block 48-13
Transworld Drilling Co. Ltd. Semisubmersible with 4 self-elevating legs	Rig 61 20,000'	600'	Conoco/Texaco, Norway North Sea
Zapata Off-Shore Co. Self-elevating with 3 legs	Maersk Explorer 20,000'	225'	Amoco, Norway North Sea

MEDITERRANEAN SEA

6 working; 0 idle

Owner	Name	Water Depth	Operator and Location
Global Marine Inc. Floating vessel, self-propelled	Glomar Sirte 25,000'	600'	AGIP, Italy, Mediterranean
Institut Francais du Petrole Drillship, self-propelled, coring vessel, dynamic positioning	Terebel		Self, Mediterranean, experimental work
Saipem SpA Self-elevating with 3 legs	Perro Negro 21,000'	140'	AGIP, Italy, Adriatic
Saipem SpA Semisubmersible with 3 columns	Scarabeo II 23,000'	650'	AGIP, Italy, Adriatic
Societe de Forages en Mer "NEPTUNE" Self-elevating with 3 legs	Neptune-Gascogne 20,000'	290'	AGIP, Italy, Adriatic Sea
Zapata Off-Shore Co. Self-elevating with 3 legs	Chaparral 20,000'	300'	Shell, Spain

OTHER EUROPE

1 working; 1 idle

Global Marine Inc. Floating vessel, self-propelled	Glomar North Sea 25,000'	600'	Marathon Oil Co., Ireland
Narval Self-propelled drillship, drilling and workovers	Astragale 3,000'	600'	Available, France

MIDDLE EAST

16 working; 1 idle

Owner	Name	Water Depth	Operator and Location
Amoco Iran Oil Co. and National Iranian Oil Co. Self-elevating with 8 legs	Pan II 18,000'	165'	Stacked, Iran
Arabian American Oil Co. Self-elevating with 3 legs	AMDP No. 1 10,000'	90'	Self, Arabian Gulf, Saudi Arabia
Arabian American Oil Co. Self-elevating with 3 legs	AMDP No. 2 10,000'	200'	Self, Arabian Gulf, Saudi Arabia
Fluor Drilling Services Floating drill barge	Western Offshore No.III 20,000'	1,000'	Iminco, Persian Gulf, Iran
Gulf of Suez Petroleum Co. Self-elevating with 4 legs	Zahraa 7,000'	220'	GUPCO, Gulf of Suez, workover operations
Japan Drilling Co. Ltd. Self-elevating with 3 legs	White Dragon I 11,000'	110'	Egyptian Petroleum Development Co., Gulf of Suez
The Offshore Co. Self-elevating with 4 legs	Offshore Enterprise 20,000'	80'	Abu Dhabi Marine Areas, Arabian Gulf
The Offshore Co. Self-elevating with 8 legs	Mobile Unit No. 54 20,000'	125'	Abu Dhabi Oil Co., Arabian Gulf
The Offshore Co. Self-elevating with 8 legs	Mobile Unit No. 55 20,000'	125'	Abu Dhabi Marine Areas, Arabian Gulf
The Offshore Co. Self-elevating with 4 legs	Offshore Pegasus 16,000'	125'	Pan Ocean Oil, Arabian Gulf

Owner	Name	Water Depth	Operator and Location
The Offshore Co. Self-propelled drillship	Discoverer I 25,000'	600'	Dubai Petroleum, Arabian Gulf
Reading & Bates Offshore Drilling Co. Self-elevating with 3 legs	C.E.Thornton 18,000'	110'	Sun, Saudi Arabia, Red Sea
Reading & Bates Offshore Drilling Co. Self-elevating with 3 legs and tender	G.L.Temple 18,000'	150'	Aramco, Saudi Arabia, Arabian Gulf
Royal Dutch/Shell Self-elevating with 8 legs	Seashell 15,000'	110'	Shell, Qatar Arabian Gulf
Southeastern Drilling International, S.A. Self-elevating with 8 legs	Sedco-Gusto 15,000'	100'	Qatar Oil Co., Qatar, Arabian Gulf
U.S.S.R. Self-elevating	Apsheron 5,900'	50'	Self, Caspian Sea
U.S.S.R. Self-elevating with 4 legs	Chazar 20,000'	200'	Self, Caspian Sea
AFRICA			
19 working; 2 idle			
Atwood Oceanics, Inc. Drilling barge	Shiloh 20,000'	600'	Texas Eastern, Morocco
Fluor Drilling Services Floating drilling barge	Western Offshore No. V 20,000'	1,000'	Aquitaine, Tunisia
FORAMER Self-elevating with 5 legs	Ile de France 20,000'	200'	Copetma, Madagascar

Owner	Name	Water Depth	Operator and Location
Global Marine Inc. Floating vessel, self-propelled	Glomar II 25,000'	600'	Total, Senegal
Global Marine Inc. Floating vessel, self-propelled	Glomar IV 25,000'	600'	Shell Oil Co., Gabon
Kenting Offshore Co. Self-elevating with 3 legs	Kenting I 12,000'	150'	Available, Ghana
Loffland Bros. Co. Self-elevating with 3 legs	Ocean Master II Rig 10 25,000'	300'	Mobil, Nigeria
The Offshore Co. Self-elevating with 14 legs	Mobile Unit No. 52 20,000'	100'	Shell-BP, Nigeria
The Offshore Co. Self-elevating with 3 legs	Meteorite 5,500'	100'	Signal, Ghana, assisted by Tender No. 3
The Offshore Co. Self-elevating, shipshape, self-propelled with 4 legs	Offshore Mercury 20,000'	250'	Hunt, Mozambique
Reading & Bates Offshore Drilling Co. Self-elevating with 3 legs	Mr.Jack 25,000'	300'	Gulf, Cabinda, Angola
Reading & Bates Offshore Drilling Co. Self-elevating with 12 legs	Mr.Louie 20,000'	150'	Gulf, Nigeria
Royal Dutch/Shell Self-elevating with 4 legs	Cowrie-1 14,000'	30'	Shell-BP, Inland Nigeria

Owner	Name	Water Depth	Operator and Location
Saipem SpA Self-elevating with 3 legs	Gatto Selvatico 21,000'	140'	AGIP-REP, Madagascar
SEDCO, Inc. Semisubmersible with 3 columns	SEDCO-135 25,000'	600'	Union Carbide, Liberia
Southeastern Drilling Co. of Nigeria Ltd. Semisubmersible with 3 columns	SEDCO-135D 25,000'	600'	Shell/BP, Nigeria
Transworld Drilling Co. Ltd. Semisubmersible with 4 bottles	Rig 46 20,000'	70'	Gulf, Nigeria
Transworld Drilling Co. Ltd. Semisubmersible with 4 bottles	Rig 58 20,000'	600'	Gulf, Congo
Zapata Off-Shore Co. Self-elevating with 3 legs	Endeavour 20,000'	250'	Texaco, Nigeria
Zapata Off-Shore Co. Semisubmersible with 6 bottles	Louisiana 20,000'	600'	Available, Las Palmas, Canary Islands
Zapata Off-Shore Co. Self-elevating with 3 legs	Heron 20,000'	300'	Gulf, Gabon
AUSTRALIA			
4 working; 0 idle			
Global Marine Inc. Floating vessel, self-propelled	Glomar Tasman 25,000'	600'	Shell, N.Australia

Owner	Name	Water Depth	Operator and Location
Ocean Drilling & Exploration Co. (Australia) Ltd. Semisubmersible with 5 columns	Ocean Digger 20,000'	600'	BOC, N.W. Australia
SEDCO Inc. Semisubmersible with 3 columns	SEDCO 135G 25,000'	600'	Atlantic Richfield, Timor Sea
Zapata Offshore Co. Drillship	Navigator 20,000'	600'	Atlantic Richfield, Bonaparte Basin
SOUTHEAST ASIA			
19 working; 2 idle			
Atwood Oceanics, Ltd. Drilling barge	Big John 20,000'	600'	Brunei Shell, Brunei
Fluor Drilling Services Floating drill barge	Western Offshore VI 18,000'	1,000'	Union, Kalimantan
Fluor Drilling Services Floating drill barge	Western Offshore VII 20,000'	1,000'	AGIP, South China Sea
Global Marine Inc. Floating vessel, self-propelled	Glomar V 25,000'	600'	Aminoil, Sumatra
Global Marine Inc. Floating vessel, self-propelled	Glomar Conception 25,000'	600'	Phillips, West Irian
Japan Drilling Co. Ltd. Self-elevating with 4 legs	Fuji 14,000'	175'	Available, Singapore
The Offshore Co. Self-propelled drillship	Discoverer II 20,000'	600'	Esso, Malaysia

Owner	Name	Water Depth	Operator and Location
The Offshore Co. Drillship, self-propelled	Discoverer III 25,000'	600'	Conoco, South China Sea
The Offshore Co. Self-elevating with 4 legs	North Star 20,000'	225'	Conoco, Gulf of Thailand
The Offshore Co. Self-elevating with 4 legs	Jubilee 20,000'	250'	Gulf, Celebes
Offshore Constructors, Inc. & Sun Marine Drilling Corp. Self-elevating with 8 legs	John C. Marthens 18,000'	125'	Singapore, undergoing modification
Reading & Bates Offshore Drilling Co. Self-elevating with 3 legs	Milton G. Hulme 20,000'	225'	Cities Service, East Java
Reading & Bates Offshore Drilling Co. Self-elevating with 3 legs and tender	D.M.Saunders 15,000'	150'	IIAPCO, Southeast Sumatra
Reading & Bates Offshore Drilling Co. Floating drilling vessel	Catamaran E.W.Thornton 25,000'	600'	Total, East Kalimantan
Reading & Bates Offshore Drilling Co. Self-elevating with 3 legs	J.W.McLean 20,000'	225'	Union-Japex, East Kalimantan
Santa Fe Drilling Co. Self-elevating with 4 legs	Santa Fe Explorer Rig 85 12,000'	160'	Atlantic Richfield, Java

Owner	Name	Water Depth	Operator and Location
Sedco, Inc. Semisubmersible with 3 columns	SEDCO 135E 25,000'	600'	Shell, Sarawak, Borneo
Southeastern Oceanic Drilling Co. Semisubmersible with 3 columns	SEDCO 135-A 25,000'	600'	Shell, Borneo
Transworld Drilling Co. Self-elevating with 4 legs	Rig 60 20,000'	200'	Gulf, Straits of Malacca, Indonesia
Zapata Off-Shore Co. Floating drill ship	Nola 3 18,000'	250'	Oriental Petroleum, Philippines
Zapata-ODE Pty. Ltd. Floating drill ship	Investigator 20,000'	600'	Mobil, Sumatra
JAPAN			
3 working			
Japan Drilling Co. Semisubmersible	White Dragon II 25,000'	600'	JAPEX/Idemitsu, Japan, Sea of Japan
Ocean Drilling & Exploration Co. Semi-submersible, self-propelled with 4 pontoons	Ocean Prospector 25,000'	600'	Mitsubishi/Shell, Japan, Sea of Japan
Taiheiya Tankai Kogyo Co. Ltd. Floating drillship	Tankaigo No. 1 3,000'	600'	Sea of Japan, Kyushu district, coal seam prospecting for field owner

APPENDIXES

Supplement to
FAIRPLAY
INTERNATIONAL SHIPPING JOURNAL

APPENDIX B

WORLD SHIPS ON ORDER

QUARTERLY **No. 26. 25th FEBRUARY, 1971.**

The vessels information listed in this supplement is drawn from the FIRS New Tonnage Service computer-file and set into type by computer controlled photo-composition, using methods developed by U C C (G.B.), Ltd.

CONTENTS

Statistics of commercial vessels, other than fishing vessels, of 1,000 tons gross and over, on order or under conversion: contracts pending: based on information received in London up to 31st January, 1971.

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Note: The Analysis of the Order Book at 31st January, 1971 appears in *Fairplay International Shipping Journal of* 25th February, 1971.

NOTES

The lists are divided into eight major groups,—*viz: Dry Cargo other than Bulk Carriers*—in this group open/closed shelter deck vessels are described as for open condition; *Container Ships*—vessels with capacity of 300 or more containers; *Tankers—150,000 tons d.w. and above; Tankers; Ore/Oil & Ore/Bulk/Oil Carriers*—this section is limited to vessels of 12,000 tons d.w. and over; *Bulk Carriers*—defined as single-deck vessels of 12,000 tons d.w. and over, with machinery aft; *Passenger Vessels and Ferries*—passenger vessels having little or no cabin accommodation being classed as ferries; *Miscellaneous Vessels*—which take in all orders not covered by the first six groups.

Within the eight major groups new buildings are listed under flag of ownership.

The following sections will also be found at the end of each group when there are entries to warrant inclusion.

Flag Unknown. Where there is no confirmation of the actual flag to be used such entries are indicated by an asterisk after the unique number. In a small number of cases there is no indication of possible flag and these appear under this heading.

International Companies. Where a company operates under five or more different flags entries are listed under this heading. Where the actual flag of operation is known, this is indicated against the owner's name and, in the analysis tables, is taken into the total for the country indicated.

Builders Account. As it is impossible to allocate a flag to these orders, they are listed separately.

Conversions. Flag is indicated by a two-letter code in left-hand margin, and a code describing type of conversion is given under hull number.

Contracts Pending or Negotiating. We list such inquiries as have been announced in the Press or notified to us by the owner concerned. It must be borne in mind that they are only inquiries and there is no inference that they will in fact become firm orders as there is, at this stage, no obligation on the part of owner or builder. The list, of course, is only a small part of the total number of inquiries being made at any given time, most of which never come to light. The hull number column is used to indicate the number of vessels concerned.

The following notes specify the information given against each entry.

Unique Number. Is the number of the entry on the FIRS New Tonnage Service computer file. New entries since the last issue are printed in bold type.

Tonnage. Deadweight for Dry Cargo, Tanker and Bulk Carrier groups, gross for Passenger and Miscellaneous Vessels. Where an alternative tonnage is given, such tonnage is indicated by a terminal letter.

Vessel type code. This indicates major type, sub-type and shelter-deck or other features.

Propulsion and machinery type. A single-letter code for propulsion followed by make of engine and series no. where known. Where not known, horse-power has been given when possible.

Speed. Service speed to the nearest knot.

Dimensions. In metres to one decimal place: overall length (or b.p. in brackets, to nearest metre), extreme beam and draft.

Capacity. Cubic capacity is in cubic metres. Where possible we show bale, grain, etc. Other types of capacity are given where more appropriate—e.g. numbers of containers, vehicles or passengers carried. Where several similar vessels are on order and fall together in the tables alternative capacities are shown against alternate vessels where appropriate.

Special features. Indicated by a single-letter code to be found on page 60.

Abbreviations used are listed on page 60.

We are grateful to those in the shipping industry and various official bodies whose help has made possible the preparation of World Ships on Order. *Although we believe it to be the most accurate presentation of its kind, we would emphasise that in the early stages of newbuilding orders the information we wish to show is not necessarily finalised and sometimes cannot be included. Exclusion of details—particularly special features—should not therefore be construed as indicating their absence, and it should also be borne in mind that alteration to the specification of a newbuilding is possible—in many instances even at an advanced stage of construction.*

We would appreciate any errors or omissions being brought to our attention.

DRY CARGO

GREAT BRITAIN

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
	11259	**Alexander Shpg.**	14,000	DL6	M-Sulzer 7RND76	18	158·5	22·9	9·4		Scott Lithgow	B721	Mid 1971	
	11873	**Bibby Line Ltd.**	16,280	DL6	M-Doxford 76J6	16	164·6	21·3	9·7		Doxford Group	P/		
	11874	,,	16,280	DL6	M-Doxford 76J6	16	164·6	21·3	9·7		Doxford Group	P/		
	12391	**British India**	6,200	RP6	M-Doxford 67J6	18	132·3	19·5	8·2		Swan Hunter	R44	Dec 1971	HPU
	12392	,,	6,200	RP6	M-Doxford 67J6	18	132·3	19·5	8·2		Swan Hunter	R45	Jun 1972	HPU
	12788	**British Owner**	2,800	DN6	M-MaK 8Mu451AK	12	86·5	11·9	5·3		G.& H.Bodewes	512	1972	
S	12834	,,	3,000	DN6	M-Normo KMV16	13	79·9	13·7	5·3	3,950G	Batservice	572	Sep 1971	
S	12836	,,	3,000	DN6	M-Normo KMV16	13	79·9	13·7	5·3	3,950G	Batservice	574	Mar 1972	
	10753	**British Rail**	2,645	CL6	M-Mirrlees 2×KLSSGMR6	14	107·1	16·8	4·1	184C	Verolme,Cork	810		HXbetw
	11981	**Common Bros.**	3,560	CV6	M-Pielstick 2×10PC2V	17	117·0	20·3	6·3	262C	J.J.Sietas	671	1971	Db
	12233	,,	3,560	CV6	M-Pielstick 2×10PC2V	17	117·0	20·3	6·3	262C	Robb Caledon	L510	4Q. 1971	Db
	13379	,,	9,300	DC6	M-Pielstick 14PC2V	15	121·0	19·0	6·8	11,893B	Robb Caledon	D558	Mid 1972	HIe
	13380	,,	9,300	DC6	M-Pielstick 14PC2V	15	121·0	19·0	6·8	11,893B	Robb Caledon	D559	Mid 1972	HIX
S	11553	**County Ships Ltd.**	2,900	DN8	M-Ruston 8ATCM	12	86·2	12·8	5·1	3,823G	Cochrane	1536	May 1971	IX
S	11554	,,	2,900	DN8	M-Ruston 8ATCM	12	86·2	12·8	5·1	3,823G	Cochrane	1537	Aug 1971	I
	10287	**Ellerman Lines**	11,600	DL6	M-Doxford 76J7	19	152·4	21·9	8·7	17,000B	Robb Caledon	D555	1971	X
	13267	**Ellermans Wilson**	2,600	CV6	M-Pielstick 2×8PC2L	17	109·8	19·2	4·9	185C	Ankerlokken	92	Mar 1972	DGSbc
	13964	**Ellermans/DFDS**	3,300	CV6	M	18				260C	Robb Caledon		Oct 1972	D
	12561	**Everard,F.T.**	2,650	DN6	M-Brit.Polar 2×900 bhp	11	85·0	12·8	4·9		Goole Sb.	570	1971	
	12562	,,	2,650	DN6	M-Brit.Polar 2×900 bhp	11	85·0	12·8	4·9		Goole Sb.	571	1971	
	13410	,,	2,650	DN6	M-Brit.Polar 2×900 bhp	11	85·0	12·8	4·9		Richard Dunston		1971	
	13411	,,	2,650	DN6	M-Brit.Polar 2×900 bhp	11	85·0	12·8	4·9		Richard Dunston		1971	
	12863	**Fisher,James**	5,280	DC6	M-Deutz RBV12M540	14	106·0	16·5	6·4	185C	Van der Werf	337	Jun 1971	
	12741	**Furness Withy Grp.**		CN6	M-Werkspoor 6TM410	15	86·6	13·7	4·2	120C	Ijsselwerf	142	Jul 1971	
	13558	,,	17,575	DC6	M-B.& W. 8K74EF	18	(152)	22·3	9·7	200C	Cammell Laird	1354	1972	ce
	13559	,,	17,575	DC6	M-B.& W. 8K74EF	18	(152)	22·3	9·7	200C	Cammell Laird	1355	1972	ce
	13560	,,	17,575	DC6	M-B.& W. 8K74EF	18	(152)	22·3	9·7	200C	Cammell Laird	1356	1973	ce
	10519	**Fyffes Group**	12,000	RF6	M-Sulzer 8RND90	21	169·0	24·3	9·2	15,575R	La Ciotat	281	Feb 1972	PUb
	10520	,,	12,000	RF6	M-Sulzer 8RND90	21	169·0	24·3	9·2	15,575R	La Ciotat	282	Apr 1972	PUb
	11432	,,	6,200	RF6	M-M.A.N. K10Z70/120E	20	144·5	20·5	7·4	10,024R	Kawasaki H.I.	K1147	Nov 1971	U
	12990	,,	3,400	CR6	M 2×3,200 bhp						J.Barreras		1971	
	12991	,,	3,400	CR6	M 2×3,200 bhp						J.Barreras		1971	CU
	13456	,,	5,818	RF6	M-M.A.N. K10Z70/120E	20	144·5	20·5	7·4	10,024R	Kawasaki H.I.	K1168	Sep 1972	U
	13457	,,	5,818	RF6	M-M.A.N. K10Z70/120E	20	144·5	20·5	7·4	10,024R	Kawasaki H.I.	K1169	Jan 1973	U
	11637	**Geest Industries**	7,000	RC6	M-Sulzer 6RND76	21	149·3	19·2	8·4	9,911R	Scott Lithgow	D722	Apr 1971	PZ
	11638	,,	7,000	RC6	M-Sulzer 6RND76	21	149·3	19·2	8·4	9,911R	Scott Lithgow	D723	Sep 1971	PZ
	12041	,,	7,000	RC6	M-Sulzer 6RND76	21	149·3	19·2	8·4	9,911R	Scott Lithgow	D728	1972	PZ
	12042	,,	7,000	RC6	M-Sulzer 6RND76	21	149·3	19·2	8·4	9,911R	Scott Lithgow	D729	1972	PZ
S	12857	**Goldwyn Shpg.Inc.**	14,800L	DC1	M-Pielstick 12PC2V	14	142·2	19·8	9·0	19,935G	I.H.I.	N2247	Mar 1972	CU
S	12858	,,	14,800L	DC1	M-Pielstick 12PC2V	14	142·2	19·8	9·0	19,935G	I.H.I.	N2244	Oct 1972	CU
	11267	**Harrison Line**	12,500	DL6	M-Sulzer 8RND76	18	161·5	22·5			Doxford Group	D900	1H. 1971	JNc
S	12565	**Larrinaga Ss.Co.**	14,910L	DN1	M-Sulzer 5RND68	15	140·8	20·5	8·8	22,269G	A.& P.-Bartram	S876	1H. 1972	
S	12567	**London & Overseas**	14,910L	DN1	M-Sulzer 5RND68	15	140·8	20·5	8·8	22,269G	A.& P.-Bartram	B432	1H. 1972	
S	12568	,,	14,910L	DN1	M-Sulzer 5RND68	15	140·8	20·5	8·8	22,269G	A.& P.-Bartram	B433	Mid 1972	
S	12569	,,	14,910L	DN1	M-Sulzer 5RND68	15	140·8	20·5	8·8	22,269G	A.& P.-Bartram	B435	2H. 1972	
S	12570	,,	14,910L	DN1	M-Sulzer 5RND68	15	140·8	20·5	8·8	22,269G	A.& P.-Bartram	B436	2H. 1972	
	10331	**Manchester Liners**	5,000	DC0	M-Deutz RBV12M350	13	99·7	15·2	6·4		Basse Sambre	108		Xx
	13513	**Maritime Fruit**	7,400	RF2	M-Sulzer 9RND68	23	140·7	18·0	7·9	8,787R	Smiths Dock Co.	1318	1972	Uci
	13514	,,	7,400	RF2	M-Sulzer 9RND68	23	140·7	18·0	7·9	8,787R	Smiths Dock Co.	1319	1972	Uci
	13515	,,	7,400	RF2	M-Sulzer 9RND68	23	140·7	18·0	7·9	8,787R	Smiths Dock Co.	1320	1973	Uci
	13516	,,	7,400	RF2	M-Sulzer 9RND68	23	140·7	18·0	7·9	8,787R	Smiths Dock Co.	1321	1973	Uei
	13517	,,	7,400	RF2	M-Sulzer 9RND68	23	140·7	18·0	7·9	8,787R	Smiths Dock Co.	1322	1973	Uci
	13518	,,	7,400	RF2	M-Sulzer 9RND68	23	140·7	18·0	7·9	8,787R	Smiths Dock Co.	1323	1974	Uci
	13519	,,	7,400	RF2	M-Sulzer 9RND68	23	140·7	18·0	7·9	8,787R	Smiths Dock Co.	1324	1974	Uci
	13520	,,	7,400	RF2	M-Sulzer 9RND68	23	140·7	18·0	7·9	8,787R	Smiths Dock Co.	1325	1974	Uci
S	12572	**Matheson & Co.**	14,910L	DN1	M-Sulzer 5RND68	15	140·8	20·5	8·8	22,269G	A.& P.-Bartram	B438	1H. 1973	
S	11859	**Mauritius S.N.Co.**	14,910L	DN1	M-Sulzer 5RND68	15	140·8	20·5	8·8	22,269G	A.& P.-Bartram	S870	1971	Xx
S	11858	**Metcalfe Shpg.**	14,910L	DN1	M-Sulzer 5RND68	15	140·8	20·5	8·8	22,269G	A.& P.-Bartram	S871	1971	X
	11379	**P.& O.Group**	11,000	RF6	M-B.& W. 9K74EF	22	155·7	21·3	9·1	13,450R	Aker Group	650	Oct 1971	x
	13308	,,	3,850	DL6	M-Pielstick 12PC2V	15	105·2	16·1			Hall,Russell		Nov 1971	P
	13309	,,	3,850	DL6	M-Pielstick 12PC2V	15	105·2	16·1			Hall,Russell		Feb 1972	P
S	**13993**	,,	7,400	RF0	M-Sulzer 8RND68	22	140·7	18·0	7·9	10,194R	Drammen Slipp	76	Jan 1974	Uci
S	**13994**	,,	7,400	RF0	M-Sulzer 8RND68	22	140·7	18·0	7·9	10,194R	Drammen Slipp	77	Jun 1974	Uci
	14202	,,	11,000	RF6	M-B.& W. 9K74EF	22	155·7	21·3	9·1	13,450R	Aker Group	653	Mid 1972	
	14207	,,	5,300	RN6	M-M.A.N. 17,100 bhp	22	140·0	21·5	7·3		Lubecker	602	Feb 1973	
	14208	,,	5,300	RN6	M-M.A.N. 17,100 bhp	22	140·0	21·5	7·3		Lubecker	603	Jun 1973	
	11988	**Salvesen,Chr.**	2,800	DN8	M-MaK 9Zu451AK	12	86·5	11·9	5·3		Gebr.Suurmeijer	227	Jul 1971	
S	11458	**Sea Containers Ltd.**	2,180	CR6	M-Werkspoor 6TM410	15	85·3	13·7	4·2	120C	Zaanlandse Sch.	520		GIXe
S	11965	,,	1,680	CR6	M-Werkspoor 6TM410	15	85·3	13·7	4·1	120C	A.Vuijk & Zonen	854	1971	GIXe
S	12429	,,	1,680	CR6	M-Werkspoor 6TM410	15	85·3	13·7	4·1	120C	A.Vuijk & Zonen	855	1971	GIe
S	12430	,,	1,680	CR6	M-Werkspoor 6TM410	15	85·3	13·7	4·1	120C	A.Vuijk & Zonen	856	1971	GIe
S	12431	,,	1,950	CR6	M-Werkspoor 6TM410	15	85·3	13·7	4·2	120C	Zaanlandse Sch.	521	Apr 1971	GIe
S	12432	,,	1,950	CR6	M-Werkspoor 6TM410	15	85·3	13·7	4·2	120C	Zaanlandse Sch.	522	Aug 1971	GIe
S	12433	,,	1,950	CR6	M-Werkspoor 6TM410	15	85·3	13·7	4·2	120C	Zaanlandse Sch.	523	Dec 1971	GIe
S	13062	,,	1,680	CR6	M-Werkspoor 6TM410	15	85·3	13·7	4·1	120C	De Biesbosch	582	Oct 1971	GIe
S	13063	,,	1,680	CR6	M-Werkspoor 6TM410	15	85·3	13·7	4·1	120C	De Biesbosch	583	Feb 1972	GIe
	13374	,,	1,740	CN6	M						Basse Sambre		1971	
	13375	,,	1,740	CN6	M						Basse Sambre		1971	
S	**13762**	,,	1,680	CR6	M-Werkspoor 6TM410	15	85·3	13·7	4·1	120C	Van Duijvendijk		1H. 1972	GIe
S	**13763**	,,	1,680	CR6	M-Werkspoor 6TM410	15	85·3	13·7	4·1	120C	Van Duijvendijk		1H. 1972	GIe
S	**13849**	,,	2,180	CR6	M-Werkspoor 6TM410	15	85·3	13·7	4·2	120C	Zaanlandse Sch.	528	2H. 1972	GIe
S	**13850**	,,	2,180	CR6	M-Werkspoor 6TM410	15	85·3	13·7	4·2	120C	Zaanlandse Sch.	529	2H. 1972	GIe
S	**14112**	,,	1,950	CR6	M-Werkspoor 6TM410	15	85·3	13·7	4·2	120C	A.Vuijk & Zonen	859	1972	GIe
S	**14113**	,,	1,950	CR6	M-Werkspoor 6TM410	15	85·3	13·7	4·2	120C	A.Vuijk & Zonen	860	1972	GIe
	12594	**Shaw Savill**	2,800	DN8	M-MaK 8Mu451AK	12	87·4	11·9	5·3		E.J.Smit & Zoon	798	1971	x
S	11290	**Souter & Co.,W.A.**	14,830	DN6	M-Doxford 58J4	14	141·0	21·7	8·6	21,804G	Swan Hunter	R37	Apr 1971	XZ

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
DRY CARGO VESSELS (OTHER THAN BULK CARRIERS) (cont) GREAT BRITAIN (cont)														
	13483	**Stephenson Clarke**	3,100	DN6	M-Brons V16GH	12	87·0	12·6	5·0		Falkenbergs	159	Dec 1971	c
S	11860	**Swire & Sons,John**	14,910L	DN1	M-Sulzer 5RND68	15	140·8	20·5	8·8	22,269G	A.& P.-Bartram	B426	1971	X
C	12399	**Triport Shpg.Co.**	5,500	CV6	M-Pielstick 2×12PC2V	18	136·8	21·0	7·1	250C	Framnaes Mek.V.	178	Oct 1971	DEGSUb
C	12400	,,	5,500	CV6	M-Pielstick 2×12PC2V	18	136·8	21·0	7·1	250C	Framnaes Mek.V.	179	May 1972	DEGSUb
C	12878	,,	5,500	CV6	M-Pielstick 2×12PC2V	18	136·8	21·0	7·1	250C	Framnaes Mek.V.	180	Dec 1972	DEGSUb
	12965	**Turnbull Scott**	2,800	DN6	M-Deutz RBV6M358	12	84·7	12·8	5·6		Ast.Con.Vigo	R25		X
	12966	,,	2,800	DN6	M-Deutz RBV6M358	12	84·7	12·8	5·6		Ast.Con.Vigo	R26	1971	X
	12967	,,	2,800	DN6	M-Deutz RBV6M358	12	84·7	12·8	5·6		Ast.Con.Vigo	M114		X
	12968	,,	2,800	DN6	M-Deutz RBV6M358	12	84·7	12·8	5·6		Ast.Con.Vigo	M115	1971	X
	13527	**United Baltic Corp.**	5,600	DV6	M-Werkspoor 2×9TM410	17	(126)	21·5	6·0		Rauma-Repola	209	Dec 1972	DIc
	13528	,,	5,600	DV6	M-Werkspoor 2×9TM410	17	(126)	21·5	6·0		Rauma-Repola	216	Aug 1973	DIc
	13315	**Weir,Andrew**	15,000	DC6	M-Doxford 76J6	18	(151)	22·6	9·6		Swan Hunter		4Q. 1972	
	13316	,,	15,000	DC6	M-Doxford 76J6	18	(151)	22·6	9·6		Swan Hunter		1Q. 1973	
	13317	,,	15,000	DC6	M-Doxford 76J6	18	(151)	22·6	9·6		Swan Hunter		2Q. 1973	
	13318	,,	15,000	DC6	M-Doxford 76J6	18	(151)	22·6	9·6		Swan Hunter		3Q. 1973	
	13319	,,	15,000	DC6	M-Doxford 76J6	18	(151)	22·6	9·6		Swan Hunter		4Q. 1973	
	13320	,,	15,000	DC6	M-Doxford 76J6	18	(151)	22·6	9·6		Swan Hunter		1Q. 1974	
	13412	,,	16,300	DC6	M-Doxford 67J6	17	161·5	21·3	9·7		Doxford Group	D/	1972	H
	13413	,,	16,300	DC6	M-Doxford 67J6	17	161·5	21·3	9·7		Doxford Group	D/	1972	H
	13414	,,	16,300	DC6	M-Doxford 67J6	17	161·5	21·3	9·7		Doxford Group	D/	1972	H
	13415	,,	16,300	DC6	M-Doxford 67J6	17	161·5	21·3	9·7		Doxford Group	D/	1973	H
S	12776	**Welsh Ore Carriers**	14,910L	DN1	M-Sulzer 5RND68	15	140·8	20·5	8·8	22,269G	A.& P.-Bartram	S885	1H. 1973	
S	12777	,,	14,910L	DN1	M-Sulzer 5RND68	15	140·8	20·5	8·8	22,269G	A.& P.-Bartram	S886	1H. 1973	
	12742	**Wiegman Shpg.Co.**	1,500	CN6	M-M.A.N. 1,900 bhp	12	(77)	12·0		120C	Van Duijvendijk	Z93	May 1971	
ALBANIA														
S	11061	**Albania**	9,600	DL2	M-Sulzer 6RD68	16	152·6	19·4	7·7	16,860B	Stocz.I.K.Pary.	14131	1971	HXx
ALGERIA														
	12196	**C.N.A.N.**	2,500	CV6	M-Deutz 2×4,000 bhp	18	(95)	17·5	4·9		Ast.Con.Vigo	R230	1971	D
	12197	,,	2,500	CV6	M-Deutz 2×4,000 bhp	18	(95)	17·5	4·9		Ast.Con.Vigo	R231	1971	D
	12198	,,	2,500	CV6	M-Deutz 2×4,000 bhp	18	(95)	17·5	4·9		Ast.Con.Vigo	R232	1972	D
ARGENTINA														
S	12324	**Ciamar**	15,950L	DC1	M-Sulzer 6RND68	16	144·8	20·7	9·3	22,250G	Ast.Alianza	7	Dec 1971	U
	12325	,,	15,950L	DC1	M-Sulzer 6RND68	16	143·9	20·7	9·3	22,250G	Ast.Espanoles	V145	1971	U
S	**13877**	,,	15,950L	DC1	M-Sulzer 6RND68	16	144·8	20·7	9·3	22,250G	Ast.Alianza	8	May 1972	U
	06318	**E.L.M.A.**	10,900	DR6	M-Fiat B757S	18	153·2	20·7	8·6	15,923M	A.F.N.E.	32		X
	06319	,,	10,900	DR6	M-Fiat B757S	18	153·2	20·7	8·6	15,923M	A.F.N.E.	33		X
	06321	,,	10,900	DR6	M-Fiat B757S	18	153·2	20·7	8·6	15,923M	A.F.N.E.	36	1H. 1971	
	11171	,,	9,400	DR6	M-Fiat B757S	18	147·6	20·2			A.F.N.E.	37	1971	
	11172	,,	9,400	DR6	M-Fiat B757S	18	147·6	20·2			Astarsa	138	Dec 1972	
	11173	,,	9,400	DR6	M-Fiat B757S	18	147·6	20·2			A.F.N.E.	38	1972	
	11244	,,	9,600	DR2	M-Sulzer 7RND68	18	(138)	21·6	8·2	11,330B	E.N.Bazan	F143	1971	
	11245	,,	9,600	DR2	M-Sulzer 7RND68	18	(138)	21·6	8·2	11,330B	E.N.Bazan	F144	1972	
	11246	,,	9,600	DR6	M-Sulzer 7RND68	18	(138)	21·6	8·2	11,327B	U.N.De Levante	123	Oct 1971	
	11247	,,	9,600	DR6	M-Sulzer 7RND68	18	(138)	21·6	8·2	11,327B	U.N.De Levante	124	Dec 1971	
	12713	,,	9,400	DR6	M-Fiat B757S	18	147·6	20·2			Astarsa	139	Jul 1973	
	12714	,,	9,400	DR6	M-Fiat B757S	18	147·6	20·2			A.F.N.E.	39	1973	
	12759	,,	9,600	DR2	M-Sulzer 7RND68	18	(138)	21·6	8·2	11,330B	U.N.Levante	126	Dec 1972	
	12929	,,	9,600	DR2	M-Sulzer 7RND68	18	(138)	21·6	7·8	11,330B	E.N.Bazan	S162	Oct 1972	
	13568	**Marifran**	6,300	DN6	M-M.A.N. R8V40/54	14	(109)	17·2	6·5		Astarsa	136	Feb 1972	
	13919	**Sudatlantica,S.A.**	5,700	DN6	M						Ast.Mestrina		1972	
AUSTRALIA														
	13892	**Aust.National Line**		DO6	M-M.A.N. 2×R8V52/55	18	140·7		7·3		N.S.W.State Dy.	90	1972	D
	13893	,,		DO6	M-M.A.N. 2×R8V52/55	18	140·7		7·3		N.S.W.State Dy.	91	1972	D
C	11785	**Brandts Ltd.,Wm.**	2,250	CV6	M-B.& W. 2×2,820 bhp	15	101·2	17·8	4·6	156C	Boeles Scheeps.	1039		DSUXZb
	12918	**Broken Hill Pty.Co.**	15,000	DV6	G-G.E.C. 17,500 bhp	20	179·2	25·0	9·1		Whyalla Sb.		1973	DSc
	13172	,,	15,000	DV6	G-G.E.C. 17,500 bhp	20	179·2	25·0	9·1		Whyalla Sb.		1973	DSc
	11806	**Burke,John**	1,500	CV6	M-English Electric		72·0	14·0	4·6		Adelaide Ship	66		DSXb
BELGIUM														
	07774	**Ahlers,H.G.**	6,700	RF0	M-M.A.N. K10Z70/120E	22	149·2	19·4	6·9	9,740R	N.V.Boelwerf	1443		X
	13113	**Belge,Cie.Maritime**	15,800	DL6	M-B.& W. 8K74EF	20	161·5	23·1	9·9	18,251G	Cockerill Yards	861	Jun 1972	
	14041	,,	16,550	DN6	M-B.& W. 8K74EF	18	160·8	23·1	9·9	21,318G	Cockerill Yards	864	Mar 1973	
	13173	**Borms,J.& F.**	3,500	DN6	M-A.B.C. 2×8MDXS	10	100·0	11·4	3·7	2,913B	Rupelmonde	410	May 1971	
	11111	**Somers,L.& G.**	3,700	DNR	M-Werkspoor TMABS276		100·0		4·0		Rupelmonde	405		
BRAZIL														
	09046	**Alianca,E.de Nav.**	9,700	DC2	M-M.A.N. K8Z86/160E	20	160·9	23·0	8·7	16,990B	Est.Maua	24		HIUXej
	09047	,,	9,700	DC2	M-M.A.N. K8Z86/160E	20	160·9	23·0	8·7	16,990B	Est.Maua	26		HIUej
	09048	,,	9,700	DC2	M-M.A.N. K8Z86/160E	20	160·9	23·0	8·7	16,990B	Est.Maua	28		HIUej
	11065	,,	9,700	DC2	M-Sulzer 6RND90	21	162·0	22·9	8·7	20,671G	Stocz.Gdanska	44402	1971	HUXeel
S	13321	,,	14,910L	DN1	M-M.A.N.	15	140·8	20·5	8·8	22,269G	Est.Maua		1972	
S	13322	,,	14,910L	DN1	M-M.A.N.	15	140·8	20·5	8·8	22,269G	Est.Maua		1972	
S	13323	,,	14,910L	DN1	M-M.A.N.	15	140·8	20·5	8·8	22,269G	Est.Maua		1973	
S	13324	,,	14,910L	DN1	M-M.A.N.	15	140·8	20·5	8·8	22,269G	Est.Maua		1973	
	09172	**Brazilian Nav. Lines**	5,100	DC2	M-B.& W. 6K42EF	14	116·5	17·5	6·5	8,410B	Est.Caneco	179		HX
	09173	,,	5,100	DC2	M-B.& W. 6K42EF	14	116·5	17·5	6·5	8,410B	Est.Caneco	180		HX
	09174	,,	5,100	DC2	M-B.& W. 6K42EF	14	116·5	17·5	6·5	8,410B	Est.Caneco	181		HX

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
DRY CARGO VESSELS (OTHER THAN BULK CARRIERS) (cont) BRAZIL (cont)														
	09176	**Brazilian Nav. Lines**	5,100	DC2	M-B.& W. 6K42EF	14	116·5	17·5	6·5	8,434B	Engenhar.& Mq.	268		HX
	09177	,,	5,100	DC2	M-B.& W. 6K42EF	14	116·5	17·5	6·5	8,434B	Engenhar.& Mq.	269	1971	HX
	09178	,,	5,100	DC2	M-B.& W. 6K42EF	14	116·5	17·5	6·5	8,434B	Engenhar.& Mq.	270	May 1971	HX
	09179	,,	5,100	DC2	M-B.& W. 6K42EF	14	116·5	17·5	6·5	8,434B	Engenhar.& Mq.	271	Aug 1971	HX
	09181	,,	5,100	DC2	M-B.& W. 6K42EF	14	116·5	17·5	6·5	8,410B	Est.So	18	1971	HX
	09182	,,	5,100	DC2	M-B.& W. 6K42EF	14	116·5	17·5	6·5	8,410B	Est.So	19	1971	HX
	11066	**Brazilian Owner**	9,700	DC2	M-Sulzer 6RND90	21	162·0	22·9	8·7	20,671G	Stocz.Gdanska	44403	1971	HUXcel
	11067	,,	9,700	DC2	M-Sulzer 6RND90	21	162·0	22·9	8·7	20,671G	Stocz.Gdanska	44404	1971	HUcel
	11068	,,	9,700	DC2	M-Sulzer 6RND90	21	162·0	22·9	8·7	20,671G	Stocz.Gdanska	44405	1971	HUcel
	11069	,,	9,700	DC2	M-Sulzer 6RND90	21	162·0	22·9	8·7	20,671G	Stocz.Gdanska	44406	1971	HUcel
	11070	,,	9,700	DC2	M-Sulzer 6RND90	21	162·0	22·9	8·7	20,671G	Stocz.Gdanska	44407	1971	HUcel
	11071	,,	9,700	DC2	M-Sulzer 6RND90	21	162·0	22·9	8·7	20,671G	Stocz.Gdanska	44408	1972	HUcel
	11072	,,	9,700	DC2	M-Sulzer 6RND90	21	162·0	22·9	8·7	20,671G	Stocz.Gdanska	44409	1972	HUcel
	11073	,,	9,700	DC2	M-Sulzer 6RND90	21	162·0	22·9	8·7	20,671G	Stocz.Gdanska	44410	1972	HUcel
	14198	,,	1,500	DN6	M						Estaleiro So		1971	
S	**14285**	,,	14,910L	DN1	M-M.A.N.	15	140·8	20·5	8·8	22,269G	Est.Maua		1972	
S	**14286**	,,	14,910L	DN1	M-M.A.N.	15	140·8	20·5	8·8	22,269G	Est.Maua		1973	
S	**14287**	,,	14,910L	DN1	M-M.A.N.	15	140·8	20·5	8·8	22,269G	Est.Maua		1972	
S	**14288**	,,	14,910L	DN1	M-M.A.N.	15	140·8	20·5	8·8	22,269G	Est.Maua		1973	
S	**14289**	,,	14,910L	DN1	M-M.A.N.	15	140·8	20·5	8·8	22,269G	Est.Maua		1973	
	14220	**Casimiro Filho**	3,500	DN6	M 2,050 bhp	12				4,700G	Est.Caneco		1971	
	14221	,,	3,500	DN6	M 2,050 bhp	12				4,700G	Est.Caneco		1972	
	14222	,,	3,500	DN6	M 2,050 bhp	12				4,700G	Est.Caneco		1972	
	14223	,,	3,500	DN6	M 2,050 bhp	12				4,700G	Est.Caneco		1972	
	13900	**Figueiredo,L.**	5,350	DN6	M		115·4	17·4	6·5		Engenhar.& Mq.	278	Mar 1972	
	13901	,,	5,350	DN6	M		115·4	17·4	6·5		Engenhar.& Mq.	279	Aug 1972	
	13902	,,	5,350	DN6	M		115·4	17·4	6·5		Engenhar.& Mq.	280	Nov 1972	
	13903	,,	5,350	DN6	M		115·4	17·4	6·5		Engenhar.& Mq.	281	Feb 1973	
	08990	**Lloyd Brasileiro**	9,700	DC2	M-B.& W. 884VT2BF180	20	160·9	23·0	8·7	16,990B	Verolme,Brasil	B20	1971	HIUXej
	08991	,,	9,700	DC2	M-B.& W. 884VT2BF180	20	160·9	23·0	8·7	16,990B	Verolme,Brasil	B22	Jul 1971	HIUXej
	08992	,,	9,700	DC2	M-B.& W. 884VT2BF180	20	160·9	23·0	8·7	16,990B	Verolme,Brasil	B24	Jul 1972	HIUej
	08993	,,	9,700	DC2	M-B.& W. 884VT2BF180	20	160·9	23·0	8·7	16,990B	Verolme,Brasil	B26		HIUej
	09039	,,	9,700	DC2	M-Sulzer 8RD90	20	160·9	23·0	8·7	16,990B	Ishibras	34		HIUXejl
	09040	,,	9,700	DC2	M-Sulzer 8RD90	20	160·9	23·0	8·7	16,990B	Ishibras	35	1971	HIUXejl
	09041	,,	9,700	DC2	M-Sulzer 8RD90	20	160·9	23·0	8·7	16,990B	Ishibras	36	1971	HIUXejl
	09042	,,	9,700	DC2	M-Sulzer 8RD90	20	160·9	23·0	8·7	16,990B	Ishibras	37	1971	HIUejl
	09043	,,	9,700	DC2	M-Sulzer 8RD90	20	160·9	23·0	8·7	16,990B	Ishibras	38	1972	HIUejl
	09044	,,	9,700	DC2	M-Sulzer 8RD90	20	160·9	23·0	8·7	16,990B	Ishibras	39	1972	HIUejl
	09049	**Mercantile,Navegac.**	9,700	DC2	M-M.A.N. K8Z86/160E	20	160·9	23·0	8·7	16,990B	Est.Maua	23		HIUXej
	09050	,,	9,700	DC2	M-M.A.N. K8Z86/160E	20	160·9	23·0	8·7	16,990B	Est.Maua	25		HIUXej
	09051	,,	9,700	DC2	M-M.A.N. K8Z86/160E	20	160·9	23·0	8·7	16,990B	Est.Maua	27	1971	HIUej
	09052	,,	9,700	DC2	M-M.A.N. K8Z86/160E	20	160·9	23·0	8·7	16,990B	Est.Maua	29	1971	HIUej
	08987	**Netumar**	9,700	DC2	M-B.& W. 884VT2BF180	20	160·9	23·0	8·7	16,990B	Verolme,Brasil	B21	Apr 1971	HIUXej
	08988	,,	9,700	DC2	M-B.& W. 884VT2BF180	20	160·9	23·0	8·7	16,990B	Verolme,Brasil	B23	Oct 1971	HIUej
	08989	,,	9,700	DC2	M-B.& W. 884VT2BF180	20	160·9	23·0	8·7	16,990B	Verolme,Brasil	B25	Apr 1972	HIUej
BULGARIA														
	01592	**Bulgaria**	9,200	DN2	M-Sulzer 5RD68	16	152·9	19·5	7·6		G.Dimitrov		1972	H
	10473	,,	9,540	DY6	M-B.& W. 650VT2BF110	13	134·0	18·2	7·5		G.Dimitrov		Jun 1971	GXe
	10474	,,	9,540	DY6	M-B.& W. 650VT2BF110	13	134·0	18·2	7·5		G.Dimitrov		Dec 1971	Ge
S	12380	,,	1,500	DN6	M-Sulzer 6TAD36	12	77·9	11·5	4·3	2,453G	Hungarian Sb.			Icl
S	12381	,,	1,500	DN6	M-Sulzer 6TAD36	12	77·9	11·5	4·3	2,453G	Hungarian Sb.			Icl
S	12382	,,	1,500	DN6	M-Sulzer 6TAD36	12	77·9	11·5	4·3	2,453G	Hungarian Sb.			Icl
S	12609	,,	1,500	DN2	M-Sulzer 6TAD36	12	80·5	11·9	4·3	880G	I.Dimitrov			X
S	13046	,,	12,900	DR1	M-B.& W. 774VT2BF160	18	155·4	20·6	9·0	17,640B	Kherson Shpyd.		1971	HZ
S	13047	,,	12,900	DR1	M-B.& W. 774VT2BF160	18	155·4	20·6	9·0	17,640B	Kherson Shpyd.		1971	HZ
S	13048	,,	12,900	DR1	M-B.& W. 774VT2BF160	18	155·4	20·6	9·0	17,640B	Kherson Shpyd.		1972	HZ
S	13049	,,	12,900	DR1	M-B.& W. 774VT2BF160	18	155·4	20·6	9·0	17,640B	Kherson Shpyd.		1972	HZ
S	13310	,,	1,500	DN2	M-Sulzer 6TAD36	12	80·5	11·9	4·3	880G	I.Dimitrov		1971	X
S	13311	,,	1,500	DN2	M-Sulzer 6TAD36	12	80·5	11·9	4·3	880G	I.Dimitrov		1971	X
S	13312	,,	1,500	DN2	M-Sulzer 6TAD36	12	80·5	11·9	4·3	880G	I.Dimitrov		1971	
S	13313	,,	1,500	DN2	M-Sulzer 6TAD36	12	80·5	11·9	4·3	880G	I.Dimitrov		1971	
S	13314	,,	1,500	DN2	M-Sulzer 6TAD36	12	80·5	11·9	4·3	880G	I.Dimitrov		1971	
CHILE														
S	09812	**Empremar**	15,750L	DC1	M-Sulzer 6RND68	16	144·6	20·7	9·3	22,400G	Ast.Espanoles	V132		UX
BS	09815	,,	15,750L	DC1	M-Sulzer 6RND68	16	144·6	20·7	9·3	22,400G	U.N.De Levante	119		UX
	10606	,,	1,080	RN2	M-M.A.N. R6V40/54AmA	15	88·8	12·5	4·1	2,315R	S.A.Juliana	194		UX
CHINA														
S	05145	**Chinese Republic**	10,200	DN2	M	15	151·5	19·7	7·0	7,772G	Galatz Shpyd.			Ec
S	05671	,,	12,530	DN6	M-M.A.N. K8Z70/120E	18	151·5	20·3	8·8	15,300B	Warnow Werft	362	1971	IUX
S	05672	,,	12,530	DN6	M-M.A.N. K8Z70/120E	18	151·5	20·3	8·8	15,300B	Warnow Werft	363	1971	IU
COLOMBIA														
	11770	**Colombian Owner**	9,700	DC2	M-Sulzer 6RND90	20	162·0	22·9	8·7	19,314B	Stocz.Gdanska	43401	1972	Uce
	11771	,,	9,700	DC2	M-Sulzer 6RND90	20	162·0	22·9	8·7	19,314B	Stocz.Gdanska	43402	1972	Uce
	11772	,,	9,700	DC2	M-Sulzer 6RND90	20	162·0	22·9	8·7	19,314B	Stocz.Gdanska	43403	1972	Uce
	10394	**Grancolomb.,F.M.**	11,750	DC6	M-Sulzer 8RND76	21	167·6	23·6	9·3	15,857B	Ast.Espanoles	V133		JPUX
	10395	,,	11,750	DC6	M-Sulzer 8RND76	21	167·6	23·6	9·3	15,857B	Ast.Espanoles	V134		JPUX
	13428	**Salinas,Concess.de**	2,300	DE6	M-M.A.N.	13	(88)	14·4	3·9		Ruiz de Velasco	116	1971	
	13429	,,	2,300	DE6	M-M.A.N.	13	(88)	14·4	3·9		Ruiz de Velasco	117	1971	
	13771	,,	2,300	DE6	M-M.A.N.	13	(88)	14·4	3·9		Ruiz de Velasco		1972	

DRY CARGO VESSELS (OTHER THAN BULK CARRIERS) (cont)

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
					CONGOLESE REPUBLIC									
	11491	**Congolaise,C.M.**	12,400	DN6	M-B.& W. 7K62EF	18	(157)	22·0	9·5		Hitachi Zosen	14285	Jun 1971	
	13114	,,	15,800	DL6	M-B.& W. 8K74EF	20	161·5	23·1	9·9	18,251G	Cockerill Yards	862	Dec 1972	
					DENMARK									
	11315	**Aalborg Portl.Cem.**	4,150	DM6	M						Aarhus Flydedok	144		X
	12865	**Amsinck,O.**	3,000	DC6	M 2,400 bhp		(90)	15·0		4,417G	Bolsones	228	Sep 1971	
	13840	**Blaesbjerg**	3,600	DC6	M-Alpha 18V23HU	13	80·5	13·6	6·1	131C	Busumer Werft	241	Mar 1972	I
	13841	,,	3,600	DC6	M-Alpha 18V23HU	13	80·5	13·6	6·1	131C	Busumer Werft	242	Jun 1972	I
	13842	,,	3,600	DC6	M-Alpha 18V23HU	13	80·5	13·6	6·1	131C	Busumer Werft	243	Oct 1972	I
	12017	**Danish Owner**	10,600	DR2	M-B.& W. 9K62EF	18	156·4	19·8	8·1	19,596M	Elsinore Sb.	400	1973	EH
	12018	,,	10,600	DR2	M-B.& W. 9K62EF	18	156·4	19·8	8·1	19,596M	Elsinore Sb.	401	1973	EH
	12592	,,	2,675	DN6	M-MaK 8Mu451AK	12	79·9	11·9	5·8		Van Diepen	997	1971	
	12787	,,	2,800	DN6	M-MaK 8Mu451AK	12	86·5	11·9	5·3		G.& H.Bodewes	511	1972	
	13819	,,	10,600	DR2	M-B.& W. 9K62EF	18	156·4	19·8	8·1	18,463B	Elsinore Sb.	403	1973	EH
	13843	,,	3,600	DC6	M-Alpha 18V23HU	13	80·5	13·6	6·1	131C	Busumer Werft	244	Dec 1972	I
	14297	,,	3,600	DC6	M-Alpha 18V23HU	13	80·5	13·6	6·1	131C	Busumer Werft	245	1H. 1973	I
	14298	,,	3,600	DC6	M-Alpha 18V23HU	13	80·5	13·6	6·1	131C	Busumer Werft	246	2H. 1973	I
	12321	**Dansk-Fransk**	12,300	DL6	M-B.& W. 7K74EF	18	153·6	21·1	9·3	18,972B	Nakskov	196	2Q. 1972	
	12322	,,	12,300	DL6	M-B.& W. 7K74EF	18	153·6	21·1	9·3	18,972B	Nakskov	197	3Q. 1972	
C	12553	,,	4,600	DP6	M-Pielstick 10PC2V	15	93·3	17·2	5·6	6,625M	Nystads Varv	266	Sep 1972	HIPZb
S	11834	**Jebsen,M.**	5,630	DC2	M-M.A.N. R6V52/55	17	125·0	17·2	6·5	11,128G	Nobiskrug	672	Sep 1971	Z
S	12720	,,	5,630	DC2	M-M.A.N. R6B52/55	17	125·0	17·2	6·5	226C	Nobiskrug	674	Jul 1972	Z
C	12152	**Lauritzen,J.**	7,500	DC6	M-B.& W. 12U50HU	17	140·0	17·5	7·4	11,327M	Aalborg	199	Jun 1973	IPZb
	12153	,,	8,500	RF6	M-B.& W. 8K74EF	22	145·5	21·0	8·6	12,529R	Aalborg	201	Oct 1973	PUcil
C	12512	,,	4,600	DP6	M-Pielstick 10PC2V	15	93·3	17·2	5·6	6,625M	Nystads Varv	267	Dec 1972	HIPZb
	12962	,,	8,500	RF6	M-B.& W. 8K74EF	22	145·5	21·0	8·6	12,529R	Aalborg	202	Dec 1973	PUcil
	13547	**Lindinger A/S**	3,180	DC3	M-Alpha 2,400 bhp	13	(82)	13·0		100C	Husumer Schiff.	1298	1972	
	13548	,,	3,180	DC3	M-Alpha 2,400 bhp	13	(82)	13·0		100C	Husumer Schiff.	1299	1972	
	13549	,,	3,180	DC3	M-Alpha 2,400 bhp	13	(82)	13·0		100C	Husumer Schiff.	1406	1972	
	13821	,,	3,180	DC3	M-Alpha 2,400 bhp	13	(82)	13·0		100C	Husumer Schiff.	1407	1972	
	13580	**Mortensen & Lange**	3,050	DN6	M-Deutz 2,400 bhp	12	79·0		5·3	3,823G	Martin Jansen	98	Mar 1972	
	13581	,,	3,050	DN6	M-Deutz 2,400 bhp	12	79·0		5·3	3,823G	Martin Jansen	99	Aug 1972	
	14117	,,	3,050	DN6	M-Deutz 2,400 bhp	12	79·0		5·3	3,823G	Martin Jansen	100	Dec 1972	
	11295	**Skou A/S,Ove**	10,600	DR2	M-B.& W. 9K62EF	18	156·4	19·8	8·1	19,596M	Elsinore Sb.	394	1971	EH
	11296	,,	10,600	DR2	M-B.& W. 9K62EF	18	156·4	19·8	8·1	19,596M	Elsinore Sb.	396	Jun 1971	EH
	13767	**Smits,M.**	3,250	DN6	M-Bolnes 308HDK	12	(75)	14·3			De Groot	382	2H. 1972	
	13768	,,	3,250	DN6	M-Bolnes 308HDK	12	(75)	14·3			De Groot	383	2H. 1972	
	13769	,,	3,250	DN6	M-Bolnes 308HDK	12	(75)	14·3			De Groot	384	1H. 1973	
					EGYPT									
	00194	**United Arab Marit.**	6,900	DN2	M-Sulzer 6RD56	16	114·0	16·0	4·7		Alexandria Shp.	126	1971	X
	03516	,,	3,150	DL2	M-M.A.N. G8V52/74A	14	101·0	14·6	5·5	5,932B	Suez Canal Sy.	80		UX
	03517	,,	3,150	DL2	M-M.A.N. G8V52/74A	14	101·0	14·6	5·5	5,932B	Suez Canal Sy.	79		UX
	06044	,,	3,150	DL2	M-M.A.N. G8V52/74A	14	101·0	14·6	5·5	5,932B	Suez Canal Sy.	81		UX
	08588	,,	3,150	DL2	M-M.A.N. G8V52/74A	14	101·0	14·6	5·5	5,932B	Suez Canal Sy.	82		UX
	08589	,,	3,150	DL2	M-M.A.N. G8V52/74A	14	101·0	14·6	5·5	5,932B	Suez Canal Sy.			U
	08590	,,	3,150	DL2	M-M.A.N. G8V52/74A	14	101·0	14·6	5·5	5,932B	Suez Canal Sy.			U
	10060	,,	6,900	DN2	M-Sulzer 6RD56	16	114·0	16·0			Port Fouad Sy.	104		
	10061	,,	6,900	DN2	M-Sulzer 6RD56	16	114·0	16·0			Port Fouad Sy.	105		
	10062	,,	6,900	DN2	M-Sulzer 6RD56	16	114·0	16·0			Port Fouad Sy.	106		
					EIRE									
	12532	**British & Irish**	2,550	CN6	M-M.A.N. R7V40/54	15	99·1	16·2	4·2	180C	Verolme,Cork	821	Oct 1971	bc
					FINLAND									
	11787	**Bore,Angfart.A/B**	4,500	DC6	M-MaK 2x6Mu551AK	16	114·0	19·0	6·2	400V	Rauma-Repola	199	Oct 1971	DS
	11788	,,	4,500	DC6	M-MaK 2x6Mu551AK	16	114·0	19·0	6·2	9,910B	Rauma-Repola	200	Dec 1971	DS
	12367	,,	4,500	DC6	M-MaK 2x6Mu551AK	16	114·0	19·0	6·2	9,910B	Rauma-Repola		Jun 1973	DS
	12518	,,	4,500	DC6	M-MaK 2x6Mu551AK	16	114·0	19·0	6·2	185C	Rauma-Repola	204	Feb 1972	DS
	11654	**Finnlines Oy**	6,950	DL6	M-Sulzer 6RD56	15	118·3	18·0	7·3	8,860B	Wartsila,Turku	1195	Jun 1971	Ice
	11655	,,	6,950	DL6	M-Sulzer 6RD56	15	118·3	18·0	7·3	8,860B	Wartsila,Turku	1196	Apr 1972	Ice
	12279	,,	8,300	DC6	M-B.& W. 6K62EF	17	129·0	19·4	8·0	11,227M	Valmet,Helsinki	268	Dec 1971	Ie
	12280	,,	8,300	DC6	M-B.& W. 6K62EF	17	129·0	19·4	8·0	260C	Valmet,Helsinki	269	May 1972	Ie
	12281	,,	8,300	DC6	M-B.& W. 6K62EF	17	129·0	19·4	8·0	11,227M	Valmet,Helsinki	270	Sep 1972	Ie
	12282	,,	8,300	DC6	M-B.& W. 6K62EF	17	129·0	19·4	8·0	260C	Valmet,Helsinki	271	Dec 1972	Ie
	12447	,,	6,950	DL6	M-Sulzer 6RD56	15	118·3	18·0	7·3	8,860B	Wartsila,Turku	1200	Sep 1972	Ice
	12448	,,	6,950	DL6	M-Sulzer 6RD56	15	118·3	18·0	7·3	8,860B	Wartsila,Turku	1201	Nov 1972	Ice
	12992	,,	5,300	CV6	M-Pielstick 2x14PC2V	19	137·3	24·5	6·1	284C	Wartsila,Turku	1204	Jul 1972	EGIRSZbce
	12993	,,	5,300	CV6	M-Pielstick 2x14PC2V	19	137·3	24·5	6·1	284C	Wartsila,Turku	1205	Mar 1973	EGIRSZbce
	07848	**Finnso,Oy**	1,650	DN6	M	12	74·5	11·3	4·7		Hungarian Sb.			
	10924	**Finska Angfartygs**	5,300	DR2	M-B.& W. 6K62EF	17	129·0	20·0	6·6	9,628M	Rauma-Repola	197	Apr 1971	IXc
	10925	,,	5,300	DR2	M-B.& W. 6K62EF	17	129·0	20·0	6·6	9,628M	Rauma-Repola	198	Jun 1971	Ie
	10926	,,	5,300	DR2	M-B.& W. 6K62EF	17	128·0	19·0		9,628M	Elsinore Sb.	393		X
	10995	,,	2,500	CV6	M-Pielstick 2x10PC2V	19	106·5	16·0	4·9	140C	Kristiansands	217	Sep 1971	BEIPSb
	10996	,,	2,500	CV6	M-Pielstick 2x10PC2V	19	106·5	16·0	4·9	140C	Kristiansands	218	Mar 1972	BEIPSb
	12165	,,	10,500	DL6	M-Sulzer 9RND68	19	(151)	22·0	8·5		Smiths Dock Co.	1316	Jul 1971	ce
	12214	,,	10,500	DL6	M-Sulzer 9RND68	19	(151)	22·0	8·5		Smiths Dock Co.	1317	Jan 1972	ce
	13524	,,	5,600	DV6	M-Werkspoor 2x9TM410	17	(126)	21·5	6·0		Rauma-Repola	206	May 1972	DIc
	13525	,,	5,600	DV6	M-Werkspoor 2x9TM410	17	(126)	21·5	6·0		Rauma-Repola	207	Aug 1972	DIc
	13526	,,	5,600	DV6	M-Werkspoor 2x9TM410	17	(126)	21·5	6·0		Rauma-Repola	208	Nov 1972	DIc

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
DRY CARGO VESSELS (OTHER THAN BULK CARRIERS) (cont) FINLAND (cont)														
S	11633	**Helsingfors Ss.Co.**	15,500L	DC1	M-Sulzer 6RD68	15	143·9	20·7	9·3	22,400G	Ast.Espanoles	V138	1971	IX
G	13386	**Karlsson,Lennart**	4,200	CV6	M-Pielstick 2x9PC2L	19	119·0	16·0	5·9		F.Hollming	4200	May 1972	IUc
G	13387	**Lundqvist,Red.**	4,200	CV6	M-Pielstick 2x9PC2L	19	119·0	16·0	5·4		Valmet,Pansio	302	Mid 1972	IUc
G	13385	**Mariehamns Rederi.**	4,200	CV6	M-Pielstick 2x9PC2L	19	119·0	16·0	5·4		Nystads Varv	270	Jul 1972	IUc
	12957	**Nordstrom,R.**	5,550	DC2	M-Werkspoor 4,400 bhp	16	101·5	17·0	5·4		Kleven Mek.V.	23	Jul 1972	
	11469	**Oceanfart,Oy**	7,400	DC6	M-B.& W. 2x6S45HU	17	129·0	19·4	7·9	248C	Valmet,Helsinki	267	Aug 1971	
S	11634	**Pulpships Ab.**	15,500L	DC1	M-Sulzer 6RD68	15	143·9	20·7	9·3	22,400G	Ast.Espanoles	V139	1971	I
	10988	**Siljarederiet**	2,500	CV6	M-Pielstick 2x10PC2V	19	106·5	16·0	4·9	140C	Kristiansands	216	1971	BEIPSb
	12600	,,	2,100	CV6	M-Pielstick 2x8PC2L	18	118·0	16·0	4·8		Nystads Varv	268	Nov 1971	Ic
S	13523	**Suomen Tankkilaiva**	11,650	DR2	M-Gtvrkn 750/1600VGS6U	18	151·7	21·0	8·7	19,200M	Rauma-Repola	210	Apr 1973	I
FRANCE														
	10911	**Chargeurs Reunis**	16,000	DL1	M-B.& W. 7K74EF	17	155·5	21·6	9·4	21,862B	Framnaes Mek.V.	177	May 1971	IJXce
S	12933	**Courtage & Transp.**	9,900	DC2	M-M.A.N. K8Z70/120E	18	151·7	20·3	7·6	250C	Warnow Werft		1972	HIUc
	12220	**C.G.T.**	5,350	DV6	M-Pielstick 12PC2V	15	106·5	17·5	4·3	11,500	A.& C.du Havre	204	Apr 1971	IXb
S	12542	,,	9,900	DC2	M-M.A.N. K8Z70/120E	18	151·7	20·3	7·6	250C	Warnow Werft		Apr 1971	HIUXc
	12944	,,	5,400	DV6	M-Werkspoor 18TM410	18	136·6	20·0	7·0		Boeles Scheeps.	1040	Feb 1972	D
	13013	,,	8,440	DC6	M-Pielstick 2x18PC2V	20	152·5	21·0	8·0	104C	Dubigeon-Norm.	134	1973	EHPUZc
	13014	,,	8,440	DC6	M-Pielstick 2x18PC2V	20	152·5	21·0	8·0	104C	Dubigeon-Norm.	135	1973	EHPUZc
	13015	,,	8,440	DC6	M-Pielstick 2x18PC2V	20	152·5	21·0	8·0	104C	Dubigeon-Norm.	136	1973	EHPUZc
	14039	,,	5,650	DV6	M 10,900 bhp	19					Finnboda Varf		Sep 1972	DI
S	13649	**D'Orbigny,C.de N.**	9,600	DL2	M-Sulzer 6RD68	16	152·6	19·4	7·7	16,860B	Stocz.I.K.Pary.	14122	1971	X
	10640	**Havraise & Nantes**	13,750	DC1	M-Sulzer 6RD90	19	157·2	21·8	9·7	18,209B	La Ciotat	277	1971	HXc
	10641	,,	12,000	DL2	M-Sulzer 6RND90	21	163·0	24·6	8·7		La Ciotat	278	Jan 1972	Hc
	10833	,,	12,000	DL2	M-Sulzer 6RND90	21	163·0	24·6	8·7		La Ciotat	289	Jun 1972	Hc
S	12543	,,	9,900	DC2	M-M.A.N. K8Z70/120E	18	151·7	20·3	7·6	250C	Warnow Werft			HIUX
S	12546	,,	9,900	DC2	M-M.A.N. K8Z70/120E	18	151·7	20·3	7·6	250C	Warnow Werft		4Q. 1972	HIUc
	13100	,,	13,750	DC1	M-Sulzer 6RD90	19	157·2	21·8	9·7	18,209B	La Ciotat	297	1972	Hc
	13101	,,	13,750	DC1	M-Sulzer 6RD90	19	157·2	21·8	9·7	18,209B	La Ciotat	298	1972	Hc
	13529	,,	13,750	DC1	M-Sulzer 6RD90	19	157·2	21·8	9·7	18,209B	La Ciotat	299	1973	Hc
S	12541	**L'Ouest,Soc.Nav.**	9,900	DC2	M-M.A.N. K8Z70/120E	18	151·7	20·3	7·6	250C	Warnow Werft	370		HIUXc
S	12934	,,	9,900	DC2	M-M.A.N. K8Z70/120E	18	151·7	20·3	7·6	250C	Warnow Werft		3Q. 1973	HIUc
S	12544	**Mixte,C.de Navig.**	9,900	DC2	M-M.A.N. K8Z70/120E	18	151·7	20·3	7·6	250C	Warnow Werft		4Q. 1971	HIUc
S	12545	,,	9,900	DC2	M-M.A.N. K8Z70/120E	18	151·7	20·3	7·6	250C	Warnow Werft		2Q. 1972	HIUc
	13050	**Sine-Saloum,S.Com.**	2,850	DN6	M-Deutz RBV6M358	12	(75)	12·8	5·2		Schulte & Bruns	264	1971	X
	12604	**Union Indust.& M.**	4,100	DV6	M-Werkspoor 8TM410	14	100·0	17·5	6·6	9,879G	Roch.-Pallice	207	Feb 1972	D
GERMANY (WEST)														
S	09466	**Arcadia Reederei**	15,500L	DC1	M-Sulzer 6RD68	15	143·9	20·7	9·3	22,400G	Ast.Espanoles	S163		UX
	10079	,,	6,400	DT6	M-M.A.N. G8V52/74	12	118·0	16·2	6·7	8,908B	S.A.Juliana	193		UXx
	13065	**Argo-Reederei**	4,500	CV6	M-M.A.N. 4,500 bhp	15	109·5	16·0	6·0		Kroegerwerft	1377	1972	D
	13261	,,	4,500	CV6	M-M.A.N. 4,500 bhp	15	109·5	16·0	6·0		Kroegerwerft	1378	1972	D
	13444	**Bastian,Helmut**	3,850	DN6	M-MaK 3,000 bhp	14	(97)	13·2	6·0		Nieuwe Noord	373	2H. 1971	
	13445	,,	3,850	DN6	M-MaK 3,000 bhp	14	(97)	13·2	6·0		Nieuwe Noord		1H. 1972	
S	12260	**Bauer & Hauschildt**	2,470	DN6	M-MaK 8Mu452AK	13	77·1	13·0	4·7	3,000G	Aukra Bruk	38	May 1971	IUce
S	12261	,,	2,470	DN6	M-MaK 8Mu452AK	13	77·1	13·0	4·7	3,000G	Aukra Bruk	40	Nov 1971	IUce
	14122	**BCG Bulk & Cont.**	3,000	DC6	M					119C	Bolsones		Jun 1973	
	14123	,,	3,000	DC6	M					119C	Bolsones		Nov 1973	
	10910	**Beilken,Hans**	2,800	CR2	M-MaK 4,000 bhp	15	102·5	15·1	5·4	178C	Rolandwerft	970		X
	10636	**Bornhofen,Robert**	6,920	DC2	M-M.A.N. V8V40/54	18	131·2	19·4	7·1	292C	Schlichting	1370	1971	HUXZc
	10912	,,	6,920	DC2	M-M.A.N. V8V40/54	18	131·2	19·4	7·1	292C	Schlichting	1371	Jun 1971	HUZc
	11386	,,	6,920	DC2	M-M.A.N. V8V40/54	18	131·2	19·4	7·1	292C	Schlichting	1372	Nov 1971	HUZc
	13851	,,	6,920	DC2	M-M.A.N. V8V40/54	18	131·2	19·4	7·1	292C	Schlichting	1374	Feb 1972	HUZc
	11375	**Bos,J.**	4,100	DC6	M-M.A.N. 2x1,800 bhp	17	103·0	15·0	6·2	150C	Rolandwerft	973	1971	
	11924	,,	1,500X	CN6	M-M.W.M. 3,000 bhp	14	90·4	14·5	4·6		Korneuburg	698	1972	
	11925	,,	1,500X	DC2	M-M.W.M. 3,000 bhp	14	90·4	14·5	4·6	180C	Korneuburg	699	1972	I
	11926	,,	1,500X	DC2	M-M.W.M. 3,000 bhp	14	90·4	14·5	4·6	180C	Korneuburg	700	1972	I
	11927	,,	1,500X	DC2	M-M.W.M. 3,000 bhp	14	90·4	14·5	4·6	180C	Korneuburg	701	1972	I
	11928	,,	1,500X	DC2	M-M.W.M. 3,000 bhp	14	90·4	14·5	4·6	180C	Korneuburg	702	1972	I
	13882	,,	1,500	DC2	M-M.W.M. 3,000xbhp	14	90·4	14·5	4·6	180C	Korneuburg	703	1972	I
S	12030	**Bransch,Heiner**	5,900	DC2	M-MaK 8Mu551AK	16	116·6	17·2	6·6	226C	Orenstein-Kopp.	677	Aug 1971	HUZ
S	12575	,,	5,900	DC2	M-MaK 8Mu551AK	16	116·6	17·2	6·6	226C	Orenstein-Kopp.	682	Oct 1971	HUZ
CS	13351	**Bruns,W.**	12,870	DL1	M-B.& W. 774VT2BF160	18	155·4	20·6	9·0	17,130B	Kherson Shpyd.		1971	HZ
CS	13352	,,	12,870	DL1	M-B.& W. 774VT2BF160	18	155·4	20·6	9·0	17,130B	Kherson Shpyd.		1971	HZ
CS	13353	,,	12,870	DL1	M-B.& W. 774VT2BF160	18	155·4	20·6	9·0	17,130B	Kherson Shpyd.		1971	HZ
	13991	**Contimar Beteil.**	1,650	CN6	M-Alpha 2,110 bhp	13	80·2	12·8	4·1		Kremer Sohn	1129	1971	
	13992	,,	1,650	CN6	M-Alpha 2,110 bhp	13	80·2	12·8	4·1		Kremer Sohn	1146	1971	
S	**13852**	**Cosima Reed.K.G.**	5,900	DC2	M-MaK 8Mu551AK	16	116·6	17·2	6·5	226C	Schlichting	1375	Oct 1972	HNUZc
S	**13853**	,,	5,900	DC2	M-MaK 8Mu551AK	16	116·6	17·2	6·5	226C	Schlichting	1376	Dec 1972	HNUZc
CS	11915	**Dohle,Peter**	2,560	CN0	M-MaK 2,400 bhp	14	88·5	13·8	5·3	145C	J.J.Sietas	679		GIX
	13059	,,	8,020	DC6	M-MaK 12Mu551AK	17	125·0	18·5	7·3	270C	Orenstein-Kopp.	684	Nov 1971	
	13546	,,	2,000	DC6	M-Deutz RBV8M545	13	74·0	10·8	5·1	87C	J.J.Sietas	621	1971	I
	13650	,,	3,100	DN6	M-MaK 2,000 bhp	13					J.J.Sietas	695	1971	I
	13651	,,	3,100	DN6	M-MaK 2,000 bhp	13					J.J.Sietas	696	1971	I
	13652	,,	3,100	DN6	M-MaK 2,000 bhp	13					J.J.Sietas	697	1972	I
	13653	,,	3,100	DN6	M-MaK 2,000 bhp	13					J.J.Sietas	698	1972	I
	13671	,,	4,580	CN6	M	16	(97)	15·4	6·2	140C	Basse-Sambre		4Q. 1971	
	13672	,,	4,580	CN6	M	16	(97)	15·4	6·2	140C	Basse-Sambre		1Q. 1972	
	13402	**Drescher,E.**	5,700	DC2	M-Deutz RBV16M540	17	124·5	18·0	6·6	222C	Unterweser	482	1972	Hc
	12586	**Eckhardt,Otto**	3,250	DC2	M-Deutz 4,200 bhp	15	100·5	15·2	6·7	133C	J.J.Sietas		1971	U
	13585	**Ehlert,W.**	2,550	DC6	M-M.A.N. 2,400 bhp	14	(84)	13·2	4·9	134C	Husumer Schiff.	1408	1Q. 1972	
C	13268	**Finn-Fracht.K.G.**	2,750	CV6	M-Pielstick 2x8PC2L	17	109·8	20·4	4·9		Ankerlokken	88	Dec 1971	D
C	13269	,,	2,750	CV6	M-Pielstick 2x8PC2L	17	109·8	20·4	4·9		Ankerlokken	89	Sep 1972	D
C	13270	,,	2,750	CV6	M-Pielstick 2x8PC2L	17	109·8	20·4	4·9		Ankerlokken	90	Feb 1973	D
C	13271	,,	2,750	CV6	M-Pielstick 2x8PC2L	17	109·8	20·4	4·9		Ankerlokken	91	Dec 1973	D

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
DRY CARGO VESSELS (OTHER THAN BULK CARRIERS) (cont) GERMANY (WEST) (cont)														
S	11363	**Fisser & Doornum**	13,000	DC2	M-M.A.N. K6Z70/120	16	139·7	21·1	8·2	21,238G	Flensburger	628	Jun 1971	H
BGS	12780	,,	6,200	DC6	M-MaK 6Mu551AK	13	96·7	16·0	7·1	183C	Viana d.Castelo	87	Sep 1971	
BGS	12782	,,	6,200	DC6	M-MaK 6Mu551AK	13	96·7	16·0	7·1	183C	Viana d.Castelo	88	Dec 1971	
BGS	12946	,,	6,200	DC6	M-MaK 6Mu551AK	13	96·7	16·0	7·1	183C	Viana d.Castelo	89	Mar 1972	
S	12062	**Flensburger Schiff.**	5,750	DC2	M-MaK 8Mu551AK	16	125·0	17·2	6·5	10,449B	Nobiskrug	671	Dec 1971	HZ
	12868	**Gahrs & Lunstedt**	2,000	DN6	M-MaK 2,000 bhp	14					J.J.Sietas	643		HX
S	10557	**Gehrckens,H.M.**	5,600	DC2	M-MaK 8Mu551AK	15	125·2	17·2	6·5	226C	Paul Lindenau	147		HUXZ
	13111	,,	8,020	DC6	M-MaK 12Mu551AK	17	125·0	18·5	7·3	270C	Orenstein-Kopp.	685	Dec 1971	
S	13263	,,	5,600	DC2	M-MaK 8Mu551AK	15	125·2	17·2	6·5	226C	Paul Lindenau	149		HUZ
	10551	**German Owner**	2,450	DC2	M-M.W.M.	14	99·3	14·0	4·5	150C	Martin Jansen	95	1971	Xc
S	11063	,,	2,150	DN2	M-Deutz 2×RBV8M545	14	84·5	12·8	5·1	4,790G	Schulte & Bruns	262		IX
	11145	,,	2,800	CN6	M-M.W.M. 2,400 bhp	14	87·6	11·9		92C	Harlingen	37	4Q. 1971	
	11146	,,	2,800	CN6	M-M.W.M. 2,400 bhp	14	87·6	11·9		92C	Harlingen	38	Sep 1972	
	11233	,,	4,250	CN6	M-M.W.M. 2×3,000 bhp	14	114·5	20·3	4·2	200C	Van der Werf	336		VX
	11366	,,	4,500	DN6	M 2×4,400 bhp						Sch.Oberwinter	207		
	11367	,,	4,500	DN6	M 2×4,400 bhp						Sch.Oberwinter	208		
	12060	,,	4,100	CN6	M-Deutz 4,500 bhp	15	94·0	14·5	6·2	190C	Martin Jansen	97	Sep 1971	
	12230	,,	4,100	CN6	M 4,500 bhp	15	94·0	14·5	6·2	190C	Martin Jansen		4Q. 1972	
	12456	,,		DN6	M						Rolandwerft	979		
	12743	,,	3,100	DN6	M-Brons V16GH	12	87·0	12·6	5·0		Falkenbergs		1971	c
	13222	,,	2,000	DN6	M-MaK 1,400 bhp	13	(64)	12·0	5·0		C.Cassens	99		X
	13430	,,	5,700	DC2	M-Deutz RBV16M540	17	124·5	18·0	6·6	222C	Unterweser	481	1972	Hc
	13760	,,	2,430	CN6	M-MaK 8Mu452AK	13	91·7	14·0	4·7	131C	Scheeps.de Waal	696	Aug 1971	
S	**14001**	,,	3,000	DN6	M-Deutz SBV6M358	13	79·9	13·7	5·3	3,950G	Batservice	601	Dec 1972	
	14201	,,	4,100	DC6	M-M.A.N. 2×1,800 bhp	17	103·0	15·0	6·2	150C	Rolandwerft	987	1972	
	14204	,,	2,000	DNR	M-Deutz 930 bhp		(85)	11·4	3·0		Ruhrorter Sch.	500	1972	
S	**14292**	,,	13,000	DC2	M-M.A.N. K6Z70/120E	16	139·7	21·1	8·2	21,238G	Bremer Vulkan		1973	Hlc
GS	12781	**Hagen,Franz**	6,200	DC6	M-MaK 6Mu551AK	13	96·7	16·0	7·1	183C	Arnhem.Scheeps.	461	1971	
GS	12947	,,	6,200	DC6	M-MaK 6Mu551AK	13	96·7	16·0	7·1	183C	Arnhem.Scheeps.	462	1972	
S	10554	**Hamburg-Sud**	5,500	DC2	M-Pielstick 12PC2V	17	125·0	17·2	6·5	226C	Nobiskrug	668	1971	HXZ
S	10555	,,	5,500	DC2	M-Pielstick 12PC2V	17	125·0	17·2	6·5	226C	Nobiskrug	669	Apr 1971	HZ
S	10556	,,	5,500	DC2	M-Pielstick 12PC2V	17	125·0	17·2	6·5	226C	Nobiskrug	670	Jun 1971	HZ
S	11870	,,	14,000	DC6	M-Pielstick 2×12PC2V	18	148·5	21·0	9·4	20,704B	Lubecker	593	1H. 1972	H
S	11871	,,	14,000	DC6	M-Pielstick 2×12PC2V	18	148·5	21·0	9·4	20,704B	Lubecker	594	1H. 1972	H
S	10627	**Hansa**	11,500	DL2	M-M.A.N. K7Z78/155F	20	153·2	22·8	9·0	22,653G	Lubecker	585	1971	HNUXcei
S	10628	,,	11,500	DL2	M-M.A.N. K7Z78/155F	20	153·2	22·8	9·0	22,087G	Lubecker	586	Apr 1971	HNUXZcei
S	10940	,,	11,500	DL2	M-M.A.N. K7Z78/155F	20	153·2	22·8	9·0	22,087G	Lubecker	591	1971	HNUcei
S	10941	,,	11,500	DL2	M-M.A.N. K7Z78/155F	20	153·2	22·8	9·0	22,087G	Lubecker	592	1971	HNUcei
	12750	,,	1,700	CV6	M-Werkspoor 6TM410	14	80·0	14·4	4·6	105C	Ast.Con.Vigo		1972	DGSb
	12751	,,	1,700	CV6	M-Werkspoor 6TM410	14	80·0	14·4	4·6	105C	De Groot		1972	DGSb
S	13537	**Hauschildt,J.**	2,600	DC3	M-MaK 6Mu551AK	13	77·1	13·0	5·1	4,389G	Aukra Bruk	45	Nov 1972	
S	**13766**	**Heinrich,P.**	2,560	CN0	M-MaK 2,400 bhp	14	88·5	13·8	5·3	145C	J.J.Sietas	648	Mid 1971	
	10539	**Heyer K.G.**	2,750	CV6	M-Pielstick 2×8PC2L	17	109·8	19·2	4·9	175C	Ankerlokken	84	Sep 1971	DEGSb
	10540	,,	2,750	CV6	M-Pielstick 2×8PC2L	17	109·8	19·2	4·9	175C	Ankerlokken	85	Apr 1971	DEGSb
	10541	,,	2,750	CV6	M-Pielstick 2×8PC2L	17	109·8	19·2	4·9	175C	Ankerlokken	86	1H. 1971	DEGSXb
	12940	,,	2,700	CV6	M						Ankerlokken		1973	D
	12941	,,	2,700	CV6	M						Ankerlokken		1973	D
	12942	,,	2,700	CV6	M						Ankerlokken		1973	D
	12686	**Husmann,F.**	2,350	CN6	M-MaK 8Mu551AK	15	95·6	16·0	4·2	152C	Van der Giessen	883	Jun 1971	GIc
S	11862	**Infruta,OHG**	14,910L	DN1	M-Sulzer 5RND68	15	141·0	20·5	8·8	21,642G	A.& P.-Bartram	S873	Aug 1971	H
S	11863	,,	14,910L	DN1	M-Sulzer 5RND68	15	141·0	20·5	8·8	21,642G	A.& P.-Bartram	S874	Oct 1971	H
S	11864	,,	14,910L	DN1	M-Sulzer 5RND68	15	141·0	20·5	8·8	21,642G	A.& P.-Bartram	S875	Dec 1971	H
S	12428	,,	14,910L	DN1	M-Sulzer 5RND68	15	141·0	20·5	8·8	21,642G	A.& P.-Bartram	S878	1H. 1972	H
S	11377	**Intermare K.G.**	8,400	RF2	M-B.& W. 774VT2BF160	19	147·8	20·2	8·1	12,800R	Aker Group	648	1971	EPXce
	11381	,,	11,000	RF6	M-B.& W. 9K74EF	22	155·7	21·3	9·1	13,450R	Aker Group	652	Feb 1972	
	10332	**Janssen,H.W.**	5,000	DC0	M-Deutz RBV12M350	13	99·7	15·2	6·4		Basse Sambre	109		X
	11232	,,	3,050	CN2	M-MaK 8Mu551AK	15	103·5	14·6	5·1	170C	Gebr.Sander	255	Apr 1971	HIc
	11909	,,	3,050	CR2	M-Deutz	15	100·5	15·1	5·4	178C	Ast.Del Cadagua			H
	11910	,,	3,050	CR2	M-Deutz	15	100·5	15·1	5·4	178C	Ast.Del Cadagua		1971	H
S	12573	**Kauffahrtei S.R.**	5,600	DC2	M-MaK 8Mu551AK	15	125·2	17·2	6·5	226C	Paul Lindenau	152	4Q. 1971	HUZ
S	13654	,,	16,260L	DN6	M-M.A.N. V8V40/54	16	149·8	21·0	9·3	22,305G	Weser Seebeck	966	1973	HU
S	**14299**	,,	13,000	DC2	M-M.A.N. K6Z70/120D	15	139·7	21·1	8·2	21,238G	Flensburger	632	1H. 1972	H
	12481	**Knuppel,H.**	2,550	DC6	M-M.A.N. 2,400 bhp	14	(83)	13·2	4·9	134C	Husumer Schiff.	1295	Mid 1971	
S	11376	**Kuhlschiff K.G.**	8,400	RF2	M-B.& W. 774VT2BF160	19	147·8	20·2	8·1	12,800R	Aker Group	647	1971	EPXcex
S	12405	**Lehmann, Gebr.**	3,000	DN6	M-Deutz SBV6M358	13	79·9	13·7	5·3	3,950G	Batservice	567	May 1971	
S	12406	,,	3,000	DN6	M-Deutz SBV6M358	13	79·9	13·7	5·3	3,950G	Batservice	568	Dec 1971	
	11135	**Luhmann,Ferd.**	3,170	DC6	M-Deutz RBV8M358	13	84·2	14·5	6·1	165C	De Biesbosch	538		X
	10110	**Maritime Fruit**	7,400	RF0	M-Sulzer 9RND68	23	140·7	18·0	7·9	9,911R	Drammen Slipp	69	1971	UXei
	11380	,,	11,000	RF6	M-B.& W. 9K74EF	22	155·7	21·3	9·1	13,450R	Aker Group	651	Oct 1971	
	12019	,,	7,400	RF0	M-Sulzer 9RND68	23	140·7	18·0	7·9	9,911R	Drammen Slipp	70	Mid 1971	Uei
	12020	,,	7,400	RF0	M-Sulzer 9RND68	23	140·7	18·0	7·9	9,911R	Drammen Slipp	71	Ja 1972	Uei
	12021	,,	7,400	RF0	M-Sulzer 9RND68	23	140·7	18·0	7·9	9,911R	Drammen Slipp	72	M'd 1972	Uei
	12022	,,	7,400	RF0	M-Sulzer 9RND68	23	140·7	18·0	7·9	9,911R	Drammen Slipp	73	Jan 1973	Uei
GS	12749	**Miller,Aug.Bolten**	6,200	DC6	M-MaK 6Mu551AK	13	96·7	16·0	7·1	183C	Van der Giessen	885	Sep 1971	
GS	12945	,,	6,200	DC6	M-MaK 6Mu551AK	13	96·7	16·0	7·1	183C	Van der Giessen	886	Dec 1971	
GS	12948	,,	6,200	DC6	M-MaK 6Mu551AK	13	96·7	16·0	7·1	183C	Van der Giessen	887	Mar 1972	
S	09924	**Muller,Ferd.**	8,000	DC2	M-M.A.N. K6Z70/120E	15	139·7	21·1	7·0	21,238G	Rickmers Werft	353	1972	H
S	10646	**Muller,Otto A.**	2,200	DN6	M-M.W.M. TbD484-6U	12	74·8	11·3	5·3	2,416G	Hungarian Sb.	2222		X
S	11199	,,	2,200	DN6	M-M.W.M. TbD484-6U	12	74·8	11·3	5·3	2,416G	Hungarian Sb.	2223		
S	11200	,,	2,200	DN6	M-M.W.M. TbD484-6U	12	74·8	11·3	5·3	2,416G	Hungarian Sb.	2224		
S	11201	,,	2,200	DN6	M-M.W.M. TbD484-6U	12	74·8	11·3	5·3	2,416G	Hungarian Sb.	2225	Sep 1971	
S	13225	**Oldendorff,Egon**	5,900	DC2	M-MaK 8Mu551AK	16	116·6	17·2	6·6	226C	Orenstein-Kopp.	683	1971	HUXZ
S	**14214**	,,	16,260L	DN6	M-M.A.N. V8V40/54	16	149·8	21·0	9·3	22,305G	Weser Seebeck		1973	HU
	13418	**Oltmann,F.**	4,200	CN2	M-Werkspoor 8TMS410	16	(108)	17·2	6·1	268C	Duro-Felguera	65	Dec 1971	
	13419	,,	4,200	CN2	M-Werkspoor 8TMS410	16	(108)	17·2	6·1	268C	Duro-Felguera	66	Jul 1972	
S	13536	**Oltmann,Gerhard**	2,600	DC3	M-MaK 6Mu551AK	13	77·1	13·0	5·1	4,389G	Aukra Bruk	44	May 1972	
	11959	**Orion Schiffahrts-G.**	5,478	CR2	M-Deutz RBV16M540	17	124·5	17·6	6·3	245C	Unterweser	479	1971	HU

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
DRY CARGO VESSELS (OTHER THAN BULK CARRIERS) (cont) GERMANY (WEST) (cont)														
	11960	**Orion Schiffahrts-G.**	5,478	CR2	M-Deutz RBV16M540	17	124·5	17·6	6·3	245C	Unterweser	480	1971	HU
	12031	,,	7,330	DC6	M-MaK 12Mu551AK	16	(109)	18·2	7·5	240C	Orenstein-Kopp.	678	Apr 1971	X
	12032	,,	7,330	DC6	M-MaK 12Mu551AK	16	(109)	18·2	7·5	240C	Orenstein-Kopp.	679	Jun 1971	
	12375	**Oste G.m.b.H.**	1,350	DC6	M-Deutz 1,320 bhp	12	(75)	11·0	3·5	74C	J.J.Sietas	678		
	13990	,,	1,900	DN6	M-MaK 8Mu451AK	12	70·8	11·8	4·5	2,407G	Bodewes Volhar.	170	Dec 1971	
S	11844	**Osterwisch**	2,560	CN0	M-MaK 2,400 bhp	14	88·5	13·8	5·3	145C	J.J.Sietas	674		X
S	11845	,,	2,560	CN0	M-MaK 2,400 bhp	14	88·5	13·8	5·3	145C	J.J.Sietas	689	1971	
	12330	**Poseidon Schiffahrt**	3,300	DV6	M-Sulzer 2×9ZH40/48	19	106·6	16·0	4·2	181C	Nystads Varv	263	Dec 1971	IPSZbc
	11869	**Rehder,Carsten**	6,250	DN6	M-MaK 12Mu551AK	15	116·9	16·4	6·6	9,203G	Paul Lindenau	150		HI
	11922	**Reinecke,J.A.**	3,100	CV6	M-MaK 2×8Mu551AK	17	114·8	17·6	5·3	70C	Rickmers Werft	363	Apr 1971	BDEGSX
	14200	,,	3,100	CV6	M-MaK 2×8Mu551AK	17	114·8	17·6	5·3	70C	Rickmers Werft		1972	BDEGS
	12266	**Sander,D.**	3,100	DN6	M-M.W.M. 2,700 bhp	14	94·5	13·8	5·4		C.Amels & Zoon	315	Apr 1971	X
	12268	,,	3,100	DN6	M-Deutz 2,940 bhp	14	94·5	13·8	5·4		C.Amels & Zoon	317	1971	
	12269	,,	3,100	DN6	M-Deutz 2,940 bhp	14	94·5	13·8	5·4		C.Amels & Zoon	318	1972	
S	13054	,,	2,200	CN6	M-M.W.M. TbD500-8U	14	88·4	13·7	4·4	130C	Jadewerft	127	Dec 1971	
S	13055	,,	2,200	CN6	M-M.W.M. TbD500-8U	14	88·4	13·7	4·4	130C	Jadewerft	129	Jun 1972	
S	10681	**Sartori & Berger**	5,750	DC2	M-MaK 12Mu551AK	17	125·0	17·2	6·6	226C	Nobiskrug	667		HXZ
S	**14124**	,,	5,750	DC2	M-MaK 12Mu551AK	17	125·0	17·2	6·6	226C	Nobiskrug		Oct 1972	HZ
S	**14125**	,,	5,750	DC2	M-MaK 12Mu551AK	17	125·0	17·2	6·6	226C	Nobiskrug		Nov 1972	HZ
	10424	**Schulte & Bruns**	5,700	DC2	M-Deutz RBV16M540	17	124·5	18·0	6·6	222C	Unterweser	476		HXc
S	13407	,,	16,260L	DN6	M-M.A.N. V8V40/54	16	149·8	21·0	9·3	22,305G	Weser Seebeck	961	Jul 1972	HIU
S	13408	,,	16,260L	DN6	M-M.A.N. V8V40/54	16	149·8	21·0	9·3	22,305G	Weser Seebeck	962	Dec 1972	HIU
S	13655	,,	2,150	DC2	M-Deutz 2,670 bhp	13	84·5	12·8	5·1	4,790G	Schulte & Bruns	265	1971	I
S	13656	,,	2,150	DC2	M-Deutz 2,670 bhp	13	84·5	12·8	5·1	4,790G	Schulte & Bruns	266	1971	I
	13657	,,	2,700	DC6	M-Deutz 1,800 bhp	12	(70)	12·2	6·0		Schulte & Bruns	267	1971	
	13658	,,	2,700	DC6	M-Deutz 1,800 bhp	12	(70)	12·2	6·0		Schulte & Bruns	269	1972	
	13659	,,	2,200	DV6	M-M.A.N. 2,300 bhp	13	(80)	14·5	4·8		Schulte & Bruns	268	1971	D
	13660	,,	2,200	DV6	M-M.A.N. 2,300 bhp	13	(80)	14·5	4·8		Schulte & Bruns	270	1972	D
S	**13824**	,,	16,260L	DN6	M-M.A.N. V8V40/54	16	149·8	21·0	9·3	22,305G	Weser Seebeck	969	1973	HIU
GS	12783	**Schulte,Bernhard**	6,200	DC6	M-MaK 6Mu551AK	13	96·7	16·0	7·1	183C	A.Vuijk & Zonen	857	1971	
GS	12949	,,	6,200	DC6	M-MaK 6Mu551AK	13	96·7	16·0	7·1	183C	A.Vuijk & Zonen	858	1972	
	14340	**Schupp,J.H.T.**	2,050	DC6	M-MaK 1,300 bhp	13	73·8	10·8	5·1	63C	J.J.Sietas		1H. 1972	
	14341	,,	2,050	DC6	M-MaK 1,300 bhp	13	73·8	10·8	5·1	63C	J.J.Sietas		1H. 1972	
S	13406	**Stinnes,Hugo**	5,900	DC2	M-MaK 8Mu551AK	16	116·6	17·2	6·6	226C	Orenstein-Kopp.	687	Mar 1972	HUZ
	12181*	**Unimar**	11,000	DL2	M-B.& W. 6K74EF	19	(143)	22·9	8·5	21,860B	Ast.Espanoles	S176	1972	H
	12182*	,,	11,000	DL2	M-B.& W. 6K74EF	19	(143)	22·9	8·5	21,860B	Ast.Espanoles	S177	1972	H
	12183*	,,	11,000	DL2	M-B.& W. 6K74EF	19	(143)	22·9	8·5	21,860B	Ast.Espanoles	S178	1972	H
	12184*	,,	11,000	DL2	M-B.& W. 6K74EF	19	(143)	22·9	8·5	21,860B	Ast.Espanoles	S179	1973	H
	12185*	,,	11,000	DL2	M-B.& W. 6K74EF	19	(143)	22·9	8·5	21,860B	Ast.Espanoles	S180	1973	H
	12186*	,,	11,000	DL2	M-B.& W. 6K74EF	19	(143)	22·9	8·5	21,860B	Ast.Espanoles	S181	1973	H
	12578	**Wesch,J.**	3,500	DC2	M-MaK 8Mu551AK	15	106·0	16·0	5·1	116C	Schurenstedt	1355	1H. 1971	X
	12579	,,	3,500	DC2	M-MaK 8Mu551AK	15	106·0	16·0	5·1	116C	Schurenstedt	1356	Mid 1971	
	12580	,,	3,500	DC2	M-MaK 8Mu551AK	15	106·0	16·0	5·1	116C	Schurenstedt	1357	4Q. 1971	
	11365	**Weser Schiffahrts**	3,000	DC2	M-Deutz RBV12M350	15	105·0	15·5	4·6	182C	Jos.L.Meyer	558		HX
	12193	,,	4,560	CN6	M	16	(97)	15·4	6·2	140C	Basse Sambre			
	12194	,,	4,560	CN6	M	16	(97)	15·4	6·2	140C	Basse Sambre		1971	
	13052	,,	2,700	DC2	M-Deutz RBV12M350	15	100·5	15·2	5·2	133C	J.J.Sietas	655	1971	U
S	12866	**Winter,J**	2,650	CN0	M-MaK 2,400 bhp	14	88·5	13·8	5·3	145C	J.J.Sietas	646	2Q. 1971	
S	**13765**	**Worden,K.W.T.**	2,560	CN0	M-MaK 2,400 bhp	14	88·5	13·8	5·3	145C	J.J.Sietas	672	Mid 1971	
GERMANY (EAST)														
S	05692	**Deutsche S.R.**	8,130	DN2	M-M.A.N. K8Z70/120E	17	150·1	20·2	7·3	14,093B	Warnow Werft			EHUce
S	05693	,,	8,130	DN2	M-M.A.N. K8Z70/120E	17	150·1	20·2	7·3	14,093B	Warnow Werft			EHUce
S	05694	,,	8,130	DN2	M-M.A.N. K8Z70/120E	17	150·1	20·2	7·3	14,093B	Warnow Werft			EHUce
S	05695	,,	8,130	DN2	M-M.A.N. K8Z70/120E	17	150·1	20·2	7·3	14,093B	Warnow Werft			EHUce
S	05696	,,	8,130	DN2	M-M.A.N. K8Z70/120E	17	150·1	20·2	7·3	14,093B	Warnow Werft			EHUce
S	05697	,,	8,130	DN2	M-M.A.N. K8Z70/120E	17	150·1	20·2	7·3	14,093B	Warnow Werft			EHUce
S	05698	,,	8,130	DN2	M-M.A.N. K8Z70/120E	17	150·1	20·2	7·3	14,093B	Warnow Werft			EHUce
S	05699	,,	8,130	DN2	M-M.A.N. K8Z70/120E	17	150·1	20·2	7·3	14,093B	Warnow Werft			EHUce
S	05700	,,	8,130	DN2	M-M.A.N. K8Z70/120E	17	150·1	20·2	7·3	14,093B	Warnow Werft			EHUce
S	05701	,,	8,130	DN2	M-M.A.N. K8Z70/120E	17	150·1	20·2	7·3	14,093B	Warnow Werft			EHUce
S	08446	,,	5,515	DR2	M-M.A.N. K7Z60/105E	16	129·8	17·3	6·7	8,158B	Mathias-Thesen	227		EHIZc
S	08447	,,	5,515	DR2	M-M.A.N. K7Z60/105E	16	129·8	17·3	6·7	8,158B	Mathias-Thesen	228		EHIZc
S	08448	,,	5,515	DR2	M-M.A.N. K7Z60/105E	16	129·8	17·3	6·7	8,158B	Mathias-Thesen	229		EHIZc
S	08449	,,	5,515	DR2	M-M.A.N. K7Z60/105E	16	129·8	17·3	6·7	8,158B	Mathias-Thesen	230		EHIZc
S	08450	,,	5,515	DR2	M-M.A.N. K7Z60/105E	16	129·8	17·3	6·7	8,158B	Mathias-Thesen	231		EHIZc
GREECE														
S	12002*	**Aegis Shpg.Co.**	13,000	DC2	M-M.A.N. K6Z70/120E	16	139·7	21·1	8·2	21,238G	Bremer Vulkan	963		HI
	12172	,,	5,900	DC6	M-M.A.N. 3,630 bhp	14	107·5	16·4	6·7	173C	Eleusis Sy.		4Q. 1971	
	12173	,,	5,900	DC6	M-M.A.N. 3,630 bhp	14	107·5	16·4	6·7	173C	Eleusis Sy.		1972	
	12174	,,	5,900	DC6	M-M.A.N. 3,630 bhp	14	107·5	16·4	6·7	173C	Eleusis Sy.		1972	
	12175	,,	5,900	DC6	M-M.A.N. 3,630 bhp	14	107·5	16·4	6·7	173C	Eleusis Sy.		1972	
	12176	,,	5,900	DC6	M-M.A.N. 3,630 bhp	14	107·5	16·4	6·7	173C	Eleusis Sy.		1972	
	12177	,,	5,900	DC6	M-M.A.N. 3,630 bhp	14	107·5	16·4	6·7	173C	Eleusis Sy.		1972	
S	11950	**Consort Shpg.Co.**	15,000L	DN1	M-Sulzer 5RD68	14	140·8	20·5	8·8	22,269G	Hellenic Shpyd.	1063		X
S	12001*	**Edok & Eter**	13,000	DC2	M-M.A.N. K6Z70/120E	16	139·7	21·1	8·2	21,238G	Bremer Vulkan	961		H
	09498	**Fafalios Ltd.**	16,800	DL1	M-Sulzer 7RD76	16	164·5	21·4	9·7		Doxford Group	P/	1971	HUXIx
S	**14265***	**Faros Shpg.**	14,800L	DC1	M-Pielstick 5,130 bhp	13	142·2	19·8	9·0	19,935G	I.H.I.	T/	Jun 1972	CU
	12717	**Gianopapas,Vassilios**	2,500	CN6	M 3,800 bhp		(82)	14·0			T.Zervas	95		
S	12291*	**Glafki Shpg.**	14,800L	DC1	M-Pielstick 12PC2V	13	142·2	19·8	9·0	19,935G	I.H.I.	N2214	Apr 1971	CU
S	12292*	,,	14,800L	DC1	M-Pielstick 12PC2V	13	142·2	19·8	9·0	19,935G	I.H.I.	T2215	May 1971	CU
S	12855	,,	14,800L	DC1	M-Pielstick 12PC2V	13	142·2	19·8	9·0	19,935G	I.H.I.	N2242	Dec 1972	CU
S	12856	,,	14,800L	DC1	M-Pielstick 12PC2V	13	142·2	19·8	9·0	19,935G	I.H.I.	N2243	Feb 1973	CU
S	11952	**Greek Owner**	15,000L	DN1	M-Sulzer 5RD68	14	140·8	20·5	8·8	22,269G	Hellenic Shpyd.	1066	1971	

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
DRY CARGO VESSELS (OTHER THAN BULK CARRIERS) (cont) GREECE (cont)														
S	11954	**Greek Owner**	15,000L	DN1	M-Sulzer 5RD68	14	140·8	20·5	8·8	22,269G	Hellenic Shpyd.	1068	1972	
S	11955	,,	15,000L	DN1	M-Sulzer 5RD68	14	140·8	20·5	8·8	22,269G	Hellenic Shpyd.	1069	1972	
S	11956	,,	15,000L	DN1	M-Sulzer 5RD68	14	140·8	20·5	8·8	22,269G	Hellenic Shpyd.	1070	1972	
S	11957	,,	15,000L	DN1	M-Sulzer 5RD68	14	140·8	20·5	8·8	22,269G	Hellenic Shpyd.	1077	1972	
S	11958	,,	15,000L	DN1	M-Sulzer 5RD68	14	140·8	20·5	8·8	22,269G	Hellenic Shpyd.	1078	1972	
	13962	**Gretaras,B.**	4,700	DN1	M-B.& W. 642VT2BF90	13	102·0	14·8	7·1	6,370G	Galatz Shpyd.		1971	E
	13963	,,	4,700	DN1	M-B.& W. 642VT2BF90	13	102·0	14·8	7·1	6,370G	Galatz Shpyd.		1971	E
S	12470*	**Halcoussis,A.**	14,800L	DC1	M-Pielstick 12PC2V	13	142·2	19·8	9·0	19,935G	I.H.I.	T2155		CU
S	12471*	,,	14,800L	DC1	M-Pielstick 12PC2V	13	142·2	19·8	9·0	19,935G	I.H.I.	T2156	Apr 1971	CU
S	**14132***	,,	14,800L	DC1	M-Pielstick 12PC2V	13	142·2	19·8	9·0	19,935G	I.H.I.		1972	CU
S	**14133***	,,	14,800L	DC1	M-Pielstick 12PC2V	13	142·2	19·8	9·0	19,935G	I.H.I.		1972	CU
	10492	**Hellenic Lines**	13,800	DC6	M-Sulzer 6RND76	19	160·0	22·0	9·5	20,684M	Wartsila,Turku	1187	1971	EJPUXZee
	10493	,,	13,800	DC6	M-Sulzer 6RND76	19	160·0	22·0	9·5	20,684M	Wartsila,Turku	1188	1971	EJPUZee
	10494	,,	13,800	DC6	M-Sulzer 6RND76	19	160·0	22·0	9·5	20,684M	Wartsila,Turku	1189	1971	EJPUZee
	10495	,,	13,800	DC6	M-Sulzer 6RND76	19	160·0	22·0	9·5	20,684M	Wartsila,Turku	1190	1971	EJPUZee
	10496	,,	13,800	DC6	M-Sulzer 6RND76	19	160·0	22·0	9·5	20,684M	Wartsila,Turku	1191	1972	EJPUZee
	10497	,,	13,800	DC6	M-Sulzer 6RND76	19	160·0	22·0	9·5	20,684M	Wartsila,Turku	1192	1972	EJPUZee
	11228	,,	15,000L	DC6	M-M.A.N. R9V52/55	17	140·8	20·4	8·8	20,810M	Hellenic Shpyd.	1071	1971	Eh
	11229	,,	15,000L	DC6	M-M.A.N. R9V52/55	17	140·8	20·4	8·8	20,810M	Hellenic Shpyd.	1072	1971	Eh
	11230	,,	15,000L	DC6	M-M.A.N. R9V52/55	17	140·8	20·4	8·8	20,810M	Hellenic Shpyd.	1073	1972	Eh
	11699	,,	15,000L	DC6	M-M.A.N. R9V52/55	17	140·8	20·4	8·8	20,810M	Hellenic Shpyd.	1074	1972	Eh
	12335	,,	15,000L	DC6	M-M.A.N. R9V52/55	17	140·8	20·4	8·8	20,810M	Hellenic Shpyd.	1075	1973	Eh
	12336	,,	15,000L	DC6	M-M.A.N. R9V52/55	17	140·8	20·4	8·8	20,810M	Hellenic Shpyd.	1076	1973	Eh
S	11374	**Iasson Nav.Co.**	13,000	DC2	M-M.A.N. K6Z70/120D	15	139·7	21·1	8·2	21,238G	Flensburger	630	Dec 1971	H
S	11448	,,	13,000	DC2	M-M.A.N. K6Z70/120D	15	139·7	21·1	8·2	21,238G	Flensburger	634	Dec 1972	H
S	11951	**Internat.Shpg.Ltd.**	15,000L	DN1	M-Sulzer 5RD68	14	140·8	20·5	8·8	22,269G	Hellenic Shpyd.	1065	1971	X
S	11533	**Karageorgis,M.A.**	17,700	DN6	M-B.& W. 7K62EF	15	147·7	22·9	9·3	24,750G	Mitsui Zosen	F888	1971	X
S	12102	,,	17,700	DN6	M-B.& W. 7K62EF	15	147·7	22·9	9·3	24,750G	Mitsui Zosen	F889	Jul 1971	
S	12506*	,,	17,700	DN6	M-B.& W. 7K62EF	15	147·7	22·9	9·3	24,750G	Mitsui Zosen	F910	Apr 1972	
S	12507*	,,	17,700	DN6	M-B.& W. 7K62EF	15	147·7	22·9	9·3	24,750G	Mitsui Zosen	T911	Oct 1971	
S	13696	,,	17,700	DN6	M-B.& W. 7K62EF	15	147·7	22·9	9·3	24,750G	Mitsui Zosen	F921	Jul 1972	
S	11397	**Livanos,G.P.**	3,100	DC6	M-Daihatsu	9	65·5	15·3	4·8	3,540G	Hakodate Dock	483	1971	Xct
BS	11400	,,	3,100	DC6	M-Daihatsu	9	65·5	15·3	4·8	3,540G	Taihei Kogyo	A252		ctx
BS	11401	,,	3,100	DC6	M-Daihatsu	9	65·5	15·3	4·8	3,540G	Taihei Kogyo	A253		ctx
BS	11402	,,	3,100	DC6	M-Daihatsu	9	65·5	15·3	4·8	3,540G	Taihei Kogyo	A254		ctx
BS	11403	,,	3,100	DC6	M-Daihatsu	9	65·5	15·3	4·8	3,540G	Taihei Kogyo	A255		ctx
BS	11404	,,	3,100	DC6	M-Daihatsu	9	65·5	15·3	4·8	3,540G	Taihei Kogyo	A256		ctx
BS	11405	,,	3,100	DC6	M-Daihatsu	9	65·5	15·3	4·8	3,540G	Taihei Kogyo	A257		ctx
BS	11406	,,	3,100	DC6	M-Daihatsu	9	65·5	15·3	4·8	3,540G	Taihei Kogyo	A258	1971	ctx
BS	11407	,,	3,100	DC6	M-Daihatsu	9	65·5	15·3	4·8	3,540G	Taihe Kogyo	A259	1971	ctx
BS	13074	,,	3,100	DC6	M-Daihatsu 2×6PSTcM22	8	65·5	15·3	4·8	3,540G	Yokohama Zosen	1311	1971	Gct
BS	13075	,,	3,100	DC6	M-Daihatsu 2×6PSTcM22	8	65·5	15·3	4·8	3,540G	Yokohama Zosen	1312	May 1971	Gct
BS	13076	,,	3,100	DC6	M-Daihatsu 2×6PSTcM22	8	65·5	15·3	4·8	3,540G	Yokohama Zosen	1313	Sep 1971	Gct
BS	13077	,,	3,100	DC6	M-Daihatsu 2×6PSTcM22	8	65·5	15·3	4·8	3,540G	Yokohama Zosen	1314	Dec 1971	Gct
BS	13078	,,	3,100	DC6	M-Daihatsu 2×6PSTcM22	8	65·5	15·3	4·8	3,540G	Nagasaki Zosen	761	Jun 1971	Gct
BS	13079	,,	3,100	DC6	M-Daihatsu 2×6PSTcM22	8	65·5	15·3	4·8	3,540G	Nagasaki Zosen	762	Jul 1971	Gct
BS	13080	,,	3,100	DC6	M-Daihatsu 2×6PSTcM22	8	65·5	15·3	4·8	3,540G	Nagasaki Zosen	763	Aug 1971	Gct
BS	13081	,,	3,100	DC6	M-Daihatsu 2×6PSTcM22	8	65·5	15·3	4·8	3,540G	Nagasaki Zosen	764	Sep 1971	Gct
BS	13082	,,	3,100	DC6	M-Daihatsu 2×6PSTcM22	8	65·5	15·3	4·8	3,540G	Hashimoto Zosen		1972	Gct
BS	13083	,,	3,100	DC6	M-Daihatsu 2×6PSTcM22	8	65·5	15·3	4·8	3,540G	Hashimoto Zosen		1972	Gct
BS	13084	,,	3,100	DC6	M-Daihatsu 2×6PSTcM22	8	65·5	15·3	4·8	3,540G	Hashimoto Zosen		1972	Gct
BS	13085	,,	3,100	DC6	M-Daihatsu 2×6PSTcM22	8	65·5	15·3	4·8	3,540G	Hashimoto Zosen		1972	Gct
BS	13090	,,	3,100	DC6	M-Daihatsu 2×6PSTcM22	8	65·5	15·3	4·8	3,540G	Hashimoto Zosen	333	Aug 1971	Gct
BS	13091	,,	3,100	DC6	M-Daihatsu 2×6PSTcM22	8	65·5	15·3	4·8	3,540G	Hashimoto Zosen	334	Nov 1971	Gct
BS	13092	,,	3,100	DC6	M-Daihatsu 2×6PSTcM22	8	65·5	15·3	4·8	3,540G	Hashimoto Zosen	335	Feb 1972	Gct
S	11113	**Palanka Shpg.**	15,000L	DN1	M-Sulzer 5RD68	14	140·8	20·5	8·8	22,269G	Hellenic Shpyd.	1064	1971	X
S	10632*	**Papadimitriou,J.T.**	16,260L	DN6	M-M.A.N. K7Z70/120E	16	149·8	21·0	9·3	22,305G	Weser Seebeck	950	Mid 1971	HU
S	11444*	,,	16,260L	DN6	M-M.A.N. K7Z70/120E	16	149·8	21·0	9·3	22,305G	Weser Seebeck	960	1H. 1972	HU
	13960	**Papadoupolos,B.**	4,700	DN1	M-B.& W. 642VT2BF90	13	102·0	14·8	7·1	6,370G	Galatz Shpyd.		1971	E
	13961	,,	4,700	DN1	M-B.& W. 642VT2BF90	13	102·0	14·8	7·1	6,370G	Galatz Shpyd.		1971	E
S	12474*	**Pegasus Ocean Svce.**	14,800L	DC1	M-Pielstick 12PC2V	13	142·2	19·8	9·0	19,935G	I.H.I.	T2233	Jul 1972	CU
S	12475*	,,	14,800L	DC1	M-Pielstick 12PC2V	13	142·2	19·8	9·0	19,935G	I.H.I.	N2234	Mar 1972	CU
S	11461*	**Profities**	13,000	DC2	M-M.A.N. K6Z70/120E	15	139·7	21·1	8·2	21,238G	Rickmers Werft	351		U
S	11462*	,,	13,000	DC2	M-M.A.N. K6Z70/120E	15	139·7	21·1	8·2	21,238G	Rickmers Werft	352	1972	U
	10052	**Ropanthe C.N.**	1,850	DN6	M						Argo Sb.& Rep.			
	10053	,,	1,850	DN6	M						Argo Sb.& Rep.			
	14239	**Vambouris,T.**	3,000X	CN6	M		96·5			168C	Anastassiades Perama,Greece		1972	
	10054	**Yannopapas,B.**	2,500	DN6	M									
S	11953	**Yemelos,J.& A.**	15,000L	DN1	M-Sulzer 5RD68	14	140·8	20·5	8·8	22,269G	Hellenic Shpyd.	1067	1971	X
S	11866*	**Zurubi,Cia.Nav.**	14,910L	DN1	M-Sulzer 5RND68	15	140·8	20·5	8·8	22,269G	A.& P.-Bartram	S869	Apr 1971	
HOLLAND														
	14086	**De Koster,L.**	2,100	DNR	M-Deutz	10	85·0				Rupelmonde	414	Oct 1971	
	12728	**East Atlantic Line**	1,625	DN8	M-M.W.M. TbRHS345AU	12	72·0	12·0	4·5		Gebr.Suurmeijer	228	Dec 1971	
	12970	**Eurocoaster**	2,800	DN6	M-Deutz RBV6M358	12	84·7	12·8	5·6		Ast.Con.Vigo	M122	1971	
	12971	,,	2,800	DN6	M-Deutz RBV6M358	12	84·7	12·8	5·6		Ast.Con.Vigo	M123	1971	
	10842	**Havenlijn,N.V.**	10,500	DC6	M-B.& W. 6K74EF	18	142·6	20·7			Hall,Russell	949	Mid 1971	X
	10380	**K.N.S.M.**	9,165	DC2	M-Sulzer 8RND76	21	168·9	23·4	8·3	14,160B	Van P.Smit	665	1H. 1971	
	12158	,,	1,980	CV6	M-Werkspoor 6TM410	14	80·0	14·4	5·0	95C	De Groot	379	1971	DGSb
	12159	,,	1,700	CV6	M-Werkspoor 6TM410	14	80·0	14·4	4·6	105C	Ast.Con.Vigo		1971	DGSb
	11987	**Mayflower Trdg.**	2,800	DN8	M-Brons 16GVH	12	82·0	11·9	5·7		Gebr.Suurmeijer	226		X
	11097	**Ned.Scheep.Unie**	16,000	DC6	M-B.& W. 6K74EF	17	162·5	22·9	9·6	100C	Mitsui Zosen	T878	1971	X
	11098	,,	16,000	DC6	M-B.& W. 6K74EF	17	162·5	22·9	9·6	100C	Mitsui Zosen	T879	Apr 1971	x
	11218	,,	16,000	DC6	M-Sulzer 6RND76	18	161·8	22·9	9·6	100C	Mitsubishi	K1026	May 1971	x
	11219	,,	16,000	DC6	M-Sulzer 6RND76	18	161·8	22·9	9·6	100C	Mitsubishi	K1027	Aug 1971	x
	14087	**Rena,Scheepv.Mij.**	3,300	DN6	M-Liebknecht 2×900 bhp	10	100·0	11·4	3·7	2,913B	Rupelmonde	415	Apr 1972	

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
DRY CARGO VESSELS (OTHER THAN BULK CARRIERS) (cont) HOLLAND (cont)														
S	12785	**Rotterdam.Lloyd**	13,000	DC2	M-M.A.N. K6Z70/120E	16	139·7	21·1	8·2	21,238G	Bremer Vulkan	962	1972	H
S	12786	,,	13,000	DC2	M-M.A.N. K6Z70/120E	16	139·7	21·1	8·2	21,238G	Bremer Vulkan	964	1972	H
B	11305	**Svea,Scheepv.Mij.**	2,400	CN0	M-Werkspoor 6TM410	14	82·5	14·2	5·0	126C	Ast.del Cadagua	79		GXu
	12591	**Tavenier,J.**	2,750	DT6	M-MaK 8Mu451AK	12	81·3	11·9			G.& H.Bodewes	509	1971	
S	11117	**Vinke & Zonen**	14,600	DL6	M-B.& W. 7K62EF	16	145·7	22·0	9·0	20,770G	Mitsui Zosen	F881	1971	X
S	11118	,,	14,600	DL6	M-B.& W. 7K62EF	16	145·7	22·0	9·0	20,770G	Mitsui Zosen	F882	Jun 1971	
	12747	**Wijnne & Barends**	2,000	DN6	M-Brons 12GV	11	70·6	11·0	4·6		Sch.Voorwaarts	205	May 1972	
	12748	,,	2,000	DN6	M-Brons 12GV	11	70·6	11·0	4·6		Sch.Voorwaarts	206	Apr 1973	
HUNGARY														
S	04150	**Hungary**	4,700	DN2	M-M.A.N. K6Z57/80A3	14	114·3	15·1	6·3		G.Dimitrov			H
S	04151	,,	4,700	DN2	M-M.A.N. K6Z57/80A3	14	114·3	15·1	6·3		G.Dimitrov			H
S	04152	,,	4,700	DN2	M-M.A.N. K6Z57/80A3	14	114·3	15·1	6·3		G.Dimitrov			H
S	05065	,,	2,300	DN6	M						G.Dimitrov			
S	05066	,,	2,300	DN6	M						G.Dimitrov			
S	05067	,,	2,300	DN6	M						G.Dimitrov			
S	**14282**	,,	12,900	DR1	M-B.& W. 774VT2BF160	18	155·4	20·6	9·0	17,640B	Kherson Shpyd.		1972	HZ
S	**14283**	,,	12,900	DR1	M-B.& W. 774VT2BF160	18	155·4	20·6	9·0	17,640B	Kherson Shpyd.		1973	HZ
S	**14284**	,,	12,900	DR1	M-B.& W. 774VT2BF160	18	155·4	20·6	9·0	17,640B	Kherson Shpyd.		1974	HZ
ICELAND														
	11973	**Islandske D/S**	4,500	DR6	M-B.& W. 5K42EF	14	95·5	14·5	7·2	4,786B	Aalborg	194	Apr 1971	I
	12015	**Samband Islenzkra**	1,680	RN6	M-Deutz RBV6M358	15	75·6	12·0	5·2	2,208R	Busumer Werft	239	Aug 1971	I
	13064	,,	2,600	DC2	M-Deutz RBV6M358	14	80·0	13·4	5·3	3,709G	Busumer Werft	420	Dec 1971	I
INDIA														
S	11894*	**Indian Ss.Co.**	15,680 L	DN6	M-M.A.N. V6V40/54	15	141·3	21·0	9·0	21,346G	Weser Seebeck	953	Aug 1971	H
S	11895*	,,	15,680 L	DN6	M-M.A.N. V6V40/54	15	141·3	21·0	9·0	21,346G	Weser Seebeck	954	Jan 1972	H
	10673	**Scindia S.N.Co.**	16,200	DC6	M-M.A.N. K7Z70/120D	16	158·5	20·5	9·7	160C	Rheinstahl	417	1Q. 1972	HU
	10674	,,	16,200	DC6	M-M.A.N. K7Z70/120D	16	158·5	20·5	9·7	160C	Rheinstahl	418	2Q. 1972	HU
	11629	,,	13,700 L	DC1	M-M.A.N. K8Z70/120E	17	151·4	20·3	9·4	14,835B	Warnow Werft	356	Jul 1971	HINZ
	11630	,,	13,700 L	DC1	M-M.A.N. K8Z70/120E	17	151·4	20·3	9·4	14,835B	Warnow Werft	357	Aug 1971	HINZ
	11631	,,	13,700 L	DC1	M-M.A.N. K8Z70/120E	17	151·4	20·3	9·4	14,835B	Warnow Werft	358	Apr 1972	HINZ
	11632	,,	13,700 L	DC1	M-M.A.N. K8Z70/120E	17	151·4	20·3	9·4	14,835B	Warnow Werft	359	Jul 1972	HINZ
	02325	**Shipping Corp.India**	9,300	DL2	M-Sulzer 6RD76	16	154·1	19·5	7·8	16,840B	Hindustan Shp.	167		HUX
	11541	,,	13,100	DC1	M-Sulzer 7RND90	21	166·4	23·0	9·6	17,870B	Warnow Werft			EIUcg
	11542	,,	13,100	DC1	M-Sulzer 7RND90	21	166·4	23·0	9·6	240C	Warnow Werft			EIUcg
	11543	,,	13,100	DC1	M-Sulzer 7RND90	21	166·4	23·0	9·6	17,870B	Warnow Werft			EIUcg
	11544	,,	13,100	DC1	M-Sulzer 7RND90	21	166·4	23·0	9·6	240C	Warnow Werft			EIUcg
	11545	,,	13,100	DC1	M-Sulzer 7RND90	21	166·4	23·0	9·6	17,870B	Warnow Werft			EIUcg
	11546	,,	13,100	DC1	M-Sulzer 7RND90	21	166·4	23·0	9·6	240C	Warnow Werft			EIUcg
	12299	,,	9,300	DL2	M-Sulzer 6RD76	16	154·1	19·5	7·8	16,840B	Hindustan Shp.	168		HUX
	12300	,,	9,300	DL2	M-Sulzer 6RD76	16	154·1	19·5	7·8	16,840B	Hindustan Shp.	169	Jul 1971	HUX
	12307	,,	10,377	DL2	M-M.A.N. K6Z78/155E	16	153·1	20·1	7·7	17,500B	Hindustan Shp.	170	Jan 1972	H
	12308	,,	10,377	DL2	M-M.A.N. K6Z78/155E	16	153·1	20·1	7·7	17,500B	Hindustan Shp.	171	Mar 1972	H
	12309	,,	10,377	DL2	M-M.A.N. K6Z78/155E	16	153·1	20·1	7·7	17,500B	Hindustan Shp.	172	Jun 1972	H
INDONESIA														
S	04110	**Indonesinn Govt.**	12,000	DL6	M	21					Tandjong Priok			
ISRAEL														
	11248	**Maritime Fruit**	11,750	RF6	M-B.& W. 9K84EF	23	175·3	22·8	9·1	16,282R	Aalborg	195	Sep 1971	
	11249	,,	11,750	RF6	M-B.& W. 9K84EF	23	175·3	22·8	9·1	16,282R	Aalborg	196	Feb 1972	
	11250	,,	11,750	RF6	M-B.& W. 9K84EF	23	175·3	22·8	9·1	16,282R	Aalborg	197	Aug 1972	
	11251	,,	11,750	RF6	M-B.& W. 9K84EF	23	175·3	22·8	9·1	16,282R	Aalborg	198	Nov 1972	
	11378	,,	11,000	RF6	M-B.& W. 9K74EF	22	155·7	21·3	9·1	13,450R	Aker Group	649	Jun 1971	
	14203	,,	11,000	RF6	M-B.& W. 9K74EF	22	155·7	21·3	9·1	13,450R	Aker Group	654	3Q. 1972	
	14205	,,	11,000	RF6	M-B.& W. 9K74EF	22	155·7	21·3	9·1	13,450R	Aker Group	655	2Q. 1973	
	14206	,,	11,000	RF6	M-B.& W. 9K74EF	22	155·7	21·3	9·1	13,450R	Aker Group	656	1Q. 1974	
	11937	**Zim Israel**	3,800	CV6	M 2×7,000 bhp	20	(111)	20·5			Galatz Shpyd.	616	1972	D
	11938	,,	3,800	CV6	M 2×7,000 bhp	20	(111)	20·5			Galatz Shpyd.	617	1972	D
ITALY														
	11301	**Adriatico,Traghetti**	5,300	CV6	M-Fiat 2×C429SS	18	124·9	18·8	5·8	260C	Navalgiuliano	M174	1971	DS
	13234	,,	5,300	CV6	M-Fiat 2×C429SS	18	124·9	18·8	5·8	260C	Navalgiuliano		1971	DS
	10154	**Grandi Traghetti**	4,000	CV6	M-Fiat 2×B608S	21	134·0	21·4	5·7	178C	C.N.Breda	263		DFSXUbi
	12246	**Italsider**	4,500	DY6	M	12	85·0	13·0	5·2		Luigi Orlando	133	1971	X
	12247	,,	4,500	DY6	M	12	85·0	13·0	5·2		Luigi Orlando	134	1971	
	10050	**Lauro,Achille**	12,660	DC6	M-Fiat 787S	21	162·0	22·8	9·6	22,455G	Italcantieri	C4249	1971	JUX
	10733	,,	12,660	DC6	M-Fiat 787S	21	162·0	22·8	9·6	22,455G	Italcantieri	C4256	1971	JUX
	11086	**Navi Traghetto**	3,350	CV0	D-Fiat 2×C426ESS	20	141·1	19·0	5·8	138C	C.N.Apaunia	96	1971	ADFUbd
	13772	**Serafen A.G.**	1,800	DV6	M						Marit.del Musel		1971	D
	13773	,,	1,800	DV6	M						Marit.del Musel		1971	D
	12444	**Traghetti del Med.**	2,900	CV6	M-Fiat 2×B3016SS	19	105·3	17·5	4·7	62C	Luigi Orlando	132	2H. 1971	DFGSUX
	12547	,,	2,900	CV6	M-Fiat 2×B3016SS	19	105·3	17·5	4·7	62C	Luigi Orlando		1971	DFGSU
	10826	**Traghetti Sardi**	3,350	CV0	D-Fiat 2×C426ESS	20	141·1	19·0	5·8	138C	C.N.Apaunia	95		ADFXU
JAPAN														
	12056	**Dainichi Kaiun**	9,000	DN6	M-M.A.N. 5,700 bhp	13	(115)	17·0	8·0	13,500G	Kurushima Dkyd.	638		
	13460	,,	13,000 X	DN6	M-Sulzer		(145)	21·2			Hayashikane Sb.	771	Jul 1971	

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
DRY CARGO VESSELS (OTHER THAN BULK CARRIERS) (cont) JAPAN (cont)														
	13461	**Dainichi Kaiun**	13,000X	DN6	M-Sulzer		(145)	21·2			Hayashikane Sb.	772	Sep 1971	
	13462	,,	13,000X	DN6	M-Sulzer		(145)	21·2			Hayashikane Sb.	773	May 1972	
	13463	**Daito Navigation**	13,000X	DN6	M-Sulzer		(145)	21·2			Hayashikane Sb.	797	Jul 1972	
	13576	**Daiwa Kisen**	5,800	DN6	M-Mitsubishi 6UET45/75C	12	(94)	16·0	6·8		Kochi H.I.	635		
	12323	,,	5,600	DN6	M-Akasaka 3,500 bhp						Tarusaki Sb.			
	11690	**Dowa Kaiun**	6,150	DN6	M-Mitsubishi 6UET45/75C	12	(104)	16·4	6·6		Hashihama Sb.	273		X
	14326	**Eiwa Kaiun**	9,300	DN6	M-Pielstick 12PC2V	14	(119)	18·0	7·3		Usuki Tekkosho	1129	1971	
	13164	**Fuji Kisen**	4,500	DN6	M-Mitsubishi 3,000 bhp	12	(88)	15·0	6·1		Fukuoka Zosen	978	Apr 1971	
	12852	**Fuso Kaiun**	7,400	DN6	M-Mitsubishi 6UEC52/105C	14	(106)	17·4	7·0	10,240G	Onomichi Zosen	226	1971	
	13575	**Howa Kaiun**	7,800	DN6	M-Pielstick 12PC2V	14	(107)	18·0	7·0		Hashihama Sb.	278	1971	
	13217	**Hoyo Kaiun**	6,250	DM6	M-Daihatsu 2×8PSTCM30	11	(104)	15·0	6·7		Nipponkai	154		
	12906	**Ichizan Kinkai**	10,200	DN6	M-M.A.N. K6Z52/90N	13	119·0	19·0	7·8	14,335G	Kurushima Dkyd.	670	1971	
	13574	**Kansai Kisen**	5,000	RN6	M-Pielstick 12PC2V	12	(82)	14·6	4·0		Hashihama Sb.	276	1971	
	13628	**Kawasaki/Kokuyo**	8,900	DV6	M-M.A.N. K8Z86/160E	22	(180)		7·5		Kawasaki H.I.	K1153	May 1971	D
	13183	**Koei Kisen**	6,500	DN6	M-Ito Tekko M556LUS	13	94·0	16·4	7·4	10,680G	Kurushima Dkyd.	666	1971	
	13469	**Matsuda Shpg.**	6,000	DN6	M-Mitsubishi 5,200 bhp	15	(114)	18·6	6·2		Ujina Zosensho	509	1971	
	12904	**Matsuyama Kaiun**	9,000	DN6	M-M.A.N. K6Z52/90N	13	110·0	18·0	7·8	16,200G	Kurushima Dkyd.	662	May 1971	
	13631	**Mitsuhama Kisen**	5,800	DN6	M-Mitsubishi 6UET45/75C	12	(94)	16·0	6·8		Kochi H.I.	617		
	13109	**Mitsui-Osk**	6,750	DV6	M-B.& W. 8K62EF	18	161·6	23·1	6·6	2,000V	Mitsui Zosen	F902	May 1971	
	13600	,,	12,500	DI6	M-Pielstick 12PC2V	15	(128)	20·0	8·2		Nipponkai	155	Apr 1971	
	13252	**Nippon Suisan**	4,150	RH6	M-B.& W. 12M42CF	14	(100)	17·0	6·2		Hitachi Zosen	M4305		X
	11825	**N.Y.K./Okada**	12,750	DL6	M-B.& W. 6K62EF	17	(140)	20·7	8·5		Setoda Sb.	S236		X
	13629	**N.Y.K./Tanda**	10,550	DV6	M-M.A.N. K8Z86/160E	20	(180)		8·0		Kawasaki H.I.	K1160	Nov 1971	D
	13213	**Oyama Kaiun**	7,000	DN6	M-Pielstick 12PC2V	14	(107)	17·3	6·9		Tohoku Zosen	124		
	11710	**Sankyo Kaiun**	13,650	DN6	M-Mitsubishi 8UEC52/105C	14	141·3	20·0	8·8		Mitsubishi	S686	May 1971	X
	13927	,,	17,000	DN6	M-Sulzer 8,000 bhp	14	(137)	21·6	9·3		Mitsubishi	S703	Jan 1972	
	13928	,,	8,350	DM6	M-Mitsubishi 4,400 bhp	13	(115)	17·7	7·2		Mitsubishi	S705	Mar 1972	
	13630	**Shimazu Kaiun**	4,600	DN6	M-Mitsubishi 6UET39/65C	12	(79)	14·0	6·5		Ujina Zosensho	506		
	13178	**Shin Asahikawa**	9,000	DN6	M-Mitsubishi 6UEC52/105C	13	110·0	18·0	7·8	16,200G	Kurushima Dkyd.	651	1971	
	13601	**Shinwa Kaiun**	12,500	DI6	M-Pielstick 12PC2V	15	(128)	20·0	8·2		Nipponkai	156	Jul 1971	
	13212	**Showa Kaiun**	11,500	DL6	M-Sulzer 6RD68	16	(128)	19·2	8·5		Tohoku Zosen	123		
	13256	**Taiko Kisen**	4,650	DN6	M-Ito Tekko 3,400 bhp	15	(87)	15·0	6·2		Nishi Zosensho	132	May 1971	
	13255	**Tange Kaiun**	4,400	DN6	M-Akasaka 2,600 bhp	14	(87)	15·0	5·5		Nishi Zosensho	131		
	13182	**Toko Kaiun**	8,150	DN6	M-M.A.N. K6Z52/90N	13	110·0	18·0	7·3	11,400G	Kurushima Dkyd.	648		X
	12040	**Tokyo Kaiji K.K.**	3,000	DH6	M 2×1,600 bhp	12	(80)	16·2	4·8	7,500B	Miho Shipyard	742		
	12682	**Tokyo Senpaku**	9,470	DN6	M-Sulzer 6RD68	15	132·0	18·4	8·3		Mitsubishi	S687	Jul 1971	
	14329	**Tokyo**	8,600	DN6	M-Mitsubishi 6,000 bhp	14	(118)	17·1	7·6		Tsuneishi Zosen	245	1971	
	12849	**Towa Kisen**	7,330	DN6	M-B.& W. 650VT2BF110	14	(106)	17·4	7·0	10,030G	Onomichi Zosen	223		
	13571	,,	7,330	DN6	M-B.& W. 650VT2BF110	14	(106)	17·4	7·0	10,030G	Onomichi Zosen	228	Nov 1971	
	13161	**Yamaichi Kisen**	4,350	DN6	M-Hatsudoki 3,000 BHP	13	(85)	15·3	6·0		Fukuoka Zosen	982		
	13162	,,	4,350	DN6	M-Hatsudoki 3,000 bhp	13	(85)	15·3	6·0		Fukuoka Zosen	983		
	12903	**Yamamura Kisen**	6,500	DN6	M-Ito Tekko M556LUS	13	94·0	16·4	7·4	10,680G	Kurushima Dkyd.	635	1971	
KUWAIT														
S	12440	**Kuwait Shpg.Co.**	15,800	DL1	M-Russki 9DKRN74/160-2	19	169·6	21·8	9·7	20,700B	Nicolayev			EH
S	12441	,,	15,800	DL1	M-Russki 9DKRN74/160-2	19	169·6	21·8	9·7	20,700B	Nicolayev		1H. 1971	EH
	12442	,,	12,800	DL1	M-Russki 7DKRN74/160-2	17	155·4	20·7	9·1	17,130B	Kherson Shpyd.			H
	12443	,,	12,800	DL1	M-Russki 7DKRN74/160-2	17	155·4	20·7	9·1	17,130B	Kherson Shpyd.		2H. 1971	H
LEBANON														
	10270	**Helou**	2,750	RF0	M-Deutz RBV12M350	15	86·6	13·6	6·2	3,454R	Roch.-Pallice	5174		i
LIBERIA														
S	10766*	**Agelef Shpg.Co.**	14,800L	DC1	M-Pielstick 12PC2V	13	142·2	19·8	9·0	19,935G	I.H.I.	T2143	May 1971	U
S	12009	,,	14,800L	DC1	M-Pielstick 12PC2V	13	142·2	19·8	9·0	19,935G	I.H.I.	T2189	Sep 1971	U
S	12290*	,,	14,800L	DC1	M-Pielstick 12PC2V	13	142·2	19·8	9·0	19,935G	I.H.I.	T2225	Aug 1971	U
S	13939*	,,	14,800L	DC1	M-Pielstick 12PC2V	13	142·2	19·8	9·0	19,935G	I.H.I.	N/	Aug 1973	CU
S	11861*	**Amazon Shpg.Corp.**	14,910L	DN1	M-Sulzer 5RND68	15	140·8	20·5	8·8	22,269G	A.& P.-Bartram	B427	May 1971	
S	10591*	**Ankan Shpg.**	14,800L	DC1	M-Pielstick 12PC2V	13	142·2	19·8	9·0	19,935G	I.H.I.	2149		U
S	10592*	,,	14,800L	DC1	M-Pielstick 12PC2V	13	142·2	19·8	9·0	19,935G	I.H.I.	2150	1971	U
S	12769*	**Barbitonga Shpg.**	14,910L	DN1	M-Sulzer 5RND68	15	140·8	20·5	8·8	22,269G	A.& P.-Bartram	S877	1H. 1972	
BS	12538	**Cargill Inc.**	5,380	DN6	M-Hanshin 6LU38	12	85·6	15·2	7·3		Tohoku Zosen	130	1971	
BS	12539	,,	5,380	DN6	M-Hanshin 6LU38	12	85·6	15·2	7·3		Tohoku Zosen	131	1971	
BS	13218*	,,	5,380	DN6	M-Hanshin 6LU38	12	85·6	15·2	7·3		Tohoku Zosen	132	May 1971	
BS	13219*	,,	5,380	DN6	M-Hanshin 6LU38	12	85·6	15·2	7·3		Tohoku Zosen	133	Aug 1971	
B	13451	,,	5,360	DN6	M-Hanshin 6LU38	12	85·6	15·2	7·3		Tohoku Zosen	136	Oct 1971	
B	13452	,,	5,360	DN6	M-Hanshin 6LU38	12	85·6	15·2	7·3		Tohoku Zosen	137	Jan 1972	
S	13331	**China Union Lines**	14,450	DN6	M-B.& W. 662VT2BF140	15	145·0	21·0	8·9	22,144G	Hitachi Zosen	M4341	Jun 1972	x
S	12235*	**Colocotronis**	14,910L	DN1	M-Sulzer 5RND68	15	140·8	20·5	8·8	22,269G	A.& P.-Bartram	B428	Mid 1971	
S	12236*	,,	14,910L	DN1	M-Sulzer 5RND68	15	140·8	20·5	8·8	22,269G	A.& P.-Bartram	B429	2H. 1971	
S	12237*	,,	14,910L	DN1	M-Sulzer 5RND68	15	140·8	20·5	8·8	22,269G	A.& P.-Bartram	B430	2H. 1971	
S	12771*	,,	14,910L	DN1	M-Sulzer 5RND68	15	140·8	20·5	8·8	22,269G	A.& P.-Bartram	S879	Mid 1972	
S	12772*	,,	14,910L	DN1	M-Sulzer 5RND68	15	140·8	20·5	8·8	22,269G	A.& P.-Bartram	S882	2H. 1972	
S	12773*	,,	14,910L	DN1	M-Sulzer 5RND68	15	140·8	20·5	8·8	22,269G	A.& P.-Bartram	S883	2H. 1972	
S	12774*	,,	14,910L	DN1	M-Sulzer 5RND68	15	140·8	20·5	8·8	22,269G	A.& P.-Bartram	S884	2H. 1972	
S	12775*	,,	14,910L	DN1	M-Sulzer 5RND68	15	140·8	20·5	8·8	22,269G	A.& P.-Bartram	B437	1H. 1	
	12972*	**Conship Corp.**	2,590	CN6	M 4,450 bhp	17	(94)	15·2	4·7		Ast.Con.Vigo	M119	1971	
	12973*	,,	2,590	CN6	M 4,450 bhp	17	(94)	15·2	4·7		Ast.Con.Vigo	M120	1971	
	12974*	,,	2,590	CN6	M 4,450 bhp	17	(94)	15·2	4·7		Ast.Con.Vigo	M121	1971	
S	12770*	**Copacabana Shpg.**	14,910L	DN1	M-Sulzer 5RND68	15	140·8	20·5	8·8	22,269G	A.& P.-Bartram	S880	Mid 1972	
S	12768*	**Half Moon Shpg.**	14,910L	DN1	M-Sulzer 5RND68	15	140·8	20·5	8·8	22,269G	A.& P.-Bartram	S872	Mid 1971	
	12043	**Hariz Tankers**	3,800	DV6	M-Pielstick 2×14PC2V	19	119·0		6·5		Titovo Brod.	402	Apr 1972	
	12044	,,	3,800	DV6	M-Pielstick 2×14PC2V	19	119·0		6·5		Titovo Brod.	403	Dec 1972	
	12977	**Holmar S.A.**	2,000	CV6	M-Werkspoor 6TM410	14	(75)	14·8	4·7	90C	Ast.Con.Vigo	M124	1971	D

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
DRY CARGO VESSELS (OTHER THAN BULK CARRIERS) (cont) LIBERIA (cont)														
	12978	**Holmar S.A.**	2,000	CV6	M-Werkspoor 6TM410	14	(75)	14·8	4·7	90C	Ast.Con.Vigo	M125	1971	D
	13370	,,	2,000	CV6	M-Werkspoor 6TM410	14	(75)	14·8	4·7	90C	Ast.Con.Vigo	M/	1972	D
	13371	,,	2,000	CV6	M-Werkspoor 6TM410	14	(75)	14·8	4·7	90C	Ast.Con.Vigo	M/	1972	D
	09767	**Italian Pacific Line**	11,500	DC2	M-Fiat 908S	22	165·0	23·6	8·9	22,630G	Howaldt.-D.Wft.	4		HUXce
	11697*	**Jalprathan Cement**	1,750	DM6	M 1,100 bhp	11					Tohoku Zosen	121		
B	13450	**Lai Hook Kim**	9,000	DN6	M-B.& W. 8K42EF	13	(118)	18·2	7·4		Shikoku Dkyd.	747	Jul 1971	
S	12287	**Lasco Shpg.**	14,800L	DC1	M-Pielstick 12PC2V	13	142·2	19·8	9·0	19,935G	I.H.I.	N2188	Aug 1971	U
S	12288*	,,	14,800L	DC1	M-Pielstick 12PC2V	13	142·2	19·8	9·0	19,935G	I.H.I.	N2187	Jun 1971	U
S	12473*	,,	14,800L	DC1	M-Pielstick 12PC2V	13	142·2	19·8	9·0	19,935G	I.H.I.	N2232	Sep 1971	CU
S	11857*	**Lemos,M.& J.**	14,910L	DN1	M-Sulzer 5RND68	15	140·8	20·5	8·8	22,269G	A.& P.-Bartram	S868	1971	X
S	12286*	**Li & Co.,P.S.**	14,800L	DC1	M-Pielstick 12PC2V	13	142·2	19·8	9·0	19,935G	I.H.I.	N2181	Dec 1971	U
S	12917	**Marit.,Gen.d'Arm.**	14,800L	DC1	M-Pielstick 12PC2V	13	142·2	19·8	9·0	19,935G	I.H.I.	T2256	Feb 1972	CUx
S	**13987**	,,	14,800L	DC1	M-Pielstick 12PC2V	14	142·2	19·8	9·0	19,935G	I.H.I.	T2257	May 1972	CU
	13131*	**Ocean Shpg.**	20,000	DN6	M-Sulzer 6RND76	17	(152)	32·8	8·9		Mitsubishi	S/	Sep 1972	
	13132*	,,	20,000	DN6	M-Sulzer 6RND76	17	(152)	32·8	8·9		Mitsubishi	S/	Apr 1973	
	13133*	,,	20,000	DN6	M-Sulzer 6RND76	17	(152)	32·8	8·9		Mitsubishi	S/	Jul 1973	
	12293*	**Oceanic Freighter**	2,800	CN6	M-MaK 8Mu551AK	15	95·6	16·0	4·7	106C	Van der Giessen	880	1971	GIVc
	12508*	**Patt Manfield**	12,500	DN6	M-Sulzer 6RD68	16	(140)	20·8	8·7		Nipponkai	151		X
	11475*	**Pegasus Ocean Svce.**	14,800L	DC1	M-Pielstick 12PC2V	13	142·2	19·8	9·0	19,935G	I.H.I.	T2185	1971	U
	11476*	,,	14,800L	DC1	M-Pielstick 12PC2V	13	142·2	19·8	9·0	19,935G	I.H.I.	T2186	1971	U
S	12289*	,,	14,800L	DC1	M-Pielstick 12PC2V	13	142·2	19·8	9·0	19,935G	I.H.I.	T2199	Sep 1971	U
B	13278*	**Regent Shpg.Inc.**	8,950	DN6	M-Pielstick 12PC2V		119·0	18·0	7·3		Usuki Tekkosho	1131	May 1971	
BS	13708*	**Rosenfeld,T.V.**	5,380	DN6	M-Hanshin 6LU38	12	85·6	15·2	7·3		Tohoku Zosen		Apr 1972	
BS	13709*	,,	5,380	DN6	M-Hanshin 6LU38	12	85·6	15·2	7·3		Tohoku Zosen		Jul 1972	
BS	13710*	,,	5,380	DN6	M-Hanshin 6LU38	12	85·6	15·2	7·3		Tohoku Zosen		Sep 1972	
S	13140*	**Te-Hu Nav.Co.**	14,800L	DC1	M-Pielstick 12PC2V	13	142·2	19·8	9·0	19,935G	I.H.I.	N2255	May 1973	U
S	12284*	**Unique Shpg.Agc.**	14,800L	DC1	M-Pielstick 12PC2V	13	142·2	19·8	9·0	19,935G	I.H.I.	T2220	1971	U
	12494	**Van Shipping**	12,500	DN6	M-Sulzer 6RD68	16	(140)	20·8	8·7		Nipponkai	152		X
S	12472*	**Wah Kwong**	14,800L	DC1	M-Pielstick 12PC2V	13	142·2	19·8	9·0	19,935G	I.H.I.	N2230	1971	CU
	11320*	**Wing Tak Ss.Co.**	12,740	DN2	M-Sulzer 6RND68	17	155·0	21·8	9·9	23,900G	Mitsubishi	S682	Oct 1971	
	09448*	**World-Wide Shpg.**	6,000	DN6	M-B.& W. 3,300 bhp	12	(102)	16·3	6·6		Tohoku Zosen			
MALAYSIA														
	11308	**Malaysian Int.Shpg.**	11,200	DC6	M-Sulzer 6RND76	19	152·5	22·0	9·1	130C	Mitsubishi	S683	Jul 1971	H
	11309	,,	11,200	DC6	M-Sulzer 6RND76	19	152·5	22·0	9·1	130C	Mitsubishi	S684	Nov 1971	H
	11759	,,	14,500	DL6	M-Sulzer 7RND76	19	162·0	22·0	9·8	187C	Sumitomo Sb.	U936	1971	HX
	12497	,,	11,200	DC6	M-Sulzer 6RND76	19	(142)	22·0	9·1	130C	Mitsubishi	S690	Sep 1972	H
	12498	,,	11,200	DC6	M-Sulzer 6RND76	19	(142)	22·0	9·1	130C	Mitsubishi	S691	Dec 1972	H
	13332	,,	16,000	DN6	M-Sulzer 6RND68	17	(143)	21·8	8·6		Mitsubishi	S694	Apr 1972	
	13333	,,	16,000	DN6	M-Sulzer 6RND68	17	(143)	21·8	8·6		Mitsubishi	S695	Dec 1972	
MEXICO														
	10040	**Mexicana,Trans.M.**	12,500	DC6	M-Sulzer 7RND90	21	172·0	23·8	8·8		Brod.Split	242		HXc
	10041	,,	12,500	DC6	M-Sulzer 7RND90	21	172·0	23·8	8·8		Brod.Split	244	1971	HXc
NORTH KOREA														
S	13354	**North Korea**	5,000	RH6	M						August 15 Yard			X
S	13355	,,	5,000	RH6	M						August 15 Yard		1971	
S	13356	,,	5,000	RH6	M						August 15 Yard		1971	
S	13357	,,	5,000	RH6	M						August 15 Yard		1971	
S	13358	,,	5,000	RH6	M						August 15 Yard		1971	
NORWAY														
S	11886	**Bachke & Co.**	2,280	DN6	M	12	74·0	13·0	5·0	2,995G	Stocz.Gdanska		1971	Ic
S	11887	,,	2,280	DN6	M	12	74·0	13·0	5·0	2,995G	Stocz.Gdanska		1971	Ic
S	**13761**	**Bakkevig,Einar**	6,200	DC6	M-MaK 6Mu551AK	13	96·7	16·0	7·1	183C	Zaanlandse Sch.	527	1H. 1972	
S	13538	**Bleikvassli,Gruber**	3,000	DN6	M-Nohab SF112VS-F	13	79·9	13·7	5·3	3,950G	Batservice	577	Jul 1972	
	11142	**Brunvall,J.**	4,400	DC6	M-MaK 8Mu551AK	13	102·8	14·6	5·8	6,148B	Neptun,Rostock	464	1972	HIc
	11143	,,	4,400	DC6	M-MaK 8Mu551AK	13	102·8	14·6	5·8	6,148B	Neptun,Rostock	466	1972	HIc
	10383	**Falck,Hans L.**	4,440	DC6	M-MaK 8Mu551AK	13	104·1	14·6	5·8	6,180B	Neptun,Rostock	462	1972	Ic
	13848	**Golden West,Skibs.**	2,500	CV6	M	17	106·5	16·0	4·9	140C	Trosvik Verks	97	Jan 1973	BEIPSb
	13539	**Gotaas-Larsen**	7,400	RF0	M-Sulzer 8RND68	22	140·7	18·0	7·9	10,194R	Drammen Slipp	74	Mar 1973	Uci
	13540	,,	7,400	RF0	M-Sulzer 8RND68	22	140·7	18·0	7·9	10,194R	Drammen Slipp	75	Oct 1973	Uci
	11904	**Jebsenrederi,K.**	6,500	DN6	M-Normo 2×KVM-12	13	111·0	17·0	7·0	9,316G	Lurssen Werft	13400		IUci
	13226	,,	7,650	DN6	M-Normo 2×KVM12	13	111·0	17·0	7·0	9,316G	Lurssen Werft	13420	1972	IUci
	14009	,,	7,650	DN6	M-Normo 2×KVM12	13	111·0	17·0	7·0	9,316G	Lurssen Werft	13425	1972	IUci
S	12150	**Karlander,A/S**	4,780	DN2	M-M.A.N. K6Z57/80A3	14	114·3	15·1	6·3	7,787B	G.Dimitrov	209		H
S	12151	,,	4,780	DN2	M-M.A.N. K6Z57/80A3	14	114·3	15·1	6·3	7,787B	G.Dimitrov	210	1971	H
S	12880	**King,Skibs A/S**	2,280	DN6	M-MaK 8Mu452AK	12	74·0	13·0	5·0	2,995G	Stocz.Gdanska	43122	1972	Ic
S	12881	,,	2,280	DN6	M-MaK 8Mu452AK	12	74·0	13·0	5·0	2,995G	Stocz.Gdanska	43126	1972	Ic
S	11888	**Kjerland,August**	2,280	DN6	M-Fiat	13	74·0	13·0	5·0	2,995G	Stocz.Gdanska		2H. 1971	Ic
S	12883	,,	2,280	DN6	M-Fiat	13	74·0	13·0	5·0	2,995G	Stocz.Gdanska	43131	1972	Ic
S	12884	,,	2,280	DN6	M-Fiat	13	74·0	13·0	5·0	2,995G	Stocz.Gdanska	43132	1972	Ic
S	12885	,,	2,280	DN6	M-Fiat	13	74·0	13·0	5·0	2,995G	Stocz.Gdanska	43133	1972	Ic
S	11962	**Larsen,Johs.**	13,700L	DC1	M-M.A.N. 11,000 bhp	17	151·7	20·3	9·4	16,700	Warnow Werft		Jan 1972	
S	12229	,,	13,700L	DC1	M-M.A.N. 11,000 bhp	17	151·7	20·3	9·4	16,700	Warnow Werft		1Q. 1973	
S	12764	**Lund,Eilert**	15,500L	DC1	M-Sulzer 6RD68	15	143·9	20·7	9·3	22,400G	Ast.Espanoles	V144	1971	U
S	**14226**	,,	15,500L	DC1	M-Sulzer 6RD68	15	143·9	20·7	9·3	22,400G	Ast.Espanoles	V/	1972	U
S	12403	**Lysship,A/S**	3,000	DN6	M-Nohab SF112VS-F	13	79·9	13·7	5·3	3,950G	Batservice	569	Aug 1971	
S	12404	,,	3,000	DN6	M-Nohab SF112VS-F	13	79·9	13·7	5·3	3,950G	Batservice	570	Dec 1971	
S	11883	**Mathisen,Gerner**	2,280	DN6	M-MaK 8Mu452AK	12	74·0	13·0	5·0	2,995G	Stocz.Gdanska		Jun 1971	Ic
S	11884	,,	2,280	DN6	M-MaK 8Mu452AK	12	74·0	13·0	5·0	2,995G	Stocz.Gdanska		1972	Ic
S	11885	,,	2,280	DN6	M-MaK 8Mu452AK	12	74·0	13·0	5·0	2,995G	Stocz.Gdanska		2Q. 1972	Ic

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
DRY CARGO VESSELS (OTHER THAN BULK CARRIERS) (cont) NORWAY (cont)														
S	12882	**Mathisen,Gerner**	2,280	DN6	M-MaK 8Mu452AK	12	74·0	13·0	5·0	2,995G	Stocz.Gdanska	43125	1972	Ic
	12726	**Minibulk Shpg.**	3,000	DN6	M-Nohab 2,800 bhp	14			5·2	3,965G	Sterkoder M.V.		1971	Ic
	12727	,,	3,000	DN6	M-Nohab 2,800 bhp	14			5·2	3,965G	Sterkoder M.V.		1971	Ic
S	12262	**Normann Shpg.**	2,470	DN6	M-MaK 8Mu452AK	13	77·1	13·0	4·7	3,000G	Aukra Bruk	42	Jul 1971	IUcc
S	13535	,,	2,470	DN6	M-MaK 8Mu452AK	13	77·1	13·0	4·7	3,000G	Aukra Bruk	43	Mar 1972	IUce
S	11195	**Norske Amerikalinje**	14,580 L	DC6	M-B.& W. 7K62EF	16	145·7	22·0	9·0	19,250B	Mitsui Zosen	F893	Sep 1971	Uce
S	11196	,,	14,580 L	DC6	M-B.& W. 7K62EF	16	145·7	22·0	9·0	192C	Mitsui Zosen	F894	Dec 1971	Uce
S	12833	**Norwegian Owner**	3,000	DN6	M-Normo KMV16	13	79·9	13·7	5·3	3,950G	Batservice	571	Jun 1971	
S	12835	,,	3,000	DN6	M-Deutz SBV6M358	13	79·9	13·7	5·3	3,950G	Batservice	573	Dec 1971	
	14270	**Odfjell,Fredrik**	7,300	DC6	M						Galatz Shpyd.		1971	Ib
	14271	,,	7,300	DC6	M						Galatz Shpyd.		1971	Ib
	14272	,,	7,300	DC6	M						Galatz Shpyd.		1972	Ib
	14273	,,	7,300	DC6	M						Galatz Shpyd.		1972	Ib
	14274	,,	7,300	DC6	M						Galatz Shpyd.		1972	Ib
	14275	,,	7,300	DC6	M						Galatz Shpyd.		1972	Ib
	14276	,,	7,300	DC6	M						Galatz Shpyd.		1972	Ib
	14277	,,	7,300	DC6	M						Galatz Shpyd.		1973	Ib
	14278	,,	7,300	DC6	M						Galatz Shpyd.		1973	Ib
	14279	,,	7,300	DC6	M						Galatz Shpyd.		1973	Ib
	14280	,,	7,300	DC6	M						Galatz Shpyd.		1973	Ib
	14281	,,	7,300	DC6	M						Galatz Shpyd.		1973	Ib
	10485	**Olsen,Fred**	2,700	DP8	M-Werkspoor 8TM410	15	87·0	15·0	5·8	5,946B	Aker Group	644	1971	IPSUZbce
	10486	,,	2,700	DP8	M-Werkspoor 8TM410	15	87·0	15·0	5·8	5,946B	Aker Group	645	Jun 1971	IPSUZbce
	10487	,,	2,700	DP8	M-Werkspoor 8TM410	15	87·0	15·0	5·8	5,946B	Aker Group	646	Oct 1971	IPSUZbce
B	10832	,,	2,600	DP8	M-Werkspoor 8TM410	15	87·0	15·0	5·8	5,946B	Molde Verft			IPSUZbce
	13000	**Presthus,Johs.**	11,000	DC6	M-M.A.N. 9,000 bhp	18	172·5	25·5	9·9		Neptun,Rostock		1972	H
	13001	,,	11,000	DC6	M-M.A.N. 9,000 bhp	18	172·5	25·5	9·9		Neptun,Rostock		1973	H
	10886	**Reim,Chr.J.**	10,130	DN6	M-M.A.N. 3,850 bhp	13	128·0	16·0	8·4	13,750G	Porsgrunds M.V.	128	1971	
S	12199	**Reksten,Audun**	16,260 L	DN6	M-M.A.N. V8V40/54	16	149·8	21·0	9·3	22,305G	Weser Seebeck	957	Mid 1972	HINUZc
CS	11125	**Reksten,Hilmar**	16,260 L	DN6	M-M.A.N. V8V40/54	16	149·8	21·0	9·3	22,305G	Weser Seebeck	951	May 1971	HINUXZc
S	11126	,,	16,260 L	DN6	M-M.A.N. V8V40/54	16	149·8	21·0	9·3	22,305G	Weser Seebeck	952	Oct 1971	HINUZc
S	12723	,,	16,260 L	DN6	M-M.A.N. V8V40/54	16	149·8	21·0	9·3	22,305G	Weser Seebeck	958	1972	HINUZc
S	12724	,,	16,260 L	DN6	M-M.A.N. V8V40/54	16	149·8	21·0	9·3	22,305G	Weser Seebeck	959	1972	HINUZc
	13448	**Saevik,P.K.**	3,000	DN6	M						Smedvik Mek.Vk.		Jun 1972	
	13482	,,	3,000	DN6	M						Smedvik Mek.Vk.		Mid 1972	
S	13376	**Solstad Red.A/S**	13,700	DC1	M-M.A.N. 11,000 bhp	17	151·7	20·3	9·4	16,000	Warnow Werft		4Q. 1971	
	13377	,,	11,000	DC6	M-M.A.N. 9,000 bhp	18	172·5	25·5	9·9		Neptun,Rostock		3Q. 1972	
	13378	,,	11,000	DC6	M-M.A.N. 9,000 bhp	18	172·5	25·5	9·9		Neptun,Rostock		2Q. 1974	
	13056	**Stokka,Anders**	1,500	DN6	M						Georg Eides	91	Oct 1971	
	10382	**Strandheim & Sten.**	4,440	DC6	M-MaK 8Mu551AK	13	104·1	14·6	5·8	6,180B	Neptun,Rostock	460	Dec 1971	IXc
	11140	,,	4,400	DC6	M-MaK 8Mu551AK	13	104·1	14·6	5·8	6,180B	Neptun,Rostock	463	1972	HIc
	11141	,,	4,400	DC6	M-MaK 8Mu551AK	13	102·8	14·6	5·8	6,148B	Neptun,Rostock	465	1972	HIc
	12460	,,	7,400	DC6	M-MaK 5,300 bhp	14	108·0				Eastern Med.Sy.		Jun 1971	
	12461	,,	7,400	DC6	M-MaK 5,300 bhp	14	108·0				Eastern Med.Sy.		Sep 1971	
	12462	,,	7,400	DC6	M-MaK 5,300 bhp	14	108·0				Eastern Med.Sy.		Dec 1971	
S	12329	**Teigen,Arne**	13,700 L	DC1	M-M.A.N. 11,000 bhp	17	151·7	20·3	9·4	16,700	Warnow Werft		1973	
S	**14227**	,,	13,700	DC1	M-M.A.N. 11,000 bhp	17	151·7	20·3	9·4	16,000	Warnow Werft		1974	
S	**14228**	,,	13,700	DC1	M-M.A.N. 11,000 bhp	17	151·7	20·3	9·4	16,000	Warnow Werft		1974	
	13583	**Wilson,Paal**	6,500	DN6	M-Werkspoor 6TM410	14	(113)	16·4	6·9		Brodrene Lothe	32	Jan 1973	c
PAKISTAN														
S	12427	**Chittagong S.S.**	14,910 L	DN1	M-Sulzer 5RND68	14	140·8	20·5	8·8	22,269G	A.& P.-Bartram	B434	Mid 1972	
	11100	**National Shpg.Corp.**	13,000	DL6	M-M.A.N. K6Z78/155F	19	(148)	21·8	9·3		Brod.Split	248	1971	
	11101	,,	13,000	DL6	M-M.A.N. K6Z78/155F	19	(148)	21·8	9·3		Brod.Split	251	1971	
	13632	,,	10,750	DL2	M-M.A.N. 9,800 bhp	17	154·1	19·6	8·1	17,450B	Karachi Shpyd.	S125	1972	
PANAMA														
S	12093	**Agelef Shpg.**	14,800 L	DC1	M-Pielstick 12PC2V	13	142·2	19·8	9·0	19,935G	I.H.I.	N2245	Jun 1972	Ux
S	13139	,,	14,800 L	DC1	M-Pielstick 12PC2V	14	142·2	19·8	9·0	19,935G	I.H.I.	N2246	Sep 1972	Ux
	14097	**Atlan Line S.A.**	2,100	DR6	M-Deutz RBV6M358	14	77·4	12·2	5·3	1,985G	Duro-Felguera	62	1971	
S	13098	**Drykis**	14,800 L	DC1	M-Pielstick 12PC2V	13	142·2	19·8	9·0	19,935G	I.H.I.	T2198	Jun 1971	x
	11598	**Eagle,Inc.**	1,575	DP6	M 5,400 bhp		(95)			82C	Ast.Con.Vigo			D
	11599	,,	1,575	DP6	M 5,400 bhp		(95)			82C	Ast.Con.Vigo			D
	13275	**Ocean Shpg.**	6,000	DN6	M 3,800 bhp	13	109·4	16·1	6·6		Tohoku Zosen	119		Xx
	08974	**Panamanian Owner**	1,600	DR6	M-Werkspoor 1,500 bhp		71·1	10·2		2,124M	C.Amels & Zoon	309		
	11939	**Pax Systems Inc.**	2,200	DP6	M-Deutz RBV12M350	19	(94)	17·2	5·2		Ast.Con.Vigo	R28	1971	D
PERSIA														
	09842	**Arya National Shpg.**	11,000	DL2	M-B.& W. 7K74EF	19	160·5	23·2	8·0	22,087B	Cockerill Yards	854	1971	JNUZi
	09843	,,	11,000	DL2	M-B.& W. 7K74EF	19	160·5	23·2	8·0	22,087B	Cockerill Yards	855	1971	JNUZi
	09844	,,	11,000	DL2	M-B.& W. 7K74EF	19	160·5	23·2	8·0	22,087B	Cockerill Yards	856	1971	JNUZi
PERU														
	07288	**Peruana De Vapores**	13,000	DL6	M-B.& W. 6K74EF	18	154·0	20·4	8·3		S.I.Da Marinha	7	1971	X
	13388	,,	13,000	DL6	M-B.& W. 6K74EF	18	154·0	20·4	8·3		S.I.da Marinha	8	1972	
PHILIPPINES														
	14263*	**Trans-Pacific Tr.**	4,900	DN6	M-Mitsubishi 3,000 bhp	12	(90)	15·3			Miho Shipyard		Aug 1971	
POLAND														
S	07394	**Polish Ss.Co.**	1,520	DR2	M-Sulzer 6TAD48	14	86·0	12·4	4·5	3,070M	Turnu Severin	45207		Ebl

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
DRY CARGO VESSELS (OTHER THAN BULK CARRIERS) (cont) POLAND (cont)														
S	07395	**Polish Ss.Co.**	1,520	DR2	M-Sulzer 6TAD48	14	86·0	12·4	4·5	3,070M	Turnu Severin	45208	1971	Ebl
S	07396	,,	1,520	DR2	M-Sulzer 6TAD48	14	86·0	12·4	4·5	3,070M	Turnu Severin	45209	1971	Ebl
S	07397	,,	1,520	DR2	M-Sulzer 6TAD48	14	86·0	12·4	4·5	3,070M	Turnu Severin	45210	1971	Ebl
S	07398	,,	1,520	DR2	M-Sulzer 6TAD48	14	86·0	12·4	4·5	3,070M	Turnu Severin	45211	1971	Ebl
S	07399	,,	1,520	DR2	M-Sulzer 6TAD48	14	86·0	12·4	4·5	3,070M	Turnu Severin	45212	1971	Ebl
	10256	,,	5,700	DY6	M-Sulzer 8TAD48	13	108·7	15·8	6·8	7,745G	Stocz.Gdanska	52204	1971	GIce
	10257	,,	5,700	DY6	M-Sulzer 8TAD48	13	108·7	15·8	6·8	7,745G	Stocz.Gdanska	52205	1971	GIce
S	02583	**P.O.L.**	9,750	DR2	M-Sulzer 6RD76	18	154·6	20·6	7·9	18,622M	Stocz.Gdanska	44206	1971	Hce
S	02584	,,	9,750	DR2	M-Sulzer 6RD76	18	154·6	20·6	7·9	18,622M	Stocz.Gdanska	44207	1971	Hce
	10216	,,	9,500	DC2	M-B.& W. 8K84EF	21	165·5	23·3	8·1	18,009B	Nakskov	191	1971	EHIUXc
	10251	,,	2,500	CR6	M					133C	Poland		1971	
	10568	,,	9,500	DC2	M-B.& W. 8K84EF	21	165·5	23·3	8·1	18,009B	Nakskov	192 Sep	1971	EHIUXc
S	10810	,,	7,700	DR2	M-Sulzer 7RD68	17	145·4	18·8	7·3	15,180M	Stocz.Szczecin	44509	1971	EHIX
S	10811	,,	7,700	DR2	M-Sulzer 7RD68	17	145·4	18·8	7·3	15,180M	Stocz.Szczecin	44510	1971	EHI
	11512	,,	2,600	RL2	M-B.& W. 762VT2BF140	19	120·0	17·0	5·9	5,350R	Stocz.Gdanska	43301		
	12320	,,	9,500	DC2	M-B.& W. 8K84EF	21	165·5	23·3	8·1	18,009B	Nakskov	193 Dec	1971	EHIUc
PORTUGAL														
	11185	**Colonial de Naveg.**	12,500	DR2	M-Sulzer 6RD90	18	162·9	22·0	8·3	17,830B	Viana d.Castelo	83		EX
	13478	**Limpopo A.Couto**	3,000 X	DN6	M						Est.Mondego	133		X
ROMANIA														
S	05722	**Romania**	3,150	DN2	M-Sulzer 5TAD56	12	100·6	13·9	5·5	6,263G	Romania			
S	05723	,,	3,150	DN2	M-Sulzer 5TAD56	12	100·6	13·9	5·5	6,263G	Romania			
S	08356	,,	10,200	DN2	M-Sulzer 6RD68	15	151·5	19·7	7·0	7,772G	Galatz Shpyd.			EXc
S	08357	,,	10,200	DN2	M-Sulzer 6RD68	15	151·5	19·7	7·0	7,772G	Galatz Shpyd.			Ec
S	08358	,,	10,200	DN2	M-Sulzer 6RD68	15	151·5	19·7	7·0	7,772G	Galatz Shpyd.			Ec
SINGAPORE														
S	12744	**Neptune Orient**	14,800 L	DC1	M-Pielstick		142·2	19·8	9·0	19,935G	Jurong Sb.	1001 Aug	1972	CU
S	12745	,,	14,800 L	DC1	M-Pielstick		142·2	19·8	9·0	19,935G	Jurong Sb.	1002 Dec	1972	CU
SOMALI REPUBLIC														
S	10574	**Ocean Tramping Co.**	11,650	DR2	M-Gtvrkn 750/1600VGS6U	18	151·7	21·0	8·7	19,200M	Rauma-Repola	195	1971	IX
S	10575	,,	11,650	DR2	M-Gtvrkn 750/1600VGS6U	18	151·7	21·0	8·7	19,200M	Rauma-Repola	196 Sep	1971	I
S	13550	,,	11,650	DR2	M-Gtvrkn 750/1600VGS6U	18	151·7	21·0	8·7	19,200M	Rauma-Repola	205 Apr	1972	I
S	13551	,,	11,650	DR2	M-Gtvrkn 750/1600VGS6U	18	151·7	21·0	8·7	19,200M	Rauma-Repola	218 Jun	1973	I
SOUTH AFRICA														
	14342	**Unicorn Shpg.Lines**	7,400	DN6	M						Dorman Long		Dec 1972	
	14343	,,	7,400	DN6	M						Dorman Long		Jun 1973	
SPAIN														
	09313	**Asmar,Lineas**	2,850	CN6	M-Deutz 2,140 bhp	13	79·9	12·3	5·3	133C	Marit.De Axpe	33		X
B	09314	,,	2,850	CN6	M-Werkspoor 2,140 bhp	13	79·8	12·8	5·5	133C	Marit.del Musel	112		UX
	12939	,,	5,000	DC0	M-Deutz RBV12M350	13	99·7	15·2	6·4		Basse Sambre		1971	
	14100	,,	2,000	DC6	M-Deutz RBV6M358	14	79·2	12·6	5·5	1,840B	Duro-Felguera	77 Aug	1972	
	11591	**Aznar,Naviera**	7,365	DN6	M-B.& W. 650VT2BF110	14	119·0	17·3	7·3	9,800G	S.A.Juliana	204	1972	
	11592	,,	7,365	DN6	M-B.& W. 650VT2BF110	14	119·0	17·3	7·3	9,800G	S.A.Juliana	205	1972	
	12254	,,	7,365	DN6	M-B.& W. 650VT2BF110	14	119·0	17·3	7·3	9,800G	S.A.Juliana	206		
	12255	,,	7,365	DN6	M-B.& W. 650VT2BF110	14	119·0	17·3	7·3	9,800G	S.A.Juliana	207		
	11568	**Bilbaina,Nav.**	7,365	DN6	M-B.& W. 650VT2BF110	14	119·0	17·3	7·3	9,800G	S.A.Juliana	201	1971	
	13878	**Cementmar,S.A.**	5,200	DM6	M		108·0	15·9	6·6		Ast.Cantabrico	108 Sep	1972	
	12075	**Davila,J.**	3,200	CR6	M-Werkspoor TMABS398	12	88·2	14·5	5·0	134C	Ast.Con.Vigo	M110		GX
	12076	,,	3,200	CR6	M-Werkspoor TMABS398	12	88·2	14·5	5·0	134C	Ast.Con.Vigo	M111		G
	12975	,,	1,700	CV6	M	14	80·0	14·4	4·6	105C	Ast.Con.Vigo		1972	DS
	13373	**Equimar Maritima**	1,830	DN6	M-Deutz RBV6M358	12	73·3	11·6	4·6		Basse Sambre		1971	
	14098	,,	2,000	DC6	M-Deutz RBV6M358	14	79·2	12·6	5·5	1,840B	Duro-Felguera	75 Sep	1971	
	11940	**Mallorquina,Nav.**	2,784	DV6	M						Ast.de Mallorca			D
	11941	,,	2,784	DV6	M						Ast.de Mallorca			D
	08372	**Martinez,H.Angel**	4,700 G	DT6	M						Ast.Neptuno			
	11129	**Menchaca,A.**	9,000	DT6	M-B.& W. 650VT2BF110	15	(121)	17·5	7·4		Ast.Cantabrico	97		
	11130	,,	9,000	DT6	M-B.& W. 650VT2BF110	15	(121)	17·5	7·4		Ast.Cantabrico	98		
	11564	**NEASA**	2,400	DN6	M-Werkspoor TMABS398	13	87·5	13·3	4·8	4,530G	S.A.Juliana	197		PUX
	11565	,,	2,400	DN6	M-Werkspoor TMABS398	13	87·5	13·3	4·8	4,530G	S.A.Juliana	198		PUX
	11566	,,	2,400	DN6	M-Werkspoor TMABS398	13	87·5	13·3	4·8	4,530G	S.A.Juliana	199		PU
	12256	,,	2,400	DN6	M-Werkspoor TMABS398	13	87·5	13·3	4·8	4,530G	S.A.Juliana	208		
	12257	,,	2,400	DN6	M-Werkspoor TMABS398	13	87·5	13·3	4·8	4,530G	S.A.Juliana	209		
	12976	**Norte,Marit.del**	1,700	CV6	M	14	80·0	14·4	4·6	105C	Ast.Con.Vigo	M118	1971	DGSXb
	13372	**Polledo & Bengoech.**	1,800	DN6	M						S.A.Balenciaga		1971	
	13368	**Ramirez Escudero**	16,120	DN6	M						Ast.Espanoles	V/	1973	
	09060	**Riva,Herederos A.**	8,535	DT6	M-B.& W. 650VT2BF110	14	(131)	17·5	6·1		Ast.Cantabrico	96		X
	12192	**Santa Catalina,Nav.**	2,000	DN6	M-Deutz RBV6M358	12	(68)	11·8	4·6		Basse Sambre	110		X
	13420	,,	2,700	CN6	M						Marit.del Musel		1971	
	14099	,,	2,000	DC6	M-Deutz RBV6M358	14	79·2	12·6	5·5	1,840B	Duro-Felguera	76 Apr	1972	
	13423	**Suarez,Vicente**	5,600	DN6	M-B.& W. 742VBF75	12	120·7	15·6	6·0		A.de Santander	64		X
	13424	,,	5,600	DN6	M-B.& W. 742VBF75	12	120·7	15·6	6·0		A.de Santander	65		X
	12963	**Trafume**	1,700	CV6	M	14	80·0	14·4	4·6	105C	Ast.Con.Vigo	M112		DSX
	12964	,,	1,700	CV6	M	14	80·0	14·4	4·6	105C	Ast.Con.Vigo	M113		DSX
	12997	**Transportes,Aduanas**	5,500	DN6	M-Sulzer 5SD60	12	115·5	15·4	6·3	7,242G	E.N.Bazan	C150	1972	
	12200	**Trasatlantica Espan.**	8,000	DC6	M-Sulzer 6RND68	18	140·0	19·2	7·4	11,940M	E.N.Bazan	C146 2H.	1971	HP

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
DRY CARGO VESSELS (OTHER THAN BULK CARRIERS) (cont) SPAIN (cont)														
	12201	**Trasatlantica Espan.**	8,000	DC6	M-Sulzer 6RND68	18	140·0	19·2	7·4	120C	E.N.Bazan	S160	2H. 1971	HP
	12202	,,	8,000	DC6	M-Sulzer 6RND68	18	140·0	19·2	7·4	11,940M	E.N.Bazan	C147	1H. 1972	HP
	12203	,,	8,000	DC6	M-Sulzer 6RND68	18	140·0	19·2	7·4	120C	E.N.Bazan	S161	1H. 1972	HP
	13421	**Valenciana Navegac.**	8,250	DT6	M-B.& W.	15	(114)	17·5	7·2		Ruiz de Velasco	115	1971	
	09591	**Vascongada,Nav.**	6,400	DT6	M-M.A.N. G10V52/74	14	118·0	16·2	6·7	8,908B	S.A.Juliana	176		UX
	11567	,,	7,365	DN6	M-B.& W. 650VT2BF110	14	119·0	17·3	7·3	9,800G	S.A.Juliana	200	1971	
	11569	,,	7,365	DN6	M-B.& W. 650VT2BF110	14	119·0	17·3	7·3	9,800G	S.A.Juliana	202	1971	
	11590	,,	7,365	DN6	M-B.& W. 650VT2BF110	14	119·0	17·3	7·3	9,800G	S.A.Juliana	203	1972	
	11942	**Vasco-Madrilena**	3,870	DN1	M-Werkspoor TMABS398	13	87·7	13·1	6·4		Ruiz de Velasco	113	1971	X
SUDAN														
	10038	**Sudan Shpg.Line**	7,500	DR6	M-B.& W. 5K62EF	16	(110)		7·2	14,470B	Brod.Uljanik	291	Apr 1971	
	10039	,,	13,300	DR6	M-B.& W. 6K62EF	16	(132)	19·6	8·0		Brod.Uljanik	290	Sep 1971	
SWEDEN														
	12425	**Ahlmark,O.F.**	3,400	DC6	M						Flekkefjord		Jul 1971	Ic
	12426	,,	3,400	DC6	M						Flekkefjord		Sep 1971	Ic
	14103	**Brostrom,Axel**	14,300	CV6	M-Sulzer	23	(173)	26·8	9·4		Wartsila,Turku	1208	Dec 1973	TUZc
	14104	,,	14,300	CV6	M-Sulzer	23	(173)	26·8	9·4		Wartsila,Turku	1209	May 1974	TUZc
	14105	,,	14,300	CV6	M-Sulzer	23	(173)	26·8	9·4		Wartsila,Turku	1210	Sep 1974	TUZc
	10984	**Gorthon,Stig.**	7,150	DC1	M-B.& W. 10U45HU	15	103·5	16·7	7·9	9,486B	F.Hollming	4196	Apr 1971	FIXbce
	11911	,,	7,150	DC1	M-B.& W. 10U45HU	15	103·5	16·7	7·9	9,486B	F.Hollming	4199	Dec 1971	FIbce
	13886	,,	7,150	DC1	M-B.& W. 10U45HU	15	103·5	16·7	7·9	9,486B	F.Hollming	4201	Aug 1972	FIbce
S	12837	**Kihlship Ab.**	2,900	DN6	M-Alpha 18V23BU	13	79·9	13·7	5·3	3,936G	Batservice	575	Mar 1972	
S	12838	,,	2,900	DN6	M-Alpha 18V23BU	13	79·9	13·7	5·3	3,936G	Batservice	576	Jun 1972	
	10881	**Olsson,Sten A.**	2,500	CV6	M-Normo 4×1,150 bhp	17	106·5	16·0	4·9	140C	Trosvik Verks	95	May 1972	BEIPSb
	12088	,,	2,500	CV6	M-Normo 2×2,300 bhp	17	106·5	16·0	4·9	140C	Brodrene Lothe	31	May 1971	BEIPSb
	12089	,,	2,500	CV6	M-Normo 2×2,300 bhp	17	106·5	16·0	4·9	140C	Brodrene Lothe		1971	BEIPSb
	10823	**Polar,Rederi A/B**	3,000	RN0	M-Pielstick 12PC2V	18	98·8	14·8	5·9		Solvesborgs	77	1971	IUXce
	10517	**Salenrederierna**	12,000	RF6	M-Sulzer 8RND90	21	169·0	24·3	9·2	15,575R	La Ciotat	279	Sep 1971	PUb
	10518	,,	12,000	RF6	M-Sulzer 8RND90	21	169·0	24·3	9·2	15,575R	La Ciotat	280	4Q. 1971	PUb
	10521	,,	12,000	RF6	M-Sulzer 8RND90	21	169·0	24·3	9·2	15,575R	La Ciotat	283	Mid 1972	PUb
	10522	,,	12,000	RF6	M-Sulzer 8RND90	21	169·0	24·3	9·2	15,575R	La Ciotat	284	2H. 1972	PUb
	10523	,,	12,000	RF6	M-Sulzer 8RND90	21	169·0	24·3	9·2	15,575R	La Ciotat	285	1Q. 1973	PUb
	10524	,,	12,000	RF6	M-Sulzer 8RND90	21	169·0	24·3	9·2	15,575R	La Ciotat	286	Mar 1973	PUb
	12874	,,	5,500	CV6	M-Pielstick 2×12PC2V	18	136·8	21·0	7·1	250C	Framnaes Mek.V.	181	Jul 1973	DEGSUb
	12540	**Svenska Lloyd**	2,700	DV2	M-Deutz 2×4,000 bhp	17	(95)	17·5	5·2	155C	Ast.Con.Vigo	R233	1Q. 1972	DSU
	12969	,,	2,700	DV2	M-Deutz 2×4,000 bhp	17	(95)	17·5	5·2	155C	Ast.Con.Vigo	R234	Mid 1972	DSU
	13755	**Swedish Owner**	5,800	DV6	M 8,000 bhp	18	(127)	19·0			Van der Werf		1972	D
	13999	,,	5,800	DN6	M-Ruston 4,670 bhp	15	131·1	16·0	6·1		Lodose Varf	163	Nov 1972	
	14000	,,	5,800	DN6	M-Ruston 4,670 bhp	15	131·1	16·0	6·1		Lodose Varf	162	May 1972	
	13753	**Wallenius,Olof**	5,800	CV6	M-Deutz 2×RBV12M350	18	127·2	19·0	5·0		Van der Werf	339	May 1972	D
	13754	,,	5,800	CV6	M-Deutz 2×RBV12M350	18	127·2	19·0	5·0		Van der Werf	340	Apr 1973	D
	13845	,,	5,300	CV6	M-MaK 16Mu551AK	17	114·0	16·5	6·8	50C	Finnboda Varf		2H. 1971	DGISbci
SWITZERLAND														
S	10720	**Alpina Reederei**	13,000	DC2	M-M.A.N. K6Z70/120E	15	139·7	21·1	8·2	21,238G	Rickmers Werft	360	2Q. 1971	H
	13998	**Swiss Owner**	5,800	DN6	M-Ruston 4,670 bhp	15	131·1	16·0	6·1		Lodose Varf	161	Dec 1971	
TAIWAN														
	14268	**Chanfron Marine**	6,300	DN6	M-Mitsubishi 6UET45/75C	13	(102)	16·4	6·9		Ujina Zosensho	510	1971	
	14059	**Charter Marine**	5,200	DN6	M-Akasaka 3,200 bhp	15	(58)	15·0	6·3		Nipponkai	158	Jun 1971	
S	12528*	**China Union Lines**	15,000	DN6	M-B.& W. 562VT2BF140	14	145·0	21·0	8·9	22,144G	Hitachi Zosen	M4326	Sep 1971	
S	**14311***	,,	15,000	DN6	M-B.& W.	15	145·0	21·0	8·9	22,144G	Hitachi Zosen	M/	Mid 1973	
	13197	**Great Pacific Nav.**	6,100	RF6	M-Sulzer 6RND68		(123)	18·5	7·2		Hayashikane Sb.	760	1971	
	13198	,,	6,100	RF6	M-Sulzer 6RND68		(123)	18·5	7·2		Hayashikane Sb.	761	1971	
	13200	**Tatong Marine**	11,500	DN6	M	15					Hayashikane Sb.	775		
	08379	**Tayang Hangyeh**	5,700	RF6	M-M.A.N. K6Z70/120	15	(103)	16·5	7·1		Kurushima Dkyd.			
	13215	**Tung Fau Nav.**	3,000	DN6	M-Hanshin Z650BSH	14	(82)	12·6	5·7		Ujina Zosensho	508		
TUNISIA														
	10905	**Tunisienne de Nv.,C.**	4,000	DL6	M-B.& W. 842VT2BF90	15	102·0	15·6	6·2	7,050G	S.A.Juliana	196		X
TURKEY														
S	02582	**Deniz Nakliyati**	9,750	DR2	M-Sulzer 6RD76	18	154·6	20·6	7·9	18,622M	Stocz.Gdanska	44205		HXce
	06472	,,	12,392	DN1	M-B.& W. 774VT2BF160	18	155·5	19·5	9·0	18,167G	Golcuk Naval Sy	43		HX
	06473	,,	12,392	DN1	M-B.& W. 774VT2BF160	18	155·5	19·5	9·0	18,167G	Deniz.Camialti	171		HX
	11041	,,	10,350	DN2	M-Sulzer 6RND76	18	(153)	19·8	7·3		J.L.Mosor Brod.	156		X
	11042	,,	10,250	DN2	M-M.A.N. K7Z70/120	18	(153)	19·8	7·3		J.L.Mosor Brod.	157		X
	11043	,,	10,250	DN2	M-M.A.N. K7Z70/120	18	(153)	19·8	7·3		J.L.Mosor Brod.	158	1971	X
	11044	,,	10,250	DN2	M-M.A.N. K7Z70/120	18	(153)	19·8	7·3		J.L.Mosor Brod.	159	1971	ce
	11045	,,	10,250	DN2	M-M.A.N. K7Z70/120	18	(153)	19·8	7·3		J.L.Mosor Brod.	160	1971	ce
	11089	,,	12,392	DN1	M-B.& W. 762VT2BF160	18	155·5	19·5	9·0	18,167G	Deniz.Camialti	186	1971	
U.S.S.R.														
S	01722	**U.S.S.R.**	1,920	DN6	M-Sulzer 6TAD36	12	77·7	11·5	4·9	2,453G	Hungarian Sb.	2174		Icl
S	01723	,,	1,920	DN6	M-Sulzer 6TAD36	12	77·7	11·5	4·9	2,453G	Hungarian Sb.	2175		Icl
S	01724	,,	1,920	DN6	M-Sulzer 6TAD36	12	77·7	11·5	4·9	2,453G	Hungarian Sb.	2176		Icl
S	01725	,,	1,920	DN6	M-Sulzer 6TAD36	12	77·7	11·5	4·9	2,453G	Hungarian Sb.	2177		Icl
S	01898	,,	4,500	DN6	M-Russki 1,600 bhp	13	94·5	12·8	5·5		Baku Shipyard		1971	

DRY CARGO VESSELS (OTHER THAN BULK CARRIERS) (cont) U.S.S.R. (cont)

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
S	01899	**U.S.S.R.**	4,500	DN6	M-Russki 1,600 bhp	13	94·5	12·8	5·5		Baku Shipyard		1971	
S	01900	,,	4,500	DN6	M-Russki 1,600 bhp	13	94·5	12·8	5·5		Baku Shipyard		1971	
S	01901	,,	4,500	DN6	M-Russki 1,600 bhp	13	94·5	12·8	5·5		Baku Shipyard		1971	
S	01902	,,	4,500	DN6	M-Russki 1,600 bhp	13	94·5	12·8	5·5		Baku Shipyard		1971	
	01922	,,	13,521	DR1	M-B.& W. 674VT2BF160	17	152·8	20·6	9·7	17,424G	Kherson Shpyd.			
	01923	,,	13,521	DR1	M-B.& W. 674VT2BF160	17	152·8	20·6	9·7	17,424G	Kherson Shpyd.			
	01924	,,	13,521	DR1	M-B.& W. 674VT2BF160	17	152·8	20·6	9·7	17,424G	Kherson Shpyd.			
S	01963	,,	7,300	DN6	D-Russki 4×	15	133·0	18·9	9·1	9,305G	Komsomelsk			HI
S	01968	,,	3,797	DN6	M-B.& W. 550VT2BF110	13	104·5	14·4	6·0	4,670B	Navashinsky			
S	01969	,,	3,797	DN6	M-B.& W. 550VT2BF110	13	104·5	14·4	6·0	4,670B	Navashinsky			
S	01975	,,	3,797	DN6	M-B.& W. 550VT2BF110	13	104·5	14·4	6·0	4,670B	Navashinsky			
S	01976	,,	3,797	DN6	M-B.& W. 550VT2BF110	13	104·5	14·4	6·0	4,670B	Navashinsky			
S	01977	,,	3,797	DN6	M-B.& W. 550VT2BF110	13	104·5	14·4	6·0	4,670B	Navashinsky			
S	01978	,,	3,797	DN6	M-B.& W. 550VT2BF110	13	104·5	14·4	6·0	4,670B	Navashinsky			
S	01979	,,	3,797	DN6	M-B.& W. 550VT2BF110	13	104·5	14·4	6·0	4,670B	Navashinsky			
S	01980	,,	3,797	DN6	M-B.& W. 550VT2BF110	13	104·5	14·4	6·0	4,670B	Navashinsky			
S	01981	,,	3,797	DN6	M-B.& W. 550VT2BF110	13	104·5	14·4	6·0	4,670B	Navashinsky			
S	01982	,,	3,797	DN6	M-B.& W. 550VT2BF110	13	104·5	14·4	6·0	4,670B	Navashinsky			
S	01983	,,	3,797	DN6	M-B.& W. 550VT2BF110	13	104·5	14·4	6·0	4,670B	Navashinsky			
	02061	,,	1,810	DNR	M-Russki 2×DR30/50-6	11	90·3	12·4	3·3	2,321B	Reposaaren Kon.	125		X
	02062	,,	1,814	DNR	M-Russki 2×DR30/50-6	11	90·3	12·4	3·3	2,321B	Reposaaren Kon.	126		X
	02126	,,	3,600	DT6	M-B.& W. 550VT2BF110	13	102·3	14·0	6·0	4,757B	Valmet Pansio	294		HIX
	02127	,,	3,600	DT6	M-B.& W. 550VT2BF110	13	102·3	14·0	6·0	4,757B	Valmet Pansio	295		HIX
S	02356	,,	4,622	DN2	M-M.A.N. K6Z57/80A3	14	114·3	15·1	6·3		G.Dimitrov			HPX
S	02518	,,	7,000	DT1	M-Sulzer 7RD76	16	130·2	17·2	7·5	10,000B	Stocz.Gdanska	14601		H
S	02519	,,	7,000	DT1	M-Sulzer 7RD76	16	130·2	17·2	7·5	10,000B	Stocz.Gdanska	14602		H
S	02520	,,	7,000	DT1	M-Sulzer 7RD76	16	130·2	17·2	7·5	10,000B	Stocz.Gdanska	14603		H
S	02521	,,	7,000	DT1	M-Sulzer 7RD76	16	130·2	17·2	7·5	10,000B	Stocz.Gdanska	14604		H
S	02522	,,	7,000	DT1	M-Sulzer 7RD76	16	130·2	17·2	7·5	10,000B	Stocz.Gdanska	14605		H
S	02523	,,	7,000	DT1	M-Sulzer 7RD76	16	130·2	17·2	7·5	10,000B	Stocz.Gdanska	14606		H
S	02524	,,	7,000	DT1	M-Sulzer 7RD76	16	130·2	17·2	7·5	10,000B	Stocz.Gdanska	14607		H
S	02525	,,	7,000	DT1	M-Sulzer 7RD76	16	130·2	17·2	7·5	10,000B	Stocz.Gdanska	14608		H
S	02526	,,	7,000	DT1	M-Sulzer 7RD76	16	130·2	17·2	7·5	10,000B	Stocz.Gdanska	14609		H
S	02527	,,	7,000	DT1	M-Sulzer 7RD76	16	130·2	17·2	7·5	10,000B	Stocz.Gdanska	14610		H
S	02528	,,	7,000	DT1	M-Sulzer 7RD76	16	130·2	17·2	7·5	10,000B	Stocz.Gdanska	14611		H
S	02529	,,	7,000	DT1	M-Sulzer 7RD76	16	130·2	17·2	7·5	10,000B	Stocz.Gdanska	14612		H
S	02530	,,	7,000	DT1	M-Sulzer 7RD76	16	130·2	17·2	7·5	10,000B	Stocz.Gdanska	14613		H
S	02531	,,	7,000	DT1	M-Sulzer 7RD76	16	130·2	17·2	7·5	10,000B	Stocz.Gdanska	14614		H
S	02532	,,	7,000	DT1	M-Sulzer 7RD76	16	130·2	17·2	7·5	10,000B	Stocz.Gdanska	14615		H
S	02533	,,	7,000	DT1	M-Sulzer 7RD76	16	130·2	17·2	7·5	10,000B	Stocz.Gdanska	14616		H
	04121	,,	12,000	DL2	M-B.& W. 874VT2BF160	18	159·4	21·3	8·8	22,087	Brod.Uljanik	276		HX
	04122	,,	12,000	DL2	M-B.& W. 874VT2BF160	18	159·4	21·3	8·8	22,087	Brod.Uljanik	277		HX
	04123	,,	12,000	DL2	M-B.& W. 874VT2BF160	18	159·4	21·3	8·8	22,087	Brod.Uljanik	278		H
S	05044	,,	3,150	DN2	M-B.& W. 550VT2BF110	13	104·5	14·4	5·5	5,273B	Galatz Shpyd.			
S	05045	,,	3,150	DN2	M-B.& W. 550VT2BF110	13	104·5	14·4	5·5	5,273B	Galatz Shpyd.			
S	05046	,,	3,150	DN2	M-B.& W. 550VT2BF110	13	104·5	14·4	5·5	5,273B	Galatz Shpyd.			
S	05047	,,	3,150	DN2	M-B.& W. 550VT2BF110	13	104·5	14·4	5·5	5,273B	Galatz Shpyd.		1971	
S	05048	,,	3,150	DN2	M-B.& W. 550VT2BF110	13	104·5	14·4	5·5	5,273B	Galatz Shpyd.		1971	
S	05049	,,	3,150	DN2	M-B.& W. 550VT2BF110	13	104·5	14·4	5·5	5,273B	Galatz Shpyd.		1971	
S	05623	,,	3,000	DL2	M-M.A.N. K6Z57/80A3	13	105·7	15·6	5·5	5,686M	Neptun, Rostock	322	1971	EHIXI
S	05624	,,	3,000	DL2	M-M.A.N. K6Z57/80A3	13	105·7	15·6	5·5	5,686M	Neptun, Rostock	323	1971	EHII
S	05625	,,	3,000	DL2	M-M.A.N. K6Z57/80A3	13	105·7	15·6	5·5	5,686M	Neptun, Rostock	324	1971	EHII
S	05626	,,	3,000	DL2	M-M.A.N. K6Z57/80A3	13	105·7	15·6	5·5	5,686M	Neptun, Rostock	325	1971	EHII
S	05627	,,	3,000	DL2	M-M.A.N. K6Z57/80A3	13	105·7	15·6	5·5	5,686M	Neptun, Rostock	326	1971	EHII
S	05628	,,	3,000	DL2	M-M.A.N. K6Z57/80A3	13	105·7	15·6	5·5	5,686M	Neptun, Rostock	327	1972	EHII
S	05629	,,	3,000	DL2	M-M.A.N. K6Z57/80A3	13	105·7	15·6	5·5	5,686M	Neptun, Rostock	328	1972	EHII
S	05630	,,	3,000	DL2	M-M.A.N. K6Z57/80A3	13	105·7	15·6	5·5	5,686M	Neptun, Rostock	329	1972	EHII
S	05631	,,	3,000	DL2	M-M.A.N. K6Z57/80A3	13	105·7	15·6	5·5	5,686M	Neptun, Rostock	330	1972	EHII
S	05632	,,	3,000	DL2	M-M.A.N. K6Z57/80A3	13	105·7	15·6	5·5	5,686M	Neptun, Rostock	331	1973	EHII
S	05633	,,	3,000	DL2	M-M.A.N. K6Z57/80A3	13	105·7	15·6	5·5	5,686M	Neptun, Rostock	332	1973	EHII
S	05634	,,	3,000	DL2	M-M.A.N. K6Z57/80A3	13	105·7	15·6	5·5	5,686M	Neptun, Rostock	333	1973	EHII
S	05635	,,	3,000	DL2	M-M.A.N. K6Z57/80A3	13	105·7	15·6	5·5	5,686M	Neptun, Rostock	334	1973	EHII
S	05703	,,	3,150	DN2	M-Sulzer 5TAD56	12	100·6	13·9	5·5	6,263G	Romania		1971	
S	05704	,,	3,150	DN2	M-Sulzer 5TAD56	12	100·6	13·9	5·5	6,263G	Romania		1971	
S	05705	,,	3,150	DN2	M-Sulzer 5TAD56	12	100·6	13·9	5·5	6,263G	Romania		1971	
S	05706	,,	3,150	DN2	M-Sulzer 5TAD56	12	100·6	13·9	5·5	6,263G	Romania		1972	
S	05707	,,	3,150	DN2	M-Sulzer 5TAD56	12	100·6	13·9	5·5	6,263G	Romania		1972	
S	05708	,,	3,150	DN2	M-Sulzer 5TAD56	12	100·6	13·9	5·5	6,263G	Romania		1972	
S	05709	,,	3,150	DN2	M-Sulzer 5TAD56	12	100·6	13·9	5·5	6,263G	Romania		1972	
S	05710	,,	3,150	DN2	M-Sulzer 5TAD56	12	100·6	13·9	5·5	6,263G	Romania		1972	
S	05711	,,	3,150	DN2	M-Sulzer 5TAD56	12	100·6	13·9	5·5	6,263G	Romania		1972	
S	05712	,,	3,150	DN2	M-Sulzer 5TAD56	12	100·6	13·9	5·5	6,263G	Romania		1973	
S	05713	,,	3,150	DN2	M-Sulzer 5TAD56	12	100·6	13·9	5·5	6,263G	Romania		1973	
S	05714	,,	3,150	DN2	M-Sulzer 5TAD56	12	100·6	13·9	5·5	6,263G	Romania		1973	
S	05715	,,	3,150	DN2	M-Sulzer 5TAD56	12	100·6	13·9	5·5	6,263G	Romania		1973	
S	05716	,,	3,150	DN2	M-Sulzer 5TAD56	12	100·6	13·9	5·5	6,263G	Romania		1973	
S	05717	,,	3,150	DN2	M-Sulzer 5TAD56	12	100·6	13·9	5·5	6,263G	Romania		1973	
S	05718	,,	3,150	DN2	M-Sulzer 5TAD56	12	100·6	13·9	5·5	6,263G	Romania		1974	
S	05719	,,	3,150	DN2	M-Sulzer 5TAD56	12	100·6	13·9	5·5	6,263G	Romania		1974	
S	05720	,,	3,150	DN2	M-Sulzer 5TAD56	12	100·6	13·9	5·5	6,263G	Romania		1974	
	06641	,,	12,800	DL1	M-B.& W. 674VT2BF160	16	155·4	20·7	9·1	17,130B	Alexandria Shp.	131	1971	H
	09238	,,	2,510	RH6	M-B.& W. 650VBF90	14	102·7	16·0	5·6		B.& W.	829		
	09614	,,	2,700	DNR	M 2×610 bhp	12	96·0	13·0	3·2		Komarno			
	09615	,,	2,700	DNR	M 2×610 bhp	12	96·0	13·0	3·2		Komarno			
	09616	,,	2,700	DNR	M 2×610 bhp	12	96·0	13·0	3·2		Komarno			
	09617	,,	2,700	DNR	M 2×610 bhp	12	96·0	13·0	3·2		Komarno			
	09618	,,	2,700	DNR	M 2×610 bhp	12	96·0	13·0	3·2		Komarno			

Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
DRY CARGO VESSELS (OTHER THAN BULK CARRIERS) (cont) U.S.S.R. (cont)													
09654	U.S.S.R.	8,600	RH2	M-Pielstick 2×12PC2V	17	164·6	22·0	7·5	14,000R	Dubigeon-Norm.	119	1971	Xe
09656	,,	8,600	RH2	M-Pielstick 2×12PC2V	17	164·6	22·0	7·5	15,100R	La Seyne	1386		Xe
09657	,,	8,600	RH2	M-Pielstick 2×12PC2V	17	164·6	22·0	7·5	15,100R	La Seyne	1387	1971	Xe
09658	,,	8,600	RH2	M-Pielstick 2×12PC2V	17	164·6	22·0	7·0	15,100R	La Ciotat	263	1971	Xe
09659	,,	8,600	RH2	M-Pielstick 2×12PC2V	17	164·6	22·0	7·0	15,100R	La Ciotat	266	Jul 1971	e
09661	,,	8,600	RH2	M-Pielstick 2×12PC2V	17	164·6	22·0	7·5	15,100R	France-Gironde	DK273		Xe
09662	,,	12,500	RH2	M-Pielstick 2×16PC2V	19	186·2	25·0	7·7	22,500R	Ch.Atlantique	P24	2Q. 1971	X
09663	,,	12,500	RH2	M-Pielstick 2×16PC2V	19	186·2	25·0	7·7	22,500R	Ch.Atlantique	Q24	Mid 1971	
10027	,,	9,600	RH6	M-Pielstick 2×12PC2V	18	153·5	20·5	7·5	12,500R	Lindholmens	1117		X
10028	,,	9,600	RH6	M-Pielstick 2×12PC2V	18	153·5	20·5	7·5	12,500R	Lindholmens	1118	1971	X
10029	,,	9,600	RH6	M-Pielstick 2×12PC2V	18	153·5	20·5	7·5	12,500R	Lindholmens	1119	2Q. 1971	
S 10172	,,	15,800	DL1	M-Russki 9DKRN74/160-2	19	169·6	21·8	9·7	20,700B	Nicolayev			EH
S 10173	,,	15,800	DL1	M-Russki 9DKRN74/160-2	19	169·6	21·8	9·7	20,700B	Nicolayev			EH
S 10174	,,	15,800	DL1	M-Russki 9DKRN74/160-2	19	169·6	21·8	9·7	20,700B	Nicolayev			EH
10176	,,	1,800	DZR	M- 1,320 bhp	12	120·0	13·0	3·5		U.S.S.R.			
10177	,,	1,800	DZR	M- 1,320 bhp	12	120·0	13·0	3·5		U.S.S.R.			
10178	,,	1,800	DZR	M- 1,320 bhp	12	120·0	13·0	3·5		U.S.S.R.			
10179	,,	1,800	DZR	M- 1,320 bhp	12	120·0	13·0	3·5		U.S.S.R.			
10180	,,	1,800	DZR	M- 1,320 bhp	12	120·0	13·0	3·5		U.S.S.R.			
10197	,,	2,700	DNR	M 2×660 bhp	12	96·0	13·0	3·2		Komarno			
10198	,,	2,700	DNR	M 2×660 bhp	12	96·0	13·0	3·2		Komarno			
10199	,,	2,700	DNR	M 2×660 bhp	12	96·0	13·0	3·2		Komarno			
10200	,,	2,700	DNR	M 2×660 bhp	12	96·0	13·0	3·2		Komarno			
10201	,,	2,700	DNR	M 2×660 bhp	12	96·0	13·0	3·2		Komarno			
10202	,,	2,700	DNR	M 2×660 bhp	12	96·0	13·0	3·2		Komarno			
10203	,,	2,700	DNR	M 2×660 bhp	12	96·0	13·0	3·2		Komarno			
10204	,,	2,700	DNR	M 2×660 bhp	12	96·0	13·0	3·2		Komarno			
10205	,,	2,700	DNR	M 2×660 bhp	12	96·0	13·0	3·2		Komarno		1971	
10206	,,	2,700	DNR	M 2×660 bhp	12	96·0	13·0	3·2		Komarno		1971	
10207	,,	2,700	DNR	M 2×660 bhp	12	96·0	13·0	3·2		Komarno		1971	
10208	,,	2,700	DNR	M 2×660 bhp	12	96·0	13·0	3·2		Komarno		1971	
10209	,,	2,700	DNR	M 2×660 bhp	12	96·0	13·0	3·2		Komarno		1971	
10210	,,	2,700	DNR	M 2×660 bhp	12	96·0	13·0	3·2		Komarno		1971	
10211	,,	2,700	DNR	M 2×660 bhp	12	96·0	13·0	3·2		Komarno		1971	
10212	,,	2,700	DNR	M 2×660 bhp	12	96·0	13·0	3·2		Komarno		1971	
10213	,,	2,700	DNR	M 2×660 bhp	12	96·0	13·0	3·2		Komarno		1971	
10214	,,	2,700	DNR	M 2×660 bhp	12	96·0	13·0	3·2		Komarno		1971	
10215	,,	2,700	DNR	M 2×660 bhp	12	96·0	13·0	3·2		Komarno		1971	
10275	,,	2,600	RL2	M-B.& W. 762VT2BF140	19	120·0	17·0	5·9	5,350R	Stocz.Gdanska	44305		EIUe
10501	,,	2,600	RL2	M-B.& W. 762VT2BF140	19	120·0	17·0	5·9	5,350R	Stocz.Gdanska	44302		EIUXe
10502	,,	2,600	RL2	M-B.& W. 762VT2BF140	19	120·0	17·0	5·9	5,350R	Stocz.Gdanska	44303	1971	EIUXe
10503	,,	2,600	RL2	M-B.& W. 762VT2BF140	19	120·0	17·0	5·9	5,350R	Stocz.Gdanska	44304	1971	EIUXe
10761	,,	12,800	DL1	M-B.& W. 674VT2BF160	16	155·4	20·7	9·1	17,130B	Alexandria Shp.	132	1971	H
10762	,,	12,800	DL1	M-B.& W. 674VT2BF160	16	155·4	20·7	9·1	17,130B	Alexandria Shp.	133	1972	H
10763	,,	12,800	DL1	M-B.& W. 674VT2BF160	16	155·4	20·7	9·1	17,130B	Alexandria Shp.	134	1972	H
11593	,,	3,400	DT6	M		102·2		5·7	5,167	Nystads Varv	264	1971	
11594	,,	3,400	DT6	M		102·2		5·7	5,167	Nystads Varv	265	May 1971	
11595	,,	3,400	DT6	M-B.& W. 550VT2BF110	13	102·3	14·0	5·7		F.Hollming	4197	May 1971	HI
11596	,,	3,400	DT6	M-B.& W. 550VT2BF110	13	102·3	14·0	5·7		F.Hollming	4198	Sep 1971	HI
12342	,,	10,000 X	RL6	M-Pielstick 2×16PC2V	19	(172)	25·0	7·7	22,500R	La Seyne	1395	1972	
12620	,,	1,810	DNR	M-Russki 2×DR30/50-6	11	90·3	12·4	3·3	2,321B	Reposaaren Kon.		1971	
12621	,,	1,810	DNR	M-Russki 2×DR30/50-6	11	90·3	12·4	3·3	2,321B	Reposaaren Kon.		1971	
S 12653	,,	2,340	DT6	M-Russki 1,000 bhp	12	72·6	11·3	4·6		Krasnoyarsk			
S 12654	,,	2,340	DT6	M-Russki 1,000 bhp	12	72·6	11·3	4·6		Krasnoyarsk			
S 12655	,,	2,340	DT6	M-Russki 1,000 bhp	12	72·6	11·3	4·6		Krasnoyarsk			
S 12656	,,	2,340	DT6	M-Russki 1,000 bhp	12	72·6	11·3	4·6		Krasnoyarsk			
S 12657	,,	2,340	DT6	M-Russki 1,000 bhp	12	72·6	11·3	4·6		Krasnoyarsk		1971	
S 12658	,,	2,340	DT6	M-Russki 1,000 bhp	12	72·6	11·3	4·6		Krasnoyarsk		1971	
S 12659	,,	2,340	DT6	M-Russki 1,000 bhp	12	72·6	11·3	4·6		Krasnoyarsk		1971	
S 12660	,,	2,340	DT6	M-Russki 1,000 bhp	12	72·6	11·3	4·6		Krasnoyarsk		1971	
S 12661	,,	2,340	DT6	M-Russki 1,000 bhp	12	72·6	11·3	4·6		Krasnoyarsk		1971	
S 12663	,,	6,000	DL2	M-B.& W. 750VT2BF110	16	130·0	17·8	6·5	10,119B	Zhdanov Shpyd.			EU
S 12664	,,	6,000	DL2	M-B.& W. 750VT2BF110	16	130·0	17·8	6·5	10,119B	Zhdanov Shpyd.			EU
S 12665	,,	6,000	DL2	M-B.& W. 750VT2BF110	16	130·0	17·8	6·5	10,119B	Zhdanov Shpyd.			EU
S 12666	,,	6,000	DL2	M-B.& W. 750VT2BF110	16	130·0	17·8	6·5	10,119B	Zhdanov Shpyd.			EU
S 12667	,,	6,000	DL2	M-B.& W. 750VT2BF110	16	130·0	17·8	6·5	10,119B	Zhdanov Shpyd.			EU
S 12668	,,	6,000	DL2	M-B.& W. 750VT2BF110	16	130·0	17·8	6·5	10,119B	Zhdanov Shpyd.			EU
12730	,,	6,000	DL2	M-B.& W. 750VT2BF110	16	130·0	17·8	6·5	10,119B	Alexandria Shp.		1972	EU
12731	,,	6,000	DL2	M-B.& W. 750VT2BF110	16	130·0	17·8	6·5	10,119B	Alexandria Shp.		1972	EU
12732	,,	6,000	DL2	M-B.& W. 750VT2BF110	16	130·0	17·8	6·5	10,119B	Alexandria Shp.		1973	EU
12733	,,	6,000	DL2	M-B.& W. 750VT2BF110	16	130·0	17·8	6·5	10,119B	Alexandria Shp.		1973	EU
12734	,,	6,000	DL2	M-B.& W. 750VT2BF110	16	130·0	17·8	6·5	10,119B	Alexandria Shp.		1974	EU
12735	,,	6,000	DL2	M-B.& W. 750VT2BF110	16	130·0	17·8	6·5	10,119B	Alexandria Shp.		1974	EU
12936	,,	3,600	DT6	M-B.& W. 550VT2BF110	13	102·3	14·0	6·0	4,757B	Valmet Pansio	296	1971	HIX
12937	,,	3,600	DT6	M-B.& W. 550VT2BF110	13	102·3	14·0	6·0	4,757B	Valmet Pansio	297	1971	HI
S 13003	,,	12,530	DN2	M-M.A.N. K8Z70/120E	17	151·5	20·3	7·3	17,611B	Warnow Werft	318	1971	EHIUXZe
S 13004	,,	12,530	DN2	M-M.A.N. K8Z70/120E	17	151·5	20·3	7·3	17,611B	Warnow Werft	319	1971	EHIUZe
S 13005	,,	12,530	DN2	M-M.A.N. K8Z70/120E	17	151·5	20·3	7·3	17,611B	Warnow Werft	320	1971	EHIUZe
S 13006	,,	12,530	DN2	M-M.A.N. K8Z70/120E	17	151·5	20·3	7·3	17,611B	Warnow Werft	321	1971	EHIUZe
S 13007	,,	12,530	DN2	M-M.A.N. K8Z70/120E	17	151·5	20·3	7·3	17,611B	Warnow Werft	322	1971	EHIUZe
S 13008	,,	12,530	DN2	M-M.A.N. K8Z70/120E	17	151·5	20·3	7·3	17,611B	Warnow Werft	323	1971	EHIUZe
13027	,,	7,936	RH6	M-M.A.N. K9Z60/105E	16	155·0	22·2	7·2	13,000R	Mathias-Thesen		1971	IXe
13028	,,	7,936	RH6	M-M.A.N. K9Z60/105E	16	155·0	22·2	7·2	13,000R	Mathias-Thesen		1971	Ie
13029	,,	7,936	RH6	M-M.A.N. K9Z60/105E	16	155·0	22·2	7·2	13,000R	Mathias-Thesen		1971	Ie
13030	,,	7,936	RH6	M-M.A.N. K9Z60/105E	16	155·0	22·2	7·2	13,000R	Mathias-Thesen		1972	Ie
13031	,,	7,936	RH6	M-M.A.N. K9Z60/105E	16	155·0	22·2	7·2	13,000R	Mathias-Thesen		1972	Ie
13032	,,	7,936	RH6	M-M.A.N. K9Z60/105E	16	155·0	22·2	7·2	13,000R	Mathias-Thesen		1972	Ie

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
DRY CARGO VESSELS (OTI. :R THAN BULK CARRIERS) (cont) U.S.S.R. (cont)														
	13033	**U.S.S.R.**	7,936	RH6	M-M.A.N. K9Z60/105E	16	155·0	22·2	7·2	13,000R	Mathias-Thesen		1973	Ie
	13034	,,	7,936	RH6	M-M.A.N. K9Z60/105E	16	155·0	22·2	7·2	13,000R	Mathias-Thesen		1973	Ie
	13035	,,	7,936	RH6	M-M.A.N. K9Z60/105E	16	155·0	22·2	7·2	13,000R	Mathias-Thesen		1973	Ie
	13036	,,	7,936	RH6	M-M.A.N. K9Z60/105E	16	155·0	22·2	7·2	13,000R	Mathias-Thesen		1974	Ie
	13037	,,	7,936	RH6	M-M.A.N. K9Z60/105E	16	155·0	22·2	7·2	13,000R	Mathias-Thesen		1974	Ie
	13038	,,	7,936	RH6	M-M.A.N. K9Z60/105E	16	155·0	22·2	7·2	13,000R	Mathias-Thesen		1974	Ie
	13039	,,	7,936	RH6	M-M.A.N. K9Z60/105E	16	155·0	22·2	7·2	13,000R	Mathias-Thesen		1975	Ie
	13040	,,	7,936	RH6	M-M.A.N. K9Z60/105E	16	155·0	22·2	7·2	13,000R	Mathias-Thesen		1975	Ie
	13041	,,	7,936	RH6	M-M.A.N. K9Z60/105E	16	155·0	22·2	7·2	13,000R	Mathias-Thesen		1975	Ie
S	13645	,,	4,150	DN6	M-Russki 2x8DR30/50	11	123·1	15·0	4·5	6,040G	Navashinsky		1971	ce
S	13646	,,	4,150	DN6	M-Russki 2x8DR30/50	11	123·1	15·0	4·5	6,040G	Navashinsky		1971	ce
S	13647	,,	4,150	DN6	M-Russki 2x8DR30/50	11	123·1	15·0	4·5	6,040G	Navashinsky		1971	ce
S	13679	,,	3,500	DNR	M-Sulzer	13	114·0	13·0	3·6	3,650B	Kras.Sormovo			
S	13680	,,	3,500	DNR	M-Sulzer	13	114·0	13·0	3·6	3,650B	Kras.Sormovo			
S	13681	,,	3,500	DNR	M-Sulzer	13	114·0	13·0	3·6	3,650B	Kras.Sormovo		1971	
S	13682	,,	3,500	DNR	M-Sulzer	13	114·0	13·0	3·6	3,650B	Kras.Sormovo		1971	
S	13683	,,	3,500	DNR	M-Sulzer	13	114·0	13·0	3·6	3,650B	Kras.Sormovo		1971	
S	13684	,,	3,500	DNR	M-Sulzer	13	114·0	13·0	3·6	3,650B	Kras.Sormovo		1971	
S	13685	,,	3,500	DNR	M-Sulzer	13	114·0	13·0	3·6	3,650B	Kras.Sormovo		1971	
S	13686	,,	3,500	DNR	M-Sulzer	13	114·0	13·0	3·6	3,650B	Kras.Sormovo		1971	
S	13687	,,	3,500	DNR	M-Sulzer	13	114·0	13·0	3·6	3,650B	Kras.Sormovo		1971	
S	13688	,,	3,500	DNR	M-Sulzer	13	114·0	13·0	3·6	3,650B	Kras.Sormovo		1971	
S	13714	,,	12,870	DR1	M-B.& W. 674VT2BF160	17	152·8	20·6	9·0	17,424G	Kherson			
S	13715	,,	12,870	DR1	M-B.& W. 674VT2BF160	17	152·8	20·6	9·0	17,424G	Kherson			
S	13716	,,	12,870	DR1	M-B.& W. 674VT2BF160	17	152·8	20·6	9·0	17,424G	Kherson		1971	
S	13717	,,	12,870	DR1	M-B.& W. 674VT2BF160	17	152·8	20·6	9·0	17,424G	Kherson		1971	
S	13718	,,	12,870	DR1	M-B.& W. 674VT2BF160	17	152·8	20·6	9·0	17,424G	Kherson		1971	
S	13719	,,	12,870	DR1	M-B.& W. 674VT2BF160	17	152·8	20·6	9·0	17,424G	Kherson		1971	
S	13721	,,	2,440	DN6	M-Skoda 2,500 bhp	14	81·9	12·5	5·6		Vyborg Sb.			
S	13722	,,	2,440	DN6	M-Skoda 2,500 bhp	14	81·9	12·5	5·6		Vyborg Sb.			
S	13723	,,	2,440	DN6	M-Skoda 2,500 bhp	14	81·9	12·5	5·6		Vyborg Sb.		1971	
S	13724	,,	2,440	DN6	M-Skoda 2,500 bhp	14	81·9	12·5	5·6		Vyborg Sb.		1971	
S	13725	,,	2,440	DN6	M-Skoda 2,500 bhp	14	81·9	12·5	5·6		Vyborg Sb.		1971	
S	13726	,,	2,440	DN6	M-Skoda 2,500 bhp	14	81·9	12·5	5·6		Vyborg Sb.		1971	
S	13727	,,	2,440	DN6	M-Skoda 2,500 bhp	14	81·9	12·5	5·6		Vyborg Sb.		1971	
S	13728	,,	2,440	DN6	M-Skoda 2,500 bhp	14	81·9	12·5	5·6		Vyborg Sb.		1971	
S	13729	,,	2,440	DN6	M-Skoda 2,500 bhp	14	81·9	12·5	5·6		Vyborg Sb.		1971	
S	13730	,,	2,818	DNR	M 2x660 bhp	10	110·0	13·0	3·3	4,512G	Kras.Sormovo			
S	13731	,,	2,818	DNR	M 2x660 bhp	10	110·0	13·0	3·3	4,512G	Kras.Sormovo			
S	13732	,,	2,818	DNR	M 2x660 bhp	10	110·0	13·0	3·3	4,512G	Kras.Sormovo			
S	13733	,,	2,818	DNR	M 2x660 bhp	10	110·0	13·0	3·3	4,512G	Kras.Sormovo			
S	13734	,,	2,818	DNR	M 2x660 bhp	10	110·0	13·0	3·3	4,512G	Kras.Sormovo			
S	13735	,,	2,818	DNR	M 2x660 bhp	10	110·0	13·0	3·3	4,512G	Kras.Sormovo			
S	13736	,,	2,818	DNR	M 2x660 bhp	10	110·0	13·0	3·3	4,512G	Kras.Sormovo			
S	13737	,,	2,818	DNR	M 2x660 bhp	10	110·0	13·0	3·3	4,512G	Kras.Sormovo			
S	**13780**	,,	12,500	DC6	M	18	158·8	20·7	9·0	258C	Kherson		1972	HI
S	**13781**	,,	12,500	DC6	M	18	158·8	20·7	9·0	258C	Kherson		1972	HI
S	**13782**	,,	12,500	DC6	M	18	158·8	20·7	9·0	258C	Kherson		1972	HI
S	**13783**	,,	12,500	DC6	M	18	158·8	20·7	9·0	258C	Kherson		1972	HI
S	**13784**	,,	8,000	DC6	M	16	119·3	17·4	7·0	104C	U.S.S.R.		1971	HU
S	**13785**	,,	8,000	DC6	M	16	119·3	17·4	7·0	104C	U.S.S.R.		1971	HU
S	**13786**	,,	8,000	DC6	M	16	119·3	17·4	7·0	104C	U.S.S.R.		1972	HU
S	**13787**	,,	8,000	DC6	M	16	119·3	17·4	7·0	104C	U.S.S.R.		1972	HU
S	**13788**	,,	8,000	DC6	M	16	119·3	17·4	7·0	104C	U.S.S.R.		1972	HU
S	**13789**	,,	8,000	DC6	M	16	119·3	17·4	7·0	104C	U.S.S.R.		1972	HU
	13790	,,	2,600	RL2	M-B.& W. 762VT2BF140	19	120·0	17·0	5·9	5,350R	Stocz.Gdanska	44306	1971	EIUc
S	**13791**	,,	15,000	DC6	M	23	160·0	22·6	8·8	292C	Nicolayev		1972	HUc
S	**13792**	,,	15,000	DC6	M	23	160·0	22·6	8·8	292C	Nicolayev		1972	HUc
S	**13793**	,,	15,000	DC6	M	23	160·0	22·6	8·8	292C	Nicolayev		1972	HUc
S	**13794**	,,	15,000	DC6	M	23	160·0	22·6	8·8	292C	Nicolayev		1973	HUc
S	**13795**	,,	15,000	DC6	M	23	160·0	22·6	8·8	292C	Nicolayev		1973	HUc
S	**13796**	,,	15,000	DC6	M	23	160·0	22·6	8·8	292C	Nicolayev		1973	HUc
S	**13862**	,,	4,500X	RH6	D	16				5,000R	Nicolayev		1971	
S	**13863**	,,	4,500X	RH6	D	16				5,000R	Nicolayev		1971	
S	**13864**	,,	4,500X	RH6	D	16				5,000R	Nicolayev		1971	
S	**13865**	,,	4,500X	RH6	D	16				5,000R	Nicolayev		1972	
S	**13866**	,,	4,500X	RH6	D	16				5,000R	Nicolayev		1972	
S	**13867**	,,	4,500X	RH6	D	16				5,000R	Nicolayev		1972	
S	**13868**	,,	4,500X	RH6	D	16				5,000R	Nicolayev		1973	
S	**13869**	,,	4,500X	RH6	D	16				5,000R	Nicolayev		1973	
	13887	,,	4,400	DT6	M		97·1	16·2	6·5		F.Hollming	4202 Dec	1972	
	13888	,,	4,400	DT6	M		97·1	16·2	6·5		F.Hollming	4203 Mar	1973	
	13889	,,	4,400	DT6	M		97·1	16·2	6·5		F.Hollming	4204 Jul	1973	
	13890	,,	4,400	DT6	M		97·1	16·2	6·5		F.Hollming	4205 Oct	1973	
	13891	,,	4,400.	DT6	M		97·1	16·2	6·5		F.Hollming	4206 Oct	1973	
S	**13904**	,,	7,000	RL6	M					10,000R	U.S.S.R.		1972	
S	**13905**	,,	7,000	RL6	M					10,000R	U.S.S.R.		1972	
S	**13906**	,,	7,000	RL6	M					10,000R	U.S.S.R.		1973	
S	**13907**	,,	7,000	RL6	M					10,000R	U.S.S.R.		1973	
S	**13908**	,,	3,850	DYR	M 2,320 bhp	14					Kiev		1971	X
S	**13909**	,,	3,850	DYR	M 2,320 bhp	14					Kiev		1971	
S	**13910**	,,	3,850	DYR	M 2,320 bhp	14					Kiev		1971	
S	**13911**	,,	3,850	DYR	M 2,320 bhp	14					Kiev		1971	
S	**13912**	,,	3,850	DYR	M 2,320 bhp	14					Kiev		1972	
S	**13913**	,,	3,850	DYR	M 2,320 bhp	14					Kiev		1972	
S	**13940**	,,	5,500	DT6	M	17					U.S.S.R.		1971	I
S	**13941**	,,	5,500	DT6	M	17					U.S.S.R.		1971	I

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
DRY CARGO VESSELS (OTHER THAN BULK CARRIERS) (cont) U.S.S.R. (cont)														
S	**13942**	**U.S.S.R.**	5,500	DT6	M	17					U.S.S.R.		1971	I
S	**13943**	,,	5,500	DT6	M	17					U.S.S.R.		1972	I
S	**13944**	,,	5,500	DT6	M	17					U.S.S.R.		1972	I
S	**13945**	,,	5,500	DT6	M	17					U.S.S.R.		1972	I
S	**13946**	,,	5,500	DT6	M	17					U.S.S.R.		1972	I
S	**13947**	,,	5,500	DT6	M	17					U.S.S.R.		1973	I
S	**13948**	,,	5,500	DT6	M	17					U.S.S.R.		1973	I
S	**13949**	,,	5,500	DT6	M	17					U.S.S.R.		1973	I
	14194	,,	4,200	DT6	M-B.& W. 550VT2BF110	14	97·1	16·2	6·5	5,966B	Nystads Varv	271 May	1973	
	14195	,,	4,200	DT6	M-B.& W. 550VT2BF110	14	97·1	16·2	6·5	5,966B	Nystads Varv	272 Jul	1973	
	14196	,,	4,200	DT6	M-B.& W. 550VT2BF110	14	97·1	16·2	6·5	5,966B	Nystads Varv	273 Oct	1973	
	14197	,,	4,200	DT6	M-B.& W. 550VT2BF110	14	97·1	16·2	6·5	5,966B	Nystads Varv	274 Dec	1973	
VENEZUELA														
	10750	**Venezolana De Nav.**	9,165	DC2	M-Sulzer 8RND76	21	169·3	23·4	8·3	14,160B	De Schelde	340		EJPXZbceil
	10751	,,	9,165	DC2	M-Sulzer 8RND76	21	169·3	23·4	8·3	14,160B	De Schelde	341	1971	EJPXZbceil
	09332	**Venez.de Cementos**	4,250	DM6	D-M.A.N. 2xV8V22/30ATL	14	102·1	15·9	6·1	2,360G	E.N.Bazan	S154		X
YUGOSLAVIA														
S	12765	**Atlantska Plovidba**	15,500L	DC1	M-Sulzer 6RD68	15	143·9	20·7	9·3	22,400G	Ast.Espanoles	V146	1971	U
S	12766	,,	15,500L	DC1	M-Sulzer 6RD68	15	143·9	20·7	9·3	22,400G	Ast.Espanoles	V147	1972	U
S	**13894**	,,	15,950L	DC1	M-Sulzer 6RND68	16	144·8	20·7	9·3	22,250G	Ast.Alianza		1972	U
S	**13895**	,,	15,950L	DC1	M-Sulzer 6RND68	16	144·8	20·7	9·3	22,250G	Ast.Alianza		1973	U
S	**13896**	,,	15,950L	DC1	M-Sulzer 6RND68	16	144·8	20·7	9·3	22,250G	Ast.Alianza		1973	U
S	**13897**	,,	15,950L	DC1	M-Sulzer 6RND68	16	144·8	20·7	9·3	22,250G	Ast.Alianza		1974	U
S	**13898**	,,	15,950L	DC1	M-Sulzer 6RND68	16	144·8	20·7	9·3	22,250G	Ast.Alianza		1974	U
S	**13899**	,,	15,950L	DC1	M-Sulzer 6RND68	16	144·8	20·7	9·3	22,250G	Ast.Alianza		1975	U
S	09365	**Jadranska Slob.Plv.**	14,000	DC8	M-Stork SW5x63/135	14	140·5	20·5	9·2	21,380G	Cockerill Yards	848		XZci
S	11813	**Jugolinija**	15,000	DC6	M-Sulzer 6RND68	16	147·0	20·6	9·0	22,230G	Brod.Treci Maj	544 Jul	1971	Uc
S	11814	,,	15,000	DC6	M-Sulzer 6RND68	16	147·0	20·6	9·0	22,230G	Brod.Treci Maj	545 Nov	1971	Uc
	12337	,,	15,300	DL6	M-Fiat B686S	15	(135)	21·0	9·0		C.N.Breda	268	1971	
	12338	,,	15,300	DL6	M-Fiat B686S	15	(135)	21·0	9·0		C.N.Breda	269	1971	
S	12752	,,	15,000	DC6	M-Sulzer 6RND68	16	147·0	20·6	9·0	22,230G	Brod.Treci Maj	551 Mar	1972	Uc
S	12753	,,	15,000	DC6	M-Sulzer 6RND68	16	147·0	20·6	9·0	22,230G	Brod.Treci Maj	552 Jul	1972	Uc
FLAG UNKNOWN														
	12355	**Foreign Owner**	3,100	DN6	M-MaK 2,140 bhp	12	92·0	13·4	5·2	4,170G	Malta Dd.		1971	e
	12356	,,	3,100	DN6	M-MaK 2,140 bhp	12	92·0	13·4	5·2	4,170G	Malta Dd.		1971	e
	12789	,,	2,700	DN6	M-MaK 8Mu451AK	12	79·9	11·9	5·8		Van Diepen	998	1972	
	14327	,,	2,600	DN6	M-MaK 2,000 bhp	12	79·9	11·9	5·8		Van Diepen	999	1972	
	14331	,,	2,900	DN6	M-MaK 8Mu451AK	12	87·4	11·9	5·4		E.J.Smit & Zoon	799 1H.	1972	
	14338	,,	2,900	DN6	M-MaK 8Mu451AK	12	87·4	11·9	5·4		E.J.Smit & Zoon	797 1H.	1972	
	09499	**Greek Owner**	16,800	DL1	M-Sulzer 7RD76	16	164·5	21·4	9·7		Doxford Group	P/	1971	HUl
	10679	,,	16,800	DL1	M-Sulzer 7RD76	16	164·5	21·4	9·7		Doxford Group	P/	1971	HUl
S	12571	**Mavroleon Bros.**	14,910L	DN1	M-Sulzer 5RND68	15	140·8	20·5	8·8	22,269G	A.& P.-Bartram	S881 Mid	1972	
S	12566	**Tridente Galante**	14,910L	DN1	M-Sulzer 5RND68	15	140·8	20·5	8·8	22,269G	A.& P.-Bartram	B431 1H.	1972	
	09329	**Unknown Owner**	5,700	DN6	M-Hanshin 2,700 bhp	12	108·9	15·8	6·5		Korean Sb.Pusan	SN81		X
	09330	,,	5,700	DN6	M-Hanshin 2,700 bhp	12	108·9	15·8	6·5		Korean Sb.Pusan	SN82		X
	11158	,,	3,000	DN6	M						Drypool			
	13822	,,	5,400	CL6	M-M.A.N. 4,000 bhp	15	(99)	16·0	6·6		Schurenstedt	1360 Sep	1972	
	13823	,,	5,400	CL6	M-M.A.N. 4,000 bhp	15	(99)	16·0	6·6		Schurenstedt	1359 Apr	1972	
CONVERSIONS														
NO	**C0451**	**Bakke Ss.Corp.**		DC6	M		182·8			207C	Kawasaki H.I.	L	1971	
NO	**C0452**	,,		DC6	M		182·8			207C	Kawasaki H.I.	L May	1971	
FI	C0386	**Finska Angfartygs**	3,500	DN2	M-Sulzer 2,400 bhp	13	100·4	12·7			Amsterdam Dd.	L		
GE	C0429	**Helsing & Grimm**	2,400	DN6	M-MaK 1,050 bhp	12	82·2		5·3		Unterweser	T		
NO	**C0440**	**Hoegh,Leif**		DR2	M-Sulzer 5RD68	15	152·1	17·6			Boeles Scheeps.	L Jun	1971	
NO	**C0441**	,,		DR2	M-Sulzer 5RD68	15	152·1	17·6			Boeles Scheeps.	L Jul	1971	
NO	**C0442**	,,		DR2	M-Sulzer 4,100 bhp	15	146·2	16·9			Boeles Scheeps.	L Aug	1971	
NO	**C0443**	,,		DR2	M-Sulzer 4,100 bhp	15	146·2	16·9			Boeles Scheeps.	L Sep	1971	
HO	C0367	**Konink.Java-China**	7,500G	DL6	M-B.& W. 674VT2BF160	16	157·4	18·9			Nippon Kokan	L		
HO	C0368	,,	7,500G	DL6	M-B.& W. 674VT2BF160	16	157·4	18·9			Nippon Kokan	L		
HO	C0369	,,	7,500G	DL6	M-B.& W. 674VT2BF160	16	157·4	18·9			Nippon Kokan	L		
HO	C0370	,,	7,500G	DL6	M-B.& W. 674VT2BF160	16	157·4	18·9			Nippon Kokan	L		
HO	C0371	,,	7,500G	DL6	M-B.& W. 674VT2BF160	16	157·4	18·9			Nippon Kokan	L		
US	C0356	**Lykes Bros.**		DC2	T-G.E.C. 9,000 shp	17	180·5	21·1		162C	Todd Shpyds.	CD Nov	1971	EHNPZb
US	C0357	,,		DC2	T-G.E.C. 9,000 shp	17	180·5	21·1		162C	Todd Shpyds.	CD Sep	1971	EHNPZb
US	C0358	,,		DC2	T-G.E.C. 9,000 shp	17	180·5	21·1		162C	Todd Shpyds.	CD Jul	1971	EHNPZb
US	C0359	,,		DC2	T-G.E.C. 9,000 shp	17	180·5	21·1		162C	Todd Shpyds.	CD May	1971	EHNPZb
US	C0360	,,		DC2	T-G.E.C. 9,000 shp	17	180·5	21·1		162C	Todd Shpyds.	CD Jan	1972	EHNPZb
US	C0361	,,		DC2	T-G.E.C. 9,000 shp	17	180·5	21·1		162C	Todd Shpyds.	CD Mar	1972	EHNPZb
US	C0362	,,		DC2	T-G.E.C. 9,000 shp	17	180·5	21·1		162C	Todd Shpyds.	CD May	1972	EHNPZb
US	C0363	,,		DC2	T-G.E.C. 9,000 shp	17	180·5	21·1		162C	Todd Shpyds.	CD Jul	1972	EHNPZb
US	C0364	,,		DC2	T-G.E.C. 9,000 shp	17	180·5	21·1		162C	Todd Shpyds.	CD	1971	EHNPZb
GB	C0413	**MacAndrews & Co.**		DC0	M-M.A.N. G9V52/74Ama	16	98·5	13·5		100C	Boeles Scheeps.	L		Ix
GB	C0414	,,		DC0	M-M.A.N. G9V52/74Ama	16	98·5	13·5		100C	Boeles Scheeps.	L		Ix
NO	C0432	**Mathisen,Gerner**	2,790	DN6	M-MaK 8Mu452AK	12	82·1	13·1			Gdansk Shp.Rep.	L	1971	Icx
NO	C0433	,,	2,790	DN6	M-MaK 8Mu452AK	12	82·1	13·1			Gdansk Shp.Rep.	L	1971	Icx
NO	C0434	,,	2,790	DN6	M-MaK 8Mu452AK	12	82·1	13·1			Gdansk Shp.Rep.	L	1971	Icx
FI	C0427	**Meri Shpg.Co.**	4,200	CN6	M 2,890 bhp	13	98·4	14·5	6·7	162C	Malta Dd.	CD		EHI
HO	C0402	**Ned.Scheep.Unie**	11,520	DC6	M-Sulzer 10,500 bhp	18	161·1	20·2	8·9		Brown & Hamer	CD		EHZ
HO	C0403	,,	11,550	DC6	M-Stork 10,500 bhp	18	161·1	20·2	8·9		Brown & Hamer	CD		EHZ

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
DRY CARGO VESSELS (OTHER THAN BULK CARRIERS) (cont) CONVERSIONS (cont)														
HO	C0404	**Ned.Scheep.Unie**	11,520	DC6	M-Stork 10,500 bhp	18	161·1	20·2	8·9		Brown & Hamer	CD	1971	EHZ
HO	C0405	,,	11,500	DC6	M-Sulzer 10,500 bhp	18	161·1	20·2	8·9		Brown & Hamer	CD	1971	EHZ
DE	**C0439**	**Norden A/S**		DN2	M-B.& W. 862VT2BF140	16	162·5	18·4			Boeles Scheeps.	L	May 1971	
GE	C0428	**Schmidt,Heinrich**		DN6	M 1,250 bhp	12	82·6	11·3			Weser Seebeck	L		
SW	C0255	**Svenska Lloyd**	4,640	DL2	M-Gtvrkn 520/900VGS8U	15	121·3	14·5	6·1	8,040B	B.& W.	L		EI
SW	C0256	,,	4,640	DL2	M-Gtvrkn 520/900VGS8U	15	121·3	14·5	6·1	8,040B	B.& W.	L		EI
SW	C0257	,,	4,640	DL2	M-Gtvrkn 520/900VGS8U	15	121·3	14·5	6·1	8,040B	B.& W.	L		EI
SW	C0258	,,	4,640	DL2	M-Gtvrkn 520/900VGS8U	15	121·3	14·5	6·1	8,040B	B.& W.	L		EI
SW	C0375	**Transatlantic Rederi**		DC2	M-B.& W. 874VT2BF160	19	180·8	21·4		220C	Swan Hunter	L	Apr 1971	CHIbc
SW	C0376	,,		DC2	M-B.& W. 874VT2BF160	19	180·8	21·4		220C	Swan Hunter	L	1971	CIJbc
GB	C0372	**United Baltic Corp.**	2,775	DL6	M-M.A.N. G7V52/74AmA	13	97·9	14·2			Swan Hunter	L		I
NO	C0380	**Wilhelmsen,W.**		DC6	M-B.& W. 1074VT2BF160	19	189·7	20·0		259C	Mitsubishi	CD	1971	
NO	C0381	,,		DC6	M-B.& W. 1074VT2BF160	19	189·7	20·0		259C	Mitsubishi	CD	1971	
NO	C0382	,,		DL6	M-B.& W. 874VT2BF160		174·8	20·8			Mitsubishi	CD		
NO	C0383	,,		DL6	M-B.& W. 874VT2BF160		174·8	20·8			Mitsubishi	CD		
NO	C0384	,,		DL6	M-Pielstick 2×16PC2V		174·2	20·8			Aker Group	CD		
NO	C0385	,,		DL6	M-Pielstick 2×16PC2V		174·2	20·8			Aker Group	CD		
IS	C0342	**Zim Israel**		DC6						200C	Unspecified	L		
IS	C0343	,,		DC6						200C	Unspecified	L		
IS	C0344	,,		DC6						200C	Unspecified	L		
IS	C0345	,,		DC6						200C	Unspecified	L		
CONTRACTS PENDING OR NEGOTIATING														
	T0827	**Austr.Terr.Liner S.**		DL6	M						Proposed	2		
	T0925	**Aust.National Line**	7,500	DV6	M		140·7	22·6	7·3		Bids asked	2	1972	DSUZbcc
	T0509	**Burmese Owner**	9,000	DL6							Bids Asked	1		
	T0510	,,	12,500	DL6							Bids Asked	1		
	T0559	**Ceylon Shpg.Corp.**	10,000	DN6	M	15					Proposed	4		
	T0973	,,		DN6	M						Enq.E.Germany	2		
	T0782	**Ceylon Shpg.Lines**	2,000	DN6	M						Enquiring	2		
	T0887	**Chinese Republic**	16,000	DN6	M						Enq.France	SVRL.		
	T0959	**Columbia Ss.Co.**		DC6							Planning	4-10		
	T0620	**Espanoles,Lin.Mar.**		DC6	M						Planning	4	1971	
	T0676	**E.L.M.A.**	10,000	DR6	M						Bids soon	2		
	T0844	**Frota Ocean.Brasil**	12,000	DL6	M						Neg.Ishibras	2	1972	
	T0673	**General Steam**		CV6	M	19			4·3		Planning	1	1971	
G	T0876	**Hmbrg.Tramp-Coop.**	6,200	DC6	M-MaK 3,000 bhp	13	(97)	16·0	7·1	183C	Opt.Holland Sb.	7		
	T0630	**Iraqi Maritime Tran.**	8,200	DL6	M 12,000 bhp	20					Enq.I.H.I.	2		
	T0276	**Italian Govt.**	9,272	DV6	N-Fiat 22,000 bhp	22	(175)	22·5	8·0		Approved	1	4Q. 1972	
	T0914	**Lindinger A/S**	3,180	DC3	M-Alpha 2,400 bhp	13				100C	Opt.Husumer	1	1972	
S	T0905	**L'Ouest,Soc.Nav.**	9,900	DC2	M-M.A.N. K8Z70/120E	18	151·7	20·3	7·6	250C	Opt.Warnow	1	1974	HIUc
S	T0796	**Mathisen,Gerner**	2,280	DN6	M-MaK 8Mu452AK	12	74·0	13·0	5·0	2,995G	Opt.Gdanska	3		Ic
	T0874	**Minibulk Shpg.**	3,000	DN6	M-Nohab 2,800 bhp	14			5·2	3,965G	Opt.Sterkoder	3		
	T0655	**Muller,Otto A.**	1,920	DN6	M		74·5	11·3	5·0		Opt.Hungary	3		
	T0863	**New York Security**	5,000	DM6	M 2,450 bhp	12	(98)	15·0	6·5		Tent.Nipponkai	3	Jun 1971	
	T0791	**Norske Amerika**		DL6	M						Neg.Mitsui			
	T0855	**Oceanic Shpg.**	6,000	DN6	M-Mitsubishi 3,800 bhp	13	(102)	16·0	6·6		Neg.Tohoku	1	1971	
	T0924	**Olsson,Sten A.**		DV6	M						Neg.Finland	3		
	T0840	**Patt Manfield**	7,000	DN6	M-Pielstick 5,580 bhp	16	(107)	17·2	6·9		Tent.Usuki	1		
	T0734	**Pries,D.**	3,200	CN6	M-M.W.M. 2,700 bhp						Opt.De Biesb.	3	1971	
	T0614	**Prudential Lines**	50,000	CJ6							Enq.Japan	1		
	T0873	**P.O.L.**	12,500	DC6	M					250C	Planning	SVRL.		
	T0942	**Sanko Kisen**		DE6	M						Planning	1	Mid 1972	
	T0792	**Scan.E.Africa Line**		DN6	M						Neg.Mitsui			
	T0788	**Sea Containers Ltd.**	3,000	CN6	M					200C	Planning	5		
	T0705	**South Korean Owner**	13,000	DN6	M	18					Neg.Naval	10		
	T0871	**Strandheim & Sten.**	7,400	DC6	M-MaK 5,300 bhp	14	108·0				Opt.East.Med.	2	Jun 1972	
	T0763	**Svea,Scheepv.Mij.**	2,400	CN0	M-Werkspoor 6TM410		82·5		4·9	124C	Opt.Zaanlandse	1	1H. 1971	
	T0711	**Thai Maritime**	12,300	DL6	M-Sulzer 6RD76	18	(140)	22·0	8·5		Tent.Mitsubishi	1		
	T0845	**Traghetti del Med.**	5,100	CV6	M					263C	Negotiating	2×4	1972	DH
	T0885	**Unicorn Shpg.Lines**	7,000	DT6	M						Bids Asked	2		
	T0616	**Uruguayan Owner**	9,400	DR6	M						Bids Called	4		
	T0760	**U.S.S.R.**	15,000	DN6	M						Proposed	6		
	T0790	,,		DJ6						50J	Planning	SVRL.		
	T0894	**Wing Tak**	6,000	DN6	M-Mitsubishi 3,800 bhp	15	(102)	16·0	6·2		Tent.Tohoku	1		
	T0818	**Wing Tak Ss.Co.**	12,740	DN2	M-Sulzer 6RND68	17	(143)	21·8	8·6	23,900G	Neg.Mitsubishi	2	Mid 1972	
	T0881	**W.Aust.State Shpg.**		CJ6						20J	Bids soon	2		
	T0817	**Zim Israel**	5,000	CV6	M	20					Opt.Romania	2		D

CONTAINER SHIPS
(Capacity of 300 or more I.S.O. 20-ft. containers)

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
GREAT BRITAIN														
S	12258	**Alachouzos,Michael**	16,880	DC2	M-M.A.N. K6Z70/120D	15	143·9	22·8	9·0	400C	Ast.Espanoles	E241	Apr 1971	UXZ
	11058	**Associated Container**	25,600	CR6	T-Stal-Laval 32,450 shp	22	217·0	29·0	10·5	1,065C	Bremer Vulkan	970	1971	HUbe
	11059	,,	25,600	CR6	T-Stal-Laval 32,450 shp	22	217·0	29·0	10·5	1,065C	Bremer Vulkan	971	1971	HUbe
	12211	,,	26,500	CR6	T-A.E.I. 2×24,000 shp	23	(236)	32·2	10·0	1,420C	Swan Hunter	W42	Dec 1973	
	12212	,,	26,500	CR6	T-A.E.I. 2×24,000 shp	23	(236)	32·2	10·0	1,420C	Swan Hunter	W43	Mar 1974	
G	12227	,,	14,500	CV6	M-Pielstick 3×18PC2V	21	199·0	28·6	8·2	1,200C	Eriksbergs M.V.	657	2H. 1971	DSUZbcdes
	12687	,,	25,600	CR6	T-Stal-Laval 32,450 shp	22	217·0	29·0	10·5	1,065C	Bremer Vulkan	960	1972	HUbe
S	10161	**Bahamas Ocean Dv.**	19,710	CL6	T-Westinghouse 38,000 shp	23	216·4	30·5	9·1	1,200C	Italcantieri	G4242		GX
S	10162	,,	19,710	CL6	T-Westinghouse 38,000 shp	23	216·4	30·5	9·1	1,200C	Italcantieri	G4243	Jun 1971	GX
S	10731	,,	19,710	CL6	T-Westinghouse 38,000 shp	23	216·4	30·5	9·1	1,200C	Italcantieri	G4254	Nov 1971	G
S	10732	,,	19,710	CL6	T-Westinghouse 38,000 shp	23	216·4	30·5	9·1	1,200C	Italcantieri	G4255	Jan 1972	G
G	11439	**Ben Line**	50,000	CL6	T-A.E.I. 2×44,000 shp	27	289·5	32·3	13·0	2,000C	Howaldt.-D.Wft.	43	Jul 1972	GUb
G	11443	,,	50,000	CL6	T-A.E.I. 2×44,000 shp	27	289·5	32·3	13·0	2,000C	Howaldt.-D.Wft.	44	Sep 1972	GUb
G	13401	,,	50,000	CL6	T-A.E.I. 2×44,000 shp	27	289·5	32·3	13·0	2,000C	Howaldt.-D.Wft.	57	May 1973	GUb
G	10977	**Blue Star Line**	18,300	CR6	M-M.A.N. K9SZ90/160	22	189·4	25·9	10·1	871C	Bremer Vulkan	975	May 1971	GUX
G	10978	,,	18,300	CR6	M-M.A.N. K9SZ90/160	22	189·4	25·9	10·1	871C	Bremer Vulkan	976	1H. 1971	GU
G	10329	**Bristol City Line**	28,500	CL6	M-Sulzer 10RND90	22	231·8	30·5	10·1	1,556C	Swan Hunter	V15	1971	GUXbce
	10447	**British India**	10,700	DC2	M-Sulzer 6RND90	19	156·9	23·2	8·7	340C	Swan Hunter	W22	1971	JPUXZce
	10448	,,	10,700	DC2	M-Sulzer 6RND90	19	156·9	23·2	8·7	340C	Swan Hunter	W23	Apr 1971	JPUXZce
	10449	,,	10,700	DC2	M-Sulzer 6RND90	19	156·9	23·2	8·7	340C	Swan Hunter	W24	Aug 1971	JPUZce
	09974	**Canadian Pacific**	16,330	CL6	M-B.& W. 8K74EF	18	165·8	25·7	9·1	700C	Cammell Laird	1344	2Q. 1971	GIUX
	09975	,,	16,330	CL6	M-B.& W. 8K74EF	18	165·8	25·7	9·1	700C	Cammell Laird	1345	Mid 1971	GIU
S	12394	**Haverton Shpg.Co.**	14,500	DC2	M-Sulzer 6RND68	16	146·8	22·9	8·5	450C	Upper Clyde Sb.	C118	2H. 1971	Ue
S	12395	,,	14,500	DC2	M-Sulzer 6RND68	16	146·8	22·9	8·5	450C	Upper Clyde Sb.	C119	2H. 1971	Ue
S	12396	,,	14,500	DC2	M-Sulzer 6RND68	16	146·8	22·9	8·5	450C	Upper Clyde Sb.	C120	1H. 1972	Ue
S	12397	,,	14,500	DC2	M-Sulzer 6RND68	16	146·8	22·9	8·5	450C	Upper Clyde Sb.	S121	1H. 1972	Ue
S	12585	,,	14,500	DC2	M-Sulzer 6RND68	16	146·8	22·9	8·5	450C	Upper Clyde Sb.	S122	Mid 1972	Ue
S	12416	**Liverpool Liners**	14,570	DC2	M-Sulzer 5RND68	15	146·8	22·9	8·5	450C	Upper Clyde Sb.	S110	Mid 1971	Xe
C	10715	**Nile Ss.Co.**	12,160	CL6	M-Pielstick 2×18PC2V	20	161·5	19·3	8·3	548C	Smiths Dock Co.	1315	1971	GIXce
	11057	**Overseas Containers**	25,600	CR6	T-Stal-Laval 32,450 shp	22	217·0	29·0	10·5	1,065C	Bremer Vulkan	972	1971	HUbe
	11154	,,	49,700	CR6	T-Stal-Laval 2×40,000 shp	27	289·5	32·3	13·0	2,050C	Howaldt.-D.Wft.	24	Dec 1971	G
	11155	,,	49,700	CR6	T-Stal-Laval 2×AP40	27	289·5	32·3	13·0	2,050C	Howaldt.-D.Wft.	25	Mar 1972	GUb
	11156	,,	49,700	CR6	T-Stal-Laval 2×AP40	27	289·5	32·3	13·0	2,050C	Howaldt.-D.Wft.	26	Apr 1972	GUb
	11157	,,	49,700	CR6	T-Stal-Laval 2×AP40	27	289·5	32·3	13·0	2,050C	Howaldt.-D.Wft.	27	Jun 1972	GUb
	12209	,,	26,500	CR6	T-A.E.I. 2×24,000 shp	23	(236)	32·2	10·0	1,420C	Swan Hunter	V40	Oct 1973	
	12210	,,	26,500	CR6	T-A.E.I. 2×24,000 shp	23	(236)	32·2	10·0	1,420C	Swan Hunter	V41	Jan 1974	
	12950	**P.& O.Group**	49,700	CR6	T-Stal-Laval 2×AP40	27	289·5	32·3	13·0	2,050C	Howaldt.-D.Wft.	28	Nov 1972	GUb
C	10768	**Scarsdale Shpg.Co.**	23,000	CL6	G-Pratt & Whitney 2×FT4	26	243·4	30·5	10·7	1,686C	Rheinstahl	419		GXbce
C	10769	,,	23,000	CL6	G-Pratt & Whitney 2×FT4	26	243·4	30·5	10·7	1,686C	Rheinstahl	420	Apr. 1971	Gbce
C	11197	,,	23,000	CL6	G-Pratt & Whitney 2×FT4	26	243·4	30·5	10·7	1,686C	Rheinstahl	428	3Q. 1971	Gbce
C	11198	,,	23,000	CL6	G-Pratt & Whitney 2×FT4	26	243·4	30·5	10·7	1,686C	Rheinstahl	429	4Q. 1971	Gbce
AUSTRALIA														
	11060	**Aust.National Line**	25,600	CR6	T-Stal-Laval 32,450 shp	22	217·0	29·0	10·5	1,065C	Bremer Vulkan	973	1971	HUbe
G	09715	**PAD Shipping**	14,500	CV6	M-Pielstick 3×18PC2V	21	199·0	28·6	8·2	1,200C	Eriksbergs M.V.	646	Apr 1971	
BELGIUM														
S	09631	**Union Belge**	20,000	DC6	M-M.A.N. K6Z70/120E	15	160·0	22·9	9·9	400C	N.V.Boelwerf	1449		HI
DENMARK														
G	11643	**East Asiatic Co.**	27,000	CL6	M-B.& W. 3 of 72,000 bhp	26	275·1	32·2	10·7	1,700C	B.& W.	845	1972	G
G	11644	,,	27,000	CL6	M-B.& W. 3 of 72,000 bhp	26	275·1	32·2	10·7	1,700C	B.& W.	846	1972	G
	11775	,,	15,750	CV6	M-B.& W. 10K84EF	21	201·9	26·0	8·8	845C	Nakskov	194	3Q. 1971	
	11776	,,	15,750	CV6	M-B.& W. 10K84EF	21	201·9	26·0	8·8	845C	Nakskov	195	2Q. 1972	
G	11777	,,	20,000	CV6	M-Pielstick 3×18PC2V	22	208·0	29·6	9·5	1,400C	Eriksbergs M.V.	663	1972	DGSUZce
FINLAND														
	10772	**Finnlines Oy**	14,000	DC6	M-Sulzer 6RND90	20	173·9	25·4	9·1	440C	Rheinstahl	421	1971	DHIPSXbc
	10844	,,	14,000	DC6	M-Sulzer 6RND90	20	173·9	25·4	9·1	440C	Rheinstahl	422	2Q. 1971	DHIPSbc
	10972	,,	14,000	DC6	M-Sulzer 6RND90	20	173·9	25·4	9·1	440C	Rheinstahl	423	Aug 1971	DHIPSbc
FRANCE														
	12343	**Chargeurs Reunis**	12,050	CL6	M-Pielstick 2×18PC2V	19	165·9	23·0	7·8	700C	Dubigeon-Norm.	128	1972	GU
	12344	,,	12,050	CL6	M-Pielstick 2×18PC2V	19	165·9	23·0	7·8	700C	Dubigeon-Norm.	129	1972	GU
	12345	,,	12,050	CL6	M-Pielstick 2×18PC2V	19	165·9	23·0	7·8	700C	Dubigeon-Norm.	130	1972	GU
	12468	,,	12,050	CL6	M-Pielstick 2×18PC2V	19	165·9	23·0	7·8	700C	Dubigeon-Norm.	131	1973	GU
	09402	**Delmas-Vieljeux**	12,000	DC2	M-Sulzer 6RND90	20	170·0	23·8	8·7	300C	La Ciotat	270	1971	HXceil
	09403	,,	12,000	DC2	M-Sulzer 6RND90	20	170·0	23·8	8·7	300C	La Ciotat	271	Jun 1971	Hceil
	11178	,,	12,000	DC2	M-Sulzer 6RND90	20	170·0	23·8	8·7	300C	La Ciotat	292	Mar 1972	Hceilx
	11179	,,	12,000	DC2	M-Sulzer 6RND90	20	170·0	23·8	8·7	300C	La Ciotat	293	Dec 1972	Hceilx
	11790	,,	12,000	DC2	M-Sulzer 6RND90	20	170·0	23·8	8·7	300C	La Ciotat	294	May 1973	Hceilx
	11791	,,	12,000	DC2	M-Sulzer 6RND90	20	170·0	23·8	8·7	300C	La Ciotat	295	Aug 1973	Hceilx
	10816	**Messageries Marit.**	13,400	DC2	M-B.& W. 9K84EF	20	167·0	24·0	9·5	304C	France-Gironde	DK278	Apr 1971	JUXcex
	10817	,,	13,400	DC2	M-B.& W. 9K84EF	20	167·0	24·0	9·5	304C	France-Gironde	DK279	Sep 1971	JUcex
	10818	,,	13,400	DC2	M-B.& W. 9K84EF	20	167·0	24·0	9·5	304C	France-Gironde	DK280	Dec 1971	JUcex
	12310	,,	50,000	CL6	T-A.E.I. 2×44,000 shp	27	289·5	32·3	13·0	2,000C	Howaldt.-D.Wft.	45	Dec 1972	GUb
	13557	,,	35,000X	CR6	T	26				2,000C	La Ciotat	257	Sep 1974	
GERMANY (WEST)														
	12688	**Ahrenkiel,Chr.F.**	11,200	CL6	M-M.A.N. K7Z78/155E	20	170·8	24·5	7·9	728C	Blohm & Voss	879	Dec 1971	EGUc

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
CONTAINER SHIPS (cont) GERMANY (WEST) (cont)														
	12689	**Ahrenkiel,Chr.F.**	11,200	CL6	M-M.A.N. K7Z78/155E	20	170·8	24·5	7·9	728C	Blohm & Voss	880	Jun 1972	EGUc
	12168	**Bornhofen,Robert**	12,100	DC6	M-M.A.N. V7V52/55	20	(145)	21·7	9·1	330C	Weser Seebeck	955	Aug 1971	Hx
	12169	,,	12,100	DC6	M-M.A.N. V7V52/55	20	(145)	21·7	9·1	330C	Weser Seebeck	956	Dec 1971	Hx
	14213	,,	12,100	DC6	M-M.A.N. V7V52/55	20	(145)	21·7	9·1	330C	Weser Seebeck		1973	H
	10890	**Braasch,Heiner**	8,615	DC2	M-M.A.N. K9Z60/105E	18	146·2	19·5	7·8	308C	Neptun,Rostock	382		HUXZc
CS	11147	**Fierycross Isle**	8,000	CL6	M-M.A.N. V9V52/55	22	144·0	21·6	7·6	436C	Van der Giessen	875	1971	GUXc
	10869	**Hamburg-Sud**	24,400	CR6	T-G.E.C. 25,000 shp	22	194·0	29·3	10·7	1,187C	Howaldt.-D.Wft.	15	Apr 1971	Xe
	10870	,,	24,400	CR6	T-G.E.C. 25,000 shp	22	194·0	29·3	10·7	1,187C	Howaldt.-D.Wft.	16	Jun 1971	e
	10871	,,	24,400	CR6	T-G.E.C. 25,000 shp	22	194·0	29·3	10·7	1,187C	Howaldt.-D.Wft.	17	Aug 1971	e
S	13404	**Hansa**	11,500	CL6	M-M.A.N. K7Z78/155F	20	153·2	22·8	9·0	675C	Lubecker	595	1971	GUcei
S	13405	,,	11,500	CL6	M-M.A.N. K7Z78/155F	20	153·2	22·8	9·0	675C	Lubecker	596	1971	GUcei
	10637	**Hapag-Lloyd**	12,650	DC2	M-M.A.N. K10Z86/160F	22	165·0	24·5	9·7	400C	Howaldt.-D.Wft.	14	1971	HUXZ
	11310	,,	34,000	CL6	T-Stal-Laval 2×AP40/136	26	276·5	32·2	12·0	2,000C	Blohm & Voss	877	Apr 1972	G
	11311	,,	34,000	CL6	T-Stal-Laval 2×AP40/136	26	276·5	32·2	12·0	2,000C	Blohm & Voss	878	Dec 1972	G
	11974	,,	43,000	CJ6	M-Sulzer 9RND90	20	262·0	32·5	11·2	73J	Cockerill Yards	860	Aug 1972	Jx
G	12091	,,	34,000	CL6	T-Stal-Laval 2×40,000 shp	26	286·0	32·2	12·0	2,300C	Bremer Vulkan	977	1972	GUb
G	12092	,,	34,000	CL6	T-Stal-Laval 2×40,000 shp	26	286·0	32·2	12·0	2,300C	Bremer Vulkan	978	1972	GUb
S	**13750**	**Howaldt,Bernhard**	12,100	DC6	M-Pielstick 18PC2V	18	142·6	21·5	8·3	360C	Orenstein-Kopp.	688	May 1972	HUc
S	11149	**Isbrandtsen,H.C.**	8,000	CL6	M-M.A.N. V9V52/55	22	144·0	21·6	7·6	436C	De Hoop,Lobith	274	May 1971	GU
S	11268	**Jacob,Ernst**	13,000	DC2	M-M.A.N. K6Z70/120E	16	139·7	21·1	8·2	317C	Flensburger	633	Sep 1972	Hx
S	12454	,,	12,800	DC2	M-M.A.N. V6V52/55	18	154·8	22·8	9·8	500C	Flensburger	629	Oct 1971	He
S	12455	,,	12,800	DC2	M-M.A.N. V6V52/55	18	154·8	22·8	9·8	500C	Flensburger	631	Dec 1971	He
S	**13764**	,,	12,800	DC2	M-M.A.N. V6V52/55	18	154·8	22·8	9·8	500C	Flensburger	635	1Q. 1973	He
	12778	**Janssen.H.W.**	8,850	CL6	M-MaK 16Mu551AK	18	128·7	19·5	8·1	385C	Elsflether	375	Jun 1971	
S	12679	**Laeisz,F.**	12,500	CL6	M-M.A.N. V9V52/55	21	172·5	24·0	8·0	706C	De Hoop,Lobith	277	May 1972	
S	12685	,,	12,500	CL6	M-M.A.N. V9V52/55	21	172·5	24·0	8·0	706C	Van der Giessen	884	Sep 1972	
S	11373	**Leonhardt & Blumb.**	12,800	DC2	M-M.A.N. V6V52/55	18	154·8	22·8	9·7	500C	Flensburger	627	May 1971	H
	10891	**Richters,B.**	8,615	DC2	M-M.A.N. K9Z60/105E	18	146·2	19·5	7·8	308C	Neptun,Rostock	383	1971	HUXZc
	10892	,,	8,615	DC2	M-M.A.N. K9Z60/105E	18	146·2	19·5	7·8	308C	Neptun,Rostock	384	1971	HUZc
	14332	**Schuldt,M.**	12,000	DC6	M-Sulzer 9,000 bhp	17	(144)	21·5	8·0	414C	Stocz.Szczecin		1973	
	14333	,,	12,000	DC6	M-Sulzer 9,000 bhp	17	(144)	21·5	8·0	414C	Stocz.Szczecin		1973	
	14334	,,	12,000	DC6	M-Sulzer 9,000 bhp	17	(144)	21·5	8·0	414C	Stocz.Szczecin		1973	
	14335	,,	12,000	DC6	M-Sulzer 9,000 bhp	17	(144)	21·5	8·0	414C	Stocz.Szczecin		1974	
	14336	,,	12,000	DC6	M-Sulzer 9,000 bhp	17	(144)	21·5	8·0	414C	Stocz.Szczecin		1974	
	14337	,,	12,000	DC6	M-Sulzer 9,000 bhp	17	(144)	21·5	8·0	414C	Stocz.Szczecin		1974	
CLS	11148	**Spindrift Isle**	8,000	CL6	M-M.A.N. V9V52/55	22	144·0	21·6	7·6	436C	Van der Giessen	876	Jun 1971	GUXc
GREECE														
CS	11345	**Aegis Shpg.Co.**	16,880	DC2	M-M.A.N. K6Z70/120D	15	143·9	22·8	9·0	400C	Ast.Espanoles	E246	Mid 1971	UZ
	11346	,,	16,880	DC2	M-M.A.N. K6Z70/120D	15	143·9	22·8	9·0	400C	Ast.Espanoles	E247	1971	UZ
	11347	,,	16,880	DC2	M-M.A.N. K6Z70/120D	15	143·9	22·8	9·0	400C	Ast.Espanoles	E248	1972	UZ
	11348	,,	16,880	DC2	M-M.A.N. K6Z70/120D	15	143·9	22·8	9·0	400C	Ast.Espanoles	E249	1972	UZ
	11436	,,	16,880	DC2	M-M.A.N. K6Z70/120D	15	143·9	22·8	9·0	400C	Ast.Espanoles	E256	1972	UZ
	11437	,,	16,880	DC2	M-M.A.N. K6Z70/120D	15	143·9	22·8	9·0	400C	Ast.Espanoles	E257	1972	UZ
	12219*	**Samonas,John**	14,570	DC2	M-Sulzer 5RND68	15	146·8	22·9	8·5	450C	Upper Clyde Sb.	C112	1H. 1971	e
S	12398*	,,	14,570	DC2	M-Sulzer 5RND68	15	146·8	22·9	8·5	450C	Upper Clyde Sb.	C117	Mid 1971	e
HOLLAND														
	12387	**Konink.Java-China**	16,000	DC6	M-Sulzer 7RND90	20	165·0	24·0	9·6	500C	De Schelde	342	Nov 1971	Z
	12388	,,	16,000	DC6	M-Sulzer 7RND90	20	165·0	24·0	9·6	500C	De Schelde	343	Mar 1972	Z
	12389	,,	16,000	DC6	M-Sulzer 7RND90	20	165·0	24·0	9·6	500C	Van der Giessen	881	Dec 1971	Z
	12390	,,	16,000	DC6	M-Sulzer 7RND90	20	165·0	24·0	9·6	500C	Van der Giessen	882	Apr 1972	Z
G	10116	**Ned.Scheep.Unie**	33,000	CR6	T-Stal-Laval AP32/110	23	225·8	30·5	11·5	1,590C	Van der Giessen	870	1971	GX
	12004	,,	34,000	CL6	T-Stal-Laval 2×40,000 shp	26	286·0	32·2	12·0	2,300C	Bremer Vulkan	979	4Q. 1972	GUb
	12005	,,	34,000	CL6	T-Stal-Laval 2×40,000 shp	26	286·0	32·2	12·0	2,300C	Bremer Vulkan	980	1H. 1973	GUb
	11855	**N.A.S.M.**	43,000	CJ6	M-Sulzer 9RND90	20	262·0	32·5	11·2	73J	Cockerill Yards	859	Feb 1972	J
ISRAEL														
S	11893	**Zim Israel**	19,710	CL6	T-Westinghouse 38,000 shp	23	216·4	30·5	9·1	1,200C	Italcantieri	G4273	Jun 1972	Gx
S	13636	,,	19,710	CL6	T-Westinghouse 38,000 shp	23	216·4	30·5	9·1	1,200C	Italcantieri	G4274	Sep 1972	G
ITALY														
G	13126	**Lloyd Triestino**	28,000	CR6	T-A.E.G. 32,450 shp	23	225·8	30·5	10·7	1,300C	Ansaldo	4261	Oct 1972	G
JAPAN														
	14312	**Kawasaki Kisen**	29,000	CR6	M-M.A.N.	26	(245)	32·2	11·0	1,780C	Kawasaki H.I.		Jul 1973	
	14313	**Kawasaki/Japan**	22,400	CR6	M-M.A.N. K9SZ105/180	23	(211)	30·6	10·0	1,070C	Kawasaki H.I.		Mar 1972	
	11995	**Mitsui-Osk**	35,000X	CR6	T 2×40,000 shp	26	(245)	32·2		1,700C	Mitsubishi		1971	
	12238	,,	33,600	CR6	M-B.& W. 3×K F84	26	269·0	32·2	11·0	1,844C	Mitsui Zosen	903	Feb 1972	x
	11996	**N.Y.K.**	28,900	CR6	T-Mitsubishi 2×40,000 shp	26	261·0	32·2	11·0	1,700C	Mitsubishi	K1023	Oct 1971	
	11997	,,	28,900	CR6	T-Mitsubishi 2×40,000 shp	26	261·0	32·2	11·0	1,700C	Mitsubishi	K1024	Feb 1972	
	12239	,,	35,000X	CR6	T 2×40,000 shp	26	(245)	32·2		1,700C	Nippon Kokan		1971	
LIBERIA														
S	10563	**Agis Maritime Corp.**	16,880	DC2	M-M.A.N. K7Z70/120E	16	143·9	22·8	9·0	400C	Ast.Espanoles	E244		HUXZ
	11240*	**Island Nav.Corp.**	18,700	CR6	M-Sulzer 10RND90	22	205·0	26·0	9·3	880C	La Seyne	1391	Dec 1971	
	11241*	,,	18,700	CR6	M-Sulzer 10RND90	22	205·0	26·0	9·3	880C	La Seyne	1392	Feb 1972	
	11242*	,,	18,700	CR6	M-Sulzer 10RND90	22	205·0	26·0	9·3	880C	La Seyne	1393	Apr 1972	
	11243*	,,	18,700	CR6	M-Sulzer 10RND90	22	205·0	26·0	9·3	880C	La Seyne	1394	Jul 1972	
	10508*	**Wing Tak Ss.Co.**	16,100	DC6	M-Sulzer 6RND68	15	152·2	21·8	8·6	515C	Mitsubishi	S675	1971	XZcc
	13438*	**Zim Israel**	25,600	CR6	T-Stal-Laval AP32/140	22	217·9	29·0	10·5	1,200C	Bremer Vulkan	981	1973	GU

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
CONTAINER SHIPS (cont) LIBERIA (cont)														
	13439*	**Zim Israel**	25,600	CR6	T-Stal-Laval AP32/140	22	217·9	29·0	10·5	1,200C	Bremer Vulkan	982	1973	GU
NORWAY														
G	11729	**Wilhelmsen,W.**	30,000	CL6	M-B.& W. 3 of 72,000 bhp	26	274·0	32·2	11·3	1,680C	Mitsui Zosen	T900	Dec 1972	Gx
G	11778	,,	20,000	CV6	M-Pielstick 3×18PC2V	22	208·0	29·6	9·5	1,400C	France-Gironde	DK281	Jul 1972	DGSUZce
G	11779	,,	20,000	CV6	M-Pielstick 3×18PC2V	22	208·0	29·6	9·5	1,400C	France-Gironde	DK282	Dec 1972	DGSUZce
POLAND														
	10546	**P.O.L.**	13,000	CR6	M	22				700C	Stocz.Gdanska		1973	c
	12221	,,	13,000	CR6	M	22				700C	Stocz.Gdanska		1974	c
	12222	,,	13,000	CR6	M	22				700C	Stocz.Gdanska		1974	c
	12223	,,	13,000	CR6	M	22				700C	Stocz.Gdanska		1975	c
	12224	,,	13,000	CR6	M	22				700C	Stocz.Gdanska		1975	c
SINGAPORE														
	12924	**Neptune Orient**	12,400	DC2	M-Sulzer 8RND90	22	177·0	23·6		500C	Wartsila,Turku	1206	Dec 1972	EPUce
	12925	,,	12,400	DC2	M-Sulzer 8RND90	22	177·0	23·6		500C	Wartsila,Turku	1207	Jun 1973	EPUce
SPAIN														
S	13367	**Bilbaina,Nav.**	16,880	DC2	M-M.A.N. K6Z70/120E	15	143·9	22·8	9·0	400C	Ast.Espanoles	E263	Jun 1973	UZ
S	13366	**Vascongada,Nav.**	16,880	DC2	M-M.A.N. K6Z70/120E	15	143·9	22·8	9·0	400C	Ast.Espanoles	E262	Mar 1973	UZ
SWEDEN														
G	11702	**Brostrom,Axel**	26,470	CL6	M-Gtvrkn	26	274·6	32·2	10·7	1,700C	Oresundsvarvet	234	Jun 1972	GIx
	07523	**Johnsonlinjen**	14,000	CP6	M-Pielstick 4×12/16PC2V	23	174·4	25·7	10·1	684C	Wartsila,Turku	1173	1971	HIUbcesx
C	11488	**Tornquist,Bengt**	5,000	DC6	M-Pielstick 2×8PC2V	18	135·0	19·3	6·3	310C	Wartsila,Turku	1197	Nov 1971	
C	11489	,,	5,000	DC6	M-Pielstick 2×8PC2V	18	135·0	19·3	6·3	310C	Wartsila,Turku	1198	Jul 1972	
G	09714	**Transatlantic Rederi**	14,500	CV6	M-Pielstick 3×18PC2V	21	199·0	28·6	8·2	1,200C	Eriksbergs M.V.	645		
G	11780	,,	20,000	CV6	M-Pielstick 3×18PC2V	22	208·0	29·6	9·5	1,400C	Eriksbergs M.V.	662	1972	DGSUZce
G	11781	,,	20,000	CV6	M-Pielstick 3×18PC2V	22	208·0	29·6	9·5	1,400C	Eriksbergs M.V.	664	1973	DGSUZce
	13738	**Wallenius,Olof**	5,000	DC6	M-Pielstick 2×8PC2L	17	135·0	19·3	6·3	310C	Wartsila,Turku	1202	Dec 1971	EGIRSZbce
	13739	,,	5,000	DC6	M-Pielstick 2×8PC2L	17	135·0	19·3	6·3	310C	Wartsila,Turku	1202	Dec 1971	EGIRSZbce
UNITED STATES														
	13592	**American Export**	16,343	CL6	T-G.E.C. 17,500 shp	21	185·9	23·8	8·2	928C	Bath Iron Works	357	May 1972	GUbce
	13593	,,	16,343	CL6	T-G.E.C. 17,500 shp	21	185·9	23·8	8·2	928C	Bath Iron Works	358	Oct 1972	GUbce
	13594	,,	16,343	CL6	T-G.E.C. 17,500 shp	21	185·9	23·8	8·2	928C	Bath Iron Works	359	Feb 1973	GUbce
	10084	**American President**	20,200	CR6	T-Westinghouse 28,500 shp	23	203·8	27·4	10·1	978C	Ingalls Sb.	W1184	May 1972	EH
	10085	,,	20,200	CR6	T-Westinghouse 28,500 shp	23	203·8	27·4	10·1	978C	Ingalls Sb.	W1185	Jul 1972	EH
	10086	,,	20,200	CR6	T-Westinghouse 28,500 shp	23	203·8	27·4	10·1	978C	Ingalls Sb.	W1186	Sep 1972	EH
	12384	,,	20,200	CR6	T-Westinghouse 28,500 shp	23	203·8	27·4	10·1	978C	Ingalls Sb.	W1187	Feb 1973	EH
	10080	**Farrell Lines**	19,750	CR6	T-Westinghouse 28,500 shp	23	203·8	27·4	10·1	978C	Ingalls Sb.	W1180	Aug 1971	EH
	10081	,,	19,750	CR6	T-Westinghouse 28,500 shp	23	203·8	27·4	10·1	978C	Ingalls Sb.	W1181	Nov 1971	EH
	10082	,,	19,750	CR6	T-Westinghouse 28,500 shp	23	203·8	27·4	10·1	978C	Ingalls Sb.	W1182	Feb 1972	EH
	10083	,,	19,750	CR6	T-Westinghouse 28,500 shp	23	203·8	27·4	10·1	978C	Ingalls Sb.	W1183	Apr 1972	EH
	10299	**Lykes Bros.**	27,200	CJ6	T-G.E.C. 2×MST-14	19	266·2	32·3	10·0	38J	General Dynam.	18	Sep 1971	DJb
	10300	,,	27,200	CJ6	T-G.E.C. 2×MST-14	19	266·2	32·3	10·0	38J	General Dynam.	19	Dec 1971	DJb
	10301	,,	27,200	CJ6	T-G.E.C. 2×MST-14	19	266·2	32·3	10·0	38J	General Dynam.	20	Mar 1972	DJb
	09160	**Pacific Far East**	18,850	CJ6	T-De Laval DLT-M40	23	235·4	30·5	8·5	49J	Avondale Sb.	1187	Dec 1971	JZI
	09161	,,	18,850	CJ6	T-De Laval DLT-M40	23	235·4	30·5	8·5	49J	Avondale Sb.	1188	Feb 1972	JZI
	09162	,,	18,850	CJ6	T-De Laval DLT-M40	23	235·4	30·5	8·5	49J	Avondale Sb.	1189	May 1972	JZI
	09163	,,	18,850	CJ6	T-De Laval DLT-M40	23	235·4	30·5	8·5	49J	Avondale Sb.	1190	Jul 1972	JZI
	09164	,,	18,850	CJ6	T-De Laval DLT-M40	23	235·4	30·5	8·5	49J	Avondale Sb.	1191	Sep 1972	JZI
	09165	,,	18,850	CJ6	T-De Laval DLT-M40	23	235·4	30·5	8·5	61J	Avondale Sb.	1194	Apr 1973	JZI
	12385	,,	22,400	CR6	T	23	219·2	29·0	9·4	956C	Bethlehem Sb.	S4639	Sep 1972	HVc
	12386	,,	22,400	CR6	T	23	219·2	29·0	9·4	956C	Bethlehem Sb.	S4640	Dec 1972	HVc
	09155	**Prudential Lines**	18,850	CJ6	T-De Laval DLT-M40	23	235·4	30·5	8·5	54J	Avondale Sb.	1184	1971	EJXZI
	09156	,,	18,850	CJ6	T-De Laval DLT-M40	23	235·4	30·5	8·5	54J	Avondale Sb.	1185	Jul 1971	EJXZI
	09157	,,	18,850	CJ6	T-De Laval DLT-M40	23	235·4	30·5	8·5	54J	Avondale Sb.	1186	Sep 1971	EJZI
	09158	,,	18,850	CJ6	T-De Laval DLT-M40	23	235·4	30·5	8·5	54J	Avondale Sb.	1192	Dec 1972	EJZI
	09159	,,	18,850	CJ6	T-De Laval DLT-M40	23	235·4	30·5	8·5	54J	Avondale Sb.	1193	Feb 1973	EJZI
	09889	**Sea-Land Service**	24,500	CR1	T-Stal-Laval AP32/110	23	219·5	29·0	10·3	1,175C	Bremer Vulkan	958		GUVXc
	11425	,,	21,200	CR6	T-G.E.C. 2×MST-19	33	287·7	32·2	9·1	1,085C	A.G.Weser	1382	1972	GUV
	11426	,,	21,200	CR6	T-G.E.C. 2×MST-19	33	287·7	32·2	9·1	1,085C	A.G.Weser	1383	1973	GUV
	11427	,,	21,200	CR6	T-G.E.C. 2×MST-19	33	287·7	32·2	9·1	1,085C	A.G.Weser	1384	1973	GUV
	11428	,,	21,200	CR6	T-G.E.C. 2×MST-19	33	287·7	32·2	9·1	1,085C	Rotterdam Dd.	330	Dec 1971	GUV
	11429	,,	21,200	CR6	T-G.E.C. 2×MST-19	33	287·7	32·2	9·1	1,085C	Rotterdam Dd.	331	Oct 1972	GUV
	11501	,,	21,200	CR6	T-G.E.C. 2×MST-19	33	287·7	32·2	9·1	1,085C	Rheinstahl	430	3Q. 1972	GUV
	11502	,,	21,200	CR6	T-G.E.C. 2×MST-19	33	287·7	32·2	9·1	1,085C	Rheinstahl	431	1Q. 1973	GUV
	11511	,,	21,200	CR6	T-G.E.C. 2×MST-19	33	287·7	32·2	9·1	1,085C	Rotterdam Dd.	332	Jul 1973	GUV
S	11285	**Transam.Trailer Fy.**	14,500	CV6	T-G.E.C. 32,000 shp	25	213·4	32·0	8·2	488C	Sun Sb.& Dd.	650		DGPUX
	11626	**U.S.Lines**	22,225	CR6	T-G.E.C. MST-13	22	213·5	27·4	8·3	1,210C	Sun Sb.& Dd.	655		EGXce
U.S.S.R.														
S	13564	**U.S.S.R.**	8,000 X	CL6	M 5,500 bhp	16	130·0	17·3		300C	Vyborg Sb.		1971	G
S	**13776**	,,	15,000	DC6	M	19	174·0	21·0	8·8	420C	Nicolayev		1972	U
S	**13777**	,,	15,000	DC6	M	19	174·0	21·0	8·8	420C	Nicolayev		1972	U
S	**13778**	,,	15,000	DC6	M	19	174·0	21·0	8·8	420C	Nicolayev		1972	U
S	**13779**	,,	15,000	DC6	M	19	174·0	21·0	8·8	420C	Nicolayev		1972	U
S	**13797**	,,	13,000	DC6	M	19	180·3	24·4	9·1	304C	Kherson		1972	HUb

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
CONTAINER SHIPS (cont) U.S.S.R. (cont)														
S	**13798**	**U.S.S.R.**	13,000	DC6	M	19	180·3	24·4	9·1	304C	Kherson		1972	HUb
S	**13799**	,,	13,000	DC6	M	19	180·3	24·4	9·1	304C	Kherson		1972	HUb
S	**13800**	,,	13,000	DC6	M	19	180·3	24·4	9·1	304C	Kherson		1972	HUb
S	**13914**	,,	8,000 X	CL6	M 5,500 bhp	16	130·0	17·3		300C	Vyborg Sb.		1971	G
S	**13915**	,,	8,000 X	CL6	M 5,500 bhp	16	130·0	17·3		300C	Vyborg Sb.			G
S	**13916**	,,	8,000 X	CL6	M 5,500 bhp	16	130·0	17·3		300C	Vyborg Sb.		1972	G
S	**13917**	,,	8,000 X	CL6	M 5,500 bhp	16	130·0	17·3		300C	Vyborg Sb.		1972	G
S	**13918**	,,	8,000 X	CL6	M 5,500 bhp	16	130·0	17·3		300C	Vyborg Sb.		1972	G
S	**13965**	,,	15,000 X	CR6	M	22				700C	U.S.S.R.		1973	Gc
S	**13966**	,,	15,000 X	CR6	M	22				700C	U.S.S.R.		1973	Gc
S	**13967**	,,	15,000 X	CR6	M	22				700C	U.S.S.R.		1974	Gc
S	**13968**	,,	15,000 X	CR6	M	22				700C	U.S.S.R.		1974	Gc
FLAG UNKNOWN														
S	**14300**	**Foreign Owner**	12,800	DC2	M-M.A.N. V6V52/55	18	154·8	22·8	9·8	500C	Flensburger	637	1973	Hc
S	13638	**Seafern Shpg.**	14,500	DC2	M-Sulzer 6RND68	16	146·8	22·9	8·5	450C	Upper Clyde Sb.	S123	1973	Ue
	13228	**Unknown Owner**	17,500 X	CL6	M					800C	Bremer Vulkan		1973	
	13229	,,	17,500 X	CL6	M					800C	Bremer Vulkan		1973	
BUILDERS ACCOUNT														
S	**14192**	**Italcantieri**	19,710	CL6	T-Westinghouse 38,000 shp	23	216·4	30·5	9·1	1,200C	Italcantieri	G4286	1973	G
S	**14193**	,,	19,710	CL6	T-Westinghouse 38,000 shp	23	216·4	30·5	9·1	1,200C	Italcantieri	G4287	1973	G
CONVERSIONS														
US	C0241	**American Export**	12,500	CL6	T-G.E.C. 2x6,875 shp	18	150·3	22·3	9·3	463C	Norfolk Sb.	CD		
US	C0242	,,	12,500	CL6	T-G.E.C. 2x6,875 shp	18	150·3	22·3	9·3	463C	Norfolk Sb.	CD		
US	C0423	**American Mail**	18,929	CR6	T-G.E.C. 19,250 shp	22	203·8	23·2	9·6	892C	Bethlehem Sb.	CD	Sep 1971	EGb
US	C0424	,,	18,929	CR6	T-G.E.C. 19,250 shp	22	203·8	23·2	9·6	892C	Bethlehem Sb.	CD	Dec 1971	EGb
US	C0425	,,	18,929	CR6	T-G.E.C. 19.250 shp	22	203·8	23·2	9·6	892C	Bethlehem Sb.	CD	Mar 1972	EGb
GB	C0335	**Head Line**		CN6						400C	Harland & Wolff	CD		
GB	C0390	**Manchester Liners**		CL6	T 7,700 shp	17	142·6	19·0			Smiths Dock Co.	CD		
US	C0400	**Matson Navigation**	24,500	DC6	E 10,000 shp		181·4	22·9		455C	Willamette	CT	1971	V
US	C0317	**U.S.Lines**	17,430	CR6	T	20	201·5			944C	Todd Shpyds.	CD		G
US	C0318	,,	17,430	CR6	T	20	201·5			944C	Todd Shpyds.	CD		G
US	C0323	,,	17,430	CR6	T	20	201·5			944C	Alabama Dd.	CD		G
US	C0325	,,	17,430	CR6	T	20	201·5			944C	Bethlehem Sb.	CD		G
US	C0326	,,	17,430	CR6	T	20	201·5			944C	Norfolk Sb.	CD		G
CONTRACTS PENDING OR NEGOTIATING														
	T0832	**American President**	20,200	CR6	T	23	203·8	27·4	10·1	978C	Subsidy rqstd.	1	1972	EH
	T0961	**Central Gulf Ss.**		CJ6							Planning	3		
	T0950	**Delta Ss.Lines**		CJ6							Planning	3		
	T0681	**Malmros Rederi**		CL6							Projected	1		
	T0758	**Matson Navigation**	22,000	CR6	T	23	219·1	28·9		1,016C	Enquiring	2		
	T0694	**M.S.T.S.**	31,960 F	CV6		21	197·5	28·0	9·1	1,118C	Proposed	30		DJKS
	T0730	**Rotterdam Lloyd**		CL6		26				1,800C	Planning	1		
	T0913	**Safmarine**	25,000	CL6							Enquiring	2		
S	**T0951**	**Seatrain Lines**	22,940	CL6							Planning	6		
	T0866	**U.S.S.R.**		CL6						1,300C	Enquiring	1	1972	
S	**T0956**	**Waterman Ss.Co.**		CJ6							Planning	12		
S	**T0957**	,,	16,000	CL6	T 35,000 shp	23	(209)	31·4	9·0	1,540C	Planning	5		

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features

TANKERS 150,000 TONS D.W. AND ABOVE

GREAT BRITAIN

	11120	**Anglomar Shpg.Co.**	253,500 L	TO6	T-A.E.I. 32,000shp	15	342·8	51·8	20·1	298,180 L	Swan Hunter	W29	Dec 1972	Uc
	11134	**Anglo-Norness**	261,000 L	TO6	T 32,000 shp	15	344·3	51·8	20·6		Scott Lithgow	K1183	1Q. 1973	U
C	11438*	,,	261,000 L	TO6	T 32,000 shp	15	344·3	51·8	20·6		Scott Lithgow	K1188	2Q. 1973	U
	14050	**Blandford Shpg.Co.**	227,700 L	TO6	T-Kawasaki UA300	15	327·0	48·2	19·5	268,600 L	Kawasaki H.I.	S1177	Nov 1973	
	09533	**BP Tanker Co.**	215,000 L	TO6	T-Mitsubishi 30,000 shp	16	324·2	48·8	19·2	271,700 L	Mitsui Zosen	C847	Jul 1971	
	09861	,,	215,000 L	TO6	T-Mitsubishi 30,000 shp	16	324·2	48·8	19·2	271,700 L	Mitsui Zosen	C872	May 1972	
	10399	,,	212,160 L	TO6	T-Mitsubishi MS6	15	326·0	48·7	18·9	264,450 L	Mitsubishi	N1674	Jun 1971	cei
	10400	,,	212,160 L	TO6	T-Mitsubishi MS6	15	326·0	48·7	18·9	264,450 L	Mitsubishi	N1675	Dec 1971	ei
	10466	,,	215,000 L	TO6	T-Kawasaki 30,000 shp	15	327·0	48·8	19·2	268,600 L	Kawasaki H.I.	S1133	Jan 1972	Ui
S	13060	,,	225,000 L	TO6	T-G.E.C. 32,000 shp	16	329·6	48·7	19·8		Ned.Dok & Sch.	845	1973	
S	13061	,,	225,000 L	TO6	T-G.E.C. 32,000 shp	16	329·6	48·7	19·8		Ned.Dok & Sch.	846	1974	
	13187	,,	250,000 L	TO6	T-G.E.C. 32,000 shp	16	343·1		19·9		Verolme	850	1974	
	13188	,,	250,000 L	TO6	T-G.E.C. 32,000 shp	16	343·1		19·9		Verolme	851	1974	
	13512	,,	223,000 L	TO6	T-Stal-Laval AP40/30	15	329·9	48·2	19·4	260,247 L	Ch.Atlantique	C25	1973	x
	14135	,,	261,000 L	TO6	T-Mitsubishi 30,000 shp	15	337·0	53·6	20·4		Mitsubishi	N1703	May 1974	
	14136	,,	261,000 L	TO6	T-Mitsubishi 30,000 shp	15	337·0	53·6	20·4		Mitsubishi	N1704	Nov 1974	

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
TANKERS - 150,000 TONS D.W. AND ABOVE (cont) GREAT BRITAIN (cont)														
S	10374*	**Canadian Pacific**	250,000 L	TO6	M-B.& W. 9K98FF	15	338·1	51·8	20·9		Nippon Kokan	U4	1971	X
	12167*	**Chandris**	283,000 L	TO6	T-Stal-Laval	15	347·4	51·8	22·1		Lindovaerft	L45	Mid 1973	U
S	10917	**Coates Shpg.Co.**	227,000 L	TO6	T-Stal-Laval AP40/30	16	332·3	45·6	20·6	283,170L	Gotaverken	853	1972	U
S	13530	,,	283,000 L	TO6	T-Stal-Laval 34,000 shp	15	347·5	52·0	22·1		Aker Group	680	3Q. 1974	
C	09946*	**Court Line**	227,000 L	TO6	T-Stal-Laval AP40/30	16	332·3	45·6	20·6	283,170L	Gotaverken	849	1971	U
	13398	**Dovey Shpg.**	253,000 L	TO6	T-G.E.C. 32,000 shp	16	344·3		20·0		Verolme	853	Dec 1974	
C	12072	**Globtik Tankers**	477,000 L	TO6	T-I.H.I. 45,000 shp	15	379·0	62·0	28·0		I.H.I.	K2239	Feb 1973	x
C	**14021**	,,	477,000 L	TO6	T-I.H.I. 45,000 shp	15	379·0	62·0	28·0		I.H.I.	K/	May 1974	x
S	10969*	**London Shipowning**	252,000 L	TO6	T-Stal-Laval AP40/30	16	340·1	51·8	20·0		Kockums Mek.V.	529	Jun 1971	Ycei
	11831	**Maritime Overseas**	262,500 L	TO6	T-Kawasaki UA	15	(316)	51·2	21·9		Hitachi Zosen	S4337	Dec 1973	
S	09759	**Petrofina**	225,000 L	TO6	T-G.E.C. 32,000 shp	16	329·6	48·7	19·9		Ned.Dok & Sch.	808	1H. 1971	X
S	11239	,,	225,000 L	TO6	T-G.E.C. 32,000 shp	16	329·6	48·7	19·9		Ned.Dok & Sch.	826	Aug 1971	
CS	10793	**Williams Hudson**	253,000 L	TO6	T-Stal-Laval AP40/30	16	340·1	51·8	20·0		Kockums Mek.V.	526	Jun 1971	Yceij
CS	10794	,,	253,000 L	TO6	T-Stal-Laval AP40/30	16	340·1	51·8	20·0		Kockums Mek.V.	527	Nov 1971	Yceij
DENMARK														
C	08457	**Moller,A.P.**	284,000 L	TO6	T-Stal-Laval AP40/30	15	347·4	51·8	22·1		Lindovaerft	L34	May 1971	U
	09803	,,	283,500 L	TO6	T-Stal-Laval AP40/30	15	347·4	51·8	22·1		Lindovaerft	L37	Aug 1971	U
	11316	,,	283,500 L	TO6	T-Stal-Laval AP40/30	15	347·4	51·8	22·1		Lindovaerft	L38	Nov 1971	U
	11727	,,	283,200 L	TO6	T-Stal-Laval AP40/30	15	347·4	51·8	22·1		Lindovaerft	L41	Jul 1972	U
	11891	,,	283,200 L	TO6	T-Stal-Laval AP40/30	15	347·4	51·8	22·1		Lindovaerft	L42	Oct 1972	U
	11892	,,	283,200 L	TO6	T-Stal-Laval AP40/30	15	347·4	51·8	22·1		Lindovaerft	L43	Dec 1972	U
	13325	,,	282,500 L	TO6	T-Stal-Laval AP40/30	15	347·4	51·8	22·1		Lindovaerft	L46	Jun 1973	U
	13326	,,	282,500 L	TO6	T-Stal-Laval AP40/30	15	347·4	51·8	22·1		Lindovaerft	L47	Nov 1973	U
C	13327	,,	282,500 L	TO6	T-Stal-Laval AP40/30	15	347·4	51·8	22·1		Lindovaerft	L50	May 1974	U
C	13328	,,	282,500 L	TO6	T-Stal-Laval AP40/30	15	347·4	51·8	22·1		Lindovaerft	L51	Nov 1974	U
FRANCE														
C	07872	**Auxiliar.De Nav.,C.**	223,000 L	TO6	T-Stal-Laval AP40/30	16	329·9	48·2	19·4	260,247L	Ch.Atlantique	I24	1971	
	12760	,,	274,000 L	TO6	T-Stal-Laval AP40/30	16	345·3	51·8	21·1		Ch.Atlantique	Q25	1974	U
	10459*	**B.P.,Soc.Mar.**	240,000 L	TO6	T-Stal-Laval AP40/30	15	334·0	48·7	20·3	280,470L	La Ciotat	288	Nov 1972	KUbefil
	09397	**Francaise De Tr.Pet.**	240,000 L	TO6	T-Stal-Laval AP40/30	15	334·0	48·7	20·3	280,470L	La Ciotat	262	Dec 1971	U
	11274	,,	240,000 L	TO6	T-Stal-Laval AP40/30	15	334·0	48·7	20·3	280,470L	La Ciotat	291	Jun 1974	U
C	09398	**Nationale De Nv.,C.**	240,000 L	TO6	T-Stal-Laval AP40/30	15	334·0	48·7	20·3	280,470L	La Ciotat	265	Jul 1971	U
	09079	**Petroles,C.Nav.Des**	223,000 L	TO6	T-Stal-Laval AP40/30	16	329·9	48·2	19·4	260,247L	Ch.Atlantique	L24	Nov 1971	
S	10560	,,	260,100 L	TO6	T-Stal-Laval AP40/30	16	340·1	51·8	20·1	331,000L	Kockums Mek.V.	525	1971	XYcei
S	10792	,,	253,000 L	TO6	T-Stal-Laval AP40/30	16	340·1	51·8	20·0		Kockums Mek.V.	537	Oct 1973	Yce
	11854	,,	274,000 L	TO6	T-Stal-Laval AP40/30	16	346·0	51·8	21·1		Ch.Atlantique	L25	1973	U
C	10559	**Transp.Marit.Petrol.**	240,000 L	TO6	T-Stal-Laval AP40/30	15	334·0	48·7	20·3	280,470L	La Ciotat	273	Jan 1974	U
	12213	,,	240,000 L	TO6	T-Stal-Laval AP40/30	15	334·0	48·7	20·3	277,500L	La Ciotat		1971	U
GERMANY (WEST)														
	13400	**Gelsenkirch.Bergwk.**	228,700 L	TO6	T-A.E.G. 30,000 shp	15	326·0	49·0	20·1		Howaldt.-D.Wft.	55	May 1973	
	14045	,,	228,700 L	TO6	T-A.E.G. 30,000 shp	15	326·0	49·0	20·1		Howaldt.-D.Wft.	58	Nov 1973	
	14046	**U.K.Tankschiff**	228,700 L	TO6	T-A.E.G. 30,000 shp	15	326·0	49·0	20·1		Howaldt.-D.Wft.	59	Feb 1974	
GREECE														
CS	12496*	**Goulandris,N.J.**	255,000 L	TO6	T 31,000 shp	15	(320)	51·8	20·9		Nippon Kokan	U11	Dec 1972	x
	10293	**Lemos,C.M.**	255,000 L	TO6	T-G.E.C. MST-14	16	347·8	51·9	19·9	302,700L	A.G.Weser	1374	1971	UXx
	10927*	,,	255,000 L	TO6	T-G.E.C. MST-14	16	347·8	51·9	19·9	302,700L	A.G.Weser	1377	Apr 1972	Ux
C	10390	**Livanos,G.S.**	283,000 L	TO6	T-Stal-Laval AP40/30	15	347·4	51·8	22·1		Lindovaerft	L39	Dec 1971	U
	10391	,,	283,000 L	TO6	T-Stal-Laval AP40/30	15	347·4	51·8	22·1		Lindovaerft	L40	Apr 1972	U
ISRAEL														
S	**14043**	**Zim Israel**	228,000 L	TO6	T-G.E.C. MST-14	16	329·6	48·7	19·9		Ned.Dok & Sch.	854	1973	
S	**14044**	,,	228,000 L	TO6	T-G.E.C. MST-14	16	329·6	48·7	19·9		Ned.Dok & Sch.	855	1974	
ITALY														
S	**13826**	**Alioth S.p.A.**	254,000 L	TO6	T-Stal-Laval AP40/30	16	348·5	51·8	20·0	310,300L	Italcantieri	M4276	Jul 1973	Uix
S	**13827**	**Antares S.p.A.**	254,000 L	TO6	T-Stal-Laval AP40/30	16	348·5	51·8	20·0	310,300L	Italcantieri	M4277	1Q. 1974	Uix
C	09584	**Cameli,Soc.**	228,000 L	TO6	T-Stal-Laval AP40/30	16	329·6	48·7	19·9	279,400L	Italcantieri	M4232	1971	UXcei
CS	09909	,,	253,000 L	TO6	M-Fiat 10610S	16	348·5	51·8	19·9	310,300L	Italcantieri	M4244	Jun 1972	Ui
C	10730	,,	228,000 L	TO6	T-Stal-Laval AP40/30	16	329·6	48·9	19·9	279,400L	Italcantieri	M4253	Aug 1971	Ucei
S	10918	**S.N.A.M.**	253,000 L	TO6	M-Fiat 10610S	16	348·5	51·8	19·9	310,300L	Italcantieri	M4259	Nov 1972	Ui
S	10919	,,	253,000 L	TO6	M-Fiat 10610S	16	348·5	51·8	19·9	310,300L	Italcantieri	M4260	Apr 1973	Ui
JAPAN														
	13294	**Daiichi Chuo**	168,000 L	TO6	T 28,000 shp	16	(285)	47·4	17·5		Sumitomo Sb.		Sep 1972	
	13295	,,	168,000 L	TO6	T 28,000 shp	16	(285)	47·4	17·5		Sumitomo Sb.		Feb 1973	
	12480	**Idemitsu Tanker Co.**	221,500 L	TO6	T-I.H.I. 33,000 shp	16	(300)	50·0	20·0		I.H.I.	Y2218	Jan 1972	
	13336	,,	243,000 L	TO6	T-Mitsubishi 36,000 shp	16	337·0	53·6	19·0	303,000L	Mitsubishi		1Q. 1973	
	12825	**Japan Line**	231,250 L	TO6	T-Kawasaki 36,000 shp	16	(305)	53·0	19·5		Kawasaki H.I.	S1151	Jun 1971	
	13296	,,	168,000 L	TO6	T 28,000 shp	16	(285)	47·4	17·5		Sumitomo Sb.		Jun 1973	
	13334	,,	251,600 L	TO6	T-I.H.I. 40,000 shp	16	(320)	54·5	19·5		I.H.I.	K2273	Jul 1972	
C	13602	,,	255,500 L	TO6	T						Sumitomo Sb.		Jul 1973	
	13621	,,	250,000 L	TO6	T						I.H.I.	K/	1H. 1974	
	13622	,,	237,000 L	TO6	T-Mitsubishi	16	321·0	52·4	19·8		Mitsubishi		Oct 1974	
	13623	,,	250,000 L	TO6	T						Sumitomo Sb.		Oct 1974	
	12826	**Kawasaki/Iino**	223,930 L	TO6	T-Kawasaki 36,000 shp	16	(305)	53·0	19·5		Kawasaki H.I.	S1155	Sep 1971	
	13692	,,	231,000 L	TO6	T-Kawasaki 36,000 shp	16	(305)	53·0	19·5		Kawasaki H.I.	S1163	Mar 1972	

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
TANKERS - 150,000 TONS D.W. AND ABOVE (cont) JAPAN (cont)														
	13693	**Kawasaki/Iino**	231,150 L	TO6	T-Kawasaki 36,000 shp	16	(305)	53·0	19·5		Kawasaki H.I.	S1164	Jul 1972	
	13099	**Kyoei Tanker**	210,000 L	TO6	T-I.H.I. 36,700 shp	16	(300)	50·0	19·1		I.H.I.	Y2216	Jun 1971	
	13625	**Meiji Kaiun**	260,000 L	TO6	T		337·0	53·6	20·4		Mitsui Zosen		3Q. 1974	
	12632	**Mitsui-Osk**	224,500 L	TO6	M-B.& W. 10K98FF	16	324·0	54·0	19·0	276,500L	Mitsui Zosen	C906	Aug 1971	
	13108	,,	224,500 L	TO6	M-B.& W. 10K98FF	16	324·0	54·0	19·0	276,500L	Mitsui Zosen	C874	1971	
	13297	,,	168,000 L	TO6	T 28,000 shp	16	(285)	47·4	17·5		Sumitomo Sb.		Oct 1973	
	13609	,,	260,000 L	TO6	T		337·0	53·6	20·4		Sumitomo Sb.		1H. 1974	
	12854	**N.Y.K.**	210,000 L	TO6	T-I.H.I. 36,700 shp	16	(300)	50·0	19·1		I.H.I.	Y2206	Apr 1971	
	13280	,,	258,300 L	TO6			(314)	54·8	20·5		Nippon Kokan	U15	Jul 1972	
	13298	,,	168,000 L	TO6	T 28,000 shp	16	(285)	47·4	17·5		Sumitomo Sb.		Feb 1974	
	13579	,,	260,000 L	TO6	T		337·0	53·6	20·4		Mitsui Zosen		Jun 1974	
	09086	**Sanko Kisen**	230,000 L	TO6	T-Kawasaki 36,000 shp	16	(305)	50·7	20·0		Hitachi Zosen	S4300	Jun 1971	
	11719	,,	237,000 L	TO6	T-Mitsubishi MS6-36	16	321·0	52·4	19·8		Mitsubishi	N1677	1971	X
	11720	,,	237,000 L	TO6	T-Mitsubishi MS6-36	16	321·0	52·4	19·8		Mitsubishi	N1678	Apr 1971	
	13624	,,	260,000 L	TO6	T		337·0	53·6	20·4		Mitsubishi		Sep 1974	
	13981	,,	208,500 L	TO6	T-I.H.I. 33,000 shp	16	(300)	50·0	19·0		I.H.I.	Y2285	Nov 1972	
	13982	,,	208,500 L	TO6	T-I.H.I. 33,000 shp	16	(300)	50·0	19·0		I.H.I.	Y2286	Apr 1973	
	14144	,,	235,000 L	TO6	T						Hitachi Zosen	M4349	May 1973	
	14147	,,	260,000 L	TO6	T		337·0	53·6	20·4		Mitsubishi		Aug 1973	
	14148	,,	237,000 L	TO6	T	16	321·0	52·4	19·8		Mitsubishi		1973	
	13259	**Showa Kaiun**	259,000 L	TO6			(314)	54·8	20·5		Nippon Kokan	U9	Mar 1972	
	12680	**Taiyo Shosen**	180,000 L	TO6	M-B.& W. 8K98FF	15	298·3	48·9	18·0		Mitsubishi	N1686	Jun 1971	
	14310	,,	250,000 L	TO6	T						Sasebo Hvy.Ind.		Nov 1973	
	13151	**Terukuni Kaiun**	243,000 L	TO6	T-I.H.I. 40,000 shp	16	(320)	54·5	19·5		I.H.I.	K2213	Jun 1971	X
	10392	**Tokyo Tankers**	372,400 L	TO6	T-I.H.I. 40,000 shp	14	345·5	54·6	27·0	470,000L	I.H.I.	K2168	Nov 1971	
S	13117	**Yamashita-Shinnih.**	209,000 L	TO6	T 35,000 shp	16	326·0	48·2	19·1	256,000L	Sasebo Hvy.Ind.	S216	Aug 1971	
LIBERIA														
C	13124	**Bethlehem Steel**	321,600 L	TO6	T-Mitsubishi 36,000 shp	15	(322)	53·6	24·6		Mitsubishi	N1693	Mar 1973	
C	13125	,,	321,600 L	TO6	T-Mitsubishi 36,000 shp	15	(322)	53·6	24·6		Mitsubishi	N1694	Jun 1973	
C	12331*	**Chandris**	262,820 L	TO6	T-Kawasaki 36,000 shp	16	(316)	51·2	21·9		Hitachi Zosen	S4309	Oct 1972	
C	11721	**Getty Oil**	222,000 L	TO6	T-Mitsubishi 30,000 shp	15	320·0	52·4	19·0	276,880L	Mitsubishi	N1681	Nov 1971	
	13347	,,	222,000 L	TO6	T-Mitsubishi 30,000 shp	16	320·0	52·4	19·0		Mitsubishi	N1697	Jul 1973	
	12824	**Gotaas-Larsen**	214,544 L	TO6	T-Kawasaki 28,000 shp	16	327·0	48·2	19·5	268,600L	Kawasaki H.I.	S1148	Mar 1973	U
	14029*	,,	214,544 L	TO6	T-Kawasaki 30,000 shp	16	327·0	48·2	19·5		Kawasaki H.I.	S1178	1Q. 1974	
	09952	**Goulandris,B.P.**	226,300 L	TO6	M-Mitsubishi MTP	16	322·0	48·2	20·4		Mitsubishi	N1672	Jun 1971	X
C	10365	**Illy Tankers Corp.**	236,000 L	TO6	T-A.E.G. 30,000 shp	15	326·0	49·0	20·4	290,601L	Howaldt.-D.Wft.	13	1971	Xce
CS	09219*	**Island Nav.Corp.**	211,200 L	TO6	T-G.E.C. MST-14	16	326·0	48·8	19·3	256,000L	Sasebo Hvy.Ind.	S202	1971	UXce
S	10848*	,,	205,200 L	TO6	T-I.H.I. 30,000 shp	15	326·0	48·8	19·0	266,000L	Sasebo Hvy.Ind.	S212	Sep 1972	Uce
S	10849*	,,	205,200 L	T06	T-I.H.I. 30,000 shp	15	326·0	48·8	19·0	266,000L	Sasebo Hvy.Ind.	S214	Jan 1973	Uce
C	13468	,,	271,200 L	TO6	T 36,000 shp	15	(324)	53·5	19·5		Sasebo Hvy.Ind.		Mar 1974	
S	10504	**Maritime Overseas**	214,000 L	TO6	T-Kawasaki 30,000 shp	15	322·3	48·2	19·4	255,500L	Hitachi Zosen	S4228	1971	KUXe
	13711*	,,	262,400 L	TO6	T 36,000 shp	16	(316)	51·2	21·9		Hitachi Zosen	S/	Jun 1974	x
	13712*	,,	262,400 L	TO6	T 36,000 shp	16	(316)	51·2	21·9		Hitachi Zosen	S/	Aug 1974	x
	13713*	,,	262,400 L	TO6	T 36,000 shp	16	(316)	51·2	21·9		Hitachi Zosen	S4373	4Q. 1974	x
	12821*	**Mosvold,Torrey**	226,300 L	TO6	T-Kawasaki UA360T	16	305·0	50·8	20·0		Hitachi Zosen	S4302	Jul 1971	
	14253*	**National Bulk Carrs.**	254,000 L	TO6	T		(320)	54·5	19·5		I.H.I.	K/	Mar 1973	
	14254*	,,	264,000 L	TO6	T-I.H.I. 36,000 shp		(320)	54·5	21·0		I.H.I.	K/	Nov 1973	
	14255*	,,	264,000 L	TO6	T-I.H.I. 36,000 shp		(320)	54·5	21·0		I.H.I.	K/	Mar 1974	
	14256*	,,	264,000 L	TO6	T-I.H.I. 36,000 shp		(320)	54·5	21·0		I.H.I.	K/	Aug 1974	
	08495	**Niarchos**	216,500 L	TO6	T-I.H.I. 29,000 shp	16	324·2	48·8	19·3	268,000L	Mitsui Zosen	C812	Apr 1972	
	08496	,,	216,500 L	TO6	T-Mitsubishi 29,000 shp	16	324·2	48·8	19·3	268,000L	Mitsui Zosen	C813	Aug 1972	
	09246*	,,	212,660 L	TO6	T-I.H.I. R804	15	323·7	48·1	19·2		I.H.I.	Y2105	Dec 1971	
	09247*	,,	212,660 L	TO6	T-I.H.I. R804	15	323·7	48·1	19·2		I.H.I.	Y2106	Jul 1972	
C	12099	**Ogden Marine**	263,000 L	TO6	T-Kawasaki 36,000 shp	16	(316)	51·2	21·9		Hitachi Zosen	S4303	Mar 1972	
	10282*	**Onassis**	264,500 L	TO6	T-Kawasaki UA350	15	(331)	51·8			Harland & Wolff	1685	4Q. 1972	
	10283*	,,	264,500 L	TO6	T-Kawasaki UA350	15	(331)	51·8			Harland & Wolff	1686	1H. 1973	
	10784*	,,	223,000 L	TO6	T-Stal-Laval AP40/30	15	329·9	48·2	19·4	265,775L	Ch.Atlantique	Y24	1972	
	10785*	,,	223,000 L	TO6	T-Stal-Laval AP40/30	15	329·9	48·2	19·4	265,775L	Ch.Atlantique	Z24	1972	
	13119*	,,	263,000 L	TO6	T-Kawasaki 36,000 shp	15	(316)	51·2	21·9		Hitachi Zosen	S4316	Jun 1973	
	10989	**Standard Oil,Calif.**	251,000 L	TO6	T-G.E.C. 32,000 shp		343·1	51·8	20·0		Verolme	816	1971	
	10990	,,	251,000 L	TO6	T-G.E.C. 32,000 shp		343·1	51·8	20·0		Verolme	817	1971	
	10991	,,	261,000 L	TO6	T-Westinghouse 32,000 shp	15	337·0	53·6	20·4		Mitsubishi	N1679	Apr 1971	X
	10992	,,	261,000 L	TO6	T-Westinghouse 32,000 shp	15	337·0	53·6	20·4		Mitsubishi	N1680	Nov 1971	
	11722	,,	261,000 L	TO6	T-Westinghouse 32,000 shp	15	337·0	53·6	20·4		Mitsubishi	N1682	Feb 1972	
	11723	,,	261,000 L	TO6	T-Westinghouse 32,000 shp	15	337·0	53·6	20·4		Mitsubishi	N1683	Apr 1972	
S	12951	,,	253,000 L	TO6	T-Stal-Laval AP40/30	16	340·1	51·8	20·0		Kockums Mek.V.	534	Dec 1972	Ycex
S	12952	,,	253,000 L	TO6	T-Stal-Laval AP40/30	16	340·1	51·8	20·0		Kockums Mek.V.	535	May 1973	Ycex
	13610*	,,	261,000 L	TO6	T-Mitsubishi 32,000 shp	15	337·0	53·6	20·4		Mitsubishi	N1699	Dec 1973	
	13611*	,,	261,000 L	TO6	T-Mitsubishi 32,000 shp	15	337·0	53·6	20·4		Mitsubishi	N1700	Mar 1974	
	10441*	**United Overseas**	224,700 L	TO6	T-Mitsubishi MS6	16	326·0	48·7	19·8		Mitsubishi	1673	Dec 1971	
	14252*	**Wah Kwong**	231,000 L	TO6	T-Kawasaki 36,000 shp	16	(305)	53·0	19·5		Kawasaki H.I.	S1179	Sep 1973	
	10393*	**World-Wide Shpg.**	212,600 L	TO6	T-I.H.I. 30,000 shp	16	325·7	48·1	19·2		I.H.I.	Y2153	Oct 1971	i
S	10815*	,,	211,800 L	TO6	T-Kawasaki 33,000 shp	17	326·0	48·8	19·3	256,000L	Sasebo Hvy.Ind.	S208	Apr 1972	Uce
C	11217*	,,	226,000 L	TO6	T-Kawasaki 33,000 shp	16	320·0	50·8	20·0		Hitachi Zosen	S4297	Dec 1971	U
S	11792*	,,	211,800 L	TO6	T-Kawasaki 33,000 shp	17	326·0	48·8	19·3	256,000L	Sasebo Hvy.Ind.	S209	Jan 1972	Uce
S	11793*	,,	211,800 L	TO6	T-Kawasaki 33,000 shp	17	326·0	48·8	19·3	256,000L	Sasebo Hvy.Ind.	S217	Feb 1973	Uce
C	11797	,,	233,200 L	TO6	T-Mitsubishi 34,000 shp	16	321·0	52·4	19·8		Mitsubishi	N1689	Apr 1971	Xe
	12319*	,,	205,200 L	TO6	T-Kawasaki 33,000 shp	15	(313)	48·2	19·0		Sasebo Hvy.Ind.		Dec 1972	
	12499*	,,	233,200 L	TO6	T-Mitsubishi 34,000 shp	16	321·0	52·4	19·8		Mitsubishi		Dec 1972	
C	12554	,,	233,200 L	TO6	T-Mitsubishi 34,000 shp	16	321·0	52·4	19·8		Mitsubishi	N1691	Apr 1973	e
S	12555*	,,	255,000 L	TO6	T-Mitsuhishi 31,000 shp		(320)	51·8	20·7		Nippon Kokan	12	Mar 1973	
	12622*	,,	264,500 L	TO6	T		(331)	51·8			Harland & Wolff	1693	1973	
	12623*	,,	264,500 L	TO6	T		(331)	51·8			Harland & Wolff	1694	1973	
	12983	,,	217,200 L	TO6	T-Kawasaki 33,000 shp	16	(313)	48·2	19·4		Kawasaki H.I.	S1162	Dec 1973	
	14025	,,	233,000 L	TO6	T-Mitsubishi 34,000 shp	16	(304)	52·4	19·8		Mitsubishi	N1702	Dec 1973	

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
TANKERS - 150,000 TONS D.W. AND ABOVE (cont) LIBERIA (cont)														
	14269*	**World-Wide Shpg.**	226,500 L	TO6	T-I.H.I. 33,000 shp	16	(310)	48·1	19·2		I.H.I.	Y/	Mar 1974	
	14304*	,,	231,300 L	TO6	T						Hitachi Zosen		1974	
	14306*	,,	260,000 L	TO6	T						Nippon Kokan		1974	
	10979	**Zim Israel**	236,000 L	TO6	T-A.E.G. 30,000 shp	15	326·0	49·0	20·4	290,601 L	Howaldt.-D.Wft.	20	Aug 1971	ce
NORWAY														
	09890	**Bergesen d.y.,Sig.**	280,000 L	TO6	M-B.& W. 9K98FF	15	342·9	51·8	21·6	341,300 L	Mitsui Zosen	C863	May 1971	
	10820	,,	276,000 L	TO6	M-B.& W. 9K98FF	15	342·9	51·8	21·6	341,300 L	Mitsui Zosen	C875	Sep 1972	
C	12188	,,	285,000 L	TO6	T-Stal-Laval AP40/30	15	347·4	51·8	22·1		Lindovaerft	L48	Oct 1973	U
C	12189	,,	285,000 L	TO6	T-Stal-Laval AP40/30	15	347·4	51·8	22·1		Lindovaerft	L49	Dec 1973	U
C	12318	,,	280,000 L	TO6	M-B.& W. 9K98FF	15	342·9	51·8	21·6	341,300 L	Mitsui Zosen	C899	Apr 1973	
	14013	,,	280,000 L	TO6	M-B.& W. 9K98FF	15	342·9	51·8	21·0	341,300 L	Mitsui Zosen	C934	Dec 1973	
	14319	,,	280,000 L	TO6	M-B.& W. 9K98FF	15	342·9	51·8	21·0	341,300 L	Mitsui Zosen	946	Sep 1974	
S	11907	**Berg/Bjorge**	230,000 L	TO6	T-G.E.C. MST-14	16	325·0	48·1	20·7	285,000 L	Uddevallavarvet	246	Apr 1973	Ucei
CS	10402	**Biornstad,Biorn**	222,000 L	TO6	T-Stal-Laval 30,400 shp	16	327·7	46·4	20·4	283,881 L	Aker Group	672	May 1972	Uce
S	12588	,,	283,000 L	TO6	T-Stal-Laval 34,000 shp	15	347·5	52·0	22·1		Aker Group	681	4Q. 1974	
S	**13829**	,,	283,000 L	TO6	T-Stal-Laval 34,000 shp	15	347·5	52·0	22·1		Aker Group		1H. 1975	
	13455	**Dahl,A/S Thor**	279,500 L	TO6	M-B.& W. 9K98FF	15	342·9	51·8	21·8	341,300 L	Mitsui Zosen	C929	Oct 1973	
C	10431	**Fearnley & Eger**	240,000 L	TO6	T-Stal-Laval AP40/30	15	334·0	48·7	20·3	280,470 L	La Ciotat	274	Jun 1972	Ux
C	10432	,,	240,000 L	TO6	T-Stal-Laval AP40/30	15	334·0	48·7	20·3	280,470 L	La Ciotat	287	Jun 1973	Ux
	11728	,,	214,544 L	TO6	T-Kawasaki 28,000 shp	16	327·0	48·2	19·5	268,600 L	Kawasaki H.I.	S1144	Dec 1972	Ux
S	13433	**Godager,Odd**	230,000 L	TO6	T 32,400 shp	16	325·0	48·1	20·7	285,000 L	Uddevallavarvet	282	1974	Ucei
S	**13820**	**Hansen-Tangen,H.E.**	230,000 L	TO6	T 32,400 shp	16	325·0	48·1	20·7	285,000 L	Uddevallavarvet	285	1975	Ucei
CS	10470	**Jahre,Anders**	256,000 L	TO6	T-Mitsubishi 31,000 shp	15	338·1	51·8	20·9		Nippon Kokan	U5	Apr 1971	
C	13577	,,	256,000 L	TO6	T-Mitsubishi 31,000 shp	15	338·1	51·8	20·5		Nippon Kokan	U/	1Q. 1974	
	11628	**Knutsen,Knut**	282,500 L	TO6	T-G.E.C. MST-14	15	347·4	51·8	22·1		Lindovaerft	L44	Feb 1973	U
CS	10259	**Lodding,Per.**	230,000 L	TO6	T-G.E.C. MST-14	16	325·0	48·1	20·7	285,000 L	Uddevallavarvet	236	4Q. 1971	Ucei
C	11636	**Rasmussen,Einar**	214,700 L	TO6	M-B.& W. 9K98FF	15	324·2	48·8	19·3	267,000 L	Mitsui Zosen	C897	Jan 1973	
S	09769	**Reksten,Hilmar**	222,000 L	TO6	T-G.E.C. MST-14	16	327·7	46·4	20·4	283,881 L	Aker Group	670	Sep 1971	Uce
S	10016	,,	222,000 L	TO6	T-G.E.C. MST-14	16	327·7	46·4	20·4	283,881 L	Aker Group	671	Dec 1971	Uce
S	10017	,,	283,000 L	TO6	T-G.E.C. MST-14	15	347·5	52·0	22·1		Aker Group	673	Sep 1972	
S	10018	,,	283,000 L	TO6	T-G.E.C. MST-14	15	347·5	52·0	22·1		Aker Group	674	Dec 1972	
S	13531	,,	283,000 L	TO6	T-G.E.C. MST-14	15	347·5	52·0	22·1		Aker Group	675	1H. 1973	
S	13532	,,	283,000 L	TO6	T-G.E.C. MST-14	15	347·5	52·0	22·1		Aker Group	678	1Q. 1974	
S	13533	,,	283,000 L	TO6	T-G.E.C. MST-14	15	347·5	52·0	22·1		Aker Group	682	1H. 1975	
S	13396	**Staubo,Helmer**	253,000 L	TO6	T-Stal-Laval AP40/30	16	340·1	51·8	20·0		Kockums Mek.V.	543	Oct 1974	Yce
	13397	,,	253,000 L	TO6	T-G.E.C. 32,000 shp	16	344·3		20·0		Verolme	852	Jun 1973	x
CS	10635	**Waage,Hagbart**	222,000 L	TO6	T-Stal-Laval 30,400 shp	16	327·7	46·4	20·4	283,881 L	Aker Group	668		Uce
CS	10661	,,	227,000 L	TO6	T-Stal-Laval AP40/30	16	332·3	45·6	20·6	283,170 L	Gotaverken	850	Jul 1971	U
CS	10700	,,	222,000 L	TO6	T-Stal-Laval 30,400 shp	16	327·7	46·4	20·4	283,881 L	Aker Group	669	May 1971	Uce
S	13488	,,	283,000 L	TO6	T-Stal-Laval 34,000 shp	15	347·5	52·0	22·1		Aker Group	676	Nov 1973	
S	13489	,,	283,000 L	TO6	T-Stal-Laval 34,000 shp	15	347·5	52·0	22·1		Aker Group	679	Aug 1974	
CS	12864	**Wilhelmsen,W.**	283,000 L	TO6	T 34,000 shp	15	347·5	52·0	22·1		Aker Group	677	2H. 1973	
S	10958	**Wrangell,H.M.**	227,000 L	TO6	T-Stal-Laval AP40/30	16	332·3	45·6	20·6	283,170 L	Gotaverken	834	Mar 1973	U
PANAMA														
	10294*	**Lemos,C.M.**	255,000 L	TO6	T-G.E.C. MST-14	16	347·8	51·9	19·9	302,700 L	A.G.Weser	1375	Mid 1971	U
	10295*	,,	255,000 L	TO6	T-G.E.C. MST-14	16	347·8	51·9	19·9	302,700 L	A.G.Weser	1376	4Q. 1971	U
C	11204	**Safmarine**	213,300 L	TO6	T-I.H.I. 33,400 shp	16	(307)	48·2	19·8		I.H.I.	K2195	Dec 1971	x
C	11479	,,	266,200 L	TO6	T-I.H.I. 38,700 shp	16	(320)	54·5	20·8		I.H.I.	K2196	Apr 1973	x
	12479	,,	217,400 L	TO6	T-I.H.I. 33,000 shp	16	(307)	48·2	19·7		I.H.I.	K2197	Apr 1972	x
	12982	**World-Wide Shpg.**	227,600 L	TO6	T-Kawasaki 36,000 shp	15	(305)	53·0	19·5		Kawasaki H.I.	S1161	Oct 1972	x
SPAIN														
C	09436	**Iberica,Naviera**	152,500 L	TO6	M-B.& W. 8K98FF	15	290·1	46·0	17·2	193,000 L	E.N.Bazan	F128		
	09437	,,	152,500 L	TO6	M-B.& W. 8K98FF	15	290·0	46·0	17·2	190,000 L	E.N.Bazan		1971	
C	09511	**Marflet**	160,000 L	TO6	M-B.& W. 8K98FF	16	290·0	46·5	17·4		Astano	225	1971	X
	13554	,,	230,000 L	TO6	M-B.& W. 8K98FF	15	319·9	50·7	19·8		Ast.Espanoles	C89	1973	
	13633	,,	233,680 L	TO6	M-Sulzer 2×7RND90	16	336·9	51·8	18·9		Astano	239	Sep 1973	
	10003	**Repesa**	151,000 L	TO6	M-B.& W. 7K98FF	16	287·7	45·6	17·2	186,997 L	Ast.Espanoles	C90	1971	UX
SWEDEN														
S	13432	**Monacus Ab.**	230,000 L	TO6	T 32,400 shp	16	325·0	48·1	20·7	285,000 L	Uddevallavarvet	283	1975	Ucei
CS	11811	**Salenrederierna**	252,000 L	TO6	T-Stal-Laval AP40/30	16	340·1	51·8	20·0		Kockums Mek.V.	530	Nov 1971	Ycej
CS	11812	,,	252,000 L	TO6	T-Stal-Laval AP40/30	16	340·1	51·8	20·0		Kockums Mek.V.	531	Mar 1972	Ycej
CS	12063	,,	252,000 L	TO6	T-Stal-Laval AP40/30	16	340·1	51·8	20·0		Kockums Mek.V.	532	Jun 1972	Ycej
CS	12064	,,	252,000 L	TO6	T-Stal-Laval AP40/30	16	340·1	51·8	20·0		Kockums Mek.V.	533	Sep 1972	Ycej
S	**13846**	,,	255,400 L	TO6	T-Stal-Laval AP40/30	16	340·1	51·8	20·0		Kockums Mek.V.	541	May 1974	Ycej
S	**13847**	,,	255,400 L	TO6	T-Stal-Laval AP40/30	16	340·1	51·8	20·0		Kockums Mek.V.	544	Dec 1974	Ycej
UNITED STATES														
	10951	**American Oil Co.**	230,000 L	TO6	M-B.& W. 8K98FF	15	319·9	50·7	19·8		Ast.Espanoles	C93	Feb 1973	
	10952	,,	230,000 L	TO6	M-B.& W. 8K98FF	15	319·9	50·7	19·8		Ast.Espanoles	C94	Aug 1973	
	13555	,,	230,000 L	TO6	M-B.& W. 8K98FF	15	319·9	50·7	19·8		Ast.Espanoles	C95	Feb 1974	
	13556	,,	230,000 L	TO6	M-B.& W. 8K98FF	15	319·9	50·7	19·8		Ast.Espanoles	C96	Aug 1974	
C	12140	**Seatrain Lines**	225,000 L	TO6	T 2×25,000 shp	17	333·5	44·0	21·3		Seatrain Sb.	100	1971	I
C	12141	,,	225,000 L	TO6	T 2×25,000 shp	17	333·5	44·0	21·3		Seatrain Sb.	101	1971	I
U.S.S.R.														
S	11830	**U.S.S.R.**	150,000 L	TO6	T 30,000 shp	16	293·0	45·0	17·0		Baltic Sb.		1973	Ubce
S	**13807**	,,	150,000 L	TO6	T 30,000 shp	16	293·0	45·0	17·0		Baltic Sb.		1973	Ubce

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
TANKERS - 150,000 TONS D.W. AND ABOVE (cont) U.S.S.R. (cont)														
S	**13808**	**U.S.S.R.**	150,000 L	TO6	T 30,000 shp	16	293·0	45·0	17·0		Baltic Sb.		1974	Ubce
S	**13809**	,,	150,000 L	TO6	T 30,000 shp	16	293·0	45·0	17·0		Baltic Sb.		1974	Ubce
INTERNATIONAL COMPANIES														
	13057	**Esso Group**	253,800 L	TO6	T-G.E.C. MST-14	16	347·8	51·9	19·9	302,700L	A.G.Weser	1385	1973	U
	13058	,,	253,800 L	TO6	T-G.E.C. MST-14	16	347·8	51·9	19·9	302,700L	A.G.Weser	1386	1973	U
	13434	,,	253,800 L	TO6	T-G.E.C. MST-14	16	347·8	51·9	19·9	302,700L	A.G.Weser	1387	1973	U
	13435	,,	253,800 L	TO6	T-G.E.C. MST-14	16	347·8	51·9	19·9	302,700L	A.G.Weser	1388	1973	U
S	**14057**	,,	250,000 L	TO6	T-Mitsubishi 31,000 shp	15	338·1	51·8	20·5		Nippon Kokan	U18	Dec 1973	
S	**14058**	,,	250,000 L	TO6	T-Mitsubishi 31,000 shp	15	338·1	51·8	20·5		Nippon Kokan	U19	Feb 1974	
	14126	,,	253,800 L	TO6	T-G.E.C. MST-14	16	347·8	51·9	19·9	302,700L	A.G.Weser	1378	1Q. 1974	U
	09502	**Esso Group-France**	255,000 L	TO6	T-Stal-Laval AP45/33	15	347·5	51·8	19·9		Ch.Atlantique	M24	4Q. 1971	
	10706	,,	255,000 L	TO6	T-Stal-Laval AP45/33	15	347·5	51·8	19·9		Ch.Atlantique	U24	2Q. 1972	
	13018	,,	255,000 L	TO6	T-Stal-Laval AP45/33	15	347·5	51·8	19·9		Ch.Atlantique	R25	1974	
	08997	**Esso Group-G.B.**	253,000 L	TO8	T-A.E.I. 32,000 shp	16	348·2	51·8	20·0	311,266L	Harland & Wolff	1677	1971	Ue
S	12729	,,	253,000 L	TO6	T-Stal-Laval AP40/30	16	340·1	51·8	20·0		Kockums Mek.V.	539	Dec 1973	Ycex
S	12954	,,	253,000 L	TO6	T-Stal-Laval AP40/30	16	340·1	51·8	20·0		Kockums Mek.V.	540	Mar 1974	Ycex
S	09035	**Esso Group-Pan.**	254,000 L	TO6	T-Stal-Laval AP40/30	16	348·5	51·8	19·9	310,300L	Italcantieri	M4235	1Q. 1972	Ue
	12582	**Esso Group-U.S.A.**	250,000 L	TO8	T-G.E.C. MST-14	16	343·1	51·8	19·9	303,000L	Verolme	827	1972	Ui
	12583	,,	250,000 L	TO8	T-G.E.C. MST-14	16	343·1	51·8	19·9	303,000L	Verolme	828	1972	Ui
	12669	,,	200,000 L	TO6	T		364·0				Newport News		1973	I
	12670	,,	200,000 L	TO6	T		364·0				Newport News		1973	I
	13510	**Gulf Oil**	233,680 L	TO6	M-Sulzer 2×7RND90	16	336·9	51·8	18·9		Astano	233	Dec 1972	
	13565	,,	233,680 L	TO6	M-Sulzer 2×7RND90	16	336·9	51·8	18·9		Astano	236	1973	
	13566	,,	233,680 L	TO6	M-Sulzer 2×7RND90	16	336·9	51·8	18·9		Astano	237	1974	
	13567	,,	233,680 L	TO6	M-Sulzer 2×7RND90	16	336·9	51·8	18·9		Astano	238	1974	
	11299	**Gulf Oil-Korea**	324,000 L	TO6	T-Kawasaki 2×18,500 shp	14	345·7	53·3	24·8	399,600L	Astano	231	1972	Uht
	10647	**Gulf Oil-Kuwait**	324,000 L	TO6	T-Kawasaki 2×18,500 shp	14	345·7	53·3	24·8	399,600L	Astano	229	1972	Uht
	14257	**Gulf Oil-Liberia**	218,500 L	TO6	T-I.H.I. 36,000 shp		(300)	50·0	20·0		I.H.I.	Y2270	Mar 1973	
	10589	**Gulf Oil-Spain**	324,000 L	TO6	T-Kawasaki 2×18,500 shp	14	345·7	53·3	24·8	399,600L	Astano	226	Jul 1971	Uht
	10590	,,	324,000 L	TO6	T-Kawasaki 2×18,500 shp	14	345·7	53·3	24·8	399,600L	Astano	227	1971	Uht
	11749	,,	324,000 L	TO6	T-Kawasaki 2×18,500 shp	14	345·7	53·3	24·8	399,600L	Astano	232	1972	Uht
S	09443	**Mobil Oil**	211,200 L	TO6	T-G.E.C. MST-14	16	326·0	48·8	19·3	256,000L	Sasebo Hvy.Ind.	S203	Jun 1971	U
S	10077	,,	211,200 L	TO6	T-G.E.C. MST-14	16	326·0	48·8	19·3	256,000L	Sasebo Hvy.Ind.	S206	Nov 1971	U
	11271	,,	250,000 L	TO6							Brod.Split		1972	
	11272	,,	250,000 L	TO6							Brod.Split		1973	
	11273	,,	250,000 L	TO6							Brod.Split		1974	
	11852	**Shell Group-France**	274,000 L	TO6	T-Stal-Laval AP40/30	16	346·0	51·8	21·1		Ch.Atlantique	E25	1973	Ucei
	11853	,,	274,000 L	TO6	T-Stal-Laval AP40/30	16	346·0	51·8	21·1		Ch.Atlantique	F25	1973	Ucei
	12348	**Shell Group-G.B.**	274,000 L	TO6	T-Stal-Laval AP40/30	16	346·0	51·8	21·1		Ch.Atlantique	M25	1974	Ucei
	12349	,,	274,000 L	TO6	T-Stal-Laval AP40/30	16	346·0	51·8	21·1		Ch.Atlantique	N25	1974	Ucei
	12694	,,	282,600 L	TO6	T	15	347·4	51·8	22·1		Lindovaerft	L52	1974	Ux
	12695	,,	282,600 L	TO6	T	15	347·4	51·8	22·1		Lindovaerft	L53	1974	Ux
	12696	,,	282,600 L	TO6	T	15	347·4	51·8	22·1		Lindovaerft	L54	1975	Ux
	12697	,,	282,600 L	TO6	T	15	347·4	51·8	22·1		Lindovaerft	L55	1975	Ux
S	12548	**Texaco**	225,000 L	TO6	T-G.E.C. MST-14	16	329·6	48·7	19·9		Ned.Dok & Sch.	832	1972	
S	12549	,,	225,000 L	TO6	T-G.E.C. MST-14	16	329·6	48·7	19·9		Ned.Dok & Sch.	833	1972	
	09077	**Texaco-G.B.**	253,500 L	TO6	T-Stal-Laval AP40/30	15	349·0	51·8	20·1		Swan Hunter	W5	May 1971	
	09644	,,	254,500 L	TO6	T-Stal-Laval AP40/30	15	344·9	51·8	20·1	314,920L	Lindovaerft	L36	May 1971	Uce
S	12953	,,	253,000 L	TO6	T-Stal-Laval AP40/30	16	340·1	51·8	20·0		Kockums Mek.V.	536	Jun 1973	Yce
	13521	,,	261,000 L	TO6	T-Kawasaki 32,000 shp	15	345·3	53·7	20·1	320,000L	Astano	234	1973	
	13522	,,	261,000 L	TO6	T-Kawasaki 32,000 shp	15	345·3	53·7	20·1	320,000L	Astano	235	1974	
BUILDERS ACCOUNT														
S	**14183**	**Italcantieri**	254,000 L	TO6	T-Stal-Laval AP40/30	16	348·5	51·8	20·0	310,300L	Italcantieri	M4290	1974	Ui
S	**14184**	,,	254,000 L	TO6	T-Stal-Laval AP40/30	16	348·5	51·8	20·0	310,300L	Italcantieri	M4291	1974	Ui
CONTRACTS PENDING OR NEGOTIATING														
	T0714	**American Owner**	250,000 L	TO6	G 50,000 shp						Proposed	1		
	T0588	**BP Tanker Co.**	215,000 L	TO6							Enq.Spain	1		
	T0657	**Castilla,Naviera De**	230,000 L	TO6							Planning	2		
	T0940	**Esso Group**	255,000 L	TO6	T-Mitsubishi 31,000 shp	16	347·8	51·9	19·9		Neg.N.K.K.	2	1974	
	T0759	**Esso Group-U.S.A.**	250,000 L	TO6							Planning	6-30		I
	T0859	**Gulf Oil**	200,000 L	TO6							Enq.Akers	2×2		
	T0497	**Indian Owner**	150,000 L	TO6							Enquiring	2		
	T0877	**Meyer,P.**	230,000 L	TO6	T 28,000 shp						Opt.H.D.W.	1		
	T0587	**Mobil Oil**	200,000 L	TO6							Enq.Spain	4		
	T0860	,,	210,000 L	TO6	T-I.H.I. 30,000 shp	16	(313)	48·2	19·3		Neg.Sasebo	1	Jun 1973	
	T0941	,,	250,000 L	TO6	T						Neg.Sasebo	1	1974	
	T0825	**Mosvold,Torrey**	233,000 L	TO6	T-Kawasaki 33,000 shp		(305)	50·8	20·0		Neg.Hitachi	1	Sep 1971	
	T0895	,,	230,000 L	TO6	T 36,000 shp	16	(310)	53·0	19·1		Neg.Hitachi	1	4Q. 1972	
	T0939	**National Bulk Carrs.**	251,800 L	TO6							Neg.Japan	4	1Q. 1975	
	T0774	**Onassis**	260,000 L	TO6	T 36,000 shp	16	(316)	51·2	21·9		Enq.Japan	3	Mid 1972	
	T0797	**Salenrederierna**	400,000 L	TO6	T						Enquiring	2		
S	**T0953**	**Seatrain Lines**	230,000 L	TO6	T 2×25,000 shp	17	(319)	44·0			Planning	7		
	T0847	**Shell Group**	250,000 L	TO6	T						Neg.Verolme	2		
	T0848	,,	250,000 L	TO6	T						Enq.Japan	6		
	T0923	**Shinwa Kaiun**	237,000 L	TO6							Neg.Mitsubishi	1	Mar 1973	
	T0980	**Standard Oil,Calif.**	261,000 L	TO6	T-Mitsubishi 30,000 shp	15	337·0	53·6	20·4		Tent.Mitsubishi	2	Mid 1974	
	T0756	**Tokyo Tankers**	500,000 L	TO6							Neg.Mitsubishi	1		
	T0969	**U.K.Tankschiff**	228,000 L	TO6	T 30,000 shp	15	326·0	49·0	20·0		Opt.H.D.W.	1		
	T0926	**U.S.Lines**	220,000 L	TO6							Proposed	4		
	T0812	**World-Wide Shpg.**	210,000 L	TO6	T-Kawasaki 30,000 shp		(307)	48·2	16·4		Neg.Hitachi	1	4Q. 1972	
	T0977	,,	246,000 L	TO6	T 35,000 shp	16	(330)	52·5	19·5		Neg.Sasebo	1	Mid 1974	

Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
TANKERS - 150,000 TONS D.W. AND ABOVE (cont) CONTRACTS PENDING OR NEGOTIATING (cont)													
T0834	**Zim Israel**	260,000L	TO6							Enquiring	3		
T0842	,,	300,000L	TO6							Planning	1		

Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features

TANKERS

GREAT BRITAIN

C	11289	**Anglomar Shpg.Co.**	25,700L	TQ6	M-B.& W. 6K74EF	15	170·8	24·8	9·9	33,980L	Swan Hunter	H35	Apr 1971	UXh
	11746	**Anglo-Norness**	25,700L	TQ6	M-B.& W. 6K74EF	15	170·8	24·8	9·9	33,980L	Swan Hunter	H36	1971	Uh
	11747	,,	25,700L	TQ6	M-B.& W. 6K74EF	15	170·8	24·8	9·9	33,980L	Swan Hunter	H38	1971	Uh
GS	10787	**Athel Line**	23,600	TJ6	M-B.& W. 774VT2BF160	16	169·3	24·8	9·6	30,865L	Uddevallavarvet	238	1971	h
GS	10788	,,	23,600	TJ6	M-B.& W. 774VT2BF160	16	169·3	24·8	9·6	30,865L	Uddevallavarvet	239	1971	h
GS	10789	,,	23,600	TJ6	M-B.& W. 774VT2BF160	16	169·3	24·8	9·6	30,865L	Uddevallavarvet	240	1972	h
GS	10790	,,	23,600	TJ6	M-B.& W. 774VT2BF160	16	169·3	24·8	9·6	30,865L	Uddevallavarvet	241	1972	h
GS	11236	,,	23,600	TJ6	M-B.& W. 774VT2BF160	16	169·3	24·8	9·6	30,865L	Uddevallavarvet	242	1972	h
GS	11237	,,	23,600	TJ6	M-B.& W. 774VT2BF160	16	169·3	24·8	9·6	30,865L	Uddevallavarvet	243	1972	h
	11288	**Bibby Line Ltd.**	22,940	TG6	M-Doxford 76J6	17	186·8	26·8	9·6	31,000R	Swan Hunter	H34	Mar 1972	cei
	13230	,,	38,400	TG6	M 20,000 bhp	17	206·6	31·4	11·2	52,000R	France-Gironde	DK285	Dec 1973	
	13231	,,	38,400	TG6	M 20,000 bhp	17	206·6	31·4	11·2	52,000R	France-Gironde	DK286	Oct 1974	
	11517	**BP Tanker Co.**	25,000	TR6	M-Sulzer 6RND76	14	170·6	25·0	9·6		Scott Lithgow	B724	Dec 1971	Uce
	11518	,,	25,000	TR6	M-Sulzer 6RND76	14	170·6	25·0	9·6		Scott Lithgow	B725	Jun 1972	Uce
	11519	,,	25,000	TR6	M-Sulzer 6RND76	14	170·6	25·0	9·6		Scott Lithgow	B726	Dec 1972	Uce
	11520	,,	25,000	TR6	M-Sulzer 6RND76	14	170·6	25·0	9·6		Scott Lithgow	B727	Mar 1973	Uce
	11521	,,	25,000	TR6	M-B.& W. 9,000 bhp	14	170·6	25·0	9·6		Scott Lithgow	E1187	Jun 1973	Uce
	11522	,,	25,000	TR6	M-B.& W. 9,000 bhp	14	170·8	25·0	9·6		Eriksbergs M.V.	658		Uce
	11523	,,	25,000	TR6	M-B.& W. 9,000 bhp	14	170·8	25·0	9·6		Eriksbergs M.V.	659		Uce
	11524	,,	25,000	TR6	M-B.& W. 9,000 bhp	14	170·8	25·0	9·6		Eriksbergs M.V.	660		Uce
	11525	,,	25,000	TR6	M-B.& W. 9,000 bhp	14	170·8	25·0	9·6		Eriksbergs M.V.	661		Uce
	11526	,,	25,000	TR6	M	14	170·7	25·0	9·6		N.V.Boelwerf	1469	Dec 1972	Uce
	11527	,,	25,000	TR6	M	14	170·7	25·0	9·6		N.V.Boelwerf	1470	Mar 1973	Uce
	11528	,,	25,000	TR6	M-B.& W. 6K74EF	14	170·8	25·0	9·6		Brod.Split		1972	
	12673	**Buries Markes**		TH6	M		249·5	40·1	10·6	87,600R	Moss-Rosenberg	R196	1973	
C	12563	**Common Bros.**	31,000	TR6	M-Sulzer 7RND76	16	191·9	27·2	10·4	41,768L	Swan Hunter	H46	1972	
C	12564	,,	31,000	TR6	M-Sulzer 7RND76	16	191·9	27·2	10·4	41,768L	Swan Hunter	H47	1972	
	11088	**Court Line**	47,000	TN6	M-Sulzer 6RD90	15	206·7	29·0	11·9		Ast.Espanoles	M157	1971	Xx
C	10982	**Destiny Tankers Ltd.**	24,800	TR6	M-Doxford 67J6	15	169·8	24·8	9·7		Doxford Group	D846	1971	UX
	11258	**Gibson,George**	2,500	TG6	M-M.W.M. TbRHS345A	14	82·3	13·0	6·0	2,730	H.Brand	187	May 1971	
	12352	,,	2,000X	TG6	M-M.W.M. TbRHS345A	13	(71)	12·7	5·8	2,500	H.Brand	188	Oct 1972	
	13586	,,	2,000	TG6	M-M.W.M. TbRHS345A	13	(71)	12·7	5·8	2,500	H.Brand	189	Apr 1972	
	11652*	**Metropolitan Tnkrs.**	31,500L	TR6	M-Gtvrkn 750/1600VGS7U	16	170·7	25·8	11·6	38,981G	N.V.Boelwerf	1467	Jun 1972	
	11653*	,,	31,500L	TR6	M-Gtvrkn 750/1600VGS7U	16	170·7	25·8	11·6	38,981G	N.V.Boelwerf	1468	Nov 1972	
	10807	**Moss Tankers**	24,600L	TR6	M-Pielstick 2×12PC2V	15	169·2	24·8	9·5	33,300L	Eriksbergs M.V.	651	Mid 1971	Uce
	10808	,,	24,600L	TR6	M-Pielstick 2×12PC2V	15	169·2	24·8	9·5	33,300L	Eriksbergs M.V.	652	3Q. 1971	Uce
	11298	,,	24,600L	TR6	M-Pielstick 2×12PC2V	15	169·2	24·8	9·5	33,300L	Eriksbergs M.V.	653	4Q. 1971	Uce
	12869	**Panocean Shpg.**	24,055	TC6	M-Sulzer 6RND76	16	166·7	25·0	9·9		Horten Verft	176	Mid 1972	
	12870	,,	24,055	TC6	M-Sulzer 6RND76	16	166·7	25·0	9·9		Horten Verft	177	2H. 1972	
	12871	,,	24,055	TC6	M-Sulzer 6RND76	16	166·7	25·0	9·9		Horten Verft	178	1H. 1973	
	12872	,,	24,055	TC6	M-Sulzer 6RND76	16	166·7	25·0	9·9		Horten Verft	179	Oct 1973	
	14344	,,	24,055	TC6	M-Sulzer 6RND76	16	166·7	25·0	9·9		Horten Verft		1H. 1974	
	14345	,,	24,055	TC6	M-Sulzer 6RND76	16	166·7	25·0	9·9		Horten Verft		2H. 1974	
	14346	,,	24,055	TC6	M-Sulzer 6RND76	16	166·7	25·0	9·9		Horten Verft		1H. 1975	
	14347	,,	24,055	TC6	M-Sulzer 6RND76	16	166·7	25·0	9·9		Horten Verft		2H. 1975	
	12351	**P.& O.Group**	38,400	TG6	M-Sulzer 7RND90	17	207·0	31·4	11·2	52,000R	Moss-Rosenberg	R195	1H. 1972	e
	12674	,,		TH6	M		249·5	40·1	10·6	87,600R	Moss-Rosenberg	R197	1974	
C	10689	**Radcliffe,E.T.**	24,000	TP6	M-M.A.N. K8Z70/120E	15	170·7	24·2	10·4	28,520L	N.V.Boelwerf	1458	May 1971	
	13874	**Rowbotham,C.**	6,000	TR6	M-English Electric 16CSVM	13	103·5	15·0	6·9		Cochrane	1540	1972	bch
	14199	,,	6,000	TR6	M-English Electric 16CSVM	13	103·5	15·0	6·9		Hall,Russell		1H. 1972	bch
C	10764	**Souter & Co.,W.A.**	24,000	TP6	M-M.A.N. K8Z70/120E	15	170·7	24·2	10·4	28,520L	N.V.Boelwerf	1459	Sep 1971	
	09751	**Trident Tankers**	22,832	TG6	M-B.& W. 8K74EF	16	173·7	26·1	10·0	30,000R	Cammell Laird	1341	1971	I
	10914	,,	22,832	TG6	M-B.& W. 8K74EF	16	173·7	26·1	10·0	30,000R	Cammell Laird	1342	4Q. 1971	I

ALGERIA

	12928	**C.N.A.N.**	49,400	TR6	T 19,000 shp	17	231·7	31·0	11·8	56,465L	Baltic Sb.		1971	UX
C	10662	**Sonatrach**	21,175	TH6	T-Blohm & Voss 7250SKP	17	191·5	29·3	8·1	40,000R	La Seyne	1388	Nov 1971	UXe

ARGENTINA

	12250	**Estrella Maritima**	4,750	TNR	M-Fiat 2×A238SS	11	(103)	18·7	4·2		Astarsa	135	1971	X
	12249	**Petromar**	4,750	TZR	M-M.A.N. 2×1,000 bhp	11	(93)	18·4	4·6		Ast.Principe	37	1971	X
	03780	**Yacimientos Petrol.**	3,500	TNR	M-M.A.N. 1,680 bhp	12	81·7	12·3	4·7	3,500L	Nav.Anglo-Arg.			X

AUSTRALIA

	13511	**Ampol Petroleum**	24,000	TR6	M-Pielstick 2×16PC2V	16	170·0	25·0	9·7		Whyalla Sb.& E.	54	Oct 1972	
	10915	**Miller,R.W.**	62,000	TO6	M-Sulzer 7RND90		239·3	32·2	12·5	76,003L	Whyalla Sb.& E.	51	Apr 1971	x

TANKERS (cont)

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
					BELGIUM									
C	10688	**Ubem,N.V.**	24,000	TP6	M-M.A.N. K8Z70/120E	15	170·7	24·2	10·4	28,520L	N.V.Boelwerf	1457	1971	
					BRAZIL									
	11768	**Navegac.de Norte**	3,600	TV6	M-M.A.N. G6V52/74Amal	13	101·0	13·8	5·5	2,100L	Est.Caneco	186		X
	11769	,,	3,600	TV6	M-M.A.N. G6V52/74Amal	13	101·0	13·8	5·5	2,100L	Est.Caneco	187	1971	
S	10457	**Petrobras**	14,000	TR6	M-Sulzer 6RD56	13	142·0	22·8	7·6	18,800L	Brod.Treci Maj	534	1971	UXb
S	10458	,,	14,000	TR6	M-Sulzer 6RD56	13	142·0	22·8	7·6	18,800L	Brod.Treci Maj	535	1971	Ub
	12920	,,	26,400	TR6	M-M.A.N. K8Z70/120E	16	175·5	25·7	9·5	32,652L	Verolme,Brasil	B31	Apr 1972	
	12921	,,	26,400	TR6	M-M.A.N. K8Z70/120E	16	175·5	25·7	9·5	32,652L	Verolme,Brasil	B32	Jul 1972	
	12922	,,	26,400	TN6	M						Ishibras		1972	
	12923	,,	26,400	TN6	M						Ishibras		1972	
	13416	,,	26,400	TR6	M-M.A.N. K8Z70/120E	16	175·5	25·7	9·5	32,625L	Verolme,Brasil	B33	Feb 1973	
	13417	,,	26,400	TR6	M-M.A.N. K8Z70/120E	16	175·5	25·7	9·5	32,625L	Verolme,Brasil	B34	Jul 1973	
					BULGARIA									
S	06531	**Bulgaria**	5,000	TNR	M		131·1	16·0			G.Dimitrov			
	12994	,,	1,500	TK6	M-S.K.L. 2x8NVD36-14	8	59·8	10·5	4·5	2,007L	I.Dimitrov			IXbh
	13042	,,	49,400L	TO6	T 19,000 shp	17	231·7	31·0	11·8	56,465L	Baltic Sb.		1971	U
	13043	,,	49,400L	TO6	T 19,000 shp	17	231·7	31·0	11·8	56,465L	Baltic Sb.		1972	U
	13044	,,	49,400L	TO6	T 19,000 shp	17	231·7	31·0	11·8	56,465L	Baltic Sb.		1974	U
	13045	,,	49,400L	TO6	T 19,000 shp	17	231·7	31·0	11·8	56,465L	Baltic Sb.		1975	U
					CUBA									
S	11131	**Cuban Govt.**	16,300L	TR6	M-Russki 6DKRN74/160-2	16	162·3	21·6	8·9	21,300L	Baltic Sb.			UX
	11132	,,	16,300L	TR6	M-Russki 6DKRN74/160-2	16	162·3	21·6	8·9	21,300L	Baltic Sb.		1971	U
	11133	,,	16,300L	TR6	M-Russki 6DKRN74/160-2	16	162·3	21·6	8·9	21,300L	Baltic Sb.		1971	U
					DENMARK									
	10966	**Moller,A.P.**	12,000	TG6	M-Sulzer 8,250 bhp	17	136·2	20·5	9·3	12,000	Moss-Rosenberg	M172	2Q. 1972	
	14301	**Terkol,Rederi I/S**	4,700	TD6	M-Alpha 2x980 bhp	12	(97)	14·5	6·4		Kroegerwerft	1350	2H. 1971	
					FINLAND									
	10935	**Finska Tankfartyg**	24,500	TR6	M-B.& W. 6K74EF	16	170·0	25·0	9·6		Brod.Uljanik	293	Jun 1971	I
	10936	,,	24,500	TR6	M-B.& W. 6K74EF	16	170·0	25·0	9·6		Brod.Uljanik	298	Dec 1971	I
S	14031	**Sally A/B,Rederi**	132,000L	TO6	M-B.& W. 10K84EF	16	281·3	41·2	16·7		Eriksbergs M.V.	670	1974	
					FRANCE									
	12998	**Aquitaine,S.N.Pet.**	8,000	TS6	M						Pietra Ligure		1971	
	12999	**Havraise & Nantes**	2,000	TW6	M						Pietra Ligure		1972	
	12339	**Lary**	2,100	TW6	M-MaK 6Mu551AK	14	81·3	12·4	4·8	2,500L	Roch.-Pallice	203	1971	X
B	12899	**Marit.,Gen.d'Arm.**	2,100	TW6	M-MaK 6Mu551AK	14	81·3	12·4	4·8	2,500L	RoCH.-Pallice	206	Nov 1971	
C	09399	**Messageries Marit.**	21,175	TH6	T-Stal-Laval 17,000 shp	18	191·5	29·3	8·1	40,000R	La Ciotat	258	May 1973	Ue
	12340	**Petrolier,U.de Cab.**	5,200	TN6	M-Deutz 2xSBA12M528	11	100·0	16·0	5·2		I.N.M.Affini	77		Xb
	12806	,,	5,200	TN6	M-Deutz 2xSBA12M528	11	100·0	16·0	5·2		I.N.M.Affini	78		b
	11540	**Soflumar**	7,700	TJ6	M-Ruston 12AO	15	131·2	19·3	7·0	9,911L	Robb Caledon	D556	1971	
	11703	**Tank-Africa**	4,150	TW6	M-M.A.N. K6Z57/80F	15	105·0	14·8	5·8	3,625L	Rolandwerft	976	Mid 1971	
	10464	**Transp.Marit.Petrol.**	141,800L	TO6	M-B.& W. 1284VT2BF180	16	288·6	44·0	16·0	166,008L	La Ciotat	272	1971	Xce
					GERMANY (WEST)									
	13836	**BBS Reederei**	1,400	TNR	M-M.W.M. 1,800 bhp	14	(70)	9·0	3·3		Brod.Sava		1971	
	13837	,,	1,400	TNR	M-M.W.M. 1,800 bhp	14	(70)	9·0	3·3		Brod.Sava		1971	
	13838	,,	1,400	TNR	M-M.W.M. 1,800 bhp	14	(70)	9·0	3·3		Brod.Sava		1971	
	13839	,,	1,400	TNR	M-M.W.M. 1,800 bhp	14	(70)	9·0	3·3		Brod.Sava		1971	
	11649	**Bernhold,Jurgen**	2,940	TC6	M-MaK 1,900 bhp	12	89·3	12·3	5·4	3,625L	Ernst Menzer	488		X
	13223	,,	2,940	TC6	M-MaK 1,900 bhp	12	89·3	12·3	5·4	3,625L	Ernst Menzer	489	1971	
	14118	,,	1,900	TN6	M						Lambrecht		1H. 1971	
	14119	,,	1,900	TN6	M						Lambrecht		1H. 1971	
	14120	,,	2,600	TNR	M-M.W.M. 1,100 bhp						Lambrecht		2H. 1971	
	11784	**Diersch & Schroder**	2,600	TN6	M-Deutz 1,800 bhp	12	81·6	12·6	5·2	3,200L	Elsflether			
	11136	**Essberger,J.T.**	28,870	TR6	M-M.A.N. K7Z78/155F	15	170·7	25·9	10·8	38,427L	Howaldt.-D.Wft.	22		Xce
	11137	,,	28,870	TR6	M-M.A.N. K7Z78/155F	15	170·7	25·9	10·8	38,427L	Howaldt.-D.Wft.	23	1971	Xce
	12208	**German Owner**	3,150	TR6	M-MaK 8Mu452AK	12	86·3	12·5	5·6	3,700L	C.Luhring	7101	Jun 1971	
	12457	,,		TN6	M						Rolandwerft	980		
	13587	,,	2,000	TG6	M-M.W.M. TbRHS345A	13	(71)	12·7	5·8	2,500	H.Brand	190	Oct 1971	
	13588	,,	2,000	TNR	M-M.W.M. 2x560 bhp	7	(85)	11·4	3·2		Gutehoffnungsh.	1082	1971	
	13589	,,	2,000	TNR	M-M.W.M. 2x560 bhp	7	(85)	11·4	3·2		Gutehoffnungsh.	1083	1971	
	13590	,,	2,000	TNR	M-M.W.M. 2x560 bhp	7	(85)	11·4	3·2		Gutehoffnungsh.	1087	1971	
	14042	,,	5,300	TG6	M-Deutz RBV12M540	15	104·0	15·5	7·2		Jos.L.Meyer	567	2H. 1972	
	14128	,,	2,650	TR6	M 1,650 bhp	12	81·0	12·5	5·1	3,180L	Kroegerwerft		1Q. 1972	
	14303	,,	3,150	TR6	M-MaK 8Mu452AK	12	86·3	12·5	5·6	3,700L	C.Luhring	7103	2H. 1972	
	10955	**Hamburg-Sud**	28,870	TR6	M-Fiat B758S	15	170·7	25·9	10·7	38,427L	Rheinstahl	425	4Q. 1971	ce
	10956	,,	28,870	TR6	M-Fiat B758S	15	170·7	25·9	10·7	38,427L	Rheinstahl	426	4Q. 1971	ce
	10957	,,	28,870	TR6	M-Fiat B758S	15	170·7	25·9	10·7	38,427L	Rheinstahl	427	2Q. 1972	ce
	10962	,,	29,000	TR6	M-M.A.N. K7Z78/155F	15	170·7	25·9	10·8	38,427L	Howaldt.-D.Wft.	21		Xce
L	10537	**Heyer K.G.**	3,200	TJ6	M-Ruston 2x6ARM	13	91·2	14·4	5·5	4,150L	Ankerlokken	175	1971	AXch
	12875	,,	3,200	TJ6	M	13	91·2	14·4	5·5	4,150L	Ankerlokken		1972	Ach
	12876	,,	3,200	TJ6	M	13	91·2	14·4	5·5	4,150L	Ankerlokken		1972	Ach

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
TANKERS (cont) GERMANY (WEST) (cont)														
	12877	**Heyer K.G.**	3,200	TJ6	M	13	91·2	14·4	5·5	4,150L	Ankerlokken		1972	Ach
	13264	,,	3,200	TJ6	M-Nohab 2×SF112VS-F	16	100·7	14·6	6·5	4,150L	Ankerlokken	181	Jan 1972	
	13265	,,	3,200	TJ6	M-Nohab 2×SF112VS-F	16	100·7	14·6	6·5	4,150L	Ankerlokken	182	Jun 1972	
	11460	**Joch,F.& W.**	3,200	TV6	M-MaK 2,300 bhp	13				3,950L	Paul Lindenau	151	1Q. 1972	
	12180*	**Lofoten Mar.Est.**	97,350L	TO6	M-Sulzer 9RD90	16	269·3	39·1	13·9	126,632L	Ast.Espanoles	S175	1971	U
C	11284	**Neptun,D.G.**	2,450	TG6	M-Deutz RBV8M358	14	81·2	13·3	6·1	2,750R	Scheeps.de Waal	693		Xe
	14062	**Ramses,A/S**	2,600X	TN6	M						Savolinnen K.	31	1971	X
S	10564	**Sunoco-Hideca**	97,350L	TO6	M-Sulzer 9RD90	17	269·3	39·1	13·9	126,632L	Ast.Espanoles	S173	1971	UX
	13262	**Transmarin Hambg.**	5,300	TG6	M-Bolnes V-320HD	15	104·0	15·5	7·2		Jos.L.Meyer	554	Dec 1971	
	13220	**Verein.Tanklager**	2,300	TNR	M-M.W.M. 2×560 bhp	7	(85)	11·4	3·2		E.Berninghaus	806	1971	
	13221	,,	2,300	TNR	M-M.W.M. 2×560 bhp	7	(85)	11·4	3·2		E.Berninghaus	807	1971	
	12684	**Weser Schiffahrts**	1,500	TNR	M-M.W.M. TbD4846U		(80)	9·5	2·8		Gebr.Coops	256	May 1971	
GREECE														
	10386	**Greek Owner**	2,000	TN6	M						Anastassiades			
	09271*	**Karageorgis,M.A.**	23,800	TR6	M-Sulzer 7RD76	16	170·8	26·0	9·4	36,248L	I.H.I.	A2104	Apr 1971	U
	10324*	,,	23,800	TR6	M-Sulzer 7RD76	16	170·8	26·0	9·4	36,248L	I.H.I.	A2138		UX
	10325*	,,	23,800	TR6	M-Sulzer 7RD76	16	170·8	26·0	9·4	36,248L	I.H.I.	A2139	Jun 1971	U
	10767*	,,	23,800	TR6	M-Sulzer 7RD76	16	170·8	26·0	9·4	36,248L	I.H.I.	A2160	Dec 1971	U
	10963	,,	23,800	TR6	M-Sulzer 7RD76	16	170·8	26·0	9·4	36,248L	I.H.I.	A2190	Mar 1972	U
C	11485*	,,	23,800	TR6	M-Sulzer 7RD76	16	170·8	26·0	9·4	36,248L	I.H.I.	A2191	May 1972	U
C	11486*	,,	23,800	TR6	M-Sulzer 7RD76	16	170·8	26·0	9·4	36,248L	I.H.I.	A2192	Jul 1972	U
	12476	,,	23,800	TR6	M-Sulzer 7RND68	16	170·8	26·0	9·4	36,248L	I.H.I.	A2222	Oct 1972	U
	12477	,,	23,800	TR6	M-Sulzer 7RND68	16	170·8	26·0	9·4	36,248L	I.H.I.	A2223	Jan 1973	U
	12478	,,	23,800	TR6	M-Sulzer 7RND68	16	170·8	26·0	9·4	36,248L	I.H.I.	A2224	Apr 1973	U
	10743	**Pappas,J.C.**	31,500L	TR6	M-Gtvrkn 750/1600VGS7U	16	170·7	25·8	11·6	38,794G	N.V.Boelwerf	1464	Jul 1971	
	10744	,,	31,500L	TR6	M-Gtvrkn 750/1600VGS7U	16	170·7	25·8	11·6	38,794G	N.V.Boelwerf	1465	Nov 1971	
HOLLAND														
	12383	**Broere,Gebr.**	1,950	TC6	M-Industrie D8	13	75·6	11·6	5·0		De Groot	380	Jul 1971	
	12411	**Dutch Owner**	2,000	TN6	M-M.W.M. 1,200 bhp		95·0	9·5	3·2		Scheeps.Vahali	434	1971	
	12830	,,	2,000	TN6	M-Deutz 1,200 bhp		95·0	9·5	3·2		Scheeps.Vahali	437	1971	
	12831	,,	2,000	TN6	M-Deutz 1,200 bhp		95·0	9·5	3·2		Scheeps.Vahali	438	1972	
	12832	,,	2,000	TN6	M-Deutz 1,200 bhp		95·0	9·5	3·2		Scheeps.Vahali	439	1972	
	14037	,,	2,800	TN6	M-Deutz RBV8M358	12	82·9	13·5	5·6		Nieuwe Noord	369	1971	
	14038	,,	2,800	TN6	M-Deutz RBV8M358	12	82·9	13·5	5·6		Nieuwe Noord	371	1971	
	14328	,,	2,000	TN6	M 1,100 bhp		95·0	9·5	3·2		Scheeps.Vahali	440	1972	
	12228	**Excelsior,S.M.**	40,000X	TG6	M-Sulzer 7RND90	17	207·0	31·0	11·8	52,000R	La Seyne	1396	May 1973	c
INDIA														
	13304	**Shipping Corp.India**	115,000L	TO6	M-M.A.N. K7SZ90/160						Brod.Split	265	1972	
	13305	,,	115,000L	TO6	M-M.A.N. K7SZ90/160						Brod.Split	269	1972	
INDONESIA														
	14032	**Pertamina**	115,000L	TO6	M						Norway			
	14033	,,	115,000L	TO6	M						Norway			
	14034	,,	115,000L	TO6	M						Norway			
	14035	,,	115,000L	TO6	M						Norway			
	14036	,,	115,000L	TO6	M						Norway			
IRAQ														
	14179	**Iraqi Maritime Tr.**	23,500	TR6	M						U.S.S.R.		Mid 1971	
	14180	,,	23,500	TR6	M						U.S.S.R.		Mid 1971	
S	12698	**Iraqi Owner**	35,500	TN6	M-Sulzer 6RD90	15	207·8	26·5	10·7	38,920L	Ast.Espanoles	M165	1971	Ue
S	12699	,,	35,500	TN6	M-Sulzer 6RD90	15	207·8	26·5	10·7	38,920L	Ast.Espanoles	S186	1971	Ue
S	12700	,,	35,500	TN6	M-Sulzer 6RD90	15	207·8	26·5	10·7	38,920L	Ast.Espanoles	M166	1972	Ue
S	12701	,,	35,500	TN6	M-Sulzer 6RD90	15	207·8	26·5	10·7	38,920L	Ast.Espanoles	S187	1972	Ue
S	12702	,,	35,500	TN6	M-Sulzer 6RD90	15	207·8	26·5	10·7	38,920L	Ast.Espanoles	M167	1973	Ue
S	12703	,,	35,500	TN6	M-Sulzer 6RD90	15	207·8	26·5	10·7	38,920L	Ast.Espanoles	S188	1973	Ue
S	12704	,,	35,500	TN6	M-Sulzer 6RD90	15	207·8	26·5	10·7	38,920L	Ast.Espanoles	M168	1973	Ue
ISRAEL														
	07459*	**Gadot Chemicals**	4,000	TC6	M-B.& W. 4,900 bhp	15	103·4	15·2	6·6		C.N.Pellegrino	131		
ITALY														
	12301	**Alesa**	2,000X	TG6	M 2×720 bhp	10	(75)	9·5			C.L.E.M.N.A.	8	1971	X
	12244	**Amoretti**	2,600X	TN6	M-M.W.M. 2×1,400 bhp	14	(83)	13·8			C.N.Visentini	58	1971	X
	09074	**A.R.A.**	2,500X	TN6	M-Deutz 2,000 bhp	14	(82)	14·0			C.N.Pesaro	19		X
	12303	**Beta,Nav.**	1,600	TR6	M-Werkspoor 1,500 bhp	12	63·2	13·2	3·8		Pietra Ligure	6		X
	12304	,,	1,600	TR6	M-Werkspoor 1,500 bhp	12	63·2	13·2	3·8		Pietra Ligure	7		X
	12305	,,	1,600	TR6	M-Werkspoor 1,500 bhp	12	63·2	13·2	3·8		Pietra Ligure	8	1971	X
	12306	,,	1,600	TR6	M-Werkspoor 1,500 bhp	12	63·2	13·2	3·8		Pietra Ligure	9	1971	
	10827	**Carbocoke S.Di Nv.**	6,000	TG6	M-Fiat 2×B308SS	15	105·0	15·8		4,600	M.& B.Benetti	86		X
	12514	**Cossira S.p.A.di Nv.**		TH6	M-Fiat 907S					30,300R	Pietra Ligure		1972	
	11302	**Costiera,Cia di Nav.**	2,700	TN6	M-MaK 9Zu451AK	12	85·0	13·4	4·4	3,500L	Navalgiuliano	175		
	12754	**Intercont.Gas Trans.**		TH6						120,000	Italcantieri		Dec 1973	
	12755	,,		TH6						120,000	Italcantieri		Oct 1974	
	12756	,,		TH6						120,000	Italcantieri		Aug 1975	
	12757	,,		TH6						120,000	Italcantieri		Jun 1976	
	12758	,,		TH6						120,000	Italcantieri		Apr 1977	

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
TANKERS (cont) ITALY (cont)														
	09799	**Marisarda**	3,100	TN6	M-Werkspoor TMABS398	14	90·8	13·2	5·6	4,000L	Navalgiuliano	M84		X
	10139	**Mediterranea Com.**	3,200	TK6	M-Fiat C426SS	13	84·8	13·3	3·0		C.N.Apaunia	93		X
	09784	**Montanari,G.& A.**	2,400	TN6	M-M.A.N. G7V52/74	14	90·7	12·7	5·5		M.& B.Benetti	84		X
	12302	**Neri,Tito**	2,000 X	TN6	M		(70)	16·0			Pietra Ligure	3		
	11303	**Siciliana di Cabot.**	2,700	TN6	M-MaK 9Zu451AK	12	85·0	13·4	4·4	3,500L	Navalgiuliano	176		
	12932	**Siciloil S.p.A.**	139,000 L	TO6	T-Stal-Laval AP36/27	16	294·4	40·9	16·4	168,000L	Italcantieri	M4267	Feb 1972	
	12243	**Solimano**	2,500	TN6	M-M.A.N. 1,250 bhp	12	(70)	11·0			C.N.Solimano	44	1971	
JAPAN														
	11823	**Heiwa Kisen**	3,700	TN6	M-Hatsudoki HS6NV46	12	(84)	13·1	6·1		Setoda Sb.	S234		
	13118	**Morita Kisen**	42,400	TG6	M-B.& W. 7K84EF	16	(215)	34·8	11·1		Hitachi Zosen	I4308	Aug 1971	
	11004	**Naniwa Tanker**	4,100	TN6	M-Daihatsu 2×6DSM26	12	(86)	13·6	6·2		Hashihama Sb.	260		
	12911	**Sanko Kisen**	43,000	TG6	M					84,000	Kawasaki H.I.		Jul 1971	
	12914	,,	36,000	TG6	M					70,000	Mitsubishi	924	Mar 1972	
	11683	**Shimazu Kaiun**	3,300	TN6	M 3,500 bhp	13	88·0	12·6	5·7		Ujina Zosensho	501		
	11839	**Shinko Kisen**	1,950	TN6	M-Makita ESHC638	11	72·3		5·2		Taihei Kogyo	A260		
	14142	**Takebayashi Kisen**	10,000 X	TN6	M						Koyo Dock	587	1971	X
REPUBLIC OF KOREA														
	09331	**Hung Kuh Sang Sa**	5,215	TN6	M- 2,700 bhp	12	(96)	14·8			Korean Sb.Pusan	SN106		
C	08317	**Samyang Nav.Co.**	133,500 L	TO6	M-B.& W. 1284VT2BF180		274·3	42·1	16·8	172,280L	Scott Lithgow	K1169	1971	X
C	08318	,,	133,500 L	TO6	M-B.& W. 1284VT2BF180		274·3	42·1	16·8	172,280L	Scott Lithgow	K1180	Sep 1971	
LIBERIA														
	10260	**Alcino Soc.Di Nav.**	120,000	TO6	M-Sulzer 10RND90	15	(254)	42·0	15·8	152,200L	Sumitomo Sb.	U925	Oct 1971	
C	09750	**Anglo-Norness**	17,540	TP6	M-M.A.N. K7Z70/120E	15	158·5	21·8	9·4	21,770L	N.V.Boelwerf	1454		AUXbcehi
C	11500	**Bruceship Corp.**	3,000	TN6	M-B.& W. 6M35BF	13	88·6	13·2	5·3	3,900L	Kleven Mek.V.	22	Jun 1971	
	09965	**Continental Oil**	115,000 L	TO6	M-Sulzer 8RND90	16	275·7	42·1	15·2		Ast.Espanoles	C91	1H. 1971	Kbf
	09966	,,	115,000 L	TO6	M-Sulzer 8RND90	16	275·7	42·1	15·2		Ast.Espanoles	C92	Mid 1971	Kbf
	12098*	**Ednasa**	125,000 L	TO6	M-B.& W. 10K84EF	15	(265)	44·2	15·5		Hitachi Zosen	I4306	Mar 1972	
	13152*	**Fairfield Maxwell**	138,500 L	TO6	M-Sulzer 10RND90	15	274·0	43·3	17·3	169,800L	I.H.I.	K2275	Apr 1972	
CS	11208*	**Gotaas-Larsen**	15,000	TN6	M-B.& W. 6K62EF	14	(133)	20·9	8·8		Hitachi Zosen	M4286	1971	X
CS	11209*	,,	15,000	TN6	M-B.& W. 6K62EF	14	(133)	20·9	8·8		Hitachi Zosen	M4287	Jun 1971	X
CS	11210*	,,	15,000	TN6	M-B.& W. 6K62EF	14	(133)	20·9	8·8		Hitachi Zosen	M4290	Aug 1971	
CS	11211*	,,	15,000	TN6	M-B.& W. 6K62EF	14	(133)	20·9	8·8		Hitachi Zosen	M4292	Dec 1971	
CS	11212*	,,	15,000	TN6	M-B.& W. 6K62EF	14	(133)	20·9	8·8		Hitachi Zosen	M4293	Feb 1972	
BCS	11213*	,,	15,000	TN6	M-B.& W. 6K62EF	14	(133)	20·9	8·8		Setoda Sb.	S238	May 1971	
BCS	11214*	,,	15,000	TN6	M-B.& W. 6K62EF	14	(133)	20·9	8·8		Setoda Sb.	S239	Dec 1971	
S	**14330***	,,	15,000	TN6	M-B.& W. 6K62EF	14	(133)	20·9	8·8		Setoda Sb.	S242	Feb 1972	
	12354*	**Island Nav.Corp.**	135,000 L	TO6	M-Sulzer 10RND90	15	274·0	43·3	17·0	169,800L	I.H.I.	K2226	Dec 1971	
	12465*	**Lofoten Mar.Est.**	40,000 X	TG6	M-Sulzer 7RND90	17	207·0	31·0	10·7	52,000R	La Seyne	1397	1973	c
	12466*	,,	40,000 X	TG6	M-Sulzer 7RND90	17	207·0	31·0	10·7	52,000R	La Seyne	1398	1973	c
	13552*	,,	20,370	TH6	T-Blohm & Voss 23,000 shp	20	199·0	26·5		35,000R	La Seyne	1401	Mar 1974	ce
	13553*	,,	20,370	TH6	T-Blohm & Voss 23,000 shp	20	199·0	26·5		35,000R	La Seyne	1402	Jul 1975	ce
	14023*	**Maritime Overseas**	127,500 L	TO6	M-B.& W. 9K84EF	15	(255)	41·4	16·8		Hitachi Zosen	I4375	Jun 1974	
	12524	**Mosvold,Torrey**	130,800 L	TO6	M-M.A.N. K9Z93/170E	16	260·0	42·0	17·0		Kawasaki H.I.	K1150	1971	X
	14010*	**Ogden Marine**	44,600	TG6	M-M.A.N. K8Z78/155E		(200)	32·5	11·8		Kawasaki H.I.	K1171	1Q. 1973	
	11704	**Rethymnis & Kuluk.**	27,000	TR6	M-Gtvrkn 750/1600VGS6U	15	170·9	25·9	10·1	37,774L	Oresundsvarvet	230	1971	X
	11705	,,	27,000	TR6	M-Gtvrkn 750/1600VGS6U	15	170·9	25·9	10·1	37,774L	Oresundsvarvet	231	May 1971	X
	11706	,,	27,000	TR6	M-Gtvrkn 750/1600VGS6U	15	170·9	25·9	10·1	37,774L	Oresundsvarvet	232	Sep 1971	
	13879*	**Vardinoyannis,N.**	80,000	TO6	M-Sulzer	16					Davie Sb.		1972	
	13880*	,,	80,000	TO6	M-Sulzer	16					Davie Sb.		1972	
	13881*	,,	80,000	TO6	M-Sulzer	16					Davie Sb.		1972	
	14307*	**World-Wide Shpg.**	49,000	TG6	M						Mitsubishi		1972	
NORWAY														
G	13598	**Bachke & Co.**	5,050	TJ6	M						Soviknes Verft	75	1H. 1971	
	11497	**Bakkevig,Einar**	4,300	TG6	M-Werkspoor TEBS 458	15	105·8	14·6	5·7	4,100	Moss-Rosenberg	M165	1971	X
	13485	,,	2,500	TG6	M					2,700	Seutelvens Vk.	101	Jun 1972	
	11187	**Bas,A/S**	5,000	TN6	M 2,700 bhp	13	(94)	14·2			Lurssen Werft	13411		X
	11188	,,	5,000	TN6	M 2,700 bhp	13	(94)	14·2			Lurssen Werft	13412	1971	X
B	11189	,,	5,000	TN6	M 2,700 bhp	13	(94)	14·2			Rickmers Werft	364	Jun 1971	
G	09996	**Bergenske D/S,Det**	32,000	TR6	M-Sulzer 6RND76	16	170·7	25·9	11·3	41,900L	Horten Verft	170		Uceh
G	09997	,,	32,000	TR6	M-Sulzer 6RND76	16	170·7	25·9	11·3	41,900L	Horten Verft	172	4Q. 1971	Uceh
G	11642	,,	32,000	TR6	M-Sulzer 6RND76	16	170·7	25·9	11·3	41,900L	Horten Werft	175	2Q. 1972	Uceh
	10967	**Fearnley & Eger**	12,000	TG6	M-Sulzer 8,250 bhp	17	136·2	20·5	9·3	12,000	Moss-Rosenberg	M173	2H. 1972	
	12736	,,	50,000 X	TG6	M-Sulzer 8RND90	17	227·0	32·2	12·0	66,000R	La Ciotat	296	Dec 1973	
	12738	,,	50,000 X	TG6	M-Sulzer 8RND90	17	227·0	32·2	12·0	66,000R	La Ciotat	300	4Q. 1973	
	12402	**Fekete,Thomas F.**	10,500	TR6	M	15					Robb Caledon		1972	
	11192	**Filefjell,A/S**	5,000	TN6	M 2,700 bhp	13	(94)	14·2			Lurssen Werft	13416	Nov 1972	
B	11193	,,	5,000	TN6	M 2,700 bhp	13	(94)	14·2			Rickmers Werft	365	Dec 1971	
B	11194	,,	5,000	TN6	M 2,700 bhp	13	(94)	14·2			Rickmers Werft	366	May 1972	
	12469	**Geir & Co.**	10,500	TJ6	M	15					Robb Caledon	D557	Oct 1971	
CS	11559	**Hansen-Tangen,Y.**	96,200	TO6	M-B.& W. 9K84EF	16	255·3	38·9	14·4	111,795L	Uddevallavarvet	245	Nov 1972	U
	11190	**Hemsefjell,A/S**	5,000	TN6	M 2,700 bhp	13	(94)	14·2			Lurssen Werft	13414	May 1971	
	11191	,,	5,000	TN6	M 2,700 bhp	13	(94)	14·2			Lurssen Werft	13415	Sep 1971	
	10824	**Hoegh,Leif**	38,400	TG6	M-Sulzer 7RND90	17	207·0	31·4	11·2	52,000R	Moss-Rosenberg	R194	3Q. 1971	j
S	11215	**Jahre,Anders**	15,000	TN6	M-B.& W. 6K62EF	14	(133)	20·9	8·8		Hitachi Zosen	M4289	Oct 1971	
CS	10528	**Jensen,Jorgen P.**	132,000 L	TO6	M-B.& W. 10K84EF	16	281·3	41·2	16·7		Uddevallavarvet	237	Jan 1972	
	11804	**Johnsen,Finn**	5,250	TJ6	M-Ruston 12ATCM	13	99·1	14·5	6·6	6,000L	Grangemouth	542	1971	x
	11287	**Karlander,A/S**	5,750	TR6	M-M.A.N. K6Z57/80C	13	116·6	16·0	6·7		G.Dimitrov	602		1X
	12146	,,	6,500	TR6	M-M.A.N. K6Z57/80C					7,200L	G.Dimitrov		Sep 1971	
	12147	,,	6,500	TR6	M-M.A.N. K6Z57/80C					7,200L	G.Dimitrov		Dec 1971	

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
TANKERS (cont) NORWAY (cont)														
	12148	**Karlander,A/S**	6,500	TR6	M-M.A.N. K6Z57/80C					7,200L	G.Dimitrov		Apr 1972	
	11498	**Langfeldt,A.I.**	4,300	TG6	M-Werkspoor TEBS 458	15	105·8	14·6	5·7	4,100	Moss-Rosenberg	M170	1971	
	12225	**Mosvold,Torrey**	135,800L	TO6	M-Sulzer 10RND90	16	274·0	43·5	17·0	169,800L	I.H.I.	A2221	Apr 1971	
G	13597	**Nordenfjeldske**	5,050	TJ6	M						Soviknes Verft	74		
	12676	**Norwegian Owner**		TH6	M		249·5	40·1	10·6	87,600R	Moss-Rosenberg	R200	1976	x
	11313	**Odfjell,A/S Red.**	8,800	TG6	M-B.& W. 8,300 bhp	16	125·6		8·9	7,400L	Moss-Rosenberg	M174	2Q. 1971	
	11139	**Ravn,Kristian**	4,300	TJ0	M		(90)	15·5			Gerhard Voldnes	10		
	12675	**Reksten,Hilmar**		TH6	M		249·5	40·1	10·6	87,600R	Moss-Rosenberg	R198	1974	
S	09921	**Saanum,Einar**	96,200	TO6	M-B.& W. 9K84EF	16	255·3	38·9	14·4	111,795L	Uddevallavarvet	235	1971	UXce
	13951	**Samuelsen,A/S**	121,000L	TO6	M-B.& W. 9K84EF	16	263·6	40·8	16·3		Uddevallavarvet	286	1974	
G	10070	**Schroder,Ole**	23,800	TJ6	M-B.& W. 774VT2BF160	16	169·6	24·8	9·6	30,865L	Eriksbergs M.V.	647	1971	UXcehi
	11312	**Smedvig,Peder**	12,000	TG6	M-Sulzer 6RND68	17	136·2	20·5	9·3	12,000	Moss-Rosenberg	M171	3Q. 1971	
	12955	,,	19,550	TH6	M		185·0	29·0	8·7	28,000R	Moss-Rosenberg	M176	1H. 1973	
	12190	**Torres,A/S**	15,000	TN6	M-B.& W. 6K62EF	15	(131)	21·2	9·0		Eriksbergs M.V.	654	Jun 1971	
	12191	,,	15,000	TN6	M-B.& W. 6K62EF	15	(131)	21·2	9·0		Eriksbergs M.V.	655	Nov 1971	
S	13431	**Ugland,J.M.**	132,000L	TO6	M-B.& W. 10K84EF	16	281·3	41·2	16·7		Uddevallavarvet	247	1974	
	11314	**Westfal-Larsen**	8,000	TG6	M-B.& W. 8,300 bhp	16	125·6		8·9	7,400L	Moss-Rosenberg	M175	4Q. 1971	
G	09995	**Wigand,Rolf**	32,000	TR6	M-Sulzer 6RND76	16	170·7	25·9	11·3	41,900L	Horten Verft	171	2Q. 1971	Uceh
G	11641	,,	32,000	TR6	M-Sulzer 6RND76	16	170·7	25·9	11·3	41,900L	Horten Verft	174	2Q. 1972	Uceh
	12560	**Winship,A/S**	5,250	TJ6	M-Ruston 12ATCMV	12	99·1	14·5	6·6	6,000L	Goole Sb.	569	1971	
PAKISTAN														
	11269	**National Shpg.Corp.**	35,000	TN6	M-Sulzer 7RND76	16	(185)	29·0	11·0		Brod.Split	250	1Q. 1972	
	11270	,,	35,000	TN6	M-Sulzer 7RND76	16	(185)	29·0	11·0		Brod.Split	258	4Q. 1972	
PANAMA														
B	13157	**National Bulk Carrs.**	6,700	TN6	M-Caterpillar 2x750 bhp	9	(91)	15·8	6·7		Usuki Tekkosho	1126		X
	11921	**Naves Armadora**	115,400L	TN6	M-B.& W. 9K84EF	15	(250)	40·2	16·1		Hitachi Zosen	14307	Jun 1972	ce
	13272*	**Transportoil S.A.**	112,000L	TO6	M-Sulzer 9RND90	17	274·3	39·0	15·6	134,039L	Rheinstahl	432	2H. 1973	U
	12556	**World-Wide Shpg.**	41,250	TG6	M-M.A.N. K8Z78/155E	15	(200)	32·5	11·8	80,000L	Kawasaki H.I.	K1137	Jun 1971	X
PHILIPPINES														
	11292	**Phil.Overseas**	128,600L	TO6	M-Sulzer 9RND90	15	(258)	44·0	15·9	152,500L	Sumitomo Sb.	U934	Jul 1972	
POLAND														
	11092	**Poland**	13,200	TS6	M-Sulzer 6RD68	15	146·2	20·0	8·2		Ast.Espanoles	S167	1971	
	11093	,,	13,200	TS6	M-Sulzer 6RD68	15	146·2	20·0	8·2		Ast.Espanoles	S168	1971	
S	11650	,,	94,500L	TO6	M-Sulzer 9RND90	16	246·0	38·6	15·1	115,000L	Stocz.I.K.Pary.			U
	11968	,,	13,200	TS6	M-Sulzer 6RD68	16	144·0	20·7	8·3		Ast.Espanoles	V136	1971	U
	11969	,,	13,200	TS6	M-Sulzer 6RD68	16	144·0	20·7	8·3		Ast.Espanoles	V137	1971	U
S	01842	**P.O.L.**	20,000	TR6	M-Sulzer 6RD76	16	177·2	22·4	9·4	27,750L	Stocz.I.K.Pary.	17210		Ie
PORTUGAL														
S	13595	**Soponata**	132,000L	TO6	M-B.& W. 10K84EF	16	281·3	41·2	16·7		Lisnave		May 1973	x
S	13596	,,	132,000L	TO6	M-B.& W. 10K84EF	16	281·3	41·2	16·7		Lisnave		Feb 1974	x
	14051	,,	130,000L	TO6	M-M.A.N. K9SZ90/160	15	(260)	42·0	17·5		Kawasaki H.I.	K1172	Mar 1973	
SPAIN														
	09901	**Campsa**	9,600	TR6	M-B.& W. 650VT2BF110	14	139·0	17·2	7·8	12,400L	E.N.Bazan	S156		UX
	09902	,,	9,600	TR6	M-B.& W. 650VT2BF110	14	139·0	17·2	7·8	12,400L	E.N.Bazan	S157		UX
	10334	,,	9,600	TR6	M-B.& W. 650VT2BF110	14	139·0	17·2	7·8	12,400L	E.N.Bazan	C144	1971	UX
	10335	,,	9,600	TR6	M-B.& W. 650VT2BF110	14	139·0	17·2	7·8	12,400L	E.N.Bazan	C145	1971	UX
	12445	**Cepsa**	3,300	TR6	M-Werkspoor TMABS3910	13	92·2	14·0	5·2	3,500L	Ast.Cantabrico	103	1971	
	13369	,,	3,300	TR6	M-Werkspoor TMABS3910	13	92·2	14·0	5·2	3,500L	Ast.Cantabrico	104	1971	
	09310	**Navitank S.A.**	103,000L	TO6	M-B.& W. 9K84EF	16	265·7	39·0	14·2	126,650L	Astano	222	1971	UX
	12938	**Vizcaina,Naviera**	110,000L	TN6							Ast.Espanoles	S/	1972	
SWEDEN														
	11294	**Ahlmark,O.F.**	2,050	TN6	M		74·5	10·2	5·0		Karlstads Varv	149	1971	Ih
G	12593	**Borgstrom,G.S.**	1,400X	TG6	M-M.W.M. 1,650 bhp	12	68·7	11·5		1,500R	Scheeps.Pattje	293		X
CS	09780	**Brostrom,Axel**	132,000L	TO6	M-B.& W. 10K84EF	16	281·3	41·1	16·7		Eriksbergs M.V.	639	1971	X
S	09781	,,	132,000L	TO6	M-B.& W. 10K84EF	16	281·3	41·1	16·7		Eriksbergs M.V.	640	1971	
	10896	**Johansson,Lars**	3,300	TA6	M-Ruston 1,800 bhp	11	87·0	12·5	4·9		Lodose Varf	157		X
	10897	,,	3,300	TA6	M-Ruston 1,800 bhp	11	87·0	12·5	4·9		Lodose Varf	158	May 1971	
	10898	,,	7,500	TA6	M-Ruston 4,670 bhp	14	125·5	16·0	6·8		Lodose Varf	159	May 1973	h
	10899	,,	7,500	TA6	M-Ruston 4,670 bhp	14	125·5	16·0	6·8		Lodose Varf	160	Oct 1973	h
	12879	**Ligur,D/S**	1,600	TG6	M-Deutz 1,500 bhp	12	68·7	11·5	5·2	1,500R	Jos.L.Meyer		1971	
	13227	**Oljekonsumenterna**	30,000	TR6	M-Gtvrkn 630/1400VGS7U	15	(179)	26·2	10·4		Wilton-Fijen.	804	1H. 1973	
	13399	,,	30,000	TR6	M-Gtvrkn 630/1400VGS7U	15	(179)	26·2	10·4		Wilton-Fijen.	805	4Q. 1973	
	11966	**Swedish Owner**	2,850	TN6	M		85·4		5·3		Solvesborgs	79	1971	
	11967	,,	2,850	TN6	M		85·4		5·3		Solvesborgs	80	1971	
SWITZERLAND														
	12412	**Swiss Owner**	2,000	TN6	M-M.W.M. 1,200 bhp		95·0	9·5	3·2		Scheeps.Vahali	435	1971	x
TAIWAN														
	11357	**Chinese Navy**	2,900	TN6	M-Hanshin 2,100 bhp		(80)	12·6	5·5		Ujina Zosensho	503		
	07783	**Chinese Petroleum**	98,700L	TO6	M-Sulzer 9RD90	15	253·0	36·8	15·5	116,500L	Taiwan Sb.	N23		UX

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
TANKERS (cont) TAIWAN (cont)														
	07784	**Chinese Petroleum**	98,700L	TO6	M-Sulzer 9RD90	15	253·0	36·8	15·5	116,500L	Taiwan Sb.	N24	Jul 1971	U
	13563	,,	98,700L	TO6	M-Sulzer 9RD90	15	253·0	36·8	15·5	116,500L	Taiwan Sb.	N33	Mar 1972	U
TUNISIA														
	12603	**Gabes Chimie Trans.**	4,865	TF6	M-Werkspoor TEBS459	14	103·0	15·8	6·5	2,676L	Roch.-Pallice	205	Oct 1971	x
	10948	**Tunisienne de Nv.,C.**	9,600	TR6	M-B.& W. 642VT2BF90	13	139·0	17·2	7·8	12,400L	E.N.Bazan	S159	1971	UX
UNITED STATES														
S	12599	**American Owner**	126,000L	TO6	T 30,000 shp	16	283·4	40·2	16·6	151,040L	Sun Sb.& Dd.	656	1971	
	10043	**Atlantic Richfield**	69,800	TO6	T-G.E.C. 20,000 shp	15	246·9	32·0	13·3		Bethlehem Sb.	S4630	Jul 1971	ce
	10044	,,	69,800	TO6	T-G.E.C. 20,000 shp	15	246·9	32·0	13·3		Bethlehem Sb.	S4631	Dec 1971	ce
	11514	,,	120,000	TO6	T-G.E.C. 26,000 shp	16	(269)	42·1	15·8		Bethlehem Sb.	S4634	Dec 1972	
	11515	,,	120,000	TO6	T-G.E.C. 26,000 shp	16	(269)	42·1	15·8		Bethlehem Sb.	S4635	Dec 1973	
	11516	,,	120,000	TO6	T-G.E.C. 26,000 shp	16	(269)	42·1	15·8		Bethlehem Sb.	S4636	Dec 1974	
CS	08474	**Falcon Carriers**	34,000	TN6	M-Frbnks-Mrs. 2×38A20	16	204·8	27·1	10·4	47,697L	Ingalls Sb.	El162	1971	UX
CS	08475	,,	34,000	TN6	M-Frbnks-Mrs. 2×38A20	16	204·8	27·1	10·4	47,697L	Ingalls Sb.	El163	Jun 1971	U
CS	08476	,,	34,000	TN6	M-Pielstick 2×16PC2V	16	204·8	27·1	10·4	47,697L	Ingalls Sb.	El164	Feb 1972	U
CS	08477	,,	34,000	TN6	M-Pielstick 2×16PC2V	16	204·8	27·1	10·4	47,697L	Ingalls Sb.	El165	May 1972	U
C	10042	**Hendy International**	69,800	TO6	T-G.E.C. 20,000 shp	15	246·9	32·0	13·3		Bethlehem Sb.	S4629	Apr 1971	ce
CS	10970	,,	37,750	TC6	T-G.E.C. 15,000 shp	16	201·2	27·4	11·1		Bethlehem Sb.	S4633	1971	
S	10711	**Marine Transport**	37,000	TC6	T- 15,000 shp	16	204·8	27·1	10·4	48,000L	Ingalls Sb.	El177		X
	10006	**Maritime Oversens**	61,440	TO6	T- 20,000 shp	16	223·7	32·0	13·2	83,311L	Bethlehem Sb.	S4628	1971	Xce
	14048	,,	120,000L	TO6	T 26,000 shp	16	(269)	42·1	15·8		Bethlehem Sb.	S/	4Q. 1973	
CS	10976	**Mathiasen Tankers**	80,000L	TO6	T-G.E.C. 24,000 shp	17	247·2	38·1	13·1	94,122L	Sun Sb.& Dd.	652		Ucei
CS	11624	,,	80,000L	TO6	T-G.E.C. 24,000 shp	17	247·2	38·1	13·1	94,122L	Sun Sb.& Dd.	653		Ucei
	10429	**Standard Oil, Calif.**	69,800	TO6	T-G.E.C. 20,000 shp	15	246·9	32·0	13·3		Bethlehem Sb.	S4632	Feb 1972	ce
	12414	,,	69,800	TO6	T-G.E.C. 20,000 shp	15	246·9	32·0	13·3		Bethlehem Sb.	S4637	Mid 1972	ce
	12415	,,	69,800	TO6	T-G.E.C. 20,000 shp	15	246·9	32·0	13·3		Bethlehem Sb.	S4638	2H. 1972	ce
URUGUAY														
	09859	**Ancap-Uruguay**	30,000	TN6	M-Sulzer 9RD76	16	194·5	25·0	10·1	37,500L	E.N.Bazan	F142	1971	
U.S.S.R.														
S	01840	**U.S.S.R.**	20,000	TR6	M-Sulzer 6RD76	16	177·2	22·4	9·4	27,750L	Stocz.I.K.Pary.	17208		IXe
S	01841	,,	20,000	TR6	M-Sulzer 6RD76	16	177·2	22·4	9·4	27,750L	Stocz.I.K.Pary.	17209	1971	IXe
S	01868	,,	60,000	TO6	T- 22,000 shp	17	251·5	35·0	12·2		Admiralteiski			
S	01869	,,	60,000	TO6	T- 22,000 shp	17	251·5	35·0	12·2		Admiralteiski			
S	01894	,,	4,987	TNR	M-Russki 2×8NND148A	13	132·6	16·5	3·6		Volgograd			I
S	01947	,,	15,000	TR6	M-Russki 6DKRN74/160-2	16	162·3	21·6	8·5		Kherson Shpyd.			
S	01948	,,	15,000	TR6	M-Russki 6DKRN74/160-2	16	162·3	21·6	8·5		Kherson Shpyd.			
S	01949	,,	15,000	TR6	M-Russki 6DKRN74/160-2	16	162·3	21·6	8·5		Kherson Shpyd.			
S	01950	,,	15,000	TR6	M-Russki 6DKRN74/160-2	16	162·3	21·6	8·5		Kherson Shpyd.			
S	01951	,,	15,000	TR6	M-Russki 6DKRN74/160-2	16	162·3	21·6	8·5		Kherson Shpyd.			
S	01952	,,	15,000	TR6	M-Russki 6DKRN74/160-2	16	162·3	21·6	8·5		Kherson Shpyd.			
S	01953	,,	15,000	TR6	M-Russki 6DKRN74/160-2	16	162·3	21·6	8·5		Kherson Shpyd.			
S	01954	,,	15,000	TR6	M-Russki 6DKRN74/160-2	16	162·3	21·6	8·5		Kherson Shpyd.			
S	01955	,,	15,000	TR6	M-Russki 6DKRN74/160-2	16	162·3	21·6	8·5		Kherson Shpyd.			
S	01956	,,	15,000	TR6	M-Russki 6DKRN74/160-2	16	162·3	21·6	8·5		Kherson Shpyd.			
S	01957	,,	15,000	TR6	M-Russki 6DKRN74/160-2	16	162·3	21·6	8·5		Kherson Shpyd.			
	05121	,,	22,610	TR6	M-B.& W. 774VT2BF160	17	186·2	23·5	9·7	30,375L	Brod.Split	228		X
	05122	,,	22,610	TR6	M-B.& W. 774VT2BF160	17	186·2	23·5	9·7	30,375L	Brod.Split	229		UXb
	05123	,,	22,610	TR6	M-B.& W. 774VT2BF160	17	186·2	23·5	9·7	30,375L	Brod.Split	230		
	05124	,,	22,610	TR6	M-B.& W. 774VT2BF160	17	186·2	23·5	9·7	30,375L	Brod.Split	231		
S	08425	,,	16,300L	TR6	M-Russki 6DKRN74/160-2	16	162·3	21·6	8·9	21,300L	Baltic Sb.			U
S	08426	,,	16,300L	TR6	M-Russki 6DKRN74/160-2	16	162·3	21·6	8·9	21,300L	Baltic Sb.			U
S	08427	,,	16,300L	TR6	M-Russki 6DKRN74/160-2	16	162·3	21·6	8·9	21,300L	Baltic Sb.			U
S	08428	,,	16,300L	TR6	M-Russki 6DKRN74/160-2	16	162·3	21·6	8·9	21,300L	Baltic Sb.			U
S	08429	,,	16,300L	TR6	M-Russki 6DKRN74/160-2	16	162·3	21·6	8·9	21,300L	Baltic Sb.			U
	09604	,,	12,000	TNR	M-Skoda 2×2,500 bhp	13	(139)	17·4	8·0		Astrakhan			U
	09605	,,	12,000	TNR	M-Skoda 2×2,500 bhp	13	(139)	17·4	8·0		Astrakhan			U
	09606	,,	12,000	TNR	M-Skoda 2×2,500 bhp	13	(139)	17·4	8·0		Astrakhan			U
	09607	,,	12,000	TNR	M-Skoda 2×2,500 bhp	13	(139)	17·4	8·0		Astrakhan			U
	10188	,,	5,000	TNR	M-Russki 2×8NND148A	13	132·6	16·5	3·6		G.Dimitrov			I
	10191	,,	5,000	TNR	M-Russki 2×8NND148A	13	132·6	16·5	3·6		G.Dimitrov		1971	I
	10192	,,	5,000	TNR	M-Russki 2×8NND148A	13	132·6	16·5	3·6		G.Dimitrov		1971	I
	10193	,,	5,000	TNR	M-Russki 2×8NND148A	13	132·6	16·5	3·6		G.Dimitrov		1971	I
	10194	,,	5,000	TNR	M-Russki 2×8NND148A	13	132·6	16·5	3·6		G.Dimitrov		1971	I
	10195	,,	5,000	TNR	M-Russki 2×8NND148A	13	132·6	16·5	3·6		G.Dimitrov		1971	I
	10196	,,	5,000	TNR	M-Russki 2×8NND148A	13	132·6	16·5	3·6		G.Dimitrov		1971	I
	10735	,,	2,930	TW6	M-B.& W. 5K42EF	14	94·5	15·4	6·2	2,340L	Rauma-Repola	190		AXce
	10736	,,	2,930	TW6	M-B.& W. 5K42EF	14	94·5	15·4	6·2	2,340L	Rauma-Repola	191	1971	AXce
	10737	,,	2,930	TW6	M-B.& W. 5K42EF	14	94·5	15·4	6·2	2,340L	Rauma-Repola	192	Apr 1971	A
	12332	,,	5,045	TN6	M-Russki 5DKRN50/110	14	106·0	15·7	6·7	6,027L	Rauma-Repola	201	Jun 1971	
	12333	,,	5,045	TN6	M-Russki 5DKRN50/110	14	106·0	15·7	6·7	6,027L	Rauma-Repola	202	Aug 1971	
	12334	,,	5,045	TN6	M-Russki 5DKRN50/110	14	106·0	15·7	6·7	6,027L	Rauma-Repola	203	Oct 1971	
	12365	,,	5,045	TN6	M-Russki 5DKRN50/110	14	106·0	15·7	6·7	6,027L	Rauma-Repola	211	Dec 1971	
	12366	,,	5,045	TN6	M-Russki 5DKRN50/110	14	106·0	15·7	6·7	6,027L	Rauma-Repola	212	Feb 1972	
	12515	,,	5,045	TN6	M-Russki 5DKRN50/110	14	106·0	15·7	6·7	6,027L	Rauma-Repola	213	Apr 1972	
	12516	,,	5,045	TN6	M-Russki 5DKRN50/110	14	106·0	15·7	6·7	6,027L	Rauma-Repola	214	Jun 1972	
	12517	,,	5,045	TN6	M-Russki 5DKRN50/110	14	106·0	15·7	6·7	6,027L	Rauma-Repola	215	Aug 1972	
	12798	,,	1,500	TK6	M-S.K.L. 2×8NVD36-14	8	59·8	10·5	4·5	2,007L	Ivan Dimitrov			Ibh
	12799	,,	1,500	TK6	M-S.K.L. 2×8NVD36-14	8	59·8	10·5	4·5	2,007L	Ivan Dimitrov			Ibh
	12800	,,	1,500	TK6	M-S.K.L. 2×8NVD36-14	8	59·8	10·5	4·5	2,007L	Ivan Dimitrov			Ibh

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
TANKERS (cont) U.S.S.R. (cont)														
	12801	**U.S.S.R.**	1,500	TK6	M-S.K.L. 2x8NVD36-14	8	59·8	10·5	4·5	2,007L	Ivan Dimitrov			Ibh
	12802	,,	1,500	TK6	M-S.K.L. 2x8NVD36-14	8	59·8	10·5	4·5	2,007L	Ivan Dimitrov			Ibh
	12803	,,	1,500	TK6	M-S.K.L. 2x8NVD36-14	8	59·8	10·5	4·5	2,007L	Ivan Dimitrov			Ibh
	13677	,,	1,634	TG6	M	14	83·5	12·0	4·6	2,034	Kerch			
	13678	,,	1,634	TG6	M	14	83·5	12·0	4·6	2,034	Kerch			
S	**13969**	,,	6,000	TNR	M	13					Volgograd		1971	I
S	**13970**	,,	6,000	TNR	M	13					Volgograd		1971	I
S	**13971**	,,	6,000	TNR	M	13					Volgograd		1971	I
S	**13972**	,,	6,000	TNR	M	13					Volgograd		1971	I
S	**13973**	,,	6,000	TNR	M	13					Volgograd		1971	I
S	**13974**	,,	6,000	TNR	M	13					Volgograd		1971	I
S	**13975**	,,	6,000	TNR	M	13					Volgograd		1972	I
S	**13976**	,,	6,000	TNR	M	13					Volgograd		1972	I
S	**13977**	,,	6,000	TNR	M	13					Volgograd		1972	I
S	**13978**	,,	6,000	TNR	M	13					Volgograd		1972	I
S	**13979**	,,	6,000	TNR	M	13					Volgograd		1972	I
FLAG UNKNOWN														
	12510	**El Paso Natural Gas**	60,000	TH6	T-Stal-Laval 45,000 shp	20	265·0	40·4	11·0	120,000R	France-Gironde	DK283 Nov	1974	
	12511	,,	60,000	TH6	T-Stal-Laval 45,000 shp	20	265·0	40·4	11·0	120,000R	France-Gironde	DK284 Dec	1975	
	14238	,,	60,000	TH6	T-Stal-Laval 45,000 shp	20	265·0	40·4	11·0	120,000R	France-Gironde	DK287 Jun	1976	
	14302	**Foreign Owner**	3,150	TR6	M-MaK 8Mu45AK	12	86·3	12·5	5·6	3,700L	C.Luhring	7102 1H.	1972	
	10397	**Unknown Owner**	2,600	TC6	M		86·8				Richards(SB)Ltd	505		
	12807	,,	5,200	TN6	M-Deutz 2xSBA12M528	11	(93)	16·0	5·2		I.N.M.Affini	82	1971	b
	12808	,,	5,200	TN6	M-Deutz 2xSBA12M528	11	(93)	16·0	5·2		I.N.M.Affini	83	1971	b
	13486	,,		TH6	M					100,000R	Moss-Rosenberg	R199	1975	
	13599	,,	2,200	TN6	M						Flekkefjord		1972	
S	**13952**	,,	132,000L	TO6	M-B.& W. 10K84EF	16	281·3	41·2	16·7		Eriksbergs M.V.	666	1973	
S	**13953**	,,	132,000L	TO6	M-B.& W. 10K84EF	16	281·3	41·2	16·7		Eriksbergs M.V.	667	1974	
INTERNATIONAL COMPANIES														
	12943	**Esso Group**	5,000	TN6	M		90·2	18·3	5·0		Jurong Shpyd.	70 Oct	1971	
	13740	,,	22,500	TR6	M-B.& W. 7K62EF	15	164·0	23·5	9·8		Hitachi Zosen	M4361 Sep	1972	
	13741	,,	22,500	TR6	M-B.& W. 7K62EF	15	164·0	23·5	9·8		Hitachi Zosen	M4362 Dec	1972	
	13742	,,	22,500	TR6	M-B.& W. 7K62EF	15	164·0	23·5	9·8		Hitachi Zosen	M4363 Mar	1973	
	13743	,,	22,500	TR6	M-B.& W. 7K62EF	15	164·0	23·5	9·8		Hitachi Zosen	M4364 Jun	1973	
	13744	,,	22,500	TR6	M-B.& W. 7K62EF	15	164·0	23·5	9·8		Hitachi Zosen	M4365 Sep	1973	
	13745	,,	22,500	TR6	M-B.& W. 7K62EF	15	164·0	23·5	9·8		Hitachi Zosen	M4366 Dec	1973	
	14248	,,	27,000	TR6	M-B.& W. 7K62EF	15	164·0	23·5	9·8		Hitachi Zosen	M4367	1974	
	14249	,,	27,000	TR6	M-B.& W. 7K62EF	15	164·0	23·5	9·8		Hitachi Zosen	M4368	1974	
	14250	,,	27,000	TR6	M-B.& W. 7K62EF	15	164·0	23·5	9·8		Hitachi Zosen	M4369	1974	
	11935	**Esso Group-Austr.**	24,000	TR6	M-Sulzer 5RND76	15	171·0	24·4	9·7		Evans Deakin	V80 Dec	1971	U
	14061	**Esso Group-Finland**	2,500X	TN6	M						Reposaaren Kon.	143	1971	X
	11343	**Esso Group-G.B.**	2,700	TR6	M-English Electric 28CSVM	13	(85)	12·8	5·0		Appledore Sb.	AS75	1971	
	11344	,,	3,250	TR6	M-English Electric 28CSVM	13	(85)	12·8	5·0		Appledore Sb.	AS76	1971	
	13102	,,	20,250L	TR6	M-Pielstick 2x12PC2V	15	170·7	22·8	9·2		Cammell Laird	1350	1972	bd
	13103	,,	20,250L	TR6	M-Pielstick 2x12PC2V	15	170·7	22·8	9·2		Cammell Laird	1351	1972	bd
	11944	**Esso Group-U.S.A.**	62,300	TG6	M-B.& W. 8K84EF	15	234·0	39·9	11·5	98,500	Hitachi Zosen	I4320 Feb	1973	x
	12739	**Gazocean**		TH6						115,000	Ch.Atlantique		1974	
	09976	**Gazocean-France**	31,000	TH6	T-Stal-Laval AP17	17	220·0	31·9	9·0	50,000	Ch.Atlantique	O24 4Q.	1971	X
	12926	,,		TH6	T 45,000 shp	20	276·0	41·6	11·3	120,000R	La Ciotat	301 Jun	1974	
	11786	**Gazocean-G.B.**	22,810	TG6	M-Fiat 906S	16	193·0	29·0	9·9	40,000	La Ciotat	267 Jun	1971	Uc
	13384	,,		TH6						88,000	Swan Hunter	4Q.	1974	
	12927	**Gazocean-Panama**		TH6	T 45,000 shp	20	276·0	41·6	11·3	120,000R	La Ciotat	302 Sep	1975	
	10648	**Gulf Oil-Spain**	103,000L	TO6	M-Sulzer 9RD90	16	265·7	39·0	14·2	126,650L	Astano	228		U
	10649	,,	103,000L	TO6	M-Sulzer 9RD90	16	265·7	39·0	14·2	126,650L	Astano	230		U
	12025	**Mobil Oil-Austr.**	24,000	TN6	M-Sulzer 6RD76	15	170·7	24·7	9·4	33,130L	Whyalla Sb.& E.	52 Sep	1971	b
	11999	**Mobil Oil-Bermuda**	26,920	TR6	M-Fiat B785S	16	171·6	25·9	10·1	39,000L	Ansaldo	4268 Sep	1971	
	12000	,,	26,920	TR6	M-Fiat B785S	16	171·6	25·9	10·1	39,000L	Ansaldo	4269 Nov	1971	
S	12204	,,	26,920	TR6	M-Fiat B785S	16	171·6	25·9	10·1	39,000L	Italcantieri	C4270 Dec	1971	
S	12205	,,	26,920	TR6	M-Fiat B785S	16	171·6	25·9	10·1	39,000L	Italcantieri	C4271 May	1972	
S	12413	**Mobil Oil-U.S.A.**	126,000L	TO6	T 30,000 shp	16	283·4	40·2	16·6	151,040L	Sun Sb.& Dd.	657	1972	
	11789	**Shell Group**	50,000X	TH6	T-Stal-Laval 20,000 shp	17	249·0	34·7	9·4	73,500	La Ciotat	290 Oct	1974	x
	12692	,,	40,000X	TH6	T-Stal-Laval AP24		259·0	35·0	9·5	75,000R	La Seyne	1399	1975	
	12693	,,	40,000X	TH6	T-Stal-Laval AP24		259·0	35·0	9·5	75,000R	La Seyne	1400	1975	
	09230	**Shell Group-Can.**	8,120	TR6	M-Ruston 8AOM	13	(114)	18·0	7·1	11,100L	Marine Indust.	389		Xce
	11561	**Shell Group-G.B.**	40,000X	TH6	T-Stal-Laval AP24		259·0	35·0	9·5	75,000R	Ch.Atlantique	G25	1971	
	11562	,,	40,000X	TH6	T-Stal-Laval AP24		259·0	35·0	9·5	75,000R	Ch.Atlantique	H25	1972	
	11563	,,	40,000X	TH6	T-Stal-Laval AP24		259·0	35·0	9·5	75,000R	Ch.Atlantique	I25	1972	
	12690	,,	40,000X	TH6	T-Stal-Laval 20,800 shp		259·0	35·0	9·5	75,000	Ch.Atlantique	J25	1973	
BUILDERS ACCOUNT														
S	**14185**	**Italcantieri**	26,920	TR6	M-Fiat B785S	16	171·6	25·9	10·1	36,700L	Italcantieri	C4282	1972	
S	**14186**	,,	26,920	TR6	M-Fiat B785S	16	171·6	25·9	10·1	36,700L	Italcantieri	C4283	1973	
S	**14187**	,,	26,920	TR6	M-Fiat B785S	16	171·6	25·9	10·1	36,700L	Italcantieri	C4284	1973	
S	**14188**	,,	26,920	TR6	M-Fiat B785S	16	171·6	25·9	10·1	36,700L	Italcantieri	C4285	1973	
S	**14189**	,,	26,920	TR6	M-Fiat B785S	16	171·6	25·9	10·1	36,700L	Italcantieri	C4288	1973	
S	**14190**	,,	26,920	TR6	M-Fiat B785S	16	171·6	25·9	10·1	36,700L	Italcantieri	C4289	1973	
CONVERSIONS														
US	C0422	**American Trading**		TN6	T 15,000 shp	17	252·9	23·9			Newport News	L Jun	1971	h
LI	C0026	**Atlas Petroleum**		TN6	T		(218)				Mitsubishi	L		
PA	C0137	**Cintamar S.A.**		TF6	R	11					Italy	CD		

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
TANKERS (cont) CONVERSIONS (cont)														
US	C0338	**Commonwealth Oil**	29,300	TN6	T-Brown Boveri 7,760 shp		193·9	25·9			Wilton-Fijen.	T	May 1971	h
NO	**C0444**	**Fekete,Thomas F.**		TN6	M-B.& W. 4,050 bhp	13	123·0	16·9			Moss-Rosenberg	CM	1971	
SW	**C0435**	**Grangesberg-Oxel.**		TU6	M-M.A.N. 7,200 bhp	14	181·6	22·8	10·0		Gotaverken	CM		Ih
US	C0120	**Hudson Waterways**	19,650	TN6	E- 7,240 shp		172·6	22·9			American Sb.	N		
US	C0121	,,	19,650	TN6	E- 7,240 shp		172·6	22·9			American Sb.	N		
LI	C0015	**Hydroussa C.N.**		TN6	T-I.H.I.		(217)				Mitsubishi	T		
IT	C0426	**Montenari,G.& A.**	1,350	TN6	M-M.W.M.		81·4	10·4	3·9		Malta Dd.	L		
US	C0339	**Ocean Transport**	39,000	TN6							Bethlehem Sb.	L		
BR	C0350	**Petrobras**	12,100	TN6	M-B.& W. 750VT2BF110	13	154·1	18·9	7·1	16,400L	Costeira	L		h
BR	C0351	,,	12,100	TN6	M-B.& W. 750VT2BF110	13	154·1	18·9	7·1	16,400L	Costeira	L		h
BR	C0352	,,	12,100	TN6	M-B.& W. 750VT2BF110	13	154·1	18·9	7·1	16,400L	Costeira	L		h
BR	C0353	,,	12,100	TN6	M-B.& W. 750VT2BF110	13	154·1	18·9	7·1	16,400L	Costeira	L		h
NO	C0014	**Reksten,Hilmar**	67,630	TO6	T-A.G.Weser 17,300 shp		(248)	31·1	13·0		Mitsubishi	T		
INT	C0307	**Shell Group-Can.**		TN6	M-Paxman 2×1,608 bhp		97·5	13·9		4,247L	Canadian Sb.	L		
GB	**C0457**	**Stephenson Clarke**	2,270	TN6	M-Brit.Polar 960 bhp	10	79·1	12·0			Swan Hunter	L	Aug 1971	h
FR	C0200	**S.A.G.A.**		TG6	M-Bolnes 2,380 bhp	15						CD		
INT	C0327	**Texaco-U.S.A.**	42,000	TR6	T 15,000 shp						Bethlehem Sb.	L		
INT	C0328	,,	42,000	TR6	T 15,000 shp						Bethlehem Sb.	L		
INT	C0329	,,	42,000	TR6	T 15,000 shp						Bethlehem Sb.	L		
INT	C0330	,,	42,000	TR6	T 15,000 shp						Bethlehem Sb.	L		
INT	**C0460**	,,	42,000	TR6	T 15,000 shp		221·0	27·4	11·4		Maryland Sb.	T	Oct 1971	
INT	**C0461**	,,	42,000	TR6	T 15,000 shp		221·0	27·4	11·4		Maryland Sb.	T	Apr 1972	
DE	C0408	**Tholstrup,Brodrene**		TG6	M-M.W.M. 950 bhp		85·2	9·6			Figee N.V.	L		G
DE	C0409	,,		TG6	M-M.W.M. 950 bhp		85·2	9·5			Figee N.V.	L		G
CONTRACTS PENDING OR NEGOTIATING														
	T0783	**Anco Tanker**	25,000	TC6	M						Order soon	6		
S	**T0984**	**Atlantic Marit.Ent.**		TO6							Planning	1		
	T0716	**Buries Marks**		TC6	M						Enquiring	2		
	T0886	**Chinese Republic**	20,000	TR6	M						Enq.France	SVRL.		
	T0857	**Deutsche S.R.**	20,000	TN6	M						Enquiring	3-5		
	T0911	**El Paso**		TH6							Proposed	5-7		
C	T0752	**Hendy International**	120,000	TO6							Opt.Bethlehem	2		
	T0719	**Japanese Owner**		TN6	N						Planning	1	1978	
	T0976	**Karageorgis,M.A.**	23,800	TR6	M-Sulzer 7RND68	16	170·8	26·0	9·4	36,248L	Neg.I.H.I.	3	2H. 1973	U
S	**T0955**	**Keystone Shpg.Co.**	120,000L	TO6	T 24,000 shp	15	(274)	45·0	14·8		Planning	5		U
S	**T0947**	**Marine Carriers**	75,500	TO6	T 24,000 shp	17	(236)	32·1			Planning	1		U
	T0989	**Miller,R.W.**	62,000	TO6	M		239·3	32·2	12·5	76,003L	Bidding	2		
	T0846	**Moore-McCormack**	100,000L	TO6							Enq.U.S.A.	6		
C	T0703	**M.S.T.S.**	25,500	TN6	M-Frbnks-Mrs. 38A20	16	182·9	27·4			Negotiating	9		
	T0585	**Occidental Petrol.**	80,000L	TO6							Enq.Spain	2		
	T0586	,,	100,000L	TO6							Enq.Spain	1		
S	**T0987**	**Penn Shpg.Co.**	120,000L	TO6	T 24,000 shp	15	(274)	45·0	14·8		Planning	1		U
	T0775	**Petrobras**	26,000	TN6	M						Enq.Brazil	3		
	T0720	**Poland**	13,200	TS6	M 8,000bhp		146·2	20·0			Opt.Naval	2		
	T0755	**Shell Group**	40,000X	TH6					9·4		Bids asked	3		
	T0899	**Soponata**	100,000L	TO6							Enq.Brazil	1		
	T0983	**Steuart Transport.**	100,000L	TO6							Subsidy asked	3		
S	**T0954**	**Sun Oil Co.**	80,000	TO6	T-G.E.C. 24,000 shp	17	247·2	38·1	13·1	94,122L	Planning	1		Ucei
	T0457	**Turkish Owner**	30,000	TN6							Approved	3		
	T0458	,,	10,000	TN6	M						Approved	8		
	T0928	**U.S.Lines**		TH6						120,000	Proposed	4		
	T0916	**Valles Ss.Co.**	25,000	TN6	M						Neg.Namura	3	1973	
	T0718	**Wallem & Co.Ltd.**	15,000	TN6	M-B.& W. 6K62EF	14	(133)	20·9			Opt.Hitachi	5		

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features

ORE/OIL & ORE/BULK/OIL CARRIERS

GREAT BRITAIN

G	11724	**Anglo-Norness**	257,800L	MS6	T-Mitsubishi 32,000 shp	15	(320)	53·6	20·4		Mitsubishi	N1684	Sep 1972	
G	11743	,,	150,000L	MB6	M-B.& W. 8K98FF	15	288·5	43·4	17·5	169,900L	Doxford Group	N731	Dec 1971	
G	11744	,,	150,000L	MB6	M-B.& W. 8K98FF	15	288·5	43·4	17·5	169,900L	Doxford Group	N732	Jun 1972	
G	10665	**Bibby Line Ltd.**	166,750L	MB6	M-B.& W. 8K98FF	15	294·3	44·2	18·5	171,315L	Swan Hunter	F27	Jul 1972	GUei
G	12311	,,	142,000L	MB6	M-Sulzer 10RND90	16	(258)	44·0	18·0		Sumitomo Sb.	U945	May 1973	
	10968	**Buries Marks**	242,800L	MS6	T-Kawasaki UA330	15	327·0	52·0	20·4		Kawasaki H.I.	S1141	May 1972	Ux
G	09500	**Clarkson,H.**	142,000	MB6	M-Sulzer 10RND90	15	265·2	44·0	17·2		Sumitomo Sb.	U914	1971	Xceh
G	10666	,,	134,800L	MB6	M-Sulzer 10RND90	15	265·2	44·0	17·2		Sumitomo Sb.	U926	Apr 1972	ceh
G	10663	**Furness Withy Grp.**	166,750L	MB6	M-B.& W. 8K98FF	15	294·3	44·2	18·5	171,315L	Swan Hunter	F25	1971	GUXei
G	10664	**Hunting & Son**	166,750L	MB6	M-B.& W. 8K98FF	15	294·3	44·2	18·5	171,315L	Swan Hunter	F26	Oct 1971	GUei
S	12187	**Navigation & Coal**	220,500L	MS6	T-Stal-Laval AP40/30	16	332·3	45·6	20·4		Gotaverken	860	1973	Ucex
S	12424	,,	220,500L	MS6	T-Stal-Laval AP40/30	16	332·3	45·6	20·4		Gotaverken	862	1973	Ucex
	13458	**Ocean Group**	215,000L	MS6	T-Mitsubishi 30,000 shp	15	327·0	50·0	19·1		Nippon Kokan	U16	May 1973	
G	10261	**P.& O.Group**	151,900L	MB6	T-A.E.G. 24,000 shp	15	288·5	43·4	17·5	169,900L	Howaldt.-D.Wft.	11	May 1971	
G	11725	,,	257,800L	MS6	T-Mitsubishi 32,000 shp	15	(320)	53·6	20·4		Mitsubishi	N1685	Dec 1972	
G	11740	,,	151,000L	MB6	M-B.& W. 8K98FF	15	(279)	45·1	16·9	169,900L	Eriksbergs M.V.	648		Uehi

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
ORE/OIL & ORE/BULK/OIL CARRIERS (cont) GREAT BRITAIN (cont)														
G	11741	**P.& O.Group**	151,000 L	MB6	M-B.& W. 8K98FF	15	(279)	45·1	16·9	169,900L	Eriksbergs M.V.	649		Uchi
	13870	**Reksten,Hilmar**	167,000 L	MB6	M-B.& W. 8K98FF	15	294·3	44·2	18·5	171,315L	Swan Hunter	F/	1974	GUei
	13871	,,	167,000 L	MB6	M-B.& W. 8K98FF	15	294·3	44·2	18·5	171,315L	Swan Hunter	F/	1974	GUei
G	10971	**Silver Line Ltd.**	134,800 L	MB6	M-Sulzer 10RND90	15	265·2	44·0	17·2		Sumitomo Sb.	U937	Nov 1972	ceh
BRAZIL														
	12853	**Petrobras**	265,300 L	MS6	T-I.H.I. 36,000 shp	16	338·0	54·5	21·0		I.H.I.	K2279	Mar 1974	
CHILE														
	13835	**Empremar**	165,000 L	MS6							E.N.Bazan	F/	1974	
	11387	**SONAP**	68,500	MS6	M-Sulzer 6RND90	15	244·0	32·2	12·8	84,000L	Mitsubishi	H215	May 1971	i
FRANCE														
	10526*	**Bornemisza,Thyssen**	150,200 L	MB6	M-Sulzer 8RND105	16	296·0	43·8	16·8		France-Gironde	DK276	Dec 1972	
	10527*	,,	150,200 L	MB6	M-Sulzer 8RND105	16	296·0	43·8	16·8		France-Gironde	DK277	Dec 1973	
	10462	**Havraise & Nantes**	166,750 L	MS6	M-B.& W. 8K98EF	16	296·0	43·8	18·2	213,000L	France-Gironde	DK274	Nov 1971	
G	10525	,,	150,200 L	MB6	M-Sulzer 8RND105	16	296·0	43·8	16·8		France-Gironde	DK275	May 1972	
G	12316	**Messageries Marit.**	257,750 L	MS6	T-Mitsubishi 32,000 shp	15	335·0	53·6	20·4		Mitsubishi	N1692	Sep 1973	
GERMANY (WEST)														
G	10262	**Essberger,J.T.**	151,900 L	MB6	T-A.E.G. 24,000 shp	15	288·5	43·4	17·5	169,900L	Howaldt.-D.Wft.	12	Oct 1971	
GREECE														
	10865*	**Martran Ss.**	69,500	MB6	M-Sulzer 7RND90	15	254·2	32·0	12·9		I.H.I.	A2167	Nov 1971	
	10929	,,	68,200	MB6	M-Sulzer 6RND90	15	243·5	32·2	13·5	84,000L	Mitsubishi	H214	1971	Xx
S	10965	**Pappadakis,A.G.**	95,980 L	MB6	M-Sulzer 8RND90	15	(252)	38·0	14·6		Nippon Kokan	T882	Dec 1971	
	13105*	**Pateras,Diamantis**	77,000 L	MB6	M-M.A.N. 13,300 bhp	15	236·6	32·4	13·7		Brod.Split	252	1971	x
	13301*	,,	77,000 L	MB6	M-M.A.N. 13,300 bhp	15	236·6	32·4	13·7		Brod.Split	256	1971	
INDIA														
	12417	**Great Eastern Shpg.**	100,600 L	MB6	M-Gtvrkn 850/1700VGS9U	16	256·5	39·0	15·1	112,534L	Gotaverken	855	Jun 1972	Ucep
	11124	**Shipping Corp.India**	85,000	MS6	M-M.A.N. K9Z86/160E	16	(244)	32·3	14·9		Brod.Uljanik	286		X
ITALY														
CS	10045	**Lauro,Achille**	137,200 L	MS6	T-Stal-Laval AP36/27	16	297·4	40·8	16·4	173,000L	Italcantieri	M4245	1971	UXe
CS	10047	,,	137,200 L	MS6	T-Stal-Laval AP36/27	16	297·4	40·8	16·4	173,000L	Italcantieri	M4250	Jul 1971	Ue
S	13170	,,	137,200 L	MS6	T-Stal-Laval AP36/27	16	297·4	40·8	16·4	173,000L	Italcantieri	M4278	Sep 1972	Ue
S	13171	,,	137,200 L	MS6	T-Stal-Laval AP36/27	16	297·4	40·8	16·4	173,000L	Italcantieri	G4272	1973	Ue
S	10046	**Lolli-Ghetti Group**	137,200 L	MS6	M-Sulzer 8RND90	16	297·4	40·8	16·4	173,000L	Italcantieri	G4248	1971	UXe
	11349	,,	140,000 L	MS6	T-Stal-Laval 28,000 shp	16	294·4	40·8	16·4	173,000L	Tirreno & Rnti.	251	1971	
	11350	,,	140,000 L	MS6	T-Stal-Laval 28,000 shp	16	294·4	40·8	16·4	173,000L	Tirreno & Rnti.	252	1971	
S	10163	**Messana S.p.A.**	137,200 L	MB6	T-Stal-Laval AP36/27	16	297·4	40·8	16·4	173,000L	Italcantieri	G4251	Sep 1971	Ue
	10879	**Orenavi**	46,000	MB6	M-Fiat 907S	15	216·4	28·6	11·7		C.N.Breda	265		Uc
	13933	**Scinicariello**	168,000 L	MB6	T-Stal-Laval 28,000 shp	14	(285)	47·4	17·5		Sumitomo Sb.	O4	Aug 1973	
	13104	**Unknown Owner**	46,000	MB6	M-Fiat 907S	15	216·4	28·6	11·7		C.N.Breda	270	1971	Uc
JAPAN														
	14012	**Daiichi Chuo**	168,100 L	MB6	T-Stal-Laval AP32/84	16	(285)	47·4	17·5		Sumitomo Sb.	U941	Aug 1971	
	13338	**Mitsui-Osk**	250,000 L	MS6							Mitsubishi		2H. 1973	
	13155	**Nippon Suisan**	156,800 L	MB6	T-I.H.I. 26,700 shp	16	(290)	43·3	17·4		I.H.I.	K2217	Jul 1971	
	13337	**N.Y.K.**	250,000 L	MS6							Mitsubishi		Mid 1973	
	13335	**Terukuni Kaiun**	268,500 L	MS6	T-I.H.I. 40,000 shp	16	(320)	54·5	21·0		I.H.I.	K2271	Oct 1972	x
LIBERIA														
C	10436*	**Andreadis**	149,300 L	MS6	M-B.& W. 10K84EF	15	(288)	44·2	17·0		Hitachi Zosen	I4263	1971	X
	10505*	,,	149,300 L	MS6	M-B.& W. 10K84EF	15	(288)	44·2	17·0		Hitachi Zosen	I4264	Dec 1971	
	10945*	**Carras,John**	73,500	MB6	M-M.A.N. K7Z86/160F	16	236·6	32·4	13·7		Brod.Split	253	1971	
	10946*	,,	73,500	MB6	M-M.A.N. K7Z86/160F	16	236·6	32·4	13·7		Brod.Split	257	1972	
S	11252	**Ditlev-Simonsen Grp.**	102,300 L	MB6	M-Gtvrkn 850/1700VGS9U	16	256·5	39·0	15·1	112,534L	Gotaverken	856	1972	Ucepx
S	11253	,,	102,300 L	MB6	M-Gtvrkn 850/1700VGS9U	16	256·5	39·0	15·1	112,534L	Gotaverken	857	1972	Ucepx
S	11254	,,	102,300 L	MB6	M-Gtvrkn 850/1700VGS9U	16	256·5	39·0	15·1	112,534L	Gotaverken	858	1973	Ucepx
S	11255	,,	102,300 L	MB6	M-Gtvrkn 850/1700VGS9U	16	256·5	39·0	15·1	112,534L	Gotaverken	859	1973	Ucepx
	10836*	**Ednasa**	112,000 L	MB6	M-B.& W. 9K84EF	15	(254)	40·2	16·0		Hitachi Zosen	I4275	1971	X
	12520*	,,	162,000 L	MS6	M-B.& W. 7K98FF	15	(289)	48·0	17·0		Hitachi Zosen	I4310	Feb 1973	
	10864*	**Goulandris,B.P.**	220,700 L	MS6	T-I.H.I. R804	16	323·7	48·1	19·2		I.H.I.	Y2161	May 1972	U
	12011*	,,	220,000 L	MS6	T-I.H.I. 28,000 shp	15	(307)	48·2	20·4		I.H.I.	Y2212	Feb 1973	
	12358*	,,	143,400 L	MS6	T-I.H.I. 21,000 shp		274·0	43·3	18·0	169,800L	I.H.I.		May 1972	
	14138*	,,	220,000 L	MS6	T-I.H.I. 28,000 shp	15	(307)	48·2	20·4		I.H.I.	Y2304	Mar 1974	
	14027*	**Island Nav.Corp.**	154,000 L	MS6	M-M.A.N. K7SZ105/180	16	(275)	44·0	17·0		Kawasaki H.I.	K1175	Oct 1973	
	11726*	**Kaiser Steel**	109,402 L	MB6	M-Sulzer 8RND90	15	261·5	40·6	15·8		Mitsubishi	H216	Dec 1971	
	14026*	,,	164,000 L	MS6	T-Mitsubishi 28,000 shp	16	(280)	47·4	17·4		Mitsubishi	Y935	Jul 1973	
	11991	**Koulouthros**	115,150 L	MB6	M-Sulzer 9RND90	16	260·0	40·6	15·9		Mitsubishi	H217	Jun 1971	X
	11994	,,	115,150 L	MB6	M-Sulzer 9RND90	16	260·0	40·6	15·9		Mitsubishi	H218	Feb 1972	
	12527*	**Maritime Overseas**	115,900 L	MB6	M-B.& W. 9K84EF	15	(254)	40·2	16·4		Hitachi Zosen	I4327	Mar 1973	
	14024*	,,	160,000 L	MS6	M-B.& W. 12K84EF	16	(302)	44·2	17·0		Hitachi Zosen	I4374	Jul 1974	
S	09275	**Niarchos**	96,300	MB6	M-B.& W. 9K84EF	16	(252)	38·0	14·6	116,000L	Nippon Kokan	S874	Apr 1971	X
S	10964*	**Pappadakis,A.G.**	95,980 L	MB6	M-Sulzer 8RND90	15	(252)	38·0	14·6		Nippon Kokan	T881	Feb 1972	
	13459	**Rio Doce Nav.**	269,500 L	MS6	T 36,000 shp	15	(320)	54·5	21·4		Nippon Kokan	U17	Oct 1973	x

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
ORE/OIL & ORE/BULK/OIL CARRIERS (cont) LIBERIA (cont)														
	09423*	**Triton Shpg.Co.**	150,000 L	MB6	T-I.H.I. 23,000 shp	16	291·0	44·5	16·0		I.H.I.	A2102	1971	XUch
	10166*	,,	150,000 L	MB6	T-I.H.I. 23,000 shp	16	291·0	44·5	16·0		I.H.I.	A2103 Oct	1971	Uch
	10401	,,	150,000 L	MB6	T-I.H.I. 23,000 shp	16	291·0	44·5	16·0		I.H.I.	A2131 May	1972	Uch
	10780*	,,	150,000 L	MB6	T-I.H.I. 23,000 shp	16	291·0	44·5	16·0		I.H.I.	A2162 Nov	1972	Uch
	10781*	,,	150,000 L	MB6	T-I.H.I. 23,000 shp	16	291·0	44·5	16·0		I.H.I.	A2163 Mar	1972	Uch
	10943*	**Victoria Marine**	73,500	MB6	M-M.A.N. K7Z86/160F	16	236·6	32·4	13·7		Brod.Split	246	1971	
	10944*	,,	73,500	MB6	M-M.A.N. K7Z86/160F	16	236·6	32·4	13·7		Brod.Split	249	1971	
	13239*	,,	77,000 L	MB6	M-M.A.N. K7Z86/160F	16	236·6	32·4	13·7		Brod.Split	260	1972	
	11424	**World-Wide Shpg.**	160,000 L	MS6	M-B.& W. 12K84EF	16	314·2	44·2	17·0		Hitachi Zosen	I4267 Jun	1971	
	11640	,,	101,700 L	MS6	M-B.& W. 9K84EF	15	254·0	38·9	15·2	121,500L	Mitsui Zosen	T891 Oct	1971	
	11796*	,,	160,000 L	MB6	T-Mitsubishi 28,000 shp	16	295·0	47·4	17·4		Mitsubishi	Y914 Jul	1971	
	12495*	,,	160,000 L	MB6	T 28,000 shp	16	(280)	47·7	17·4		Nippon Kokan		Dec 1972	
	12557*	,,	154,070 L	MS6	M-M.A.N. K7SZ105/180	15	(275)	44·0	17·9		Kawasaki H.I.	K1156 Feb	1973	
	12589*	,,	166,750 L	MB6	M-B.& W. 8K98FF	15	294·3	44·2	18·5	171,315L	Swan Hunter	F28 4Q.	1973	GUci
	12822*	,,	159,000 L	MS6	M-B.& W. 12K84EF	16	314·2	44·2	17·0		Hitachi Zosen	I4336 Dec	1973	
C	12984	,,	160,000 L	MB6	T 28,000 shp	16	295·0	47·4	17·4		Mitsubishi	Y915 May	1972	
	12985	,,	75,490	MS6	M-Sulzer 20,000 bhp	16	(226)	36·0	13·3		Mitsubishi	Y928 May	1972	
MALAYSIA														
	14137	**Malaysian Int.Shpg.**	165,600 L	MS6	M						Mitsubishi		Dec 1973	
NORWAY														
G	11742	**Anglo-Norness**	151,000 L	MB6	M-B.& W. 8K98FF	15	(279)	45·1	16·9	169,900L	Eriksbergs M.V.	656	1972	Uchi
C	10812	**Bergesen d.y.,Sig.**	225,000 L	MS6	M-B.& W. 2×9K74EF	16	(300)	50·0	19·8		Brod.Uljanik	296	1971	t
	10813	,,	225,000 L	MS6	M-B.& W. 2×9K74EF	16	(300)	50·0	19·8		Brod.Uljanik	297 Oct	1971	t
	11340	,,	225,000 L	MS6	M-B.& W. 2×9K74EF	16	(300)	50·0	19·8		Brod.Uljanik	299 Apr	1972	t
	12362	,,	225,000 L	MS6	M-B.& W. 2×9K74EF	16	(300)	50·0	19·8		Brod.Uljanik	300 Apr	1973	t
C	09738	**Berg,Odd**	152,000 L	MB6	M-B.& W. 8K98FF	16	303·0	42·6	16·9		Eriksbergs M.V.	641 Dec	1971	Uchp
S	10907	**Ditlev-Simonsen Grp.**	101,600 L	MB6	M-Gtvrkn 850/1700VGS9U	16	256·5	39·0	15·1	119,000L	Oresundsvarvet	228 May	1971	Ucep
S	**13957**	,,	101,600 L	MB6	M-Gtvrkn 850/1700VGS9u	16	256·5	39·0	15·1	119,000L	Oresundsvarvet	238	1973	Ucep
S	**13958**	,,	101,600 L	MB6	M-Gtvrkn 850/1700VGS9u	16	256·5	39·0	15·1	119,000L	Oresundsvarvet	240	1973	Ucep
S	**13959**	,,	101,600 L	MB6	M-Gtvrkn 850/1700VGS9u	16	256·5	39·0	15·1	119,000L	Oresundsvarvet	241	1974	Ucep
S	10804	**Herlofson,Sigurd**	101,600 L	MB6	M-Gtvrkn 850/1700VGS9U	16	256·5	39·0	15·1	119,000L	Oresundsvarvet	229 Oct	1971	Ucep
	09464	**Hoegh,Leif**	242,800 L	MS6	T-Kawasaki UA330	15	327·0	52·0	20·4		Kawasaki H.I.	S1116 Apr	1971	UXcex
	13346	,,	242,800 L	MS6	T-Kawasaki 33,000 shp	15	327·0	52·0	20·4		Kawasaki H.I.	S1167 Jun	1973	Ucex
	11992	**Jahre,Anders**	144,400 L	MS6	M-M.A.N. K7SZ105/180	15	(275)	44·0	17·0		Kawasaki H.I.	K1152 Feb	1972	
C	12312	,,	144,400 L	MS6	M-M.A.N. K7SZ105/180	15	(275)	44·0	17·0		Kawasaki H.I.	K1145 Oct	1971	
C	12746	**Meyer,P.**	227,300 L	MS6	T-G.E.C. MST-14	15	327·5	49·0	20·4		Howaldt.-D.Wft.	46 Feb	1973	x
C	11993	**Mosvold,Torrey**	83,140	MS6	M-Sulzer 7RND90	15	239·0	36·0	14·3		Mitsubishi	Y918 May	1971	x
	13130	,,	83,140	MS6	M-Sulzer 7RND90	16	239·0	36·0	14·3		Mitsubishi	Y927 Nov	1972	x
	13857	**Norwegian Owner**	125,000 L	MS6	M						Fredriksstad		1973	
	13053	**Olsen & Ugelstad**	227,300 L	MS6	T-G.E.C. MST-14	15	327·5	49·0	20·4		Howaldt.-D.Wft.	56 Aug	1973	x
	14293	,,	227,300 L	MS6	T-G.E.C. MST-14	15	327·5	49·0	20·4		Howaldt.-D.Wft.		1974	
S	10101	**Olsen,Brodrene**	101,600 L	MB6	M-Gtvrkn 850/1700VGS9U	16	256·5	39·0	15·1	119,000L	Oresundsvarvet	235	1972	Ucepx
S	11782	**Pederson,John P.**	101,600 L	MB6	M-Gtvrkn 850/1700VGS9U	16	256·5	39·0	15·1	119,000L	Oresundsvarvet	233	1972	Ucep
C	11449	**Rasmussen,Einar**	214,700 L	MS6	M-B.& W. 9K98FF	15	324·2	48·8	19·3	267,000L	Mitsui Zosen	C892 Oct	1971	
S	13097	**Rosshavet,Hval.**	95,591 L	MB6	M-B.& W. 9K84EF	16	(252)	38·0	14·6		Nippon Kokan	T891 Dec	1972	
S	10642	**Waage,Hagbart**	222,150 L	MS6	T-Stal-Laval AP40/30	16	333·2	45·6	20·6	283,170L	Gotaverken	828 Feb	1972	Uce
S	**14348**	,,	222,150 L	MS6	T-Stal-Laval AP40/30	16	333·2	45·6	20·6	283,170L	Gotaverken	867 Jun	1974	Uce
S	**14349**	,,	222,150 L	MS6	T-Stal-Laval AP40/30	16	333·2	45·6	20·6	283,170L	Gotaverken	868 Dec	1974	Uce
	09804	**Wilhelmsen,W.**	152,000 L	MB6	M-B.& W. 8K98FF	16	303·0	42·6	16·9		Eriksbergs M.V.	638	1971	Uchp
	12451	,,	210,000 L	MS6	T-Mitsubishi 32,000 shp	15	328·0	50·0	19·0		Nippon Kokan	U10 Oct	1972	ce
PANAMA														
	13257	**Koulouthros**	115,150 L	MB6	M-Sulzer 9RND90	16	(247)	40·6	15·8		Mitsubishi	H232 Jul	1973	x
	11875	**Lemos,C.M.**	150,178	MB6	T-Mitsubishi 27,000 shp	16	(288)	46·0	16·3		Nippon Kokan	U6 Oct	1971	
	11876	,,	150,178	MB6	T-Mitsubishi 27,000 shp	16	(288)	46·0	16·3		Nippon Kokan	U8 Dec	1971	
	14028	**Safmarine**	155,000 L	MS6	M-M.A.N. K7SZ105/180	16	(275)	44·0	17·9		Kawasaki H.I.	K/ Dec	1973	
SPAIN														
C	13010	**Gijonesa de Nav.,C.**	120,000 L	MB6	M-Sulzer 9RND90	16	264·0	40·0	16·5	143,000G	E.N.Bazan	F146 Aug	1973	
	13011	,,	120,000 L	MB6	M-Sulzer 9RND90	16	264·0	40·0	16·5	143,000G	E.N.Bazan	F148 Feb	1974	
	13012	,,	120,000 L	MB6	M-Sulzer 9RND90	16	264·0	40·0	16·5	143,000G	E.N.Bazan	F149 Aug	1974	
	13359	,,	120,000 L	MB6	M						Ast.Espanoles	S/	1972	
	13360	,,	120,000 L	MB6	M						Ast.Espanoles	S/	1972	
	13361	,,	120,000 L	MB6	M						Ast.Espanoles	S/	1973	
	13362	**Letasa**	115,000 L	MB6	M						Ast.Espanoles	S/	1972	
	13363	,,	115,000 L	MB6	M						Ast.Espanoles	S/	1973	
SWEDEN														
S	10479	**Brostrom,Axel**	101,600 L	MB6	M-Gtvrkn 850/1700VGS9U	16	256·5	39·0	15·1	112,534L	Gotaverken	852 Nov	1971	Ucep
	11923	,,	270,000 L	MS6	M-B.& W. 10K98FF	15	336·4	53·3	21·7	311,500L	Eriksbergs M.V.	665 Dec	1972	U
	13954	,,	151,000 L	MB6	M-B.& W. 8K98FF	16	(279)	45·1	16·9	169,900L	Eriksbergs M.V.	668	1973	Uchi
	13955	,,	151,000 L	MB6	M-B.& W. 8K98FF	16	(279)	45·1	16·9	169,900L	Eriksbergs M.V.	669	1974	Uchi
S	10078	**Fernstrom,Erik**	101,600 L	MB6	M-Gtvrkn 850/1700VGS9U	16	256·5	39·0	15·1	112,534L	Gotaverken	851 3Q.	1971	Ucep
S	12873	,,	101,600 L	MB6	M-Gtvrkn 850/1700VGS9U	16	256·5	39·0	15·1	119,200L	Oresundsvarvet	243	1974	Ucepx
	12360	**Grangesberg-Oxel.**	265,000 L	MS6	M-B.& W. 2×8K84EF	15	334·0	52·0	21·8	325,645L	Brod.Uljanik	301 Nov	1972	Uct
C	12361	,,	265,000 L	MS6	M-B.& W. 2×8K84EF	15	334·0	52·0	21·8	325,645L	Brod.Uljanik	302 Mar	1974	Uct
	11160	**Hogberg,Ake**	101,600 L	MB6	M-Gtvrkn 850/1700VGS9U	16	256·5	39·0	15·1	112,534L	Gotaverken	854	1972	Ucep
S	**13956**	,,	101,600 L	MB6	M-Gtvrkn 850/1700VGS9U	16	256·5	39·0	15·1	119,000L	Oresundsvarvet	237	1973	Ucep
C	10877	**Malmros Rederi**	210,000 L	MS6		15	328·0	50·0	18·9	253,000L	Nippon Kokan	U7 Jul	1971	
	13389	**Salen/Granges**	265,000 L	MS6	M-B.& W. 2×8K84EF	15	334·0	52·0	21·8	325,645L	Brod.Uljanik	303 Jun	1974	Uct

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
ORE/OIL & ORE/BULK/OIL CARRIERS (cont)														
					SWITZERLAND									
	13302*	**Swiss Owner**	108,000 L	MB6	M-M.A.N. K8Z86/160E						Brod.Split	254	1971	
	13303*	,,	108,000 L	MB6	M-M.A.N. K8Z86/160F						Brod.Split	261	1972	
					BUILDERS ACCOUNT									
S	**14181**	**Italcantieri**	136,300 L	MS6	T-Stal-Laval AP36/27	16	297·4	40·8	16·4	173,700L	Italcantieri	M4279	1973	Ue
S	**14182**	,,	136,300 L	MS6	T-Stal-Laval AP36/27	16	297·4	40·8	16·4	173,700L	Italcantieri	M4281	1973	Ue
S	**14191**	,,	136,300 L	MS6	T-Stal-Laval AP36/27	16	297·4	40·8	16·4	173,700L	Italcantieri	G4280	1972	Ue
					CONVERSIONS									
LI	C0206	**Hemisphere Trans.**	75,000	MS6	T 2×9,625 shp		(246)	36·0	13·3		Mitsubishi	CT		
LI	C0207	,,	75,000	MS6	T 2×9,625 shp		(246)	36·0	13·3		Mitsubishi	CT		
US	**C0453**	**San Juan Carriers**	141,000 L	ML6	M-B.& W. 1084VT2BF180	15	302·0	31·1			Nippon Kokan	CO	Mar 1972	
					CONTRACTS PENDING OR NEGOTIATING									
S	**T0948**	**Cargo Brokerage**	71,500	MB6	T 24,000 shp	17	(236)	32·1	13·9		Planning	2		U
	T0963	**Chowgule Ss.Co.**	138,000 L	MB6							Neg.West Ger.	1		
	T0960	**Columbia Ss.Co.**		MB6							Planning	2-4		
	T0733	**German Owner**	215,000	MS6	N						Proposed	1		
	T0841	**Grangesburg-Oxel.**	265,000 L	MS6	M-B.& W. 2×20,000 bhp	16	334·0	52·0	21·8	325,645L	Opt.Uljanik	1		Ut
	T0706	**Howard Smith Ind.**	55,000	MS6							Proposed	1		
	T0850	**Kaiser Steel**	110,000 L	MB6	M-Sulzer 8RND90		(247)	40·6	16·0		Tent.Mitsubishi	1	Mid 1972	
	T0819	**Lemos,C.M.**	150,000	MB6	T 23,000 shp		(275)	44·5	17·0		Neg.N.K.K.	2	2H. 1972	
S	**T0946**	**Marine Carriers**	71,500	MB6	T 24,000 shp	17	(236)	32·1	13·9		Planning	1		U
	T0770	**Maritime Overseas**	70,000	MS6	M-B.& W. 18,400 bhp	15	(230)	32·3	13·9		Neg.Hitachi	2	Mid 1972	
	T0921	**N.Y.K.**	214,500 L	MS6	T-Mitsubishi 30,000 shp	15	(310)	50·0	19·1		Neg.N.K.K.	1	Jul 1972	
S	**T0985**	**Penn Shpg.Co.**	69,500	MB6	T 24,000 shp	17	(252)	32·3	13·5		Planning	2		U
	T0776	**Petrobras**	135,000	MS6							Planning	3		
	T0823	**Rosshavet,Hval.**	210,000	MS6	T 32,000 shp		(328)	50·0	19·0		Neg.N.K.K.	1	2H. 1972	
	T0849	,,	95,000	MB6	M-B.& W. 9K84EF		(252)	38·0	14·6		Neg.N.K.K.	1	Mid 1972	
S	**T0952**	**Seatrain Lines**	69,500	MB6	T 24,000 shp	17	(252)	32·3	13·5		Planning	6		U
	T0739	**Triton Shpg.Co.**	150,000 L	MS6							Neg.N.K.K.	1		
	T0816	,,	150,000 L	MB6	T-I.H.I. 25,000 shp	16	291·0	44·5	16·0		Neg.I.H.I.	1-2	1H. 1973	
	T0927	**U.S.Lines**	100,000 L	MS6							Proposed	4		
S	**T0958**	**Waterman Ss.Co.**	69,500	MB6	T 24,000 shp	17	(252)	32·3	13·5		Planning	4		U
S	**T0988**	**Western Agency**		MB6							Planning	2-3		

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features

BULK CARRIERS

GREAT BRITAIN

	13258	**Anglo-Norness**	112,000 L	BS6	M-Sulzer 8RND90	16	(247)	40·6	16·0		Mitsubishi	H233	Sep 1973	
	10491	**Bibby Line Ltd.**	31,770	BV6	M-Doxford 76J6	15	182·9	26·4	10·7	29,371G	Doxford Group	N729	1971	CUXce
G	11558	,,	116,000 L	BS6	M-B.& W. 9K84EF		260·5	40·7			Harland & Wolff	1692	Dec 1973	
	13390	**Blandford Shpg.Co.**	29,200	BN6	M	16	171·9	25·9	10·8	35,675G	Aker Group	631	2H. 1972	Uce
S	13545	**Bolton S.Shpg.**	29,000	BS6	M-M.A.N. K8Z70/120E	15	190·0	22·9	10·7	37,163G	N.V.Boelwerf	1474	Mar 1973	Ucei
S	**13997**	,,	29,000	BS6	M-M.A.N. K8Z70/120E	15	190·0	22·9	10·7	37,163G	N.V.Boelwerf	1475	Sep 1973	Ucei
	12393	**Bowring,C.T.**	26,000	BN6	M-Sulzer 6RND76		(174)	22·6	10·0		Swan Hunter	F48	1972	
S	13394	**British Owner**	115,000 L	BS6	M-B.& W. 9K84EF	15	260·9	40·8	15·8		Uddevallavarvet	249	1974	
G	11745	**Bulk Shpg.Assoc.**	150,000 L	BS6	M-B.& W. 8K98FF	15	288·5	43·4			Doxford Group	N733	1973	
	13861	**B.& C.Group**	80,000 L	BS6	M	15	(243)	32·2	14·4		Ast.Espanoles	S/	Oct 1973	
	13988*	**Canadian Pacific**	119,000 L	BS6	M-B.& W. 23,200 bhp	15	(248)	41·6	16·5		Nippon Kokan	T893	Nov 1973	
	13989*	,,	119,000 L	BS6	M-B.& W. 23,200 bhp	15	(248)	41·6	16·5		Nippon Kokan	T894	Mar 1974	
	14011*	,,	119,000 L	BS6	M-B.& W. 23,200 bhp	15	(248)	41·6	16·5		Nippon Kokan	T895	Aug 1974	
S	11257	**Cardigan Shpg.Co.**	115,000 L	BS6	M-B.& W. 9K84EF	15	260·9	40·8	15·8		Uddevallavarvet	244	1972	
	12215	,,	26,000	BN6	M-B.& W. 6K74EF	15	172·5	25·5	9·9		Upper Clyde Sb.	G113	1971	
	12216	,,	26,000	BN6	M-B.& W. 6K74EF	15	172·5	25·5	9·9		Upper Clyde Sb.	G114	1971	
S	12892	,,	26,000	BN6	M-B.& W. 6K74EF	15	172·5	25·5	9·9		Upper Clyde Sb.	G124	1972	
S	12893	,,	26,000	BN6	M-B.& W. 6K74EF	15	172·5	25·5	9·9		Upper Clyde Sb.	G125	1972	
	11442	**Clarkson,H.**	31,500	BN6	M-B.& W. 6K74EF	15	178·3	27·1	10·4	36,812G	Scott Lithgow	E/	1972	
G	11807	,,	117,200 L	BS6	M-Sulzer 8RND90	15	(247)	40·6	16·5		Mitsubishi	H224	Mar 1972	
G	11808	,,	117,200 L	BS6	M-Sulzer 8RND90	15	(247)	40·6	16·5		Mitsubishi	H226	Mar 1973	
G	12493	,,	117,200 L	BS6	M-Sulzer 8RND90	15	(247)	40·6	15·9		Mitsubishi	H235	Mid 1973	
G	13340	,,	21,000	BN6	M-Pielstick 18PC2V	15	(146)	22·9	9·9		Nippon Kokan	S/	2H. 1972	
G	13341	,,	21,000	BN6	M-Pielstick 18PC2V	15	(146)	22·9	9·9		Nippon Kokan	S/	2H. 1972	
G	13342	,,	21,000	BN6	M-Pielstick 18PC2V	15	(146)	22·9	9·9		Nippon Kokan	S/	1Q. 1973	
G	**13746**	,,	21,000	BN6	M-Pielstick 18PC2V	15	(146)	22·9	9·9		Nippon Kokan	S315	Dec 1972	
CS	13232	**Cory,William**	51,000	BS6	M-B.& W. 7K74EF	15	218·9	30·5	12·1	62,670G	B.& W.	847	2H. 1973	U
CS	13233	,,	51,000	BS6	M-B.& W. 7K74EF	15	218·9	30·5	12·1	62,670G	B.& W.	848	2H. 1973	U
S	12705	**Cunard Group**	26,670	BS6	M-Sulzer 6RND68	15	182·6	22·4	10·5	35,900G	Ast.Espanoles	V149	1972	U
S	12706	,,	26,670	BS6	M-Sulzer 6RND68	15	182·6	22·4	10·5	35,900G	Ast.Espanoles	V150	1972	U

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
BULK CARRIERS (cont) GREAT BRITAIN (cont)														
S	12707	**Cunard Group**	26,670	BS6	M-Sulzer 6RND68	15	182·6	22·4	10·5	35,900G	Ast.Espanoles	V151	1972	U
S	12708	,,	26,670	BS6	M-Sulzer 6RND68	15	182·6	22·4	10·5	35,900G	Ast.Espanoles	V152	1972	U
S	12709	,,	26,670	BS6	M-Sulzer 6RND68	15	182·6	22·4	10·5	35,900G	Ast.Espanoles	V153	1973	U
S	12710	,,	26,670	BS6	M-Sulzer 6RND68	15	182·6	22·4	10·5	35,900G	Ast.Espanoles	V154	1973	U
S	12711	,,	26,670	BS6	M-Sulzer 6RND68	15	182·6	22·4	10·5	35,900G	Ast.Espanoles	E258	1973	U
S	12712	,,	26,670	BS6	M-Sulzer 6RND68	15	182·6	22·4	10·5	35,900G	Ast.Espanoles	E259	1973	U
	13306	**Dalgliesh,R.S.**	34,370L	BS6	M-Doxford 76J6	15	182·3	25·7	11·2		Cammell Laird	1352	Mar 1972	
	13307	,,	34,370L	BS6	M-Doxford 76J6	15	182·3	25·7	11·2		Cammell Laird	1353	Sep 1972	
	14108	,,	34,370L	BS6	M-Doxford 76J6	15	182·3	25·7	11·2		Cammell Laird		Mar 1973	
S	12886	**Denholm,J.& J.**	26,000	BN6	M-B.& W. 6K74EF	15	172·5	25·5	9·9		Upper Clyde Sb.	S518	1971	
S	12887	,,	26,000	BN6	M-B.& W. 6K74EF	15	172·5	25·5	9·9		Upper Clyde Sb.	S519	1971	
G	11408	**Furness Withy Grp.**	116,000	BS6	M-B.& W. 9K84EF		260·5	40·7			Harland & Wolff	1691	Dec 1972	ce
	11639	**Hadley Shpg.Co.**	31,500	BN6	M-Sulzer 6RD76	14	186·0	25·1	10·8	40,352G	Scott Lithgow	B720	1971	Uc
	12795	**Harrisons(Clyde)**	23,370	BS6	M-Sulzer 7RD76	15	185·2	22·8	9·8		G.Dimitrov		Oct 1971	GUeix
S	12890	**Harrison,J.& C.**	26,000	BN6	M-B.& W. 6K74EF	15	172·5	25·5	9·9		Upper Clyde Sb.	C128	1972	
S	12891	,,	26,000	BN6	M-B.& W. 6K74EF	15	172·5	25·5	9·9		Upper Clyde Sb.	C129	1972	
G	10265	**Hogarth & Sons**	24,000	BS6	M-Ruston 2×12AOM	16	162·7	22·9	10·4	29,850G	Haugesund M.V.	39	1971	c
G	10830	,,	23,250L	BS6	M-Sulzer 5RND76	15	165·2	22·9	10·2	28,320G	Kaldnes Mek.V.	187	1971	GIUXce
G	11547	,,	22,000	BS6	M-Sulzer 5RND76	15	160·9	22·9	9·7	26,900G	Horten Verft	168	Sep 1971	
G	11548	,,	22,000L	BS6	M-Sulzer 5RND76	15	160·9	22·9	9·7	26,900G	Horten Verft	173	Dec 1971	
G	12162	,,	24,000	BS6	M-Ruston 2×12AOM	16	162·7	22·9	10·4	29,850G	Haugesund M.V.	44	Sep 1972	c
G	13237	,,	27,000L	BS6	M-Ruston 2×12AOM	15	164·9	25·9	10·7	33,130G	Upper Clyde Sb.	C135	Feb 1973	Uce
G	13238	,,	27,000L	BS6	M-Ruston 2×12AOM	15	164·9	25·9	10·7	33,130G	Upper Clyde Sb.	C136	Aug 1973	Uce
G	09887	**Houlder Bros.**	135,000L	BS6	M-Doxford 76J9		(256)	42·6	16·8		Doxford Group	N730	2H. 1971	
G	10583	**Lambert Bros.**	24,000	BS6	M-Ruston 2×12AOM	16	162·7	22·9	10·4	29,850G	Haugesund M.V.	42	Feb 1972	c
G	10759	,,	22,000L	BS6	M-Ruston 2×12AOM	16	160·6	22·9	9·7	27,185G	Upper Clyde Sb.	G102	Apr 1971	UXc
G	10760	,,	22,000L	BS6	M-Ruston 2×12AOM	16	160·6	22·9	9·7	27,185G	Upper Clyde Sb.	G101	1971	UXc
G	10326	**Lyle Shpg.Co.**	24,000	BS6	M-Ruston 2×12AOM	16	162·7	22·9	10·4	29,850G	Haugesund M.V.	38		Xc
G	10327	,,	24,000	BS6	M-Ruston 2×12AOM	16	162·7	22·9	10·4	29,850G	Haugesund M.V.	40	Jun 1971	c
G	10328	,,	24,000	BS6	M-Ruston 2×12AOM	16	162·7	22·9	10·4	29,850G	Haugesund M.V.	41	Oct 1971	c
G	10829	,,	23,250L	BS6	M-Sulzer 5RND76	15	165·2	22·9	10·2	28,320G	Kaldnes Mek.V.	186		GIUXce
G	12163	,,	24,000	BS6	M-Ruston 2×12AOM	16	162·7	22·9	10·4	29,850G	Haugesund M.V.	45	Dec 1972	c
G	13235	,,	27,000L	BS6	M-Ruston 2×12AOM	15	164·9	25·9	10·7	33,130G	Upper Clyde Sb.	C133	Nov 1972	Uce
G	13236	,,	27,000L	BS6	M-Ruston 2×12AOM	15	164·9	25·9	10·7	33,130G	Upper Clyde Sb.	C134	May 1973	Uce
B	13019	**Maritime Overseas**	25,350	BN6	M-B.& W. 8K62EF	15	(164)	22·8	10·2		Maizuru Jukogyo	M4342	Dec 1973	
	12860	**Moller,A.P.**	25,250L	BN6	M-B.& W. 6K74EF	16	180·3	22·9	10·2	30,865G	Kaldnes Mek.V.	193	Sep 1972	x
	12861	,,	25,250L	BN6	M-B.& W. 6K74EF	16	180·3	22·9	10·2	30,865G	Kaldnes Mek.V.	194	Dec 1972	x
	12862	,,	25,250L	BN6	M-B.& W. 6K74EF	16	180·3	22·9	10·2	30,865G	Kaldnes Mek.V.	195	Mar 1973	x
C	12418	**Nile Ss.Co.**	31,500	BN6	M-B.& W. 6K74EF	15	178·3	27·1	10·4	36,812G	Scott Lithgow	E/	1972	
G	13618	**Ocean Group**	26,620	BS6	M-B.& W. 6K74EF	15	176·7	22·9	10·5	31,600G	Mitsui Zosen		Aug 1972	U
G	13619	,,	26,620	BS6	M-B.& W. 6K74EF	15	176·7	22·9	10·5	31,600G	Mitsui Zosen		Nov 1972	U
G	13620	,,	26,620	BS6	M-B.& W. 6K74EF	15	176·7	22·9	10·5	31,600G	Mitsui Zosen		Feb 1973	U
G	**13929**	,,	26,620	BS6	M-B.& W. 6K74EF	15	176·7	22·9	10·5	31,600G	Mitsui Zosen	F938	Nov 1973	
G	**13930**	,,	26,620	BS6	M-B.& W. 6K74EF	15	176·7	22·9	10·5	31,600G	Mitsui Zosen	F939	Jan 1974	
	13283	**P.& O.Group**	112,000L	BS6	M-Sulzer 8RND90	16	(247)	40·6	16·0		Mitsubishi	H234	Dec 1973	
	12217	**Reardon Smith**	26,000	BN6	M-B.& W. 6K74EF	15	172·5	25·5	9·9		Upper Clyde Sb.	G115	1971	
	12218	,,	26,000	BN6	M-B.& W. 6K74EF	15	172·5	25·5	9·9		Upper Clyde Sb.	G116	1971	
S	12809	,,	26,000	BN6	M-B.& W. 6K74EF	15	172·5	25·5	9·9		Upper Clyde Sb.	C130	1972	
C	10033	**Ropner Shpg.Co.**	105,500L	BS6	M-B.& W. 9K84EF	16	260·0	40·7	14·2		Harland & Wolff	1684	1971	GUXceil
	10981	,,	105,500L	BS6	M-B.& W. 9K84EF	16	260·0	40·7	14·2		Harland & Wolff	1688	Mid 1971	GUceil
	12157	**Runciman,Walter**	29,200	BS6	M-M.A.N. 2×V6V40/54	16	171·9	26·0	10·7	35,396G	Verolme,Cork	818	1971	HUceil
	12987	**Salvesen,Chr.**	41,000	BN6	M-Sulzer 6RND76	15	(184)	29·4	11·3		Sumitomo Sb.	U953	Dec 1971	
	11339	**Silver Line Ltd.**	26,500	BV6	M-B.& W. 6K74EF	16	163·0	26·0	9·7	1,700V	Brod.Uljanik	295	Apr 1971	CUe
G	11809	,,	117,200L	BS6	M-Sulzer 8RND90	15	(247)	40·6	16·5		Mitsubishi	H225	2H. 1972	
	13446	**Souter & Co.,W.A.**	37,700L	BN6	M-Gtvrkn 750/1600VGS7U	16	200·2	27·0	11·2	50,120G	Oresundsvarvet	236	Dec 1972	
	10884	**Sugar Line Ltd.**	20,500	BS6	M-B.& W. 674VT2BF160	15	167·6	22·3	9·5	29,475G	Scott Lithgow	E1182	3Q. 1971	U
	12419	**Tenax Ss.Co.Ltd.**	31,500	BN6	M-B.& W. 6K74EF	15	178·3	27·1	10·4	36,812G	Scott Lithgow	E/	1972	
G	13343	,,	21,000	BN6	M-Pielstick 18PC2V	15	(146)	22·9	9·9		Nippon Kokan	S/	1Q. 1973	
G	**13747**	,,	21,000	BN6	M-Pielstick 18PC2V	15	(146)	22·9	9·9		Nippon Kokan	S316	Jun 1973	
S	10296	**Wilhelmsen,W.**	32,300	BV6	M-Sulzer 7RND76	15	183·0	26·8	11·3	1,900V	Brod.Treci Maj	539		Xc
S	10297	,,	32,300	BV6	M-Sulzer 7RND76	15	183·0	26·8	11·3	1,000C	Brod.Treci Maj	540	1971	Xc
S	10298	,,	32,300	BV6	M-Sulzer 7RND76	15	183·0	26·8	11·3	1,900V	Brod.Treci Maj	541	1971	c
S	11815	,,	32,300	BV6	M-Sulzer 7RND76	15	183·0	26·8	11·3	1,000C	Brod.Treci Maj	542	1971	c
C	13641	**Williams,Idwal**	32,000	BS6	M-Sulzer 7RD76	15	202·3	24·4	10·7	44,320G	Stocz.Szczecin		Sep 1971	
ARGENTINA														
	09195	**Canumar**	13,300	BS6	M-Fiat B756S	14	147·2	20·0	8·7	19,200G	Astarsa	128		UXl
AUSTRALIA														
	12026	**Clutha Development**	78,000	BX6	T-G.E.C. 21,175 shp	16	254·5	32·3	14·3	84,950G	Whyalla Sb.& E.	53	Jan 1972	
BELGIUM														
S	10227	**Ahlers,H.G.**	63,400	BS6	M-M.A.N. K7Z86/160E	15	234·7	32·0	13·2	76,050G	N.V.Boelwerf	1456		Xc
S	**13995**	,,	66,300	BS6	M-M.A.N. K7Z86/160E	16	234·8	32·0	13·2	78,360G	N.V.Boelwerf	1472	Dec 1973	
S	**13996**	,,	66,300	BS6	M-M.A.N. K7Z86/160E	16	234·8	32·0	13·2	78,360G	N.V.Boelwerf	1473	Jun 1974	
S	12535	**Belge,Cie.Maritime**	66,300	BS6	M-M.A.N. K7Z86/160E	16	234·8	32·0	13·2	78,362G	N.V.Boelwerf	1471	1973	
	14040	,,	67,000	BS6	M-Sulzer 6RND90	16	234·8	32·0	13·2	78,360G	Cockerill Yards	863	Jan 1973	
	13757	**N.V.K.**	64,200	BS6	M-Sulzer 6RD90	16	224·0	32·2	13·1	75,888G	Cockerill Yards	865	May 1973	
	13758	,,	64,200	BS6	M-Sulzer 6RD90	16	224·0	32·2	13·1	75,888G	Cockerill Yards	866	Dec 1973	
	10602	**Wallenius Belgium**	31,600	BV6	M-B.& W. 7K74EF	16	185·8	28·0	10·7	44,457G	Cockerill Yards	849	May 1971	
	10603	,,	31,600	BV6	M-B.& W. 7K74EF	16	185·8	28·0	10·7	44,457G	Cockerill Yards	850	Aug 1971	

BULK CARRIERS (cont)

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
					BRAZIL									
	14320	**Frota Ocean.Brasil.**	25,000	BN6	M-Sulzer 9,000 bhp	14	176·4	22·9	10·2	29,000G	Ishibras		1973	
	14321	,,	25,000	BN6	M-Sulzer 9,000 bhp	14	176·4	22·9	10·2	29,000G	Ishibras		1973	
	14322	,,	25,000	BN6	M-Sulzer 9,000 bhp	14	176·4	22·9	10·2	29,000G	Ishibras		1974	
	09756	**Rio Doce Nav.**	53,500	BS6	M-Sulzer 8RD90	16	230·0	32·0	11·6	69,677G	Verolme,Brasil	B27	Oct 1971	GUe
	14323	**Santos Mecanica**	44,500	BS6	M-Sulzer						Ishibras		1973	
	14324	,,	44,500	BS6	M-Sulzer						Ishibras		1973	
					BULGARIA									
	08354	**Bulgaria**	23,770	BS6	M-Sulzer 7RD76	15	185·2	22·8	9·8		G.Dimitrov		1971	GUXei
S	12767	,,	35,800	BS6	M-B.& W. 874VT2BF160	15	201·3	27·8	10·7		G.Dimitrov	2H.	1972	GU
	12794	,,	23,370	BS6	M-Sulzer 7RD76	15	185·2	22·8	9·8		G.Dimitrov		1972	GUei
	12796	,,	23,370	BS6	M-Sulzer 7RD76	15	185·2	22·8	9·8		G.Dimitrov		1972	GUei
	12797	,,	23,370	BS6	M-Sulzer 7RD76	15	185·2	22·8	9·8		G.Dimitrov		1973	GUei
					DENMARK									
	13697	**Lauritzen,J.D.**	33,600	BN6	M-B.& W. 6K74EF	15	178·0	27·0	10·9	39,500G	Mitsui Zosen	F923	Apr 1973	
	13112	**Moller,A.P.**	25,250L	BN6	M-B.& W. 6K74EF	16	180·3	22·9	10·2	30,865G	Kaldnes Mek.V.	196	Jun 1973	
	13605	,,	33,700	BN6	M-Sulzer 7RND68	15	(175)	26·0	11·1		Osaka Zosensho	335	Oct 1973	
	13606	,,	33,700	BN6	M-Sulzer 7RND68	15	(175)	26·0	11·1		Osaka Zosensho	336	Jan 1974	
	12401	**Torm,D/S**	25,250L	BN6	M-Gtvrkn 750/1600VGS6U	16	180·3	22·9	10·2	30,865G	Kaldnes Mek.V.	190	Nov 1971	
	12721	,,	25,250L	BN6	M-Gtvrkn 750/1600VGS6U	16	180·3	22·9	10·2	30,865G	Kaldnes Mek.V.	191	Feb 1972	
	12722	,,	25,250L	BN6	M-Gtvrkn 750/1600VGS6U	16	180·3	22·9	10·2	30,865G	Kaldnes Mek.V.	192	May 1972	
					EIRE									
S	12888	**Irish Shpg.**	26,000	BN6	M-B.& W. 6K74EF	15	172·5	25·5	9·9		Upper Clyde Sb.	G126	1972	
S	12889	,,	26,000	BN6	M-B.& W. 6K74EF	15	172·5	25·5	9·9		Upper Clyde Sb.	G127	1972	
S	13639	,,	26,000	BN6	M-B.& W. 6K74EF	15	172·5	25·5	9·9		Upper Clyde Sb.		1973	
S	13640	,,	26,000	BN6	M-B.& W. 6K74EF	15	172·5	25·5	9·9		Upper Clyde Sb.		1973	
					FRANCE									
	07842	**Dreyfus,Louis**	124,000L	ON6	M-Sulzer 8RND90	16	275·1	42·0	15·7	65,700G	France-Gironde	DK266	1971	GUXce
	11055	**Havraise & Nantes**	25,800L	BS6	M-B.& W. 6K74EF	16	180·3	22·9	10·2	31,150G	Kaldnes Mek.V.	188	Jun 1971	IUbce
	11056	,,	25,800L	BS6	M-B.& W. 6K74EF	16	180·3	22·9	10·2	31,150G	Kaldnes Mek.V.	189	Sep 1971	IUbce
					GERMANY (WEST)									
	14030	**Brausch,Heiner**	30,000	BS6	M-M.A.N. K7Z78/155F	16	181·7		10·9		Verolme	856	1972	
	13260	**Detjen,Fried.A.**	67,000	BS6	M-M.A.N. 15,750 bhp	15	253·0	32·2	12·4		Bremer Vulkan	985	1H. 1973	
S	12283	**Deutsche Afrika**	19,200	BT6	M-B.& W. 762VT2BF140		(146)	22·6	10·0		Hitachi Zosen	M4315	1H. 1972	
	10406	**Frigga,Seereederei**	145,700L	BS6	M-M.A.N. K8SZ105/180	16	299·0	43·0	16·3	147,250G	Blohm & Voss	875	May 1971	
	13584	,,	145,700L	BS6	M-M.A.N. K8SZ105/180	16	299·0	43·0	16·3	147,250G	Blohm & Voss	876	Dec 1973	
	14219	,,	145,700L	BS6	M-M.A.N. K8SZ105/180	16	299·0	43·0	16·3	147,250G	Blohm & Voss		1974	
	14290	**German Owner**	145,700L	BS6	M 32,000 bhp	16	299·0	43·0	16·3	147,250G	Blohm & Voss		1974	
	14291	,,	78,000	BS6	M 18,900 bhp	15	253·0	32·2	12·5		Bremer Vulkan		1974	
	09883	**Hapag-Lloyd**	40,750	BS6	M-B.& W. 7K74EF	15	192·0	28·1	12·0	54,770G	B.& W.	833		HUXi
	13135	**Jacob,Ernst**	50,000	BS6	M-M.A.N. K6Z86/160E	15	205·5	29·9	12·0	59,323G	Verolme,Cork	838	Jul 1972	c
	13136	,,	50,600	BS6	M-M.A.N. K6Z86/160E	15	205·5	29·9	12·0	59,323G	Verolme,Cork	839	May 1973	c
S	13470	**Laeisz,F.**	80,000	BS6	M-M.A.N. K7Z86/160F	16	254·5	32·2	14·2		Lubecker	597	Nov 1972	
S	13471	,,	80,000	BS6	M-M.A.N. K7Z86/160F	16	254·5	32·2	14·2		Lubecker	598	May 1973	
	13858	**Leonhardt & Blumb.**	29,200	BS6	M-M.A.N.	16	171·9	25·9	10·8	35,675G	Aker Group	689	Nov 1973	Uce
CS	10626	**Lubeck Linie**	33,000	BV6	M-M.A.N. K10Z70/120E	16	196·4	25·8	10·9	2,700V	Lubecker	590	4Q. 1971	Cc
S	**14217**	**Miller,Aug.Bolten**	33,000	BV6	M-M.A.N. 17,100 bhp	16	196·4	25·8	10·9	2,700V	Lubecker	604	1973	Cc
S	**14218**	,,	33,000	BV6	M-M.A.N. 17,100 bhp	16	196·4	25·8	10·9	2,700V	Lubecker	605	1974	Cc
S	12995	**Oldendorff,Egon**	72,500L	BS6	M-Sulzer 6RND90	15	243·5	32·2	13·5	79,290G	Brod.Treci Maj	555	Sep 1973	Ice
S	13422	,,	72,500L	BS6	M-Sulzer 6RND90	15	243·5	32·2	13·5	79,290G	Brod.Treci Maj	556	Feb 1974	Ice
S	04852	**Reith,Hans-Edwin**	38,000	BS6	M-B.& W. 874VT2BF160	15	199·8	27·9	11·2	47,130G	Baltic Sb.		Jun 1972	IUx
	10913	**Russ,Ernst**	138,700L	BG6	M-B.& W. 7K98FF	15	282·0	42·5	16·4	145,900G	A.G.Weser	1380	1H. 1971	
	11446	,,	138,700L	BS6	M-B.& W. 7K98FF	15	282·0	42·5	16·4	145,900G	A.G.Weser	1381	3Q. 1971	
	13436	**Schmidt,Heinrich**	26,000	BN6	M-M.A.N. K8Z70/120E	16	175·5	22·5	10·2		Verolme	834	1972	
	13437	,,	26,000	BN6	M-M.A.N. K8Z70/120E	16	175·5	22·5	10·2		Verolme	835	1972	
S	10418	**Schulte & Bruns**	33,000	BV6	M-Fiat 759S	16	196·4	25·8	10·9	2,700V	Lubecker	589	3Q. 1971	Cc
S	**13751**	,,	80,000	BS6	M-M.A.N. K7Z86/160F	16	254·5	32·2	14·2		Lubecker	601	1974	
	13825	,,	54,000	BS6	M						Rheinstahl	433	1974	
	11635	**Toepfer,Alfred**	43,400L	BC6	M-M.A.N. K9Z70/120E	16	203·1	28·5	11·6	57,625G	Bremer Vulkan	974	Sep 1971	ce
	10112	**Unterweser Reederei**	40,750	BS6	M-B.& W. 7K74EF	15	192·0	28·1	12·0	54,770G	B.& W.	840	1971	HUXi
	12958	,,	35,000L	BS6	M-M.A.N. K7Z78/155F	16	183·9	25·6	11·2		Verolme	848	Dec 1971	
	12959	,,	35,000L	BS6	M-M.A.N. K7Z78/155F	16	183·9	25·6	11·2		Verolme	849	Jun 1972	
					GREECE									
S	10718	**Aegis Shpg.Co.**	26,670	BS6	M-M.A.N. K7Z70/120E	15	182·6	22·4	10·5	35,900G	Ast.Espanoles	E250	Mid 1971	UX
S	10719	,,	26,670	BS6	M-M.A.N. K7Z70/120E	15	182·6	22·4	10·5	35,900G	Ast.Espanoles	E251	Mid 1971	U
S	11260	,,	26,670	BS6	M-M.A.N. K7Z70/120E	15	182·6	22·4	10·5	35,900G	Ast.Espanoles	E252	1971	U
	11261	,,	26,670	BS6	M-M.A.N. K7Z70/120E	15	182·6	22·4	10·5	35,900G	Ast.Espanoles	E253	1971	U
	11434	,,	26,670	BS6	M-M.A.N. K7Z70/120E	15	182·6	22·4	10·5	35,900G	Ast.Espanoles	E254	1972	U
	11435	,,	26,670	BS6	M-M.A.N. K7Z70/120E	15	182·6	22·4	10·5	35,900G	Ast.Espanoles	E255	1972	UZ
	10676*	**Fafalios Ltd.**	34,000	BN6	M-Sulzer 7RND76	15	(183)	27·1	10·5		Doxford Group	D848	1971	lx
	10678*	,,	34,000	BN6	M-Sulzer 7RND76	15	(183)	27·1	10·5		Doxford Group	D850	Feb 1972	lx
S	11975*	**Faros Shpg.Co.**	20,100	BN6	M-Pielstick 16PC2V	15	164·4	22·9	9·3	30,600G	I.H.I.	T2200	Jun 1971	Uex
S	11976*	,,	20,100	BN6	M-Pielstick 16PC2V	15	164·4	22·9	9·3	30,600G	I.H.I.	T2201	Jan 1972	Uex
S	11977*	,,	20,100	BN6	M-Pielstick 16PC2V	15	164·4	22·9	9·3	30,600G	I.H.I.	T2202	Mar 1972	Uex
S	11978*	,,	20,100	BN6	M-Pielstick 16PC2V	15	164·4	22·9	9·3	30,600G	I.H.I.	T2203	Apr 1972	Uex

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
BULK CARRIERS (cont) GREECE (cont)														
S	11979*	**Faros Shpg.Co.**	20,100	BN6	M-Pielstick 16PC2V	15	164·4	22·9	9·3	30,600G	I.H.I.	T2204	Jul 1972	Uex
S	11980*	,,	20,100	BN6	M-Pielstick 16PC2V	15	164·4	22·9	9·3	30,600G	I.H.I.	T2205	Sep 1972	Uex
	12909	**Good Hope Shpg.**	28,450	BN6	M-Sulzer 6RND76	15	(170)	23·0	10·6		Hakodate Dock	530	Jul 1971	
	12910	,,	28,450	BN6	M-Sulzer 6RND76	15	(170)	23·0	10·6		Hakodate Dock	531	Jul 1972	
	12377*	**Goulandris,N.J.**	17,350	BN6	M-Sulzer 6RND68	15	(140)	21·5	9·3	23,380G	Sanoyasu Dkyd.	303	Jun 1972	
	12378*	,,	17,350	BN6	M-Sulzer 6RND68	15	(140)	21·5	9·3	23,380G	Sanoyasu Dkyd.	304	Aug 1972	
	12458*	,,	17,280	BN6	M-Sulzer 6RND68	15	(140)	21·5	9·3	23,380G	Sanoyasu Dkyd.	305	Nov 1972	
	12459*	,,	17,280	BN6	M-Sulzer 6RND68	15	(140)	21·5	9·3	23,380G	Sanoyasu Dkyd.	306	Jan 1973	
B	12509	,,	54,000	BS6	M-Sulzer 13,800 bhp	15	(215)	32·2	12·4		Maizuru Jukogyo	153	Mar 1973	
	14053	,,	40,000	BN6	M-Sulzer 7RND76	15	173·0	27·6	12·0	52,500G	Sanoyasu Dkyd.	323	Aug 1973	
S	10226	**Hadjipateras,John**	29,000	BS6	M-M.A.N. K8Z70/120E	15	190·0	22·9	10·7	37,146G	N.V.Boelwerf	1455		UXcei
S	11651	,,	29,000	BS6	M-M.A.N. K8Z70/120E	15	190·0	22·9	10·7	37,163G	N.V.Boelwerf	1466	Mar 1972	Ucei
S	11982	**Lemos & Pateras**	72,500 L	BS6	M-Sulzer 6RND90	15	243·5	32·2	13·5	79,290G	Brod.Treci Maj	550	Oct 1972	Ice
S	12341	,,	30,000 L	BS6	M-Sulzer 7RD76	15	196·6	23·0	10·8	35,100G	Brod.Treci Maj	549	Jan 1972	II
S	12650	,,	72,500 L	BS6	M-Sulzer 6RND90	15	243·5	32·2	13·5	79,290G	Brod.Treci Maj	553	Dec 1972	Ice
S	12449	**Lemos,G.**	30,000 L	BS6	M-Sulzer 6RND76	16	196·6	23·0	10·8	35,100G	Brod.Treci Maj	546	1972	II
	11412*	**Liberia Corp.**	35,000 L	BN6	M	15	(195)		10·3	43,467G	Hellenic Shpyd.	1080	Oct 1971	
	11413*	,,	35,000 L	BN6	M	15	(195)		10·3	43,467G	Hellenic Shpyd.	1081	Jan 1972	
	11414*	,,	35,000 L	BN6	M	15	(195)		10·3	43,467G	Hellenic Shpyd.	1082	Apr 1972	
	11415*	,,	35,000 L	BN6	M	15	(195)		10·3	43,467G	Hellenic Shpyd.	1083	Jul 1972	
	11416*	,,	35,000 L	BN6	M	15	(195)		10·3	43,467G	Hellenic Shpyd.	1084	Oct 1972	
	11417*	,,	35,000 L	BN6	M	15	(195)		10·3	43,467G	Hellenic Shpyd.	1085	Jan 1973	
	10675*	**Lyras Bros.**	34,000	BN6	M-Sulzer 7RND76	15	(183)	27·1	10·5		Doxford Group	D847	1971	XI
	10677*	,,	34,000	BN6	M-Sulzer 7RND76	15	(183)	27·1	10·5		Doxford Group	D849	1971	Ix
S	10620	**Nomicos,Loucas**	30,100 L	BS6	M-Sulzer 7RD76	15	196·6	23·0	10·8	35,100G	Brod.Treci Maj	532	Jul 1971	II
	12379*	**Nomikos,E.P.**	17,350	BN6	M-Sulzer 6RND68	15	(140)	21·5	9·3	23,380G	Sanoyasu Dkyd.	302	Apr 1972	
	14052	,,	40,000	BN6	M-Sulzer 7RND76	15	173·0	27·6	12·0	52,500G	Sanoyasu Dkyd.	322	May 1973	
S	12805	**Pateras,N.J.**	30,000 L	BS6	M-Sulzer 6RND76	16	196·6	23·0	10·8	35,100G	Brod.Treci Maj	547	1972	II
	12484	**Poseidon Shpg.**	25,300	BN6	M-Sulzer 6RND76	15	181·5	23·1	9·7		Hakodate Dock	509	Mar 1972	
	12485	,,	25,300	BN6	M-Sulzer 6RND76	15	181·5	23·1	9·7		Hakodate Dock	510	Jun 1972	
	12486	,,	25,300	BN6	M-Sulzer 6RND76	15	181·5	23·1	9·7		Hakodate Dock	511	Sep 1972	
	12530	**Trans Marine**	25,300	BN6	M-Sulzer 6RND76	15	181·5	23·1	9·7		Hakodate Dock	514	Nov 1971	
	12531	,,	25,300	BN6	M-Sulzer 6RND76	15	181·5	23·1	9·7		Hakodate Dock	515	Mar 1972	
	13980*	**Victoria Ss.Co.**	28,500	BN6	M-Sulzer 6RND76	17	(170)	23·1	9·7		Hakodate Dock	560	Apr 1973	
INDIA														
	10348	**Chowgule Ss.Ltd.**	14,000	BB6	M						Galatz Shpyd.		1974	
	13828	,,	64,200	BS6	M-Sulzer 6RD90	16	224·0	32·2	13·1	75,888G	Cockerill Yards	867	Dec 1974	
	14215	**Indian Owner**		BN6	M-M.A.N. 13,800 bhp	15					Rheinstahl		1974	
	14216	,,		BN6	M-M.A.N. 13,800 bhp	15					Rheinstahl		1974	
	10343	**Mogul Line**	14,000	BB6	M						Galatz Shpyd.		1972	
	10344	,,	14,000	BB6	M						Galatz Shpyd.		1973	
	10345	,,	14,000	BB6	M						Galatz Shpyd.		1973	
	10346	,,	14,000	BB6	M						Galatz Shpyd.		1973	
	10347	,,	14,000	BB6	M						Galatz Shpyd.		1974	
	10339	**Shipping Corp.India**	14,000	BB6	M						Galatz Shpyd.		1971	
	10340	,,	14,000	BB6	M						Galatz Shpyd.		1971	
	10341	,,	14,000	BB6	M						Galatz Shpyd.		1972	
	10342	,,	14,000	BB6	M						Galatz Shpyd.		1972	
ITALY														
	10633	**Ferruzzi**	46,000	BN6	M-B.& W. 784VT2BF180	16	215·5	29·5	11·6		Tirreno & Rnti.	270		X
	10634	,,	46,000	BN6	M-B.& W. 784VT2BF180	16	215·5	29·5	11·6		Tirreno & Rnti.	271		X
	11409	**Sardanavi Soc.di Nv.**	92,000	BX6	M-B.& W. 9K84EF	17	(230)	35·3	15·0		Tirreno & Rnti.	272	Aug 1971	
	11410	,,	92,000	BX6	M-B.& W. 9K84EF	17	(230)	35·3	15·0		Tirreno & Rnti.	273	Mar 1972	
JAPAN														
	12818	**Daiichi Chuo**	75,500	BS6	M-Sulzer 9RND76	15	(236)	35·3	12·8		Sumitomo Sb.	U940	1971	
	13193	,,	25,400	BS6	M-Sulzer 6RND68	15	(160)	25·0	9·7		Kasado Dkyd.	263	Sep 1971	
	13339	**Fuji Kisen/Mitsui**	60,000	BS6	M						Mitsui Zosen		Mar 1972	
	13570	**Inui Kisen**	34,200	BN6	M-B.& W. 6K74EF	15	(170)	28·4	10·9	42,400G	Onomichi Zosen	227	Nov 1971	
	13207	**Japan Line**	28,500	BV6	M-Sulzer 14,000 bhp	16	(170)	25·5	11·0		Tsuneishi Zosen	239	Mid 1971	
	13210	,,	24,500	BN6	M-Sulzer 6RND68						Tsuneishi Zosen	247	Sep 1971	
	14134	,,	146,800 L	ON6	M-Sulzer 10RND90	15	(270)	43·3	17·4		I.H.I.	K2238	Sep 1971	
	12848	**Kenko Kniun**	17,200	BN6	M-B.& W. 6K62EF	14	(142)	22·2	9·0	22,250G	Onomichi Zosen	222		X
	13936	**Meiji Kaiun**	27,000	BV6	M-B.& W. 6K74EF	15	(168)	25·4	10·8		Kanazashi Sb.		May 1971	
	13937	,,	27,000	BV6	M-B.& W. 6K74EF	15	(168)	25·4	10·8		Kanazashi Sb.		Oct 1971	
	13209	**Mitsui Bussan**	21,000	BN6	M-B.& W.	14	(155)	22·8	9·3		Tsuneishi Zosen	246	May 1971	
	13194	**Mitsui-Osk**	19,400	BN6	M-Sulzer 7RND68	15	(146)	22·8	9·8		Nippon Kokan	S309	Aug 1971	
	13195	,,	19,400	BN6	M-Sulzer 7RND68	15	(146)	22·8	9·8		Nippon Kokan	S310	Nov 1971	
	13196	,,	19,400	BN6	M-Sulzer 7RND68	15	(146)	22·8	9·8		Nippon Kokan	S311	Mar 1972	
	13627	,,	122,000 L	ON6	M-M.A.N. K10Z86/160E	15	(260)		15·6	72,100	Kawasaki H.I.	K1154	Jun 1971	
	13700	,,	26,100	ON6	M-Sulzer 6RND68	14	(160)	24·4	9·6	24,900	Sanoyasu Dkyd.	299	Jun 1971	
	13572	**Mitsui/Nihonkai**	29,500	BH6	M-Sulzer 7RD76	15	(188)	29·4	9·0		Sumitomo Sb.	U948	Jun 1971	
	13932	,,	26,700	BV6	M-B.& W. 7K62EF	15	(165)	25·4	10·8	1,900V	Maizuru Jukogyo	151	1971	X
	13208	**Niigata Rinko**	22,000	BN6	M-Sulzer 6RND68	15					Tsuneishi Zosen	242	1971	
	13695	**Nippon Kisen**	110,300 L	BS6	M-B.& W. 9K84EF	15	259·0	39·6	15·6	127,000	Mitsui Zosen	907	Nov 1971	
	12534	**N.V.K.**	64,400	BS6	M-Sulzer 6RD90	15	(214)	32·2	13·0		Nippon Kokan	T886	May 1971	
	13694	,,	110,400 L	BS6	M-B.& W. 9K84EF	15	259·0	39·6	15·5	127,000	Mitsui Zosen	T905	May 1971	
	12814	**Okada/N.Y.K.**	30,000	BV6	M-Sulzer 7RD76	15	(175)	25·0	10·8	36,800G	Namura Zosen	397	1971	X
	10160	**Sanko Kisen**	16,000	BT6	M-B.& W. 662VT2BF140	14	148·0	22·0	8·7		Kanazashi Sb.	775		
	11338	,,	17,850	BV6	M-B.& W. 7K62EF	14	(146)	22·8	9·2		Kanazashi Sb.	950	1971	
	11482	,,	50,350	BN6	M-Sulzer 8RD76	15	208·0	32·2	11·7		I.H.I.	A2146	1971	X
	13935	,,	18,700	BT6	M-B.& W. 7K62EF	14	(146)	22·8	9·0		Kanazashi Sb		Sep 1971	

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
BULK CARRIERS (cont) JAPAN (cont)														
	14243	**Sanko Kisen**	37,300	BV6	M-Sulzer 7RND76	15	(178·0	27·6	12·0	2,115V	Sanoyasu Dkyd.	317	Jun 1972	C
	13985	**Shinwa Kaiun**	164,000L	ON6	M-Sulzer 8RND105	15	(279)	44·5	17·9		I.H.I.	A2231	Aug 1971	
	13115	**Shinwa/Maimo**	27,600	BH8	M-Sulzer 7RND68	14	175·5	27·0	9·7	54,000G	Sasebo Hvy.Ind.	S210	1971	X
	12812	**Shinwa/Yaei**	25,100	BV6	M-Sulzer 7RND68	15	(164)	22·8	10·3	33,000G	Namura Zosen	392	1971	X
	13626	**Showa Kaiun**	114,630L	BS6	M-B.& W. 8K84EF	14	(260)	38·0	16·7		Nippon Kokan	T888	Jul 1971	x
	13983	,,	61,550L	BS6	M-Sulzer 7RND76		(213)	32·2	12·8		I.H.I.	N2280	Dec 1972	
	13938	**Syowa Kaiun**	27,000	BV6	M-B.& W. 6K74EF	15	(168)	25·4	10·8		Kanazashi Sb.		Feb 1972	
	12815	**Taiheiyo Kaiun**	25,100	BV6	M-Sulzer 7RND68	15	(175)	25·0	10·8	36,800G	Namura Zosen	398	Jul 1971	
	13192	,,	25,400	BS6	M-Mitsubishi 10,400 bhp	15	(160)	25·0	9·7		Kasado Dkyd.	262	Jul 1971	
	13116	**Taiheiyo Kisen**	32,400	BX6	M-Sulzer 7RND68	14	187·2	30·3	9·2	29,600B	Sasebo Hvy.Ind.	S213	Oct 1971	
	13984	**Taiyo Kaiun**	57,600	BH8	M-Sulzer 7RND76	15	(213)	35·0	11·5		I.H.I.	N2237	Oct 1971	
	12813	**Toko Kaiun**	25,100	BV6	M-Sulzer 7RND68	15	(164)	22·8	10·3	33,000G	Namura Zosen	393	Apr 1971	
	13211	**Tokushima Kisen**	21,000	BN6	M-Sulzer 6RND68						Usuki Tekkosho	1122	1971	
	13190	**Yamashita-Shinnih.**	25,400	BS6	M-Mitsubishi 10,400 bhp	15	(160)	25·0	9·7		Kasado Dkyd.	261		
	13191	,,	25,400	BS6	M-Mitsubishi 10,400 bhp	15	(160)	25·0	9·7		Kasad0 Dkyd.	264	1971	
REPUBLIC OF KOREA														
	12716	**South Korean Owner**	16,500	BN6	M 8,000 bhp		(138)	22·6			Korean Sb.Pusan	SN134	1971	
LIBERIA														
S	**14264***	**Agelef Shpg.**	20,100	BN6	M-Pielstick 16PC2V	15	164·4	22·9	9·3	30,600G	I.H.I.	T2303	Oct 1973	Ue
	11878	**Apollo Shpg.**	19,495	BN6	M-Sulzer 6RND68	15	(146)	22·9	9·3		Nippon Kokan	S302	Nov 1971	
	11879	,,	19,495	BN6	M-Sulzer 6RND68	15	(146)	22·9	9·3		Nippon Kokan	S303	Feb 1972	
	12880	,,	19,495	BN6	M-Sulzer 6RND68	15	(146)	22·9	9·3		Nippon Kokan	S304	May 1972	
	12913	,,	19,495	BN6	M-Sulzer 6RND68	15	(146)	22·9	9·3		Nippon Kokan	S305	Jul 1972	
	14016	,,	26,550	BN6	M-Sulzer 6RND76	15	179·5	22·9	10·6	32,200G	Hakodate Dock	561	Apr 1973	
	14017	,,	26,550	BN6	M-Sulzer 6RND76	15	179·5	22·9	10·6	32,200G	Hakodate Dock	562	Aug 1973	
	14018	,,	26,550	BN6	M-Sulzer 6RND76	15	179·5	22·9	10·6	32,200G	Hakodate Dock	563	Dec 1973	
	11737	**China Union Lines**	59,000	BN6	M-Sulzer 6RD90	15	(215)	32·2	12·4		Maizuru Jukogyo	147	Oct 1971	
	11738	,,	59,000	BN6	M-Sulzer 6RD90	15	(215)	32·2	12·4		Maizuru Jukogyo	148	Feb 1972	
B	13158	,,	25,800	BN6	M-Sulzer 6RND68	14	165·0	24·8	10·3		Usuki Tekkosho	1138	Feb 1973	
	13291	,,	64,600	BS6	M-M.A.N. K7Z86/160	15	(220)	32·2	12·9		Kawasaki H.I.	K1165	Jun 1972	
	14240	,,	20,200	BN6	M-B.& W. 8K62EF	15	156·9	22·8	9·9	27,200G	Sanoyasu Dkyd.	325	May 1973	
B	12843	**Chip Hwa**	16,000	BN6	M-Sulzer 6RD68	14	145·0	21·2	9·0		Usuki Tekkosho	1128	1971	Xx
	13748*	**Cosmos Marine**	20,200	BN6	M-B.& W. 8K62EF	15	156·9	22·8	9·9	27,200G	Sanoyasu Dkyd.	315	Jan 1972	
S	13287	**Deutsche Afrika**	19,200	BT6	M-B.& W. 6K62EF	15	(146)	22·6	10·0		Hitachi Zosen	M4338	Mar 1973	x
S	13288	,,	19,200	BT6	M-B.& W. 6K62EF	15	(146)	22·6	10·0		Hitachi Zosen	M4339	May 1973	x
	13348*	**East Sun Shpg.**	56,500	BS6	M-Sulzer 7RND76	15	213·0	32·2	12·0		I.H.I.	N/	Mar 1972	
	12819	**Eastern Wiseman Tr.**	25,440	BN6	M-Sulzer 6RD76	14	(152)	25·2	10·6		Sumitomo Sb.	U947	Mar 1972	
	12634	**Elwell,James W.**	26,815L	BS6	M-B.& W. 6K74EF	16	176·7	22·9	10·5	35,700G	Mitsui Zosen	F904	Nov 1971	
	12371	**Embiricos**	32,360	BS6	M-B.& W. 774VT2BF160	15	182·6	25·6	10·6	42,710G	Mitsui Zosen	T908	Jan 1972	
	14130*	**Federal Commerce**	33,550	BN6	M-Sulzer 7RND68	15	(175)	26·0	11·0		Osaka Zosensho	337	Dec 1973	
	14131*	,,	33,550	BN6	M-Sulzer 7RND68	15	(175)	26·0	11·0		Osaka Zosensho	338	Mar 1974	
	13749*	**Fortuna Shpg.**	20,200	BN6	M-B.& W. 8K62EF	15	156·9	22·8	9·9	27,200G	Sanoyasu Dkyd.	316	Mar 1972	
	13137*	**Goulandris,B.P.**	33,800	BN6	M-Sulzer 7RD76	15	(170)	28·4	10·8		Sumitomo Sb.	U951	Mar 1972	
	13138*	,,	33,800	BN6	M-Sulzer 7RD76	15	(170)	28·4	10·8		Sumitomo Sb.	U952	Jun 1972	
S	13144	,,	20,100	BN6	M-Pielstick 16PC2V	15	164·4	22·9	9·3	30,600G	I.H.I.	T2265	Sep 1972	Uex
S	13145	,,	20,100	BN6	M-Pielstick 16PC2V	15	164·4	22·9	9·3	30,600G	I.H.I.	T2266	May 1973	Uex
	14139*	,,	56,500	BS6	M-Sulzer 7RND76	15	(213)	32·2	12·0		I.H.I.	N/	Aug 1973	
	12095*	**Goulandris,N.J.**	19,200	BN6	M-B.& W. 6K62EF	15	156·2	22·6	9·5	24,450G	Hitachi Zosen	M4323	Sep 1972	
	12096*	,,	19,200	BN6	M-B.& W. 6K62EF	15	156·2	22·6	9·5	24,450G	Hitachi Zosen	M4324	Dec 1972	
	12097*	,,	19,200	BN6	M-B.& W. 6K62EF	15	156·2	22·6	9·5	24,450G	Hitachi Zosen	M4325	Mar 1973	
	13086	,,	25,300	BN6	M-Sulzer 6RND76	15	(173)	23·0	9·7		Hakodate Dock	521	Jun 1972	x
	13087	,,	25,300	BN6	M-Sulzer 6RND76	15	(173)	23·0	9·7		Hakodate Dock	522	Sep 1972	x
	13088	,,	25,300	BN6	M-Sulzer 6RND76	15	(173)	23·0	9·7		Hakodate Dock	523	Dec 1972	x
	11765*	**Internat.Maritime**	25,700	BN6	M-B.& W. 6K74EF	15	170·5	24·6	10·0	33,500G	Osaka Zosensho	304	1971	UX
	12502*	,,	33,700	BN6	M-Sulzer 6RND68	15	(175)	26·0	11·1		Osaka Zosensho	318	Dec 1971	
	12503*	,,	27,000	BN6	M-B.& W. 6K74EF	15	170·5	22·8	10·5	33,500G	Osaka Zosensho	327	Oct 1972	U
	12504*	,,	33,700	BN6	M-Sulzer 7RND68	15	(175)	26·0	11·1		Osaka Zosensho	320	Jun 1972	
	13293*	,,	33,700	BN6	M-Sulzer 7RND68	15	(175)	26·0	11·1		Osaka Zosensho	328	Dec 1972	
	14054*	,,	33,700	BN6	M-Sulzer 7RND68	15	(175)	26·0	11·1		Osaka Zosensho	339	Apr 1974	
	14055*	,,	33,700	BN6	M-Sulzer 7RND68	15	(175)	26·0	11·1		Osaka Zosensho	340	Aug 1974	
	12038	**Jason Nav.Corp.**	28,000L	BN6	M-Sulzer 7RD76	15	181·3	25·0	10·1	37,500G	Taiwan Sb.	N32	Jun 1972	
	12452	**Kaiser Steel**	66,300	BN6	M-Sulzer 6RD90	15	(214)	32·2	12·4		Nippon Kokan	T890	Sep 1972	
	12453	,,	66,300	BN6	M-Sulzer 6RD90	15	(214)	32·2	12·4		Nippon Kokan	T892	Apr 1973	
	12491*	,,	111,960	BS6	M-Sulzer 8RND90	15	261·0	40·6	16·0		Mitsubishi	H223	Apr 1972	
	12492*	,,	111,960	BS6	M-Sulzer 8RND90	15	261·0	40·6	16·0		Mitsubishi	H229	Apr 1973	
	13284*	,,	111,960L	BS6	M-Sulzer 8RND90	15	261·0	40·6	16·0		Mitsubishi	H230	Sep 1973	
S	**14022***	,,	66,300	BS6	M-Sulzer 6RND90	15	(214)	32·2	12·4		Nippon Kokan	T901	Jul 1973	
	10838*	**Kazakos**	19,200	BN6	M-B.& W. 6K62EF	15	156·2	22·6	10·0	24,450G	Hitachi Zosen	14278	1971	X
	12851*	,,	19,200	BN6	M-B.& W. 6K62EF	15	156·0	22·6	9·2	24,450G	Onomichi Zosen	225	Jun 1971	
	09534	**Konkar Maritime**	76,000L	BS6	M-B.& W. 7K84EF	16	259·1	32·2	13·6	90,700G	Mitsui Zosen	T842	1971	X
	11700	,,	76,000L	BS6	M-B.& W. 7K84EF	15	259·1	32·2	13·6	90,700G	Mitsui Zosen	T896	May 1972	
	13106	,,	76,000	BS6	M-B.& W. 7K84EF	15	259·1	32·2	13·6	90,700G	Mitsui Zosen	T914	Sep 1973	
	14056	,,	76,000	BS6	M-B.& W. 7K84EF	15	259·1	32·2	13·6	90,700G	Mitsui Zosen	T932	Dec 1973	
	13612	**Kulukundis**	26,550	BN6	M-Sulzer 6RND76	15	179·5	22·9	10·6	32,200G	Hakodate Dock		Mar 1973	
	13613	,,	26,550	BN6	M-Sulzer 6RND76	15	179·5	22·9	10·6	32,200G	Hakodate Dock		Jun 1973	
	13614	,,	26,550	BN6	M-Sulzer 6RND76	15	179·5	22·9	10·6	32,200G	Hakodate Dock		Sep 1973	
	13615	,,	26,550	BN6	M-Sulzer 6RND76	15	179·5	22·9	10·6	32,200G	Hakodate Dock		Dec 1973	
	14014	,,	26,550	BN6	M-Sulzer 6RND76	15	179·5	22·9	10·6	32,200G	Hakodate Dock	558	Mar 1974	
	14015	,,	26,550	BN6	M-Sulzer 6RND76	15	179·5	22·9	10·6	32,200G	Hakodate Dock	559	Jun 1974	
	13466	**Lasco Shpg.**	33,400	BN6	M-Sulzer 7RND68	14	(185)	27·0	10·7	42,800G	Namura Zosen	402	Jun 1972	
S	**14140***	,,	20,100	BN6	M-Pielstick 16PC2V	15	164·4	22·9	9·3	30,600G	I.H.I.	T/	Aug 1973	Uex
B	**14141***	,,	16,800	BN6	M-Sulzer 6RD68	14	145·0	21·2	9·0		Usuki Tekkosho		Jun 1973	
	12103*	**Learner Co.**	25,290	BN6	M-Sulzer 12,000 bhp	15	(162)	24·3	10·1		Hakodate Dock	499	Dec 1971	

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
BULK CARRIERS (cont) LIBERIA (cont)														
	11507*	**Lemos,D.**	62,450	BN6	M-B.& W. 6K84EF	15	229·0	32·2	12·7	74,800G	Mitsui Zosen	T886	1971	X
	11508*	,,	62,450	BN6	M-B.& W. 6K84EF	15	229·0	32·2	12·7	74,800G	Mitsui Zosen	T887	Jul 1971	
	13467	**Li & Co.,P.S.**	26,100	BN6	M-Sulzer 7RND68	15	178·0	22·5	10·4	34,200G	Namura Zosen	403	Jan 1972	
	13934*	,,	18,700	BT6	M-B.& W. 7K62EF	14	(146)	22·8	9·0		Kanazashi Sb.	1025	Sep 1972	
BS	11361	**Livanos,G.M.**	25,000	BN6	M-B.& W. 7K62EF		(162)	22·8	10·3		Maizuru Jukogyo	142	Aug 1971	
BS	11362	,,	25,000	BN6	M-B.& W. 7K62EF		(162)	22·8	10·3		Maizuru Jukogyo	143	Nov 1971	
	10599*	**Livanos,G.P.**	25,500 L	BN6	M-Sulzer 6RD76	15	182·0	22·9	10·0		Hakodate Dock	458	1971	X
	10600*	,,	25,500 L	BN6	M-Sulzer 6RD76	15	182·0	22·9	10·0		Hakodate Dock	459	May 1971	
	12919	**Livanos,S.G.**	28,450	BN6	M-Sulzer 6RND76	15	(173)	23·0	9·7		Hakodate Dock	529	Nov 1972	x
S	09850	**Magsaysay Line**	18,244 L	BT6	M-B.& W. 762VT2BF140	15	156·2	22·6	9·5	22,850B	Hitachi Zosen	4258		
	10872*	**Manners,John**	25,000	BN6	M-Sulzer 6RD76	14	(162)	25·2	10·6		Hakodate Dock	463	Jun 1971	
	12487*	,,	25,600	BN6	M-Sulzer 7RD68	14	(162)	25·2	10·6		Hakodate Dock	508	Sep 1971	
	11752	**Metrofin**	56,500	BN6	M-Sulzer 8RD90	16	(216)	31·1	11·9		Nippon Kokan	T883	May 1972	
C	11017	**Moller,A.P.**	25,700 L	BN6	M-B.& W. 15,000 bhp	17	(162)	24·0	10·1		Hakodate Dock	460	1971	Xx
	13153	,,	50,000	BS6	M-Sulzer 8RD76	15	(197)	32·2	11·7		I.H.I.	A2229	Apr 1972	x
	14244	**Mosvold,Torrey**	37,300	BV6	M-Sulzer 7RND76	15	178·0	27·6	12·0	2,115V	Sanoyasu Dkyd.	318	Sep 1972	C
	14245	,,	37,300	BV6	M-Sulzer 7RND76	15	178·0	27·6	12·0	2,115V	Sanoyasu Dkyd.	319	Nov 1972	C
	14246	,,	37,300	BV6	M-Sulzer 7RND76	15	178·0	27·6	12·0	2,115V	Sanoyasu Dkyd.	320	Feb 1973	C
	14247	,,	37,300	BV6	M-Sulzer 7RND76	15	178·0	27·6	12·0	2,115V	Sanoyasu Dkyd.	321	Apr 1973	C
	09378*	**National Bulk Carrs.**	155,500 L	BU6	T-G.E.C. 27,500 shp	16	305·0	43·3	17·4		I.H.I.	K2118	1971	UX
	12979	,,	160,000 L	BS6	T-G.E.C. 27,500 shp	15	302·0	43·3	17·4		I.H.I.	K2268	Mar 1973	
S	11167*	**Neptune Maritime**	70,500 L	BN6	M-Doxford 76J8	15	227·8	32·3	14·0		Doxford Group	D851	1973	x
S	11168	,,	70,500 L	BN6	M-Doxford 76J8	15	227·8	32·3	14·0		Doxford Group	D852	1973	x
S	**14096***	,,	70,500 L	BN6	M-Doxford 76J8	15	227·8	32·3	14·0		Doxford Group		1974	
	13096*	**Oak Steamship**	26,200	BN6	M-Sulzer 6RND68	15	169·5	24·8	10·3	33,550G	Sanoyasu Dkyd.	314	Mar 1972	
	13707*	,,	15,600	BN6	M-Sulzer 7,200 bhp	14	(136)	21·2	8·9		Tsuneishi Sb.		Jul 1971	
	13921*	,,	15,400	BN6	M-Mitsubishi 8,100 bhp	15	(140)	20·8	9·2		Nipponkai		Feb 1972	
	13922*	,,	15,400	BN6	M-Mitsubishi 8,100 bhp	15	(140)	20·8	9·2		Nipponkai		May 1972	
	14145	,,	26,200	BN6	M-Sulzer 6RND68	15	169·5	24·8	10·3	33,620G	Sanoyasu Dkyd.	324	Nov 1973	
	11736	**Ogden Marine**	59,000	BN6	M-Sulzer 7RND76	15	(215)	32·2	12·4		Maizuru Jukogyo	146	1971	X
	11877	,,	59,500	BN6	M-Sulzer 6RD90	16	224·0	32·2	12·4		Nippon Kokan	T884	1971	X
S	12071	,,	18,000	BT6	M-B.& W. 762VT2BF140	15	156·2	22·6	9·3	22,850B	Hitachi Zosen		Jun 1971	
B	13289*	,,	60,000	BN6	M-Sulzer 6RND90		(215)	32·2	12·4		Maizuru Jukogyo	161	Oct 1972	
S	13330*	,,	33,700	BN6	M-Sulzer 7RND68	15	(175)	26·0	11·1		Osaka Zosensho	333	Aug 1973	
	13120	**Pappadakis,A.G.**	33,850 L	BS6	M-B.& W. 6K74EF	15	178·0	27·0	10·9	39,500G	Mitsui Zosen	F912	Oct 1972	
	13121	,,	33,850 L	BS6	M-B.& W. 6K74EF	15	178·0	27·0	10·9	39,500G	Mitsui Zosen	F920	Jan 1973	
	11990*	**Patt Manfield**	34,700	BH8	M-Sulzer 7RND76	16	(196)	29·7	9·8		I.H.I.	N2175	Sep 1971	
B	13292	,,	15,800	BN6	M-Sulzer 6RD68	14	147·0	21·2	9·1	21,020G	Usuki Tekkosho	1130	Jun 1971	
B	13603*	,,	16,500	BN6	M-Sulzer 6RD68	14	147·0	21·2	9·1	21,020G	Usuki Tekkosho	1140	Jan 1972	
B	13604*	,,	16,500	BN6	M-Sulzer 6RD68	14	147·0	21·2	9·1	21,020G	Usuki Tekkosho	1141	Jun 1972	
	12489*	**Ping An Ss.**	16,000	BV6	M-M.A.N. K6Z70/120E	15	(140)	20·5	9·3	18,730G	Sanoyasu Dkyd.	301	May 1971	C
	10959*	**Poseidon Shpg.Co.**	25,000	BN6	M-Sulzer 7RD76	15	181·5	23·7	10·0		Hakodate Dock	461	Apr 1971	
	11755*	**Schnitzer Steel**	26,000	BN6	M-Sulzer 7RND68	15	(167)	22·9	10·4	34,200G	Namura Zosen.	396	Jul 1971	
	12930	**Seaway Carriers**	27,800 L	BN6	M-Sulzer 7RD76	16	181·3	25·0	10·2	37,500G	Taiwan Sb.	N37	Mar 1973	x
	13345*	**Sinceres Navigation**	16,400	BN6	M-Sulzer 7RD68	15	(138)	22·5	8·9		Hayashikane Sb.	S1154	Apr 1971	
	14267	,,	16,800	BN6	M-Sulzer 7RD68	15	(138)	22·5	8·9		Hayashikane Sb.	S1163	Jun 1972	
	12488*	**Taiship Co.**	16,000	BV6	M-M.A.N. K6Z70/120E	15	(140)	20·5	9·3	18,730G	Sanoyasu Dkyd.	300	1971	CX
	12842	,,	64,600	BS6	M-M.A.N. K7Z86/160	15	(220)	32·2	12·9		Kawasaki H.I.	K1157	Jul 1971	
B	13286*	,,	25,250	BN6	M-B.& W. 8K62EF		(164)	22·8	10·2		Maizuru Jukogyo	163	Sep 1973	
	14242	,,	40,000	BN6	M-Sulzer 7RND76	15	182·8	27·6	12·0	52,500G	Sanoyasu Dkyd.	328	Mar 1974	
	13931*	**Termar Navigation**	56,500	BS6	M-Sulzer 7RND76	16	223·0	32·2	12·7		I.H.I.	N2300	Mid 1973	
S	13150	**Unique Shpg.Agc.**	20,100	BN6	M-Pielstick 16PC2V	15	164·4	22·9	9·3	30,600G	I.H.I.	T2267	Dec 1972	Uex
	13159	,,	56,500	BS6	M-Sulzer 7RND76	15	(213)	32·2	12·0		I.H.I.	N2277	Jan 1972	
	13273	,,	60,900	BS6	M-Sulzer 7RND76	15	(213)	32·2	12·7		I.H.I.	N2278	Jun 1972	
	14241	,,	20,200	BN6	M-B.& W. 8K62EF	15	156·9	22·8	9·9	27,200G	Sanoyasu Dkyd.	326	Aug 1973	
	14251*	,,	36,700	BN6	M-Sulzer 6RND76	15	(188)	29·4	10·8		Sumitomo Sb.	U954	Jan 1973	
	13156*	**Valles Ss.Co.**	55,300	BS6	M-Sulzer 7RND76	15	207·0	32·2	12·7		I.H.I.	A2250	Mar 1972	
	13169*	,,	26,200	BN6	M-Sulzer 7RND68	16	178·0	22·9	10·4	34,200G	Namura Zosen	399	Jul 1971	
	13349*	,,	42,300	BN6	M-Sulzer 6RND76	15	193·5	29·4	11·6	55,300G	Namura Zosen	400	Sep 1972	
	13562	,,	53,420	BS6	M-Sulzer 7RND76	17	223·0		11·6		Taiwan Sb.	N34	Oct 1972	
	14102	,,	53,420	BS6	M-Sulzer 7RND76	17	223·0		11·6		Taiwan Sb.Corp.	N35	Mar 1973	
	14262*	**Van Shipping**	26,900	BN6	M-Sulzer 7RND68	14	(160)	25·0	10·2		Hayashikane Sb.	S1162	Jul 1972	
	10558	**Wah Kwong**	53,700	BS6	M-Sulzer 7RND76	16	(213)	32·2	11·6		I.H.I.	A2154	Aug 1971	
BC	11735	,,	59,000	BN6	M-B.& W. 13,800 bhp	15	(215)	32·2	12·4		Maizuru Jukogyo	149	May 1972	
	11848*	,,	16,500	BN6	M-Pielstick 18PC2V	15	(138)	22·5	8·9		Hayashikane Sb.	1141		x
	11849*	,,	16,500	BN6	M-Pielstick 18PC2V	15	(138)	22·5	8·9		Hayashikane Sb.	1142	1971	x
B	12900*	,,	26,300	BN6	M-Sulzer 6RND68	14	165·0	24·8	10·3		Usuki Tekkosho	1135	Dec 1971	
B	12901	,,	26,300	BN6	M-Sulzer 6RND68	14	165·0	24·8	10·3		Usuki Tekkosho	1137	Oct 1972	
B	12902*	,,	26,300	BN6	M-Sulzer 6RND68	14	165·0	24·8	10·3		Usuki Tekkosho	1136	Dec 1971	
	13094*	,,	19,200	BN6	M-Sulzer 7RD68	15	(146)	22·8	9·1	22,150G	Sanoyasu Dkyd.	310	Jul 1971	
	13095*	,,	19,200	BN6	M-Sulzer 7RD68	15	(146)	22·8	9·1	22,150G	Sanoyasu Dkyd.	311	Sep 1971	
B	13279*	,,	59,850	BS6	M-Sulzer 14,000 bhp		(215)	32·2	12·4		Maizuru Jukogyo	166	Jan 1974	
	13285*	,,	18,175	BN6	M-B.& W. 6K62EF	15	(146)	22·6	9·5		Hitachi Zosen	M4344	May 1972	
	13344*	,,	16,500	BN6	M-Sulzer 7RD68	15	(138)	22·5	8·9		Hayashikane Sb.	S1153	1971	
	13923*	,,	15,400	BN6	M-Mitsubishi 8,100 bhp	15	(140)	20·8	9·2		Nipponkai		Aug 1972	
	13924*	,,	15,400	BN6	M-Mitsubishi 8,100 bhp	15	(140)	20·8	9·2		Nipponkai		Dec 1972	
	13925*	,,	26,500	BN6	M-Sulzer 7RND68		(160)	20·5	10·0		Hayashikane Sb.	S/	Sep 1973	
	14266	,,	16,400	BN6	M-Sulzer 7RD68	15	(138)	22·5	8·9		Hayashikane Sb.	S1161	Mar 1972	
	11989*	**Wallem & Co.**	34,700	BH8	M-Sulzer 7RND76	16	(196)	29·7	9·8		I.H.I.	N2174		X
	11798*	**World-Wide Shpg.**	25,700	BV6	M-Sulzer 6RND76	15	185·0	26·0			Osaka Zosensho	315	May 1971	
	11799*	,,	25,700	BV6	M-Sulzer 6RND76	15	185·0	26·0			Osaka Zosensho	316	Aug 1971	
	11800*	,,	30,000	BV6	M-Sulzer 7RD76	14	187·0	25·0	10·8		Kasado Dkyd.	260		X
	12500*	,,	23,700	BV6	M-Sulzer 6RND68	15	(160)	22·8	9·9		Osaka Zosensho	313	May 1971	
	12501*	,,	23,700	BV6	M-Sulzer 6RND68	15	(160)	22·8	9·9		Osaka Zosensho	314	Aug 1971	
	12558*	,,	25,700	BN6	M-Sulzer 7RND68	15	(163)	26·3	9·0		Osaka Zosensho	321	Nov 1971	
	12559*	,,	25,700	BN6	M-Sulzer 7RND68	15	(163)	26·3	9·0		Osaka Zosensho	322	Feb 1972	
	12610*	,,	33,000	BN6	M						Osaka Zosensho	323	1972	

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
BULK CARRIERS (cont) LIBERIA (cont)														
	12611*	**World-Wide Shpg.**	33,000	BN6	M						Osaka Zosensho	324	1972	
	12612*	,,	32,600	BN6	M-Sulzer 7RND68	15	(175)	26·0	11·0		Osaka Zosensho	325	Nov 1972	
	12613*	,,	32,600	BN6	M-Sulzer 7RND68	15	(175)	26·0	11·0		Osaka Zosensho	326	Jan 1973	
	12614*	,,	19,400	BN6	M-Sulzer 7RND68	15	(146)	22·8	9·8		Nippon Kokan	S293	1971	X
	12615*	,,	19,400	BN6	M-Sulzer 7RND68	15	(146)	22·8	9·8		Nippon Kokan	S294	May 1971	
	12616*	,,	19,400	BN6	M-Sulzer 7RND68	15	(146)	22·8	9·8		Nippon Kokan	S295	Jun 1971	
	12617*	,,	19,400	BN6	M-Sulzer 7RND68	15	(146)	22·8	9·8		Nippon Kokan	S296	Sep 1971	
	12986	,,	29,000	BV6	M-Sulzer 7RND68	15	(165)	25·5	11·0		Sumitomo Sb.	U949	Sep 1971	
	13070	,,	19,000	BN6	M-B.& W. 6K62EF	15	(146)	22·6	9·5		Hitachi Zosen	M4345	Sep 1973	
	13071	,,	19,000	BN6	M-B.& W. 6K62EF	15	(146)	22·6	9·5		Hitachi Zosen	M4346	Nov 1973	
	13072	,,	33,000	BN6	M-Sulzer 7RND68	14	(175)	26·0	11·1		Osaka Zosensho	329	Apr 1973	
	13073	,,	33,000	BN6	M-Sulzer 7RND68	14	(175)	26·0	11·1		Osaka Zosensho	330	Oct 1973	
B	13276*	,,	25,000	BN6	M-Sulzer 7RND68	15	170·0	26·8	10·3		Usuki Tekkosho	1132	Sep 1971	
B	13277*	,,	25,000	BN6	M-Sulzer 7RND68	15	170·0	26·8	10·3		Usuki Tekkosho	1133	Apr 1971	
	14260*	,,	61,000	BS6	M-Sulzer 6RND90	16	(225)	32·2	12·2		Mitsubishi	K1045	Mar 1974	
	14261*	,,	61,000	BS6	M-Sulzer 6RND90	16	(225)	32·2	12·2		Mitsubishi	K1046	Mar 1974	
	14305*	,,	59,850	BS6	M 14,000 bhp	15	(215)	32·2	12·4		Hitachi Zosen		1974	
	14308*	,,	33,370	BN6	M	15	(175)	26·0	11·1		Osaka Zosensho		1974	
	14309*	,,	22,000	BN6	M	15					Koyo Dock		1972	
	14314*	,,	26,500	BT6	M						Hayashikane Sb.		1972	
	14315*	,,	26,500	BT6	M						Hayashikane Sb.		1974	
	14316*	,,	33,300	BT6	M						Kasado Dkyd.		1973	
	14317*	,,	33,300	BT6	M						Kasado Dkyd.		1973	
	14318*	,,	36,700	BH6	M						Sumitomo Sb.		1973	
S	09535*	**Xylas Group**	31,310	BS6	M-Sulzer 7RD76	15	182·6	25·6	10·6	42,710G	Mitsui Zosen	F844		X
S	09536*	,,	31,310	BS6	M-Sulzer 7RD76	15	182·6	25·6	10·6	42,710G	Mitsui Zosen	F845	1971	X
	13290*	,,	30,300	BN6	M-Sulzer 7RD76	15	182·6	25·6	10·3	42,300G	Mitsui Zosen	F916	Jul 1972	
	13616*	,,	65,000	BS6	M-Sulzer 6RND90	15	(208)	32·2	13·7		Hakodate Dock		4Q. 1973	
	13617*	,,	65,000	BS6	M-Sulzer 6RND90	15	(208)	32·2	13·7		Hakodate Dock		4Q. 1973	
MALAYSIA														
	12505	**Malaysian Int.Shpg.**	33,700	BN6	M-Sulzer 7RND68	15	(175)	26·0	11·1		Osaka Zosensho	319	Mar 1972	x
	12529	,,	29,500	BH6	M-Sulzer 7RD76	15	(188)	29·4	9·0		Sumitomo Sb.	U946	Dec 1972	
	13573	,,	29,500	BH6	M-Sulzer 7RD76	15	(188)	29·4	9·0		Sumitomo Sb.	U956	Jul 1973	
NORWAY														
	12164	**Amlie,Richard**	24,000	BS6	M-Pielstick 2×12PC2V	16	162·7	22·9	10·4	29,850G	Haugesund M.V.	43	May 1972	
S	11914	**Belstove**	37,700	BS6	M-Gtvrkn 760/1500VGS8U	15	193·6	26·2	11·1		Fredriksstad		1971	Uce
S	12581	,,	37,700	BS6	M-Gtvrkn 760/1500VGS8U	15	193·6	26·2	11·1		Fredriksstad		1971	Uce
	14003	,,	78,000	BS6	M 18,900 bhp	15	253·0	32·2	12·5		Bremer Vulkan	987	1974	
	12373	**Borgestad,A/S**	21,300	BZ6	M-B.& W. 7K74EF	15	172·5	27·0	10·5	29,931G	Cockerill Yards	858	Jul 1972	e
S	04847	**Gerrards Rederi**	38,000	BS6	M-B.& W. 874VT2BF160	15	199·8	27·9	11·2	47,130G	Baltic Sb.		1971	IUX
S	04848	,,	38,000	BS6	M-B.& W. 874VT2BF160	15	199·8	27·9	11·2	47,130G	Baltic Sb.		Aug 1971	IU
S	12719	,,	72,500 L	BS6	M-Sulzer 6RND90	15	243·5	32·2	12·9	79,290G	Brod.Treci Maj	554	May 1973	Ice
G	10741	**Gill-Johannessen,L.**	27,000 L	BS6	M-Sulzer 6RD76	15	163·2	25·9	11·0	34,000G	Stocz.I.K.Pary.	52304	1971	HIce
G	11918	,,	27,000 L	BS6	M-Sulzer 6RD76	15	163·2	25·9	11·0	34,000G	Stocz.I.K.Pary.	52308	1972	HIce
G	11985	,,	27,000 L	BS6	M-Sulzer 6RD76	15	163·2	25·9	11·0	34,000G	Stocz.I.K.Pary.	52312	1973	HIce
S	13393	**Godager,Odd**	115,000 L	BS6	M-B.& W. 9K84EF	15	260·9	40·8	15·8		Uddevallavarvet	250	1974	
	10791	**Golden West,Skibs**	26,500	BV6	M-B.& W. 6K74EF	16	163·0	26·0	9·7	1,700V	Brod.Uljanik	294	1971	CUe
	14002	**Herlofson,Sigurd**	78,000	BS6	M 18,900 bhp	15	253·0	32·2	12·5		Bremer Vulkan	986	1973	
	10873	**Jahre,Anders**	40,750	BS6	M-B.& W. 7K74EF	15	192·0	28·1	12·0	54,770G	B.& W.	841		HUi
G	10467	**Jebsenrederi,K.**	21,130	BS6	M-B.& W. 2×8S45HU	14	158·5	22·8	9·5	26,032G	Scott Lithgow	E1178	Jun 1971	UXcl
S	13165	**Johansen,Lars Rej**	23,400	BC6	M-M.A.N. K8Z70/120E	15	176·5	22·9	10·1	694C	Mathias-Thesen		1972	HIUc
S	13166	,,	23,400	BC6	M-M.A.N. K8Z70/120E	15	176·5	22·9	10·1	30,210G	Mathias-Thesen		1972	HIUc
S	13167	,,	23,400	BC6	M-M.A.N. K8Z70/120E	15	176·5	22·9	10·1	694C	Mathias-Thesen		1972	HIUc
S	13168	,,	23,400	BC6	M-M.A.N. K8Z70/120E	15	176·5	22·9	10·1	30,210G	Mathias-Thesen		1972	HIUc
G	10739	**Klaveness,Torvold**	27,000 L	BS6	M-Sulzer 6RD76	15	163·2	25·9	11·0	34,000G	Stocz.I.K.Pary.	52302	1971	HIce
G	10740	,,	27,000 L	BS6	M-Sulzer 6RD76	15	163·2	25·9	11·0	34,000G	Stocz.I.K.Pary.	52303	1971	HIce
G	11916	,,	27,000 L	BS6	M-Sulzer 6RD76	15	163·2	25·9	11·0	34,000G	Stocz.I.K.Pary.	52306	1972	HIce
G	11983	,,	27,000 L	BS6	M-Sulzer 6RD76	15	163·2	25·9	11·0	34,000G	Stocz.I.K.Pary.	52310	1973	HIce
G	11986	,,	27,000 L	BS6	M-Sulzer 6RD76	15	163·2	25·9	11·0	34,000G	Stocz.I.K.Pary.	52313	1974	HIce
S	10529	**Mathiesen,Arth.H.**	50,675	BS6	M-B.& W. 7K74EF	15	218·9	30·5	12·1	62,670G	B.& W.	844	3Q. 1971	GU
	11234	,,	105,000 L	BS6	M-B.& W. 9K84EF	16	260·0	40·7	14·2		Harland & Wolff	1689	Sep 1971	GUccil
	11235	,,	105,000 L	BS6	M-B.& W. 9K84EF	16	260·0	40·7	14·2		Harland & Wolff	1690	May 1972	GUccil
G	10738	**Meyer,P.**	27,000 L	BS6	M-Sulzer 6RD76	15	163·2	25·9	11·0	34,000G	Stocz.I.K.Pary.	52301	1971	HIXce
G	11917	,,	27,000 L	BS6	M-Sulzer 6RD76	15	163·2	25·9	11·0	34,000G	Stocz.I.K.Pary.	52307	1972	HIce
G	11984	,,	27,000 L	BS6	M-Sulzer 6RD76	15	163·2	25·9	11·0	34,000G	Stocz.I.K.Pary.	52311	1973	HIce
	12912	**Mosvold,Torrey**	117,400 L	BS6	M-Sulzer 8RND90	16	(244)	40·2	16·8		Sumitomo Sb.	U958	Aug 1972	
	11382	**Norwegian Owner**	107,700 L	BS6	M-Sulzer 8RND90	15	(251)	38·3	15·4		Fredriksstad	411	Jan 1972	
S	13479	,,	115,000 L	BS6	M-B.& W. 9K84EF	15	260·9	40·8	15·8		Uddevallavarvet	284	1974	
S	**13854**	,,	37,700	BS6	M	15	193·6	26·2	11·1		Fredriksstad		1972	Uce
S	**13855**	,,	37,700	BS6	M	15	193·6	26·2	11·1		Fredriksstad		1972	Uce
S	12737	**Olsen & Ugelstad**	55,000 L	BS6	M-Sulzer 6RND90	16	218·5	32·2	12·4	75,846G	Stocz.I.K.Pary.	52131	1Q. 1973	GIU
S	13648	,,	55,000 L	BS6	M-Sulzer 6RND90	16	218·5	32·2	12·4	75,846G	Stocz.I.K.Pary.	52104	Mid 1973	GIU
	13107	**Rasmussen,Einar**	115,900 L	BS6	M-B.& W. 9K84EF	15	259·8	39·6	16·4	129,000G	Mitsui Zosen	T918	Mar 1973	
	13752	,,	115,900 L	BS6	M-B.& W. 9K84EF	15	259·8	39·6	16·4	138,400G	Mitsui Zosen	T930	Sep 1973	
	10902	**Ringdal,Olav**	107,700 L	BS6	M-Sulzer 8RND90	15	(251)	38·3	15·4		Fredriksstad	409	1971	
	14004	,,	78,000	BS6	M 18,900 bhp	15	253·0	32·2	12·5		Bremer Vulkan	988	1974	
G	10742	**Roed,Hjalmar**	27,000 L	BS6	M-Sulzer 6RD76	15	163·2	25·9	11·0	34,000G	Stocz.I.K.Pary.	52305	1972	HIce
G	11919	,,	27,000 L	BS6	M-Sulzer 6RD76	15	163·2	25·9	11·0	34,000G	Stocz.I.K.Pary.	52309	1973	HIce
S	13392	**Saanum,Einar**	115,000 L	BS6	M-B.& W. 9K84EF	15	260·9	40·8	15·8		Uddevallavarvet	281	1973	
S	04849	**Skjelbreds Rederi**	38,000	BS6	M-B.& W. 874VT2BF160	15	199·8	27·9	11·2	47,130G	Baltic Sb.		4Q. 1971	IU
	10903	**Sorensen,C.H.**	107,700 L	BS6	M-Sulzer 8RND90	15	(251)	38·3	15·4		Fredriksstad	410	Dec 1971	
C	12956	,,	120,500 L	BS6	M-Sulzer 9RND90						Fredriksstad	416	1H. 1973	
	10403	**Sverdrup,Sigurd B.**	28,000 L	BV6	M-B.& W. 6K74EF	16	163·0	26·0	10·0	2,500V	Brod.Uljanik	292	1971	CHUXe

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
BULK CARRIERS (cont) NORWAY (cont)														
S	**13860**	**Tonnevolds Rederi**	51,000	BS6	M-B.& W. 7K74EF	15	218·9	30·5	12·1	62,670G	B.& W.	849	1Q. 1974	U
	13464	**Westfal-Larsen**	65,000	BS6	M-Sulzer 6RND90	16	218·9	32·2	13·7	72,700G	Hakodate Dock	544	Oct 1973	
	13465	,,	65,000	BS6	M-Sulzer 6RND90	16	218·9	32·2	13·7	72,700G	Hakodate Dock	545	Feb 1974	
	14019	,,	65,000	BS6	M-Sulzer 6RND90	16	218·9	32·2	13·7	72,700G	Hakodate Dock	554	Jun 1974	
	14020	,,	65,000	BS6	M-Sulzer 6RND90	16	218·9	32·2	13·7	72,700G	Hakodate Dock	555	Oct 1974	
	13453	**Wigand,Rolf**	65,000	BS6	M-Sulzer 6RND90	16	218·9	32·2	13·7	72,700G	Hakodate Dock	546	Feb 1973	
	13454	,,	65,000	BS6	M-Sulzer 6RND90	16	218·9	32·2	13·7	72,700G	Hakodate Dock	547	Jun 1973	
	13607	**Wilhelmsen,W.**	63,100	BS6	M-Sulzer 7RND76	16	(211)	31·8	13·3		Mitsubishi	K1034	Aug 1972	
	13608	,,	63,100	BS6	M-Sulzer 7RND76	16	(211)	31·8	13·3		Mitsubishi	K1035	Jan 1973	
	14258	,,	63,100	BS6	M-Sulzer 7RND76	16	(211)	31·8	13·3		Mitsubishi	K1036	Dec 1973	
PANAMA														
S	13141	**Agelef Shpg.Co.**	20,100	BN6	M-Pielstick 16PC2V	15	164·4	22·9	9·3	30,600G	I.H.I.	T2260	Oct 1972	Uex
S	13142	,,	20,100	BN6	M-Pielstick 16PC2V	15	164·4	22·9	9·3	30,600G	I.H.I.	T2261	Feb 1973	Uex
S	13143	,,	20,100	BN6	M-Pielstick 16PC2V	15	164·4	22·9	9·3	30,600G	I.H.I.	T2262	Jun 1973	Uex
	12372	**Embiricos**	32,360	BS6	M-B.& W. 774VT2BF160	15	182·6	25·6	10·6	42,710G	Mitsui Zosen	T909	Jun 1972	
B	13281	**First Ss.Co.**	16,800	BN6	M-Sulzer 6RD68	15	(138)	22·5	8·9		Hayashikane Sb.	N803	Oct 1972	x
B	13282	,,	16,800	BN6	M-Sulzer 6RD68	15	(138)	22·5	8·9		Hayashikane Sb.	N805	Jan 1973	x
S	13148	**Glafki Shpg.**	20,100	BN6	M-Pielstick 16PC2V	15	164·4	22·9	9·3	30,600G	I.H.I.	T2263	Jan 1973	Uex
S	13149	,,	20,100	BN6	M-Pielstick 16PC2V	15	164·4	22·9	9·3	30,600G	I.H.I.	T2264	Jun 1973	Uex
	13154	,,	56,500	BS6	M-Sulzer 7RND76	15	(213)	32·0	12·7		I.H.I.	N2274	Sep 1972	x
	10814	**Internat.Maritime**	25,600	BS8	M-Sulzer 6RD76	14	162·0	25·2	10·6	32,000	Sumitomo Sb.	U933	May 1971	X
	14146	,,	40,000	BN6	M-Sulzer 7RND76	15	182·8	27·6	12·0	52,500G	Sanoyasu Dkyd.	327	Dec 1973	
S	13146	**Nomikos,Loucas**	20,100	BN6	M-Pielstick 16PC2V	15	164·4	22·9	9·3	30,600G	I.H.I.	T2253	Dec 1972	Uex
S	13147	,,	20,100	BN6	M-Pielstick 16PC2V	15	164·4	22·9	9·3	30,600G	I.H.I.	T2254	May 1973	Uex
	11810*	**Omnium Transport.**	25,000	BN6	M-Sulzer 9,000 bhp	14	176·4	22·9	10·2	29,000G	Ishibras	41		
B	12850	**Polemis,S.**	19,200	BN6	M-B.& W. 6K62EF	15	156·0	22·6	9·2	24,450G	Onomichi Zosen	224	Jun 1971	x
	12079	**Stravelakis**	21,500	BN6	M-Sulzer 9,000 bhp	16	(157)	22·8	9·3		Hakodate Dock	495	Jun 1971	
	12080	,,	21,500	BN6	M-Sulzer 9,000 bhp	16	(157)	22·8	9·3		Hakodate Dock	496	Sep 1971	
	12081	,,	21,500	BN6	M-Sulzer 9,000 bhp	16	(157)	22·8	9·3		Hakodate Dock	497	Dec 1971	
	12082	,,	21,500	BN6	M-Sulzer 9,000 bhp	16	(157)	22·8	9·3		Hakodate Dock	498	Mar 1972	
	11794	**World-Wide Shpg.**	25,100	BV6	M-Sulzer 7RND68	15	174·5	22·8	10·3	32,800G	Sasebo Hvy.Ind.	S211	May 1971	x
B	12101	**Xylas Group**	59,000	BN6	M-Sulzer 6RD90	15	(215)	32·2	12·4		Maizuru Jukogyo	152	Dec 1972	
PERU														
	14168	**Humboldt,Naviera**	25,000	BN6	M						S.I.da Marinha		1972	
	14169	,,	25,000	BN6	M						S.I.da Marinha		1973	
	14170	,,	25,000	BN6	M						S.I.da Marinha		1973	
	14171	,,	25,000	BN6	M						S.I.da Marinha		1974	
	13810	**Peruvian Owner**	20,000	BF6	M						S.I.da Marinha		1972	
	13811	,,	20,000	BF6	M						S.I.da Marinha		1972	
	13812	,,	20,000	BF6	M						S.I.da Marinha		1972	
	13813	,,	20,000	BF6	M						S.I.da Marinha		1973	
	13814	,,	20,000	BF6	M						S.I.da Marinha		1973	
	13815	,,	20,000	BF6	M						S.I.da Marinha		1973	
	13816	,,	20,000	BF6	M						S.I.da Marinha		1974	
	13817	,,	20,000	BF6	M						S.I.da Marinha		1974	
	13818	,,	20,000	BF6	M						S.I.da Marinha		1974	
POLAND														
S	02541	**Polish Ss.Co.**	32,000 L	BS6	M-Sulzer 7RD76	15	202·3	24·4	10·7	44,319G	Stocz.Szczecin	44702	1971	GIXei
S	02542	,,	32,000 L	BS6	M-Sulzer 7RD76	15	202·3	24·4	10·7	44,319G	Stocz.Szczecin	44703	1971	GIei
S	02543	,,	32,000 L	BS6	M-Sulzer 7RD76	15	202·3	24·4	10·7	44,319G	Stocz.Szczecin	44704	1971	GIei
	09739	,,	50,500	BS6	M-B.& W. 8K74EF	16	218·9	30·5	12·0	62,670G	B.& W.	842	1971	GIU
S	10878	,,	50,500	BS6	M-B.& W. 8K74EF	16	218·9	30·5	12·0	62,670G	B.& W.	843	2Q. 1971	GIU
S	11022	,,	32,000 L	BS6	M-Sulzer 7RD76	15	202·3	24·4	10·7	44,319G	Stocz.Szczecin	44705	1971	GIei
S	11023	,,	32,000 L	BS6	M-Sulzer 7RD76	15	202·3	24·4	10·7	44,319G	Stocz.Szczecin	44706	1971	GIei
S	11024	,,	32,000 L	BS6	M-Sulzer 7RD76	15	202·3	24·4	10·7	44,319G	Stocz.Szczecin	44707	1972	GIei
S	11025	,,	32,000 L	BS6	M-Sulzer 6RND76	15	202·3	24·4	10·7	44,319G	Stocz.Szczecin	44708	1972	GIcei
S	11026	,,	32,000 L	BS6	M-Sulzer 6RND76	15	202·3	24·4	10·7	44,319G	Stocz.Szczecin	44709	1972	GIcei
S	11027	,,	32,000 L	BS6	M-Sulzer 6RND76	15	202·3	24·4	10·7	44,319G	Stocz.Szczecin	44710	1972	GIcei
S	11028	,,	32,000 L	BS6	M-Sulzer 6RND76	15	202·3	24·4	10·7	44,319G	Stocz.Szczecin	44711	1973	GIcei
S	11029	,,	32,000 L	BS6	M-Sulzer 6RND76	15	202·3	24·4	10·7	44,319G	Stocz.Szczecin	44712	1973	GIcei
S	11030	,,	32,000 L	BS6	M-Sulzer 6RND76	15	202·3	24·4	10·7	44,319G	Stocz.Szczecin	44713	1973	GIcei
S	11031	,,	32,000 L	BS6	M-Sulzer 6RND76	15	202·3	24·4	10·7	44,319G	Stocz.Szczecin	44714	1973	GIcei
S	11032	,,	32,000 L	BS6	M-Sulzer 6RND76	15	202·3	24·4	10·7	44,319G	Stocz.Szczecin	44715	1974	GIcei
S	11033	,,	32,000 L	BS6	M-Sulzer 6RND76	15	202·3	24·4	10·7	44,319G	Stocz.Szczecin	44716	1974	GIcei
S	11034	,,	32,000 L	BS6	M-Sulzer 6RND76	15	202·3	24·4	10·7	44,319G	Stocz.Szczecin	44717	1974	GIcei
S	11035	,,	32,000 L	BS6	M-Sulzer 6RND76	15	202·3	24·4	10·7	44,319G	Stocz.Szczecin	44718	1974	GIcei
S	11036	,,	32,000 L	BS6	M-Sulzer 6RND76	15	202·3	24·4	10·7	44,319G	Stocz.Szczecin	44719	1975	GIcei
S	11037	,,	32,000 L	BS6	M-Sulzer 6RND76	15	202·3	24·4	10·7	44,319G	Stocz.Szczecin	44720	1975	GIcei
S	11750	,,	55,000 L	BS6	M-Sulzer 6RND90	16	218·5	32·2	12·4	75,846G	Stocz.I.K.Pary.	52102	1971	GIU
PORTUGAL														
S	13425	**Nacional de Nav.,C.**	32,000	BS6	M-Sulzer 7RD76	15	202·3	24·4	10·7	44,320G	Stocz.Szczecin	44722	1971	X
SPAIN														
S	10566	**Artola,Naviera**	53,000 L	BS6	M-Sulzer 6RD90	15	206·8	29·1	13·3	68,232G	Ast.Espanoles	M159	1971	Ue
	13634	,,	53,000 L	BS6	M-Sulzer 6RD90	15	206·8	32·0	13·3		Ast.Espanoles	M164	Mar 1972	U
	13635	,,	53,000 L	BS6	M-Sulzer 6RD90	15	206·8	32·0	13·3		Ast.Espanoles	M169	Sep 1972	U
	12178	**Asmar Lineas**	24,000	BN6	M-Sulzer 6RD68	13	(154)	22·7	10·5		Ast.Espanoles	M162	1971	
	09309	**Astro,Naviera**	50,000	BN6	M-B.& W. 784VT2BF180	15	(197)	30·6	12·0		Astano	221	1971	X

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
BULK CARRIERS (cont) SPAIN (cont)														
S	13365	**Bilbaina,Nav.**	26,670	BS6	M-M.A.N. K7Z70/120E	15	182·6	22·4	10·5	35,900G	Ast.Espanoles	E260	Oct 1972	U
	09312	**Castilla,Naviera De**	72,000L	BS6	M-B.& W. 7K84EF	16	(254)	32·2	13·2		Astano	224	1971	U
	09438	**Elcano,Emp.Nac.**	50,000	BN6	M-Sulzer 6RD90	16	212·7	31·0	12·3	61,852G	E.N.Bazan Naval, Matagorda	F141		GUX
S	09735	**Gijonesa De Nav.,C.**	19,500	BN6	M									
	12179	,,	24,000	BN6	M-Sulzer 6RD68	13	(154)	22·7	10·5		Ast.Espanoles	M163	1971	
	10565	**Letasa**	80,000L	BS6	M-B.& W.	15	(243)	32·2	14·4		Ast.Espanoles	S174	Jun 1971	
	09697	**Marcosa**	21,000	BN6	M-Sulzer 6RD68	14	147·1	22·9	10·2	25,200G	Ast.Espanoles	V125	1H. 1971	UX
	09698	,,	21,000	BN6	M-Sulzer 6RD68	14	147·1	22·9	10·2	25,200G	Ast.Espanoles	V126	1H. 1971	UX
S	10268	**Vascongada,Nav.**	26,670	BS6	M-M.A.N. K7Z70/120E	15	182·6	22·4	10·5	35,900G	Ast.Espanoles	E237		UX
S	13364	,,	26,670	BS6	M-M.A.N. K7Z70/120E	15	182·6	22·4	10·5	35,900G	Ast.Espanoles	E261	Dec 1972	U
S	08928	**Vizcaina,Naviera**	53,000L	BS6	M-Sulzer 6RD90	15	206·8	29·1	13·3	68,232G	Ast.Espanoles	S161	1971	UXe
	10567	**Zorroza,Mar.del**	80,000L	BS6	M-B.& W.	15	(246)	32·2	14·4		Ast.Espanoles	S172	1971	
SWEDEN														
S	**14007**	**Brostrom,Axel**	80,000	BS6	M-B.& W. 8K84EF	16	254·5	32·2	14·2		Lubecker	599	Nov 1973	
S	**14008**	,,	80,000	BS6	M-B.& W. 8K84EF	16	254·5	32·2	14·2		Lubecker	600	May 1974	
S	10621	**Gorthon,Stig.**	68,500	BS6	M-Sulzer 6RND90	15	243·5	32·2	12·9	79,290G	Brod.Treci Maj	531	Jun 1971	Ice
CS	10622	,,	68,500	BS6	M-Sulzer 6RND90	15	243·5	32·2	12·9	79,290G	Brod.Treci Maj	543	Oct 1971	Ice
	10712	**Johnsonlinjen**	29,000	BV6	M-Pielstick 2×16PC2V	16	184·2	28·2	10·5	38,699B	Wartsila,Turku	1193	Apr 1971	HTUXbeel
	10713	,,	29,000	BV6	M-Pielstick 2×16PC2V	16	184·2	28·2	10·5	38,699B	Wartsila,Turku	1194	Jun 1971	HTUbeel
S	13391	**Monacus Ab.**	115,000L	BS6	M-B.& W. 9K84EF	15	260·9	40·8	15·8		Uddevallavarvet	248	1973	
S	11801	**Nordstrom & Thulin**	68,500	BS6	M-Sulzer 6RND90	15	243·5	32·2	12·9	79,290G	Brod.Treci Maj	548	May 1972	Ice
	12519	**Svenska Lloyd**	23,400	BC6	M-M.A.N. K8Z70/120E	15	176·5	22·9	10·1	694C	Mathias-Thesen		1Q. 1972	HIUc
S	**13856**	**Swedish Owner**	37,700	BS6	M	15	193·6	26·2	11·1		Fredriksstad		1972	Uce
	14080	,,	62,050	BS6	M-Gtvrkn 750/1600VGS9u	16	224·0	32·2	13·1	75,322G	Oresundsvarvet	239	1973	
S	04850	**Wallenius,Olof**	38,000	BV6	M-B.& W. 874VT2BF160	15	199·8	27·9	11·2	2,600V	Baltic Sb.		1971	CIU
TAIWAN														
	12521	**China Central Trust**	26,200	BN6	M-Sulzer 6RND68	14	(156)	24·8	10·3	32,450G	Sanoyasu Dkyd.	307	Aug 1971	
	12522	,,	26,200	BN6	M-Sulzer 6RND68	14	(156)	24·8	10·3	32,450G	Sanoyasu Dkyd.	308	Oct 1971	
	12523	,,	26,200	BN6	M-Sulzer 6RND68	14	(156)	24·8	10·3	32,450G	Sanoyasu Dkyd.	309	Dec 1971	
B	13299*	**China Union Lines**	59,000	BS6	M-Sulzer 7RND76	15	(215)	32·2	12·4		Maizuru Jukogyo	168	1Q. 1974	
	12034	**Far Eastern Nav.**	28,000L	BN6	M-Sulzer 7RD76	16	181·3	25·0	10·2	37,500G	Taiwan Sb.	N26		X
	11221	**First Ss.Co.** ,	26,200	BN6	M-Sulzer 7RND68	15	178·0	22·9	10·4	34,200G	Namura Zosen.	395	1971	
	12090	**Glory Navigation**	26,200	BN6	M-Sulzer 6RND68	15	(156)	24·8	10·3	32,450G	Sanoyasu Dkyd.	294	1971	
	14101	**Outerocean**	27,800L	BN6	M-Sulzer 7RD76	16	181·3	25·0	10·2	37,500G	Taiwan Sb.Corp.	N36	Oct 1972	
	12036	**Taiwan Nav.Corp.**	25,200	BN6	M-Sulzer 7RD76	16	181·3	25·0	9·9	37,500G	Taiwan Sb.	N28	Apr 1971	
	13706	**Taiwan Owner**	27,200	BN6	M-B.& W. 11,600 bhp		(160)	22·9	10·5		Tsuneishi Sb.		Jun 1972	
	12037	**Teh Hu Ss.Co.**	28,000L	BN6	M-Sulzer 7RD76	16	181·3	25·0	10·1	37,500G	Taiwan Sb.	N31	Jan 1972	
	12035	**Waywiser Nav.Corp.**	28,000L	BN6	M-Sulzer 7RD76	16	181·3	25·0	10·2	37,500G	Taiwan Sb.	N27	Sep 1971	
TURKEY														
	11802	**Deniz Nakliyati**	35,000	BS6	M-Sulzer 7RND76	15					Brod.Treci Maj		4Q. 1971	ce
	11803	,,	35,000	BS6	M-Sulzer 7RND76	15					Brod.Treci Maj		1Q. 1972	ce
UNITED STATES														
S	09709	**Bethlehem Steel**	52,340	OUL	M-General Motors	16	304·8	32·0	7·8		Erie Marine	H101		Xbd
	09193	**U.S.Steel Corp.**	39,000	OUL	M-Pielstick 2×16PC2V	15	261·5	32·0			American Sb.	900		b
S	09032	**Wilson Mar.Transit**	51,500	OUL	M		304·8	32·0	7·8		Erie Marine			bd
U.S.S.R.														
S	02508	**U.S.S.R.**	22,900	BS6	M-Sulzer 6RD76	15	187·2	23·0	9·4	32,700G	Stocz.I.K.Pary.	47007	1971	GIXe
S	04853	,,	38,000	BS6	M-B.& W. 874VT2BF160	15	199·8	27·9	11·2	47,130G	Baltic Sb.			IU
S	04854	,,	38,000	BS6	M-B.& W. 874VT2BF160	15	199·8	27·9	11·2	47,130G	Baltic Sb.			IU
S	04855	,,	38,000	BS6	M-B.& W. 874VT2BF160	15	199·8	27·9	11·2	47,130G	Baltic Sb.			IU
S	12996	,,	50,000L	BS6	M 16,700 bhp	16	214·2	32·2			Leningrad		1971	
S	**13801**	,,	23,000	BS6	M	15	187·0	23·0	9·4		Leningrad		1972	Ie
S	**13802**	,,	23,000	BS6	M	15	187·0	23·0	9·4		Leningrad		1972	Ie
S	**13803**	,,	23,000	BS6	M	15	187·0	23·0	9·4		Leningrad		1972	Ie
S	**13804**	,,	23,000	BS6	M	15	187·0	23·0	9·4		Leningrad		1973	Ie
S	**13805**	,,	23,000	BS6	M	15	187·0	23·0	9·4		Leningrad		1973	Ie
S	**13806**	,,	23,000	BS6	M	15	187·0	23·0	9·4		Leningrad		1973	Ie
S	**13832**	,,	50,000L	BS6	M 16,700 bhp	16	214·2	32·2			Leningrad		1971	
S	**13833**	,,	50,000L	BS6	M 16,700 bhp	16	214·2	32·2			Leningrad		1972	
S	**13834**	,,	50,000L	BS6	M 16,700 bhp	16	214·2	32·2			Leningrad			
FLAG UNKNOWN														
	13920	**Chang An Marine**	15,000	BN6	M-B.& W. 7K62EF	16	(141)	21·8	8·9		Hayashikane Sb.	N807	Mar 1972	
S	13426	**Unknown Owner**	38,000L	BS6	M-B.& W. 874VT2BF160	15	201·3	27·8	11·0		G.Dimitrov		1973	GU
S	13427	,,	38,000L	BS6	M-B.& W. 874VT2BF160	15	201·3	27·8	11·0		G.Dimitrov		1973	GU
S	**14229**	,,	25,500L	BS6	M-Fiat B757S	17	179·0	22·9	10·1	34,400G	Ansaldo	1652	1972	IUce
S	**14230**	,,	25,500L	BS6	M-Fiat B757S	17	179·0	22·9	10·1	34,400G	Ansaldo	1653	1972	IUce
CONVERSIONS														
SP	C0337	**Aznar,Naviera**	25,200	BS6	M-Sulzer 8RD68	15	183·0	24·4	9·9		A.de Santander	L		U
JA	C0248	**Tokushima Kisen**		BN6	T-Mitsubishi 8,500 shp	14					I.H.I.	CT		
GR	C0431	**Triton Shpg.Co.**	54,000	BN6	M						Mitsubibishi	CT	1971	
US	C0080	**Waterman Ss.Co.**	25,000	BN6	E 10,000 shp						U.S.A.	CT		

BULK CARRIERS (cont)

CONTRACTS PENDING OR NEGOTIATING

	Unique No.	Owner	Tons d.w.	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
	T0949	**Anchor Shpg.**		BS6							Planning	2		
	T0740	**Andreadis**	54,000	BN6	M-B.& W. 14,000 bhp	16	213·0	31·7	11·6		Enq.Hitachi		4Q. 1971	
	T0972	**Bibby Line**	70,500 L	BS6	M						Neg.Doxford	1		
	T0990	**Braasch,Heiner**	30,000	BS6	M-M.A.N. K7Z78/155F	16	181·7		10·9		Opt.Verolme	1		
	T0904	**Canadian Pacific**	110,000 L	BS6	M 20,700 bhp	14	(240)	38·0	15·0		Neg.N.K.K.	1	Dec 1972	
	T0745	**China Union Lines**	54,000	BN6	M-Sulzer 6RD90		(215)	32·2	11·6		Tent.Hitachi	1	Mid 1972	
B	T0915	,,	60,000	BS6	M-Sulzer 7RND76	15	(215)	32·2	12·4		Neg.Maizuru	2	Dec 1973	
	T0964	**Chowgule Ss.Ltd.**		BS6							Neg.Japan	1		
	T0965	,,		BS6							Neg.U.K.	1	1973	
	T0851	**Cosmos Marine**	25,700	BN6	M 11,600 bhp	15	(162)	24·6	10·0		Neg.Osaka	2	1Q. 1972	
	T0888	**Dalgliesh,R.S.**	34,000 L	BS6	M-Doxford 76J6	15	182·3	25·6	11·0		Opt.C.Laird	1	1973	
	T0982	**Elwell,James W.**	26,815 L	BS6	M-B.& W. 6K74EF	16	176·7	22·9	10·5	35,700G	Neg.Mitsui	2	2Q. 1973	
	T0748	**Embiricos**	55,000	BN6	M-B.& W. 13,100 bhp	14	(213)	32·0	11·9		Neg.Mitsui	2	1H. 1972	
	T0785	**E.L.M.A.**	60,000	BN6	M						Planning	2-3		
	T0805	**Faros Shpg.**	54,000	BN6	M-Sulzer 6RD90		(215)	32·2	11·6		Neg.Hitachi	1	Dec 1972	
	T0856	**Goulandris,N.J.**	21,000	BN6	M-Pielstick 8,000 bhp		(146)	22·9	9·9		Tent.N.K.K.	3		
	T0515	**Hasting Shpg.Pty.**	86,000 L	BX6							Planning	1		
	T0981	**Internat.Maritime**	22,750	BN6	M 8,400 bhp	14	(146)	23·4	10·6		Neg.Sanoyasu	1	1974	
	T0833	**Irish Shpg.**	29,200	BS6	M	16	171·9	26·0	10·7	35,400G	Neg.Verol.Cork	1		HUccil
	T0978	**Jahre,Anders**	64,500	BS6	M 15,000 bhp	15	(214)	32·2	13·0		Neg.N.K.K.	1	1Q. 1974	
	T0835	**Jebsenrederi,K.**	30,000	BN6	M						Neg.Scott Lith.	2	1973	
	T0553	**Kernenergie,Gesell.**		BS6	N						Planning	1		
	T0975	**Lai Hook Kim**	56,600	BS6	M-Sulzer 14,000 shp	15	(213)	32·2	12·0		Neg.I.H.I.	1	Mar 1972	
	T0917	**Malaysinn Int. Shpg.**	33,700	BN6	M-Sulzer 6RND68		(175)	26·0	11·1		Tent.Osaka	2	1Q. 1974	
	T0906	**Maritime Overseas**	25,400	BN6	M-B.& W. 8,300 bhp	15	(164)	22·8	10·2		Tent.Hitachi	1	Mid 1972	
	T0773	**Mosvold,Torrey**	79,000	ON6	M-Sulzer 7RND90						Tent.Mitsubishi	1		
	T0918	**Nippon Kisen**	150,000 L	ON6	M						Neg.I.H.I.	1		
	T0974	**Ocean Shpg.& Ent.**	20,000	BN6	M-Sulzer 6RND76	17	(152)	22·9	8·9		Neg.Mitsubishi	2	2H. 1973	
S	**T0986**	**Penn Shpg.Co.**	26,700	BS6	G 12,500 shp	16	(167)	26·5	10·7		Planning	2		U
S	T0702	**Polish Ss.Co.**	55,000 L	BS6	M-Sulzer 9RD76	16	218·5	32·2	12·4	68,060G	Planning	SVRL.	1975	
	T0893	**Regent Shpg.Inc.**	25,000	BN6	M-Sulzer 11,500 bhp	15	(162)	26·8	9·0		Neg.I.H.I.	2	Mid 1972	
	T0813	**Safmarine**	54,000	BN6	M-Sulzer 13,800 bhp		(215)	32·2	11·6		Neg.Hitachi	1	2H. 1972	
	T0970	**Salvesen,Chr.**	30,000	BN6	M-Sulzer 7RND68		(162)	25·0	10·9		Tent.Namura	1	Mid 1972	
	T0901	**Souter & Co.,W.A.**	37,700 L	BN6	M-Gtvrkn 750/1600VGS7U	16	200·2	27·0	11·2		Opt.Oresunds.	1		
	T0864	**Wah Kwong**	19,200	BN6	M-Sulzer 7RD68	15	(146)	22·8	9·1		Neg.Sanoyasu	1	Aug 1971	
	T0971	**Wilhelmsen,W.**	63,100	BS6	M-Sulzer 7RND76	16	(211)	31·8	13·3		Neg.Mitsubishi	1	Dec 1973	
	T0861	**World-Wide Shpg.**	25,000	BV6	M-Sulzer 11,500 bhp	15	(164)	27·7	10·3		Neg.Sasebo	1	Jun 1971	
	T0843	**Zim Israel**	120,000 L	BS6							Planning	8		

	Unique No.	Owner	Tons gross	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features

PASSENGER AND FERRIES

GREAT BRITAIN

	11352	**British Rail**	3,630	FV6	M-Pielstick 2×16PC2V	20	112·6	17·5	3·6	200V	C.N.Breda	272	Mid 1971	BDSXbtw
	13382	,,	5,000	FV6	M-Pielstick	19	(114)	19·3	4·0	1,200P	Brest Arsenal		Mid 1972	BDS
	13383	,,	5,000	FV6	M-Pielstick	19	(114)	19·3	4·0	200V	Brest Arsenal		Mid 1972	BDS
	13561	,,	5,000	FV6	M-Pielstick	19	(114)	19·3	4·0	1,200P	Brest Arsenal		1H. 1973	BDS
	10916	**Cunard Ss.Co.**	14,000	PU6	M-Werkspoor 4×12TM410	24	144·2	21·5	5·6	750P	Rotterdam Dd.	329	Jun 1971	b
B	12784	,,	14,000	PU6	M-Werkspoor 4×12TM410	24	144·2	21·5	5·6	750P	Van P.Smit	666	Aug 1972	b
	12234	**Isle of Man S.P.**	2,900	FV6	M-Pielstick 2×10PC2V	21	104·2	16·8	3·5	1,400P	Ailsa Sb.	533	Apr 1972	
G	11128	**Normandy Ferries**	11,000	PU6	M-Pielstick 2×12PC3V	23	141·8	22·0	5·4	450H	Dubigeon-Norm.	123	Apr 1971	DSX
	13883	**Townsend Thoresen**	5,500	FV6	M	21	118·9	20·2	4·5	260V	Aalborg	203	May 1974	BDS
	13884	,,	5,500	FV6	M	21	118·9	20·2	4·5	1,200P	Aalborg	204	Oct 1974	BDS
	13885	,,	5,500	FV6	M	21	118·9	20·2	4·5	260V	Aalborg	205	Dec 1974	BDS
	14005	,,		FV6	M		117·5	19·0		380V	I.H.C.Holland		Apr 1972	BDS
	14006	,,		FV6	M		117·5	19·0		380V	I.H.C.Holland		Feb 1973	BDS

CANADA

	12170	**Canadian Govt.**	3,000	FV6	M-Ruston 2×3,600 bhp	15	(96)	20·6	5·0	487P	Port Weller Dd.	53	1971	D
	12171	,,	3,000	FV6	M-Ruston 2×3,600 bhp	15	(96)	20·6	5·0	153V	Port Weller Dd.	54	1971	D
	10819	**Canadian Pacific**	6,650	FV6	M	19	146·3	20·7	4·6	650P	St.Johns Sb.	1098		BDSc
	12482	**Quebec Prov.Govt.**	1,600	FV6	M-B.& W. 2×1,500 bhp	15	66·4	21·8	3·5	700P	Davie Sb.	674	May 1971	I
	12483	,,	1,600	FV6	M-B.& W. 2×1,500 bhp	15	66·4	21·8	3·5	700P	Davie Sb.	675	May 1971	I

DENMARK

	12761	**Danish State Rlwy.**	5,500	FV6	M-B.& W. 2×10U45HU	18	130·0	17·7	5·0	440V	Elsinore Sb.	402	4Q. 1972	DIb
	12779	,,	5,000	FT6	M-B.& W. 2×5,000 bhp	18	133·5	17·7	4·5	1,500P	Nakskov	200	Oct 1973	
	12195	**D.F.D.S.**	10,500	PU6	M-B.& W. 4×8S45IU	21	152·5	22·3	5·6	500P	Aalborg		May 1973	
	11881	**Grenaa-Hundested**	5,000	FV6	M-B.& W. 2×10U45HU	20	102·0	18·9	4·3	200V	Elsinore Sb.	398	May 1972	
	11882	**Juelminde-Kalund.**	5,000	FV6	M-B.& W. 2×10U45HU	20	102·0	18·9	4·3	200V	Elsinore Sb.	399	Aug 1972	
	10783	**Nord Line A/S**	12,500	PU6	M-Pielstick 2×16PC2V	19	(136)	21·5		600H	Vickers,Barrow	1085	1H. 1971	ee

	Unique No.	Owner	Tons gross	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
PASSENGER AND FERRIES (cont)														
					FINLAND									
	12895	**Gotlandsbolaget**	4,500X	FV6	M-Nohab 6×SF116VSE	20	119·7	20·5	4·7	1,500P	J.L.Mosor Brod.	161	1Q. 1972	D
	12896	,,	4,500X	FV6	M-Nohab 6×SF116VSE	20	119·7	20·5	4·7	300V	J.L.Mosor Brod.	164	1Q. 1973	D
	13487	**Sally A/B,Rederi**	4,240	PV6	M-Deutz 2×SBV12M350	18	108·7	17·5	4·6	260V	Jos.L.Meyer	565	May 1972	BDISUbcei
	10385	**SF-Line**	3,500	FV6	M-Sulzer 2×10TAD48	18	99·5	18·1	4·8	249V	Titovo Brod.	394		X
	11530	**Siljarederiet**	8,000	PV6	M-Sulzer 4×9ZH40/48	20	128·0	22·0	5·7	1,200P	Wartsila,Hels.		May 1972	DIb
	11656	,,	8,000	PV6	M-Sulzer 4×9ZH40/48	20	128·0	22·0	5·7	340V	Wartsila,Turku	1199	May 1972	CDIbce
	12241	,,	6,800	PV6	M-Pielstick 2×16PC2V	21	126·7	20·5	5·3	1,000P	Dubigeon-Norm.	126	Dec 1971	I
	12242	,,	6,800	PV6	M-Pielstick 2×16PC2V	21	126·7	20·5	5·3	140V	Dubigeon-Norm.	127	Apr 1972	I
					FRANCE									
	11532	**Chargeurs Reunis**	11,000	PU6	M-Pielstick 2×16PC2V	21	141·8	22·0	5·4	810H	Dubigeon-Norm.	124	Jun 1971	DSb
	12961	**C.G.T.M.**	5,000	FV6	M-Pielstick 2×12,000 bhp	23	133·0	20·5		210V	Pietra Ligure		2Q. 1972	Db
	13670	,,	5,000	FV6	M-Pielstick 2×12,000 bhp	23	133·0	20·5		210V	Pietra Ligure		Mid 1973	Db
					GERMANY (WEST)									
S	12725	**Deutsche Bundesbahn**	7,000	FM6	D 9×2,500 shp	18	144·1	17·7	5·9	1,500P	Nobiskrug	673	Jun 1972	DSb
C	11851	**Hagen,J.S.**	4,800	FV6	M-Pielstick 2×12PC2V	21	110·0	19·2	4·3	600P	A.& C.du Havre	205	Jul 1971	D
	12023	**Koln-Dusseldorf**		PNR	M	8	110·0	11·6	1·4	236P	Chris.Ruthof	1483	May 1971	b
					GERMANY (EAST)									
	13009	**Deutsche Reichsbahn**		FM6	M-M.A.N. 4×R9V40/54	21	152·6	18·8	5·7	1,500P	Neptun,Rostock	121	1972	DISbtw
					GREECE									
	11114	**International Travel**	3,000	PU6	M-Pielstick 2×12PC2V		115·5	14·4			Hellenic Shpyd.	1053		
	12718	**Kokinos,Stavros**	3,000	FV6	M 2×4,400 bhp		(81)	14·6			T.Zervas	132	1971	
	12715	**Samarakis,C.**	3,500	PN6	M 2×3,500 bhp		(79)	13·4			Ermogenis,Negas	224	1971	
	11773	**Simantonis**	1,500	PV6	M					45V	G.Koronaios			
	12166	**Stringis,S.& D.**	2,500	FV6	M	18	(76)	14·5			Hellenic Shpyd.	1125		
					HOLLAND									
	12231	**Holland-River Line**		PUR	M-Deutz 2×700 bhp	12	103·9	11·6	1·4	200P	H.H.Bodewes	686	1H. 1971	
	12232	,,		PUR	M-Deutz 2×700 bhp	12	103·9	11·6	1·4	200P	H.H.Bodewes	688	1H. 1971	
	13875	**N.A.S.M.**	8,700	PU6	M	21	(130)	19·0	5·7	400P	De Merwede		1H. 1973	
	13876	,,	8,700	PU6	M	21	(130)	19·0	5·7	400P	De Merwede		2H. 1973	
					INDIA									
	11144	**Mogul Line**	6,600	PF6	M-B.& W. 2×8S45HU	18	149·5	18·6	7·8	1,580P	Elsinore Sb.	395	Sep 1971	
	09760	**Shipping Corp.India**	4,650D	PF6	M	17	132·5	21·5	6·6	1,526P	Mazagon Dock	272	1972	
	09761	,,	3,380D	PF6	M	17	132·5	21·5	5·9	892P	Mazagon Dock	273	1973	
					ITALY									
	10140	**Adriatico,Linee M.**	3,600	FV6	M-Fiat 2×B3016SS	20	86·0	16·0	5·5	120V	C.N.Apaunia	94		D
	13569	**Italian State Rlwys.**	4,900	FM6	M-Fiat 4×C426SS	18	141·5	18·8	5·2	2,000P	Tirreno & Rnti.	A274	1972	D
	10908	**S.A.T.M.E.**	3,800	FF6	M-Werkspoor 2×9TM410	19	115·1	18·8	5·9	422P	C.N.Cassaro	139	Jun 1972	D
	10909	,,	3,800	FF6	M-Werkspoor 2×9TM410	19	115·1	18·8	5·9	422P	C.N.Cassaro	140	Aug 1972	D
	09506	**Tirrenia Soc.Nav.**	6,500	PV6	M-Fiat 2×B609S	20	131·0	20·1	5·4	923P	Italcantieri	C4239	1971	DPSUXb
	09507	,,	6,500	PV6	M-Fiat 2×B609S	20	131·0	20·1	5·4	250V	Italcantieri	C4240	May 1971	DPSUb
B	09508	,,	6,500	PV6	M-Fiat 2×B609S	20	131·0	20·1	5·4	923P	Tirreno & Rnti.	P249		DPSUXb
B	09509	,,	6,500	PV6	M-Fiat 2×B609S	20	131·0	20·1	5·4	250V	Tirreno & Rnti.	P250	1971	DPSXUb
					JAPAN									
	11867	**Central Ferry Co.**	5,400	FV6	M-M.A.N. 2×V7V40/54	20	(118)	22·0	5·4	130V	Sumitomo Sb.	U943	May 1971	
	11868	,,	5,400	FV6	M-M.A.N. 2×V7V40/54	20	(118)	22·0	5·4	130V	Sumitomo Sb.	U944	Nov 1971	
	12327	,,	5,700	FV6	M-Mitsubishi 2×9MT50	19	128·8	22·0	5·4		Mitsubishi	S688	Apr 1971	X
	12328	,,	5,700	FV6	M-Mitsubishi 2×9MT50	19	128·8	22·0	5·4		Mitsubishi	S689	Nov 1971	
	11840	**Kanpu Ferry**	3,000	FN6	M-Pielstick 2×8PC2L	19	113·0		4·5		Taihei Kogyo	A261		
	12550	**Mitsui-Osk**	10,000	FV9	M						Nippon Kokan			D
	13163	**Nihon Kaiun**	2,750	FV6	M-Niigata 7,000 bhp	18	(91)	19·5	4·3		Fukuoka Zosen	976		
	11492	**Nippon Car Ferry Co.**	6,000	FV6	M-Pielstick 2×12PC2V	20	118·0	20·4	5·5	1,010P	Nippon Kokan	S300	1971	DUXb
	11493	,,	6,000	FV6	M-Pielstick 2×12PC2V	20	118·0	20·4	5·5	1,010P	Nippon Kokan	S301	May 1971	DUXb
	11494	,,	6,000	FV6	M-Pielstick 2×12FC2V	19	118·0	20·4	5·5	1,010P	Mitsubishi	K1021	1971	DX
	13698	**Nippon Enkai Ferry**	8,000	FV6	M-M.A.N. 2×V9V40/54	20	(142)	22·8	9·3		Kanazashi Sb.		Mar 1972	D
	13690	**Nippon Kosoku Ferry**	10,000	FV6	M-M.A.N. 4×V6V40/54	24	(170)		6·3		Kawasaki H.I.	K1158	Dec 1971	D
	13691	,,	10,000	FV6	M-M.A.N. 4×V6V40/54	24	(170)		6·3		Kawasaki H.I.	K1159	May 1972	D
	14149	**N.Y.K.**	10,200D	FN6	M						Hitachi Zosen		Jun 1972	
	13185	**Sentoraru Ferry**	5,600	FV6	M-M.A.N. 2×7,000 bhp	20	(118)	22·0	5·2		Kanazashi Sb.	965	Mid 1971	
	12051	**Shikoku Chuo Ferry**	999	FN6	M-Daihatsu 2×8DSM26	15	(65)	13·6	3·4		Kurushima Dkyd.	627		
	12052	,,	999	FN6	M-Daihatsu 2×8DSM26	15	(65)	13·6	3·4		Kurushima Dkyd.	628		
	12551	**Showa Kaiun**	10,000	FV9	M						Nippon Kokan			D
	13703	**Terukuni Yusen**	8,000	FV6	M					150V	Japan		1971	D
	13704	,,	8,000	FV6	M					150V	Japan		1971	D
	13705	,,	8,000	FV6	M					150V	Japan		1971	D
	13701	**Toyomasu Kaiso**	7,000	FV6	M					140V	Japan		1971	D
	13702	,,	7,000	FV6	M					140V	Japan		1971	D
					NEW ZEALAND									
	12240	**New Zealand Rlwys.**	6,000X	FT6	M	17	(119)	18·4	4·8	50C	Upper Clyde Sb.	C111	Dec 1971	

	Unique No.	Owner	Tons gross	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
PASSENGER AND FERRIES (cont) NEW ZEALAND (cont)														
	11127	**Union Ss.Co.N.Z.**	8,900	PV6	E-A.E.I. 20,500 shp	21	(137)	21·6	5·2	200V	Swan Hunter	V33	Dec 1971	D
NORWAY														
	10861	**Kloster,Lauritz**	15,000	PU6	M-Fiat 4×C4210SS	21	160·0	22·8		1,000P	Tirreno & Rnti.	288	Aug 1971	
	11138	**Moltzau Line**	5,000	PV6	M-M.A.N. 2×V6V40/54	20	118·0	18·7	5·0	1,500P	Unterweser	478	May 1971	DI
	11889	**Norske Amerika**	24,000	PU6	M-Sulzer 2×9RD68	20	188·9	24·4	8·2	560P	Swan Hunter	W39	1973	
	10000	**Norweg.Cruiseships**	20,000	PU6	M-Fiat 4×C4210SS	21	167·8	24·6	6·4	767H	Rheinstahl	411	1971	Xbt
	10734	,,	20,000	PU6	M-Fiat 4×C4210SS	21	167·8	24·6	6·4	767H	Rheinstahl	414	3Q. 1971	bt
	11433	**Olsen,Fred**	1,750	PP6	M-Werkspoor 2×8TM410	18	95·0	16·2	6·2	200V	Ulstein Mek.V.	63	May 1971	b
	12935	,,	10,000	PV6	M-Pielstick 2×14PC3V	21	139·0	21·5	5·4	1,010P	Dubigeon-Norm.	133	Oct 1972	DSb
	10882	**Royal Caribb.Crse.**	18,400	PU6	M-Sulzer 4×9ZH40/48	21	168·3	24·0	6·7	870H	Wartsila,Hels.	393	Jul 1971	UXbceit
	11411	,,	18,400	PU6	M-Sulzer 4×9ZH40/48	21	168·3	24·0	6·7	870H	Wartsila,Hels.	394	Nov 1972	Ubceit
	11557	**Royal Viking Line**	22,000	PU6	M-Sulzer 4×9ZH40/48	21	176·5	25·2	7·0	525P	Wartsila,Hels.	395	Jun 1972	Ubt
	11912	,,	22,000	PU6	M-Sulzer 4×9ZH40/48	21	176·5	25·2	7·0	525P	Wartsila,Hels.	396	Apr 1973	Ubc
	11913	,,	22,000	PU6	M-Sulzer 4×9ZH40/48	21	176·5	25·2	7·0	525P	Wartsila,Hels.	397	Nov 1973	Ubc
	13582	**Stavangerske D/S**		PV6	M 1,350 bhp	13	(146)	34·9		400P	Loland Motor V.		May 1971	
PERU														
	11805	**Peruvian Owner**		FT6			86·8				Halifax Shpyds.			
PHILIPPINES														
	10274	**Inter-Island Service**	1,600	PF6	M 2,250 bhp	14	(76)	12·2			National Shpyd.	3		
	13199	**William Lines**	2,000	PF6	M	16					Hayashikane Sb.	778		X
SPAIN														
	13770	**Aznar,Naviera**	13,500	PF6	M-M.A.N. 2×V8V40/54	21	130·0	20·7	6·4	6,090R	U.N.de Levante	129	1972	P
	12012	**Ybarra**	12,500	PV6	M-M.A.N. 2×V8V40/54	21	138·5	20·5	5·5		U.N.de Levante	122	Mar 1972	Db
SWEDEN														
	10773	**Goteborg-Frederiks.**	5,696	PV6	M-Nohab 8×SF112VSE	21	132·9	19·6	5·2	300V	Aalborg	190	May 1971	BDXh
	11841	**Linjebuss Internat.**	2,291	PV6	M-Deutz 4×SBA8M528	14	71·4	16·7	4·0	800P	Jos.L.Meyer	563	1971	
	12574	,,	3,200	PV6	M-Ruston 4×6ARM	17	85·9	16·7	4·0	800P	Jos.L.Meyer	564	Jun 1971	
C	**13774**	**Meijer,H.**	8,500	FM6	M-Pielstick 4 of 12,600 bhp	18	148·0	21·6	5·6		Nakskov	199	2H. 1973	s
	10729	**Olsson,Sten A.**	2,000	FM6	M-Normo 4×1,275 bhp	17	124·6	16·0	4·8		Trosvik Verks	94	Jun 1971	BGHPSx
	11538	,,	6,000	PV6	M-M.A.N. 2×V8V40/54	22	125·0	20·0	5·0		Titovo Brod.	399	Apr 1971	
	11539	,,	6,000	PV6	M-M.A.N. 2×V8V40/54	22	125·0	20·0	5·0		Titovo Brod.	400	Dec 1971	
	12897	,,	6,000X	FV6	M-Pielstick 2×18PC2V	22	124·9	21·5	5·2		J.L.Mosor Brod.	162	1972	D
	12898	,,	6,000X	FV6	M-Pielstick 2×18PC2V	22	124·9	21·5	5·2		J.L.Mosor Brod.	163	1972	D
	12960	**Oresund,Rederi.**	2,200	FV6	M-Nohab 2×SF112VSD	15	74·4	16·8	3·8		Aalborg	193	Mar 1972	D
	12016	**Svea,Rederi**	3,800	FF6	M 4×2,500 bhp	19	118·0	21·2	5·0		Elsinore Sb.	397	Jan 1972	
	12980	**Swedish Railways**	8,500	FM6	M-Pielstick 4 of 12,600 bhp	18	148·0	21·6	5·6		Nakskov	198	2Q. 1973	S
TURKEY														
	09705	**Deniz.Isletmesi**	3,425	FV6	M 2×4,400 bhp	19	(81)	16·5	4·2		Deniz.Camialti	181	1971	
	09706	,,	1,200	FN6	M-Deutz 2×750 bhp		67·1	20·5	3·1		Deniz.Halic	180		X
	09707	**S.Hatlari Isletmesi**	1,200	FN6	M-Deutz 2×750 bhp		67·1	20·5	3·1		Deniz.Halic	182	1971	
	04111	**Turkish Govt.**	1,600	FT6	M 2×750 bhp	15	81·7	14·5	3·3		Deniz.Halic	164		X
	04112	,,	1,600	FT6	M 2×750 bhp	15	81·7	14·5	3·3		Deniz.Halic	165	1971	
UNITED STATES														
	13759	**Hudson R.Day Line**	1,600	FNR	M 2,600 bhp						Bellinger Sy.		1971	
U.S.S.R.														
	12467	**U.S.S.R.**	20,000X	PU6	M					500H	Mathias-Thesen	129	4Q. 1972	X
VENEZUELA														
S	12590	**Maduro,S.E.L.**	350D	FV6	M-Werkspoor	18	70·5	13·7	3·3	21C	De Hoop,Lobith	276		X
	09699	**Turistica Margar.**	2,280	FN6	M-Werkspoor 2×2,450 bhp	16	79·6	13·6	3·3		Ast.Cantabrico	89		X
	09034	**Venez.De Fomento**	1,100	FV6	M 2×1,650 bhp	14	(63)	12·6			Nakayama Zosen	200		D
CONVERSIONS														
GR	C0165	**Efthymiades,K.**		FV6		16				500V		CT		
GR	C0397	,,		FV6		16				600V	Unspecified	CT		
GR	C0398	,,		PV6	M-B.& W. 2×5,150 bhp			19·6		250V	Unspecified	L		
GR	C0399	,,		PV6	M-B.& W. 2×5,150 bhp			19·6		250V	Unspecified	L		
CONTRACTS PENDING OR NEGOTIATING														
	T0646	**Alaska Trainship**	6,000	FM6	M						Bids soon	1		ES
	T0713	**British & Irish**	7,000	PV6	M					600P	Proposed	1		
	T0938	**Central Ferry Co.**	5,500	FV6	M					100V	Neg,Japan	2		D
	T0784	**Cunard Ss.Co.**	25,000	PU6							Bids 1970	2	1973	
	T0690	**Furness Withy**	12,500	PU6	M-Pielstick					55011	Proposed	1		
	T0870	**Hawaiian State Govt.**		FV6			129·5			217V	Bids Soon	2	1972	
	T0929	**Higashi Nihon Ferry**	8,000	FV6	M					185V	Neg.Japan	4		D
	T0868	**Japan Coastal Ferry**	8,000	FV6	M	21	(146)	29·0	6·7	250V	Prop.Tsunishi	3	Jun 1971	D
B	T0867	**Japan Sea Ferry Co.**	9,300	FV6	M-Pielstick 2×9,000 bhp	22	(151)	25·6	6·1	230V	Planning Mitsui	1		

	Unique No.	Owner	Tons gross	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
PASSENGER AND FERRIES (cont) CONTRACTS PENDING OR NEGOTIATING (cont)														
	T0934	**Kagoshima Shosen**	8,000	FV6	M					140V	Neg.Japan	1		D
	T0933	**Kansai Kisen**	3,300	FV6	M					50V	Neg.Japan	2		D
	T0937	,,	5,500	FV6	M					60V	Neg.Japan	2		D
	T0930	**Kawasaki Kinkai**	8,000	FV6	M					110V	Neg.Japan	3		D
	T0869	**Kinkai Yusen**	8,000	FV6	M	23				124C	Neg.Hitachi	1		
	T0828	**Kurschiff-Reederei**	16,000	PU6	M					400P	Tent.Lubecker		4Q. 1972	
	T0967	**Malaysian Govt.**		PF6							Bids asked	2		
	T0931	**Meimon Car Ferry**	5,000	FV6	M					100V	Neg.Japan	2		D
	T0936	**Miyazaki Ferry**	4,000	FV6	M					76V	Neg.Japan	2		D
	T0858	**New Zealand Rlwys.**		PV6							Projected	1		
	T0932	**Nishi Nihon**	1,500	FV6	M					100V	Neg.Japan	1		D
	T0935	**Ohshima Unyu**	5,000	FV6	M					160V	Neg.Japan	2		D
	T0695	**Olsen,Fred.**	10,000	PF6	M	23	(137)	20·6	6·5	750P	Proposed	1		
	T0697	,,	8,000 X	PF6	M						Proposed	2		
	T0831	**Olsson,Sten A.**	6,000	PV6	M-M.A.N. 2×V8V40/54	22	125·0	20·0	6·7		Neg.Titovo	1	1972	
	T0556	**Polish Ss.Co.**	4,000	PV6	M	20					Proposed	1		
	T0709	**P.& O.Group**		PU6							Proposed			
	T0626	**Svenska Lloyd**	8,000	PV6	M						Proposed	1		
	T0459	**Turkish Owner**	1,000	FV6	M						Approved	3		
	T0708	**Washington State**	4,000	FVE		17	116·4	22·9	5·5		Proposed	3	1972	
	T0721	**Zim Israel**	5,500 D	PF6	M	20					Neg.Italy	2	Mid 1971	

| Unique No. | Owner | Tons gross | Type | Propulsion & Machinery type | Spd. | Dimensions L.oa. | bm. | dr. | Capacity | Shipbuilder | Hull No. | Dlvy. due | Special features |

MISCELLANEOUS

GREAT BRITAIN

14107	**Amey Marine Ltd.**	2,800 D	GS6	M-Ruston 9ATCM	12	80·7	14·0	4·9		Appledore Sb.		1971	
10644	**Anglo-Dutch Drdg.**	9,030	GTP	M-Werkspoor 2×16TM410	15	130·7	22·5	8·6	30D	I.H.C.Holland	CO761	1971	X
12024	**British Govt.**	1,600	QF6	M-English Electric 2,000 bhp	14	68·2	13·5	3·8		Scott Lithgow	P461	1971	
11238	**Costain-Blankvoort**	15,400 D	GTP	M 2×5,000 bhp	13	(125)	19·9	8·8	35D	Upper Clyde Sb.	G108	1971	X
11423	**Hall Aggregates**	3,270	GS6	M-English Electric	11	96·3	16·6	6·1		Ailsa Sb.	532	1H. 1971	Xbc
11119	**Manchester Corp.**	2,500	XS6	M-Lister Blackst. 2×1,800	13	93·0	14·2	5·3		Scott Lithgow	P460	Apr 1971	Abx
13123	,,	2,500	XS6	M	13	93·0	14·2	5·3		Scott Lithgow	P/	1972	Abx
10775	**Rimrock(U.K.)Ltd.**	5,500	ZE6	D 4×2,000 hp	7	87·2	39·6		6,100D	Upper Clyde Sb.	C107	1971	HKX
12061	**South Coast Shpg.**	1,220	GS6	M-Paxman 8YLCM	10	70·2	12·2	4·4		J.Bolson	570	May 1971	
11384	**United Towing**	2,300	US6	M-Pielstick 2×10PC2V	18	79·9	14·7	7·2	105T	Robb Caledon	L509	May 1971	
14294	**Westminster Gravels**		GTP	M		(107)	20·0			I.H.C.Holland		1972	
12595	**Williams Hudson**	1,000	XD6	M-Lister Blackst. 2×750 bhp	12	72·5	13·0	4·0		A.Vuijk & Zonen	853	1971	Xx

ARGENTINA

	07492	**Argentine Navy**	8,000 F	SN6							A.F.N.E.			

AUSTRALIA

	12823	**Australian Dredging**	5,300 D	GSP	M-Lister Blackst. 2×2,000	12	96·0	16·6	7·4		N.S.W.State Dy.	89	1972	
	10692	**H.A.M.Drdg.Pty.**		GC6			68·5	14·6	4·4		N.S.W.State Dy.	84	1971	X
	13872*	**Ingram Contractors**	3,200	AY6	X						Adelaide Ship	53		
C	08104	**Ingram Internat.**	3,200	AY6	X						Adelaide Ship	47		
C	08105*	,,	2,400	AY6	X						Adelaide Ship	48		
	10273	,,	10,000	AR6	X		(122)	30·6			Evans Deakin	77		J
	09481	**Pt.Jackson & Tidew.**		ZO6	X		48·7				Central Iron			
	09532	**Queensland Govt.**		GTP	D-Ruston 3×9ATC					20D	Walkers Ltd.			Xbcet
	09480*	**Sedco**	1,620 F	ZO6	X		60·9				Central Iron			
	11627	**Westminster D.Aust.**	8,000	GTP			(108)	18·0	7·5		N.S.W.State Dy.	86	1971	

BELGIUM

	11964	**S.G.D.Antwerp**	1,500 X	ANP	M-M.W.M. 2×TD440-6	9	90·0	10·2	4·6		Rupelmonde	407		

BRAZIL

	11385	**Brazilian Govt.**	6,860 D	GTP	M-M.A.N. 2×R6V40/50	12	(104)	17·9	6·5	4,250G	Upper Clyde Sb.	G109		
	11549	,,		GB6	X		68·8	11·9		20D	Scott Lithgow	P462	4Q. 1971	

CANADA

	11054	**Petrolia Oilwell**	5,000	AD6	D 5,000 shp						Le Tourneau Inc			
C	09491	**Sedco**	9,586	ZU6	X		104·0			240D	Halifax Shpyds	58		K
C	10653	,,	9,600	ZU6	X		104·0			240D	Halifax Shpyds.	59		KX

CEYLON

	14259	**Ceylon Govt.**		GS6	M						I.H.I.		1972	

MISCELLANEOUS (cont)

	Unique No.	Owner	Tons gross	Type		Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
						CONGOLESE REPUBLIC									
S	11281	**Congolese Govt.**	1,860	GTP	M	2×1,000 bhp	11	81·3	14·0	5·0	18D	Beliard-Murdoch	207		X
S	11282	,,	1,600	GTP	M	2×1,000 bhp	11	81·3	14·0	5·0	18D	St.Pieter			X
						DENMARK									
	11318	**Nielsen,Carl**	1,600	GS6				82·2	14·0			Svendborg Skibs	134		X
						EGYPT									
	14121	**Suez Canal Auth.**		GC6	M	8,000 bhp		(100)	15·0		24D	De Liesbosch		2H. 1972	
						FINLAND									
	14060	**Finnish Govt.**	7,000 X	IN6		D-Sulzer 5×12ZH40/48	18	103·5	24·0	7·3		Wartsila,Hels.	401	Jan 1975	K
						FRANCE									
	11930	**Dragage,U.de M.**	8,000	GSP		M-Pielstick 2×16PC2V	14	126·0	20·5	9·2	35D	Dubigeon-Norm.	125	Jul 1971	
	11319	**French Navy**	2,000	QS6	D		15					Arsenal Lorient			
	12350	**Messageries Marit.**	5,000	QU6		M-MaK 2×6Mu551AK	15	112·1	18·0	6·3	3,000B	A.& C.du Havre	206	May 1972	b
	11621*	**Orex,F.**	1,000	AD6	D	3,000 shp		(61)	21·3			Levingston Sb.			
	11872	**Somaser**	15,500 D	AD6	D		14	145·0	21·3	7·3		I.H.C.Holland	CO860	3Q. 1971	HIKbdj
						GERMANY (WEST)									
	13224	**Boltje,R.**	2,600	GS6		M-English Electric	10	95·0	16·0	5·2	3,600	Johann R.Koeser	873	1971	
B	11835	**Borchard,Richard**		US6		M-MaK 2×2,500 bhp	15	50·0	11·5	5·1	58T	F.Schichau	1751		X
	12374	**German Govt.**	2,500	QF6		M-M.A.N.	14	77·0	15·0	6·0		Schlichting	1373	Aug 1972	
	13069	**Stark K.G.**		UN6		M-MaK 5,000 bhp	14	50·0	11·3	5·0		F.Schichau	1752		X
						HOLLAND									
	11159	**Dredging VO2**		GTP		M-Mirrlees 2×KMR8	12	112·5	18·5	8·6	6,000	Verolme	825		X
						INDIA									
	09762	**Bombay Port Trust**	1,595 D	GTP	M			64·9	11·4	4·0		Mazagon Dock	251		X
	11739	**Cochin Port Trust**	3,500	GSP								Garden Reach			
	13541	,,	2,300	GNP		M-M.A.N.	11	(85)	15·3	5·8	2,500G	Orenstein-Kopp.	675	1972	h
	11555	**Indian Govt.**		GTP	M	8,000 bhp		100·0	15·5		22D	I.H.C.Holland	C0783	Mid 1971	b
	10710	**Madras Port Trust**	2,200	GTP		M-M.A.N.	10	85·9	14·0	4·6	1,130G	Orenstein-Kopp.	656		
						ITALY									
	12931	**Saipem S.p.A.**	6,600	AD6	D	2×5,000 shp	13	131·5	22·0	6·9		Italcantieri	C4275	Mar 1972	
						JAPAN									
	13926	**Japan I.F.F.A.**	13,900	QX6		M-Mitsubishi 21,600 bhp	20	(160)	24·6	9·0		Mitsubishi	K1033	Jul 1972	
	13128	**Mitsubishi Estate**		GN6				(60)	16·0	3·0		Mitsubishi	Y920		
	13129	,,		GN6				(60)	16·0	3·0		Mitsubishi	H219		X
	10272	**Nippon Kaiyokuss.**	2,500	ZO6	X			60·9	48·8			Mitsubishi	73086		
B	**13986**	**Tamai Shosen**	8,000	AN6		M-Hanshin 2×6LUS38	12	(103)	17·2	7·5		Hashihama Sb.	290	Nov 1971	
	12820	**Wakachiku Const.**		GS6	X			(60)	16·0	3·0		Sumitomo Sb.	U938		
						LIBERIA									
	11256	**ODECO**	8,000 F	ZU6	M	2×2,800 bhp	6	104·0	80·0		8,000D	Mitsubishi			
						MALAYSIA									
	12740	**Rio Tinto**		GM6				100·0	23·0		46D	I.H.C.Holland		1972	
						MEXICO									
	12804	**Mexican Govt.**	2,000	GSP		D-M.A.N. 2×G7V30/45	11	78·6	14·3	4·8	17D	Dubigeon-Norm.	132	Dec 1971	
	06053	**Pemex**	5,000	ZO6	X							Avondale Sb.			
						PANAMA									
	08228*	**Brown & Root**	8,100	AY6	X			(122)	30·5			Mitsui Zosen	F159		
	10880	**Panamanian Owner**	5,000	GTP		M-Bolnes 2×4,400 bhp		126·0	18·8		30D	I.H.C.Holland	CO776		
						POLAND									
	11062	**Polish Govt.**	3,000	QF6		D-Fiat 3×A238USS	14	(80)	15·0			Stocz.Gdanska	4240I	1971	Xj
						SOUTH AFRICA									
	11829	**South African Govt.**	2,700	QV6	M		11	79·2				Yarrows Sb.			b
	13484	**South African Rlwy.**		GNP				53·3				Scheeps.Vahali		1972	
						SPAIN									
	09700	**Spanish Govt.**	1,100	QF6	M			54·8	14·0	2·6		Ast.Cantabrico			
	12013	,,		GB6	X							U.N.de Levante	125		

Unique No.	Owner	Tons gross	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
MISCELLANEOUS (cont)													
				THAILAND									
11701	**Thailand Exploration**		GM6	X		(90)	22·0		24D	Mitsui Zosen		Apr 1971	
				UNITED STATES									
08006	**American Owner**	3,000	ZF6	X						McDermott Sy.			
13844	,,		AD6	X		(53)	9·1	1·1	3,810D	Bollinger Sy.		1971	
08122	**Brown & Root**	3,900	AY6	X		(88)	21·9			Avondale Sb.	1166		
11587	,,	6,100	AR6	X		(107)	30·5			Levingston Sb.	690		
13017	**Constr.Aggregates**		ASP	M	2×8,000 bhp	155·4	22·9			Todd Shpyds.	H567	Apr 1971	bd
13477	**Crestwave Offshore**	3,000	ZN6	D	3,000 shp					Le Tourneau Inc		1971	
12142	**Dresser Offshore**	1,000	AR6	M	1,600 bhp	12	51·8	14·3		McDermott Sy.			
12143	,,	3,000	AR6	M	1,600 bhp	12	51·8	14·3		McDermott Sy.			
11647	**Fluor Ocean Svce.**	2,400	AR6	X						Jeffboat Inc.			
12597	,,	5,000	AR6	X			99·1	27·4		Dravo Corp.	5347		
10369	**Gulf Oil**		ZF6	X						McDermott Sy.			
11932	**Ingram Corp.**		UN6	M-Mirrlees 2×5,564 bhp		42·7	14·0	8·1		Southern Sb.		2Q. 1971	
10069	**James & Co.,T.L.**	2,300	GN6	M	3,000 bhp					Hunt Shpyd.			
08076	**Kerr-McGee**	4,500	AD6	M						Bethlehem Sb.			
13472	**Marathon Oil**	3,000	AD6	D	4,000 shp					American Pipe		1971	
14127	**Marlin Drilling**		ZE6						9,145D	Levingston Sb.		1971	
10064	**McDermott,J.Ray**	2,100	ZO6	D	3,000 shp					McDermott Sy.			
11049	,,	7,100	AR6	X			(122)	30·4		Levingston Sb.			J
11503	,,	8,000	AR6	X						Levingston Sb.			
12115	,,		AY6	M						Tsuneishi Zosen	S008	1971	Xx
11535	**Offshore Co.**		ZE6	D	5,000 hp		40·2	32·8		McDermott Sy.	155		
06938	**Pan-American Petr.**	3,000	ZO6							Kaiser Steel			
06939	,,	3,000	ZO6							Kaiser Steel			
06942	**Penrod Drilling Co.**	2,250	ZO6				73·7	60·1		Le Tourneau Inc			
06943	,,	2,250	ZO6				73·7	60·1		Le Tourneau Inc			
09702	,,	1,750	UN6	M	2×5,000 bhp		(52)	12·2		Levingston Sb.	676		
09703	,,	1,750	UN6	M	2×5,000 bhp		(52)	12·2		Levingston Sb.	677		
13329	,,		ZU6				74·0	52·0		J.Barreras		1972	
11053	**Reading & Bates**	5,000	AD6	D	5,000 shp					Le Tourneau Inc			
13473	,,	2,700	AD6	D	5,000 shp					Bethlehem Sb.	B/	1971	
12144	**Rowan International**	3,000	AD6	D	2×1,500 bhp					Le Tourneau Inc			
13534	,,		ZO6	D						Le Tourneau Inc		1971	
13591	,,		AD6						9,145D	Levingston Sb.		1971	
12598	**Santa Fe Drlng.**	3,500	AD6	D	5,000 shp					Levingston Sb.			
11622	**Schnitzer Steel**	1,000D	AR6				(55)	13·7		Jansen Marine	2026		
08898	**Scripps Institute**	2,000D	QN6	M						Defoe Sb.Co.			
08899	,,	2,000D	QN6	M						Defoe Sb.Co.			
06960	**Standard Oil,Calif.**	2,000	ZO6							National Steel			
06961	,,	2,000	ZO6							National Steel			
13474	**Storm Drilling**	5,200	AD6	D	5,000 shp					Bethlehem Sb.	B/	1971	
05304	**U.S.Govt.**	1,350	QN6	D	2×600 shp		63·4	11·3		N.W.Marine Iron	54		X
05113	**U.S.Navy**	1,110	QV6	D	1,000 shp	15	63·7	11·9	4·6	Defoe Sb.Co.	441		Xb
06594	,,	6,300	QV6	M	2×1,800 bhp		119·5	16·5		Upper Clyde Sb.	836		X
07482	,,	18,000F	SN6	T		20	(172)	24·7		Bethlehem Sb.			K
07483	,,	18,000F	SN6	T		20	(172)	24·7		Bethlehem Sb.			K
08846	,,	37,360F	SO6	T-G.E.C. 2×16,000 shp		20	200·8	29·3	10·1	General Dynam.			KZt
08847	,,	37,360F	SO6	T-G.E.C. 2×16,000 shp		20	200·8	29·3	10·1	General Dynam.			KZt
09024	,,	2,000	US6	M-Paxman 4×12YLCTM		16	86·1	15·2	4·6	70T Brooke Marine	363		Xb
09025	,,	2,000	US6	M-Paxman 4×12YLCTM		16	86·1	15·2	4·6	70T Brooke Marine	364		Xb
09069	,,	2,450	QV6	D	3,000 hp		86·3	14·6		Defoe Sb.Co.	444		X
09070	,,	2,450	QV6	D	3,000 hp		86·3	14·6		Defoe Sb.Co.	445		X
09634	,,		QR9	M	6,000 bhp	15	76·5	26·2		Alabama Dd.			K
09635	,,		QR9	M	6,000 bhp	15	76·5	26·2		Alabama Dd.			K
09783	,,	1,040	AR6	X			(43)	21·3		Wiley Mnfctng.	710		J
10065	,,	1,200F	AR6	D			42·6	21·3		Star Iron & St.			J
10066	,,	1,200F	AR6	D			42·6	21·3		Star Iron & St.			J
10067	,,	1,200F	AR6	D			42·6	21·3		Star Iron & St.			J
10068	,,	1,200F	AR6	D			42·6	21·3		Star Iron & St.			J
11264	,,	3,080F	QS9	M	2×2,700 bhp	15	74·9	22·9	5·7	Todd Shpyds.	S/	1971	X
13476	**Western Co.**	2,000	ZO6	D	3,000 shp				4,570D	Le Tourneau Inc		1971	
				U.S.S.R.									
02015	**U.S.S.R.**	9,500	IN6	M		16	121·9	24·4		U.S.S.R.			
02016	,,	9,500	IN6	M		16	121·9	24·4		U.S.S.R.			
02017	,,	9,500	IN6	M		16	121·9	24·4		U.S.S.R.			
02038	,,		IN6	N						U.S.S.R.		1971	
02039	,,		IN6	N						U.S.S.R.			
02042	,,	21,500	IN6	M-Sulzer 9×12ZH40/48		15	135·8	26·0	11·0	Wartsila,Hels.	398	May 1974	K
02515	,,	3,700	QW6	M-Sulzer 2×8TD48		14	97·1	13·8	4·8	Stocz.Szczecin	18807	1971	
02516	,,	3,700	QW6	M-Sulzer 2×8TD48		14	97·1	13·8	4·8	Stocz.Szczecin	18808	1971	
02517	,,	3,700	QW6	M-Sulzer 2×8TD48		14	97·1	13·8	4·8	Stocz.Szczecin	18809	1971	
08434	,,	2,366	IS6	D-Liebknecht 4×8NVD361A		12	87·0	14·8	5·0	811B Neptun,Rostock	150		Xb
10220	,,	5,390	JN6	M-Sulzer 6RD56		15	122·9	17·0	6·9	198P Stocz.Szczecin	18003	1971	Xce
10221	,,	5,390	JN6	M-Cegielski 7D55		15	122·9	17·0	6·9	198P Stocz.Szczecin	18004	1971	ce
10703	,,		ZO6							Baku Shipyard			
10937	,,	1,500	QN6	M-Deutz RBV6M358		13	67·0	11·5		Laivateollisuus	278		X
10938	,,	1,500	QN6	M-Deutz RBV6M358		13	67·0	11·5		Laivateollisuus	279		X
10939	,,	1,500	QN6	M-Deutz RBV6M358		13	67·0	11·5		Laivateollisuus	280	1971	X
11463	,,	4,500	AA6	X			110·8	13·6	2·8	374P Valmet,Helsinki	261	1971	X

	Unique No.	Owner	Tons gross	Type	Propulsion & Machinery type	Spd.	Dimensions L.oa.	bm.	dr.	Capacity	Shipbuilder	Hull No.	Dlvy. due	Special features
MISCELLANEOUS (cont) U.S.S.R. (cont)														
	11464	**U.S.S.R.**	4,500	AA6	X		110·8	13·6	2·8	374P	Valmet, Helsinki	262	1971	
	11465	,,	4,500	AA6	X		110·8	13·6	2·8	374P	Valmet, Helsinki	263	Jun 1971	
	11466	,,	4,500	AA6	X		110·8	13·6	2·8	374P	Valmet, Helsinki	264	1972	
	11467	,,	4,500	AA6	X		110·8	13·6	2·8	374P	Valmet, Helsinki	265	1972	
	11468	,,	4,500	AA6	X		110·8	13·6	2·8	374P	Valmet, Helsinki	266	1972	
S	12437	,,		GSR	M 1,670 bhp		72·2	10·8		14D	Ceske Lodenice		1971	
S	12438	,,		GSR	M 1,670 bhp		72·2	10·8		14D	Ceske Lodenice		1971	
	12533	,,	1,500	GB9	M-M.A.N. G8V30/45AT	7	71·5	14·0	3·5	20D	Nippon Kokan	D6		Xe
	12671	,,	21,500	IN6	M-Sulzer 9×12ZH40/48	15	135·8	26·0	11·0		Wartsila, Hels.	399	May 1975	K
	12672	,,	21,500	IN6	M-Sulzer 9×12ZH40/48	15	135·8	26·0	11·0		Wartsila, Hels.	400	May 1976	K
	12790	,,	1,500	QN6	M-Deutz RBV6M358	13	67·0	11·5			Laivateolisuus	284	1971	I
	12791	,,	1,500	QN6	M-Deutz RBV6M358	13	67·0	11·5			Laivateolisuus	285	1972	I
	12792	,,	1,500	QN6	M-Deutz RBV6M358	13	67·0	11·5			Laivateolisuus	286	1972	I
	12793	,,	1,500	QN6	M-Deutz RBV6M358	13	67·0	11·5			Laivateolisuus	287	1973	I
	13020	,,	2,660	QF6	M-Liebknecht 2×8NVD48	13	82·2	13·6	5·0		Stralsund		1971	e
	13021	,,	2,660	QF6	M-Liebknecht 2×8NVD48	13	82·2	13·6	5·0		Stralsund		1971	e
	13022	,,	2,660	QF6	M-Liebknecht 2×8NVD48	13	82·2	13·6	5·0		Stralsund		1972	e
	13023	,,	2,660	QF6	M-Liebknecht 2×8NVD48	13	82·2	13·6	5·0		Stralsund		1973	e
	13024	,,	2,660	QF6	M-Liebknecht 2×8NVD48	13	82·2	13·6	5·0		Stralsund		1973	e
	13025	,,	2,660	QF6	M-Liebknecht 2×8NVD48	13	82·2	13·6	5·0		Stralsund		1974	e
	13026	,,	2,660	QF6	M-Liebknecht 2×8NVD48	13	82·2	13·6	5·0		Stralsund		1975	e
S	**13775**	,,		GSR	M 1,670 bhp		72·2	10·8		14D	Ceske Lodenice		1971	
	13873	,,	5,390	JN6	M-Sulzer 6RD56	15	122·9	17·0	6·9	198P	Stocz.Szczecin	18005	1971	ce
FLAG UNKNOWN														
	13481	**Asiatic Petroleum**	1,200	AD6	D 2,000 shp						Levingston Sb.		1971	
INTERNATIONAL COMPANIES														
	13409	**Shell Group-G.B.**		ZF6	X		43·0	23·0			I.H.C.Holland	CO868	1971	
	09221	**Shell Group-U.S.A.**	3,000	ZF6	X						McDermott Sy.			
	09222	,,	3,000	ZF6	X						Avondale Sb.			
	10063	,,	3,000	ZF6	X						McDermott Sy.			
CONVERSIONS														
GB	C0416	**British Owner**		GN6	M-M.A.N. G7V40/60mA	12	84·1	12·0			Rotterdam	CD	1971	
US	C0355	**Fluor Corporation**	8,000	AD6			134·0	24·0	4·5		Mitsubishi	CF		K

OWING to the postal strike, a considerable amount of information was late in arriving and has not therefore been included in the statistical tables. The following list enumerates some of the new orders which would normally have been included in this quarter's listings. Although they have been allocated FIRS Unique numbers we would point out that these are not included in the tables accompanying the analysis of the order book, and will appear in the May edition of *World Ships on Order* as new orders for that quarter.

Flag	Unique No.	Owner	Tons d.w.	Type	Shipbuilder	Hull No.	Due
DRY CARGO VESSELS (EXCLUDING BULK CARRIERS)							
China	14392	Chinese Republic	10,000	DN2	Kiangnan Dock		1971
China	14393	,, ,,	10,000	DN2	Kiangnan Dock		1971
China	14394	,, ,,	10,000	DN2	Kiangnan Dock		1971
China	14395	,, ,,	10,000	DN2	Kiangnan Dock		1971
Germany	14397	Oltmann, D.	4,580	CN2	Basse Sambre	132	1972
Germany	14413	Schroder, Richard	5,600	DC2	Paul Lindenau		2H. 1972
Norway	14411	Brunvall, J.	2,500	DN6	Georg Eides		2H. 1972
Norway	14412	,, ,,	2,500	DN6	Georg Eides		1H. 1973
Spain...	14398	Ason, Naviera	7,400	DN6	E. N. Bazan	C151	1972
Spain...	14402	Astur, Naviera	5,600	DN6	Ast. Espanoles	E228	1972
Spain...	14403	,, ,,	5,600	DN6	Ast. Espanoles	E229	1972
Spain...	14434	Campos & Cia., C.	9,100	DC2	Ruiz de Velasco	131	1972
Spain...	14432	Cementos del Mar	2,640	DM6	Marit. del Musel	148	1972
Spain...	14409	Equimar Maritima	2,700	CN6	Marit. del Musel	129	1971
Spain...	14430	Nalon, Nav. del	6,000	DN6	S. A. Juliana	214	1972
Spain...	14431	,, ,, ,,	6,000	DN6	S. A. Juliana	215	1972
Spain...	14433	Vasco Madrilena	9,100	DC2	Ruiz de Velasco	114	1972
TANKERS 150,000 TONS D.W. AND ABOVE							
Japan	14443	Shinwa Kaiun	157,900L	TO6	I.H.I.	2287	Sep. 1972
International Company	14390	Esso Group	255,000L	TO6	Ch. Atlantique	S25	4Q. 1975
International Company	14391	Shell Group	274,000L	TO6	Ch. Atlantique	T25	1975
International Company	14396	Texaco—Panama	265,200L	TO6	Astano	240	1975
TANKERS							
Spain...	14404	Artola, Nav.	110,000L	TN6	Ast. Espanoles	S182	1973
ORE/OIL AND ORE/BULK/OIL CARRIERS							
Denmark	14414	Mortensen & Lange	227,300L	MS6	Howaldt.-D.Wft.		2H. 1974
Flag Unknown ...	14415	Unknown Owner	101,600L	MB6	Gotaverken		Dec. 1973
BULK CARRIERS							
Japan	14439	N.Y.K.	35,000	BV6	Namura Zosen		Jan. 1974
Japan	14440	,,	35,000	BV6	Namura Zosen		Aug. 1974
Japan	14436	Shinwa Kaiun	25,000	BN6	Namura Zosen		Oct. 1973
Japan	14437	,, ,,	25,000	BN6	Namura Zosen		Feb. 1974
Japan	14438	,, ,,	25,000	BN6	Namura Zosen		May 1974
Japan	14441	Taiheiyo Kaiun	30,000	BN6	Namura Zosen		May 1974
Liberia	14405	Cosmos Shpg.	26,670	BS6	Ast. Espanoles	V155	1973
Liberia	14406	,, ,,	26,670	BS6	Ast. Espanoles	V156	1973
Liberia	14407	,, ,,	26,670	BS6	Ast. Espanoles	V157	1973
Liberia	14408	,, ,,	26,670	BS6	Ast. Espanoles	V158	1973
Liberia	14444	Eddie Ss. Co.	61,000	BS6	Mitsubishi	K1042	Sep. 1972
Norway	14442	Jahre, Anders	66,300	BS6	Nippon Kokan	T/	4Q. 1974
Spain...	14401	Artola, Naviera	70,000L	BS6	Ast. Espanoles	M170	1973

Flag	Unique No.	Owner	Tons gross	Type	Shipbuilder	Hull No.	Due
PASSENGER AND FERRIES							
Australia	14435	Australian Owner	6,500	PU6	Adelaide Ship		1972
Sweden	14410	Myrsten, C. B.	4,240	PV6	Jos. L. Meyer		Dec. 1972
MISCELLANEOUS							
Iraq	14399	Iraqi Ports Admin.	3,600	AR6	Ast. del Cadagua	78	1972
Spain...	14400	Bilbao Port Auth.	1,240	AR6	Duro-Felguera	63	1971

Special Notes

Dry Cargo

(GB) 11859 Mauritius S.N.Co.—*Formerly under Greece.*
11379 P. & O. Group—*Formerly under Israel (Maritime Fruit).*
12594 Shaw Savill—*Formerly under Denmark (Danish Owner).*

(Germany) 11376 Kuhlshiff K.G.—*Formerly under Israel (Maritime Fruit).*

(Greece) 09498 Fafalios Ltd.—*Formerly under Flag Unkaown (Greek Owner).*
11400-407 Livanos, G.P.—*Formerly listed as building at Akitsu Zosen.*

(Holland) 11097-98, 11218-19 Ned.Scheep. Unie—*Formerly under U.S.A. (States Marine).*

(Liberia) 13331 China Union Lines—*Farmerly under Taiwan.*
12917 Cie.d'Arm.Maritime—*Formerly under Switzerland.*

(Panama) 12093, 13139 Agelef Shpg.—*Farmerly under Liberia.*
13098 Drykis—*Formerly under Greece.*
13275 Ocean Shpg. & Ent.—*Formerly under Liberia.*

(Conversions) C0413-14 MacAndrews & Co.—*Farmerly newbuilding Nos.* 05825 & 05826.
C0432-34 Mathisen, Gerner—*Formerly newbuilding Nos.* 04989, 04988 & 09288.

Container Ships

(France) 10816-18 Messageries Marit.—*Formerly under Dry Cargo.*

(Germany) 11268 Jacob, Ernst—*Formerly under Dry Cargo (German Owner).*

(Japan) 12238 Mitsui-Osk—*To have 1 x 12K84EF and 2 x 9K84EF engines.*

(Norway) 11729 Wilhelmsen, W.—*To have 1 x 12K84EF and 2 x 9K84EF engines.*

(Sweden) 11702 Brostrom, Axel—*To have 1 x 850/1700VGS12U and 2 x 850/1700VGS10U engines.*
07523 Johnsonlinjen—*To have 2 x 12PC2V and 2 x 14PC 2V engines.*
11488-89 Tomquist, Bergt—*Formerly under Dry Cargo.*

Tankers
(150,000 tdw and above)

(GB) 13512 BP Tanker Co.—*Formerly under France (B.P.,Soc.Mar.).*
12072, 14021 Globtik Tankers—*Construction may be affected due to proposed change in I.M.C.O. regulations.*

(Italy) 13826 Alioth S.p.A.—*Farmerly under Builders' Account.*
13827 Antares S.p.A.—*Formerly under Builders' Account.*

(Liberia) 13711-13 Maritime Overseas—*Formerly under U.S.A.*
12951-52 Standard Oil, Calif.—*Farmerly under U.S.A.*

(Norway) 10431-32 Fearnley & Eger—*Size may be increased to* 325,000 *tdw.*
11728 Fearnley & Eger—*Farmerly under Liberia (Gotaas-Larsen).*
13397 Staubo, Helmer—*Formerly under Great Britain (Anglo-Norness).*

(Panama) 11204, 11479 & 12479 Safmarine—*Formerly under South Africa.*

(International) 12729 Esso Group-GB—*Formerly under Flag Unknown (Foreign Owner).*
12954 Esso Group-GB—*Formerly under U.S.A. (American Owner).*
12694-97 Shell Group-GB—*Farmerly under Shell Group.*

Tankers

(GB) 11088 Court Line—*Farmerly under Venezuela (Copetrolasa).*

(Australia) 10915 Miller, R. W.—*Original Hull destroyed by fire. Building recommenced.*

(Germany) 10564 Sunoco - Hideca — *Formerly under Germany (Lofoten Mar.Est.).*

(Norway) 12676 Norwegian Owner—*Farmerly under Flag Unknown (Unknown Owner).*

(Portugal) 13595-96 Soponata—*To be fitted out by Eriksbergs M.V.*

(Switzerland) 12412 Swiss Owner—*Farmerly under Holland (Dutch Owner).*

(Tunisia) 12603 Gabes Chimie Trans.—*Farmerly under France.*

Ore/Oil and Ore/Bulk/Oil

(GB) 10968 Buries Marks—*Formerly under Tankers of* 150,000 *tdw and over (Norway) (Haegh, Leif).*

(Greece) 10929 Martran Ss.—*Farmerly under Panama.*

(Japan) 13335 Terukuni Kaiun—*Formerly under tankers* 150,000 *tdw and over.*

(Liberia) 11252-55 Ditlev-Simonsen Grp.—*Farmerly under Norway.*
13459 Rio Doce Nav.—*Formerly under Brazil.*

(Norway) 09464 Hoegh, Leif—*Formerly under Tankers of* 150,000 *tdw and over.*
13053 Olsen & Ugelstad—*Formerly under Tankers of* 150,000 *tdw and over.*

(Panama) 13257 Kouloufhros—*Formerly under Liberia.*

Bulk Carriers

(Germany) 04852 Reith, Hans-Edwin—*Farmerly under U.S.S.R.*

(Greece) 11975-80 Faros Shpg.—*Formerly under Dry Cargo.*

(India) 10235-36 Great Eastern Shpg.—*Farmerly under South Korea (Oriental Marine).*

(Japan) 13626 Showa Kaiun—*Formerly listed as Building at Mitsui Zosen.*

(Liberia) 13141-43 Agelef Shpg. Co.—*Formerly under Dry Cargo.*
12843 Chip Hwa—*Formerly under Singapore.*
13287-88 Deutsche Afrika—*Formerly unler Germany.*
13144-45 Goulandris, B.P.—*Farmerly under Dry Cargo.*
13086-88 Goulandris, N.J.—*Farmerly under Greece.*
14140 Lasco Shpg.—*Formerly under Dry Cargo.*
12919 Livanos, S.G.—*Formerly under Great Britain.*
11017, 13153 Moller, A. P.—*Farmerly under Denmark.*
11167-68 Neptune Maritime—*Size increased from* 57,000 *tdw.*
12930 Seaways Carriers—*Formerly under New Zealand (Seatrans. Consolid.).*

(Liberia) 13150 Unique Shpg.Agcc.—*Farmerly under Dry Cargo.*

(Norway) 12746 Meyer, P.—*Formerly under Tankers of* 150,000 *tdw and over.*

(Panama) 13281-82 First Ss.Co.—*Formerly under Taiwan.*
13148-49, 13154 Glafki Shpg.—*Formerly under Liberia.*
13146-47 Nomikos, Loucas—*Formerly under Greece.*
11794, 12982 World Wide Shpg.—*Formerly under Liberia.*

Miscellaneous

(GB) 12595 Williams Hudson—*Formerly under Tankers (British Owner).*

(U.S.A.) 12115 McDermott, J. Ray—*Delivery may be delayed by fire while building.*

Deliveries

(Dry Cargo) 09497 Harrison . Line—*Formerly under Greece (Maroccidente C.N.).*
11099 Ned.Scheeps. Unie—*Formerly under U.S.A. (States Marine).*

(Tankers 150,000 tdw and above) 10569 Bergesen d.y., Sig.—*Formerly under Ore/Oil & Ore/Bulk/Oil.*

(Tankers) 09270 Karageorgis, M.A.—*Formerly under Greece.*

(Bulk Carriers) 11383 Lorentzen, J.J.—*Formerly under Norway (Belstove).*

Deliveries Reported November, 1970 to January, 1971

Dry Cargo

Flag	Unique No.	Ship's Name
GB	10288	*City of London*
GB	13266	*Destro*
GB	10359	*Cotswold Prince*
GB	11153	*Miguel de Larrinaga*
*GB	09497	*Benefactor (ex-Ion)*
GB	11457	*Tau (ex-Tau)*
Brz.	09175	*Maria*
Brz.	11064	*Auaralina*
Brz.	09038	*Itanage*
Brz.	08986	*Netuno*
Bul.	10472	*Vesletz*
Chle	09814	*Lago Maihue*
Chi.	05670	*Lu Feng*
Den.	11279	*Jytte Danielsen*
Den.	09746	*Ruman Reefer*
Den.	10609	*Cap Melville*
Fra.	10639	*Ville de Rotterdam*
Ger.	11227	*Dalmatia*
Ger.	11364	*Anna von Bargen*
Ger.	10549	*Kathe Bos*
Ger.	11277	*Irmgaard Bos*
Ger.	12003	*Altavia*
Ger.	10375	*Alicia*
Ger.	12077	*Patricia*
Ger.	11371	*Graigantlet (ex-Emethu)*
Ger.	10353	*Sunfrancis (ex-Franciska Fisser)*
Ger.	11972	*Fulkenberg (ex-Isotat)*
Ger.	10699	*Sultanacore*
Ger.	10571	*Bostonsand*
Ger.	10684	*Baltrumersand*
Ger.	11291	*Marocsand*
Ger.	11490	*Beckumersund*
Ger.	11597	*Areta*
Ger.	12259	*Nordfjord*
Ger.	12867	*Sevilla*
Ger.	10548	*Transcanada*
Ger.	11079	*Norcape (ex-Rhonetal)*
Ger.	11083	*Isartal*
Ger.	11659	*Travetal*
Ger.	10423	*Gunther Schulte*
Ger.	11620	*Sovereign Jade (ex-Silar)*
Ger.	10605	*Weser Agent*
Ger.	11370	*Regensburg*
EG	05587	*Furstenberg*
Gr.	08516	*Atlantis*
Gr.	09934	*Aegis Pride*
Gr.	10408	*Oceanis*
Gr.	10509	*Maria*
Gr.	11398	*Mini Lyra*
Gr.	11399	*Mini Link*
Gr.	12086	*Mini Lagoan*
Gr.	12087	*Mini Latria*
*Holl.	11099	*Nedlloyd Kyoto (ex-Rainier)*
Holl.	11304	*Rane*
Holl.	11933	*Rijnburg*
Ice.	10779	*Dettifoss*
Ind.	10476	*Jalamayur*
Ind.	10477	*Julamatsya*
Ind.	10478	*Jalamangala*
It.	11103	*Espresso Calabria*
Jap.	11689	*Lilia*
Jap.	11698	*Tooko Maru*
Jap.	11617	—
Jap.	13251	*Yamato Maru*
Jap.	11608	—
Jap.	13184	*Kyokyu Maru*
Jap.	11571	—
Jap.	13216	*Yamatomi Maru*
Jap.	12841	*Wales Maru*
Jap.	13181	*Toko Maru*
Jap.	13175	
Jap.	12905	
Jap.	13203	*Saukei Maru*
Jap.	13699	*Indus Maru*
Jap.	13176	*Ryusho Maru*
Jap.	12810	*Wakanoue Maru*
Jap.	12840	*Toyota Maru No. 12*
Jap.	13245	*Taiho Maru*
Jap.	13180	*Kenyo Maru*
Jap.	13578	
Jap.	13177	*Shinjitsu Maru No. 3*
Jap.	13246	
Jap.	13202	—
Jap.	13244	*Taiyo Maru*
Jap.	12111	*Kyuan Maru*
Jap.	13204	*Kufuku Maru*
Jap.	11614	—
Jap.	13201	*Yargawa Maru*
Jap.	13160	—
Lib.	10582	*Cavallino (ex-Hannoor Prince)*
Lib.	10765	—
Lib.	09766	*Coralstone*
Lib.	12156	*Tiber*
Lib.	12285	*Negro Harmony*
Mal.	11758	*Bunga Raya*
Nor.	08443	*Jopaip*
Nor.	12149	*Waolgar*
Nor.	08442	*Samba*
Nor.	11496	*Norcato*
Nor.	10484	*Borre*
Nor.	10595	*Aragrace*
Nor.	08441	*Hansa*
Nor.	10543	*Tarinita*
Nor.	10544	*Savonita*
Pan.	10336	*Liana*
Pan.	10337	*Atlan Rubi*
Pan.	13637	—
Pan.	10338	*Atlan Esmeralda*
Pan.	13381	*Liana Dos*
Pan.	11471	*Aris*
Per.	09840	*Arya Gan*
Per.	09841	*Arya Taj*
Peru	07352	*Tella*
Phi.	10931	—
*Phi.	12296	*Santa Ana*
Pol.	01579	*Starochowice*
Pol.	01580	*Ciechanow*
Pol.	07393	*Naleczow*
Pol.	10253	*Tarnow*
Pol.	10254	*Nowy Socz*
Pol.	10255	*Kedzierzyn*
Sw.	10983	*Maria Gorthon*
Sw.	10822	*Polar Kristall*
Sw.	13051	*Mignon*
Tai.	09451	*Hai Mou*
Tai.	09452	*Hai Yeh*
Tur.	10631	*Koycegi-*
SU	01717	*Andiafeld*
SU	01718	*Anabar*
SU	01719	*Aegna*
SU	01720	*Molni*
SU	01721	*Hara*
SU	01920	*Sosnogorsk*
SU	01921	*Kapitan Plaushevskiy*
SU	02084	*Novogrudok*
SU	02085	*Novolvosk*
SU	02113	*Kuatsevo*
SU	05616	*Jutku Bordarevshaya*
SU	05617	*Sasha Barnudulin*
SU	05618	*Valeriy Valkov*
SU	05619	*Vasya Korebeo*
SU	05620	*Nina Kukoverova*
SU	05621	*Tolya Shunov*
SU	05622	*Nina Sagaidak*
SU	07827	*Georgi Dymitrov*
SU	07828	*Ho Chi Min*
SU	09653	*Rizlkiy Zaliv*
SU	13002	*Olga Ulyanov*
SU	13642	*Gorgovskaya Komsomol*
SU	13643	*Aleksander Polnkchak*
SU	13644	*Petr Gutchenka*
SU	13720	*Vyborgskaya Storona*
Yu.	12763	*Kolasin*
GB	C0374	*Maripor (ex-Saxonia)*
Nor.	C0347	*Fernview*
Nor.	C0348	*Fernlake*
Fin.	C0387	*Taurus*
Nor.	C0392	*Kingsville*
Nor.	C0393	*Queensville*
Holl.	C0283	*Hercules*
Holl.	C0284	*Aristoteles*
Holl.	C0285	*Hermes*
Holl.	C0286	*Palamedes*
Holl.	C0287	*Socrates*
Holl.	C0288	*Ulysses*
Nor.	C0378	*Tui Ping*
Nor.	C0379	*Tagaytay*

Container Ships

Flag	Unique No.	Ship's Name
GB	10562	*Jocelyn*
GB	09973	*CP Voyageur*
GB	10330	*Dart America*
Bel.	09971	*Dart Europe*
Fra.	09401	*Pierre Vieljeux*
Fra.	09136	*Kangnorou*
Ger.	09937	*Leverkusen*
Jap.	11717	*Beishu Maru*
Lib.	10507	*Ocean Prospery*
USA	09888	*S.L.180 (ex-S.T. Alexander)*
USA	C0322	*American Argosy (ex-Pioneer Main)*
USA	C0324	*American Ace (ex-Pioneer Moor)*

Tankers, 150,000 t.d.w. & above

Flag	Unique No.	Ship's Name
GB	09785	*Titan*
Fra.	08864	*Blois*
Gr.	09118	*Andros Orion*
Gr.	09753	*Andros Titan*
It.	08541	*Anita Monti*
Jap.	11718	*Takase Maru*
Lib.	08977	*Energy Creatian*
Lib.	09416	*Energy Production*
Lib.	08064	*World Hero*
Lib.	07035	*Olympic Anthem*
Lib.	09085	*Olympic Alliance*
Lib.	10437	*Olympic Archer*
*Nor.	10569	*Berge Fister*
Nor.	09708	*Thorshavet*
Nor.	09891	*Norse King*
Nor.	10469	*Jalinga*
Nor.	09768	*Nerva*
Nor.	10795	*Tabriz*
Pan.	09781	*Golar Nichu*
Int.	08996	*Esso Hibernia*
Int.	08853	*Esso Europort*
Int.	09643	*Texaco Copenhagen*

Tankers

Flag	Unique No.	Ship's Name
GB	11087	*Postrover*
GB	10372	*Matadi Palm*
GB	11998	*Steersman*
GB	09597	*Silver Eagle*
Brz.	10456	*Iratí*
Chi.	12602	*Taching No. 28*
Ger.	12420	*Kap Skagen*
Ger.	09929	*Bulkem Liner*
Ger.	10608	*Annersbek*
Ger.	10961	*St. Katharinen*
Ger.	10536	*Mark*
Ger.	10538	*Skymark*
Ger.	11459	*Taltek*
Ger.	11046	*Otto*
Ger.	12226	*Borkum*
Ger.	09858	*Bamberg*
Ger.	11039	*Chemical Distributar*
Gr.	10920	*Messiniaki Areti*
Holl.	11847	*Katinka*
Holl.	12410	*Robega 12*
Holl.	10577	—
Holl.	10846	—
Holl.	10847	—
Jap.	12859	—
Jap.	11837	*Shinsui Maru No. 1*
Lib.	11499	*Bruce Gitey*
Nor.	11286	*Slagen*
Nor.	09267	*Anco Ville*
Nor.	09447	*Havis*
Nor.	09994	*Team Astwi*
*Pan.	09270	*Stabenko*
Sp.	09326	*Mostoles*
Sw.	11293	*Tarnvik*
Sw.	10825	*Scantic*
USA	10005	*Oversens Alaska*
SU	02162	*Antares*
SU	05119	*Epifan Kovtyukh*
SU	05120	*Masshovgenov*
SU	10584	*Altair*
Fun.	09512	*Internautic I*
Fun.	09513	*Internautic II*

Ore/Oil & Ore/Bulk/Oil

Flag	Unique No.	Ship's Name
GB	10617	*Vianna*
Ind.	11123	*Barauni*
Lib.	09274	*World Duality*
Lib.	09422	*Exotic*
Lib.	11795	*Golden Clover*
Nor.	09281	*Hoegh Robin*
Nor.	09711	*Tibetan*

Bulk Carriers

Flag	Unique No.	Ship's Name
GB	09838	*Cheshire*
GB	10468	*Binsnes*
GB	11556	*Rosewood*
GB	09998	*Victoria City*
GB	09999	*Fresno City*
Can.	11842	*Agawa Canyon*
Ger.	09344	*Brooknes*
Ger.	10291	*Evelyn Bolten*
Gr.	10124	*Grecian Spirit*
Gr.	10619	*Apollon*
Jap.	12537	*Mitsui Maru*
Jap.	13127	*Santa Monica Maru*
Jap.	11708	*Kusugisan Maru*
Jap.	11751	*Chikura Maru*
Jap.	11481	*Chaka Maru*
Jap.	13134	*Kaka Maru*
Jap.	12631	*Tetsuzui Maru*
Jap.	12811	*Tozui Maru*
Jap.	12057	*Kasuga Maru*
Lib.	11761	*Union Progress*
Lib.	09981	*Louisiona*
Lib.	12070	*Lanaria*
Lib.	12104	*Bluesky*
Lib.	11456	*Alkyonia*
Lib.	11764	*Maritime Brilliance*
Lib.	09854	*Atlantic Challenge*
Lib.	11846	*Crescent*
Lib.	10130	*Vaa Warriar*
Nor.	09638	*Norse Captain*
Nor.	09882	*Skogstad*
Nor.	09687	*Lista*
Pan.	09283	*Sea Fox*
Pol.	02540	*Powstaniec Slaski*
Sp.	08927	*Flanchove*
*Sw.	11383	*Stave Friend*
Tai.	11351	*Cherry*

Passenger & Ferries

Flag	Unique No.	Ship's Name
Holl.	10576	*Ratterdam*
Jap.	11495	*Hibiscus*
Jap.	13274	*Ritsurin*

Miscellaneous

Flag	Unique No.	Ship's Name
GB	10289	*Bransfield*
GB	10654	*Dulmarnock*
GB	11207	*Marinex V*
Fra.	13016	*Jean Rigal*
Ger.	13068	*Seefalke*
Ger.	13067	*Prospekta*
Holl.	11920	*Paolzee*
Mex.	11307	*Chiapas*
USA	10381	*Bar 289*
USA	11052	*HCC-101*
USA	12601	
USA	11265	
USA	06593	*Chauvenet*
USA	07586	*Knorr*
USA	08053	*Kansas City*
USA	08054	*Savannah*
Urug.	10843	*Druga-D7 Montevideo*
SU	02065	*Zeja*
SU	07751	*Viga*
SU	10218	*Professor Stegolev*
SU	10219	*Professor Kudrevit*
SU	12435	
SU	12436	

*See Special Notes

Cancelled Contracts, etc.

Dry Cargo	(GB)	13066 Fisher, James - *Duplicate entry.*
	(Germany)	11206 German Owner – *Contract apparently cancelled.*
		11450-51 German Owner *Under 1,000 tons gross.*
		12584 German Owner *Duplicate entry.*
		12267 Sander, D. *Contract apparently cancelled.*
	(Liberia)	11766-67 Ocean Shpg. *Contract apparently cancelled.*
	(Sweden)	10974 Jehander – *Under 1,000 tons gross.*
	(USA)	11645 West India Shpg. Co. *Under 1,000 tons gross.*
Tankers	(France)	13542-44 French Owner *Non-propelled.*
	(Germany)	12839, 12844 German Owner *Duplicate entry.*
		12596 Neptun, D. G. *Duplicate entry.*
	(Greece)	11431 Karageorgis, M. A. *Duplicate entry.*
	(Holland)	12409 Dutch Owner *Contract apparently cancelled.*
	(Norway)	08127 Norwegian Owner *Contract apparently cancelled.*
Ore/Oil & Ore/bulk/oil	(Liberia)	12357 Goulandris, B. P. *Duplicate entry.*
Bulk Carriers	(Korea)	10235-38 Oriental Marine *Order apparently cancelled.*
Passenger & Ferries	(Norway)	11372 Kloster, Lauritz *Contract not proceeded with.*
	(Sweden)	12681 Olandssund, AB *Under 1,000 tons gross.*
	(Venezuela)	11202 Nueva Esparta, Nav. *Contract apparently cancelled.*
Miscellaneous	(USA)	11048 Williams Drlng. Co. *Under 1,000 tons gross.*

ABBREVIATIONS USED IN NEWBUILDING LISTS

Vessel Type Codes

AA Accommodation barge
AD Drilling barge
AN Barge
AR Crane/derrick barge
AS Self unloading barge
AY Pipe laying barge
AZ Articulated barge
BB Bulk coal carrier
BC Bulk container carrier
BF Bulk fishmeal carrier
BH Bulk wood chip carrier
BM Bulk cement carrier
BN Bulk carrier
BP Bulk phosphate carrier
BS Bulk carrier ore strengthened
BT Bulk timber
BU Bulk carrier, self unloading
BV Bulk vehicle carrier
BW Bulk wood-pulp carrier
BX Bulk bauxite carrier
BZ Bulk wood-pulp/sulphuric acid carrier
CJ Container/barge carrier
CL Container liner
CN Container ship
CP Container/pallet ship
CR Container/part refrigerated
CS Container/ore carrier
CV Container/trailer ship
CW Container/rail car carrier
DA Dry cargo—beach landing
DB Coal carrier
DC Part container ship
DD Sand carrier
DE Salt carrier
DF Fishmeal carrier
DG Cargo barge
DH Heavy lift vessel
DI Limestone carrier
DJ Barge carrier
DK Livestock carrier
DL Cargo liner
DM Cement carrier
DN Dry cargo ship
DO Steel products carrier
DP Pallet ship
DQ Wood-pulp carrier
DR Part refrigerated vessel
DT Timber carrier
DU Phosphates carrier
DV Vehicle carrier
DX Bauxite carrier
DY Ore carrier (under 12,000 tons d.w.)
DZ Ore/oil carrier (under 12,000 tons d.w.)
FC Container ferry
FF Car/passenger/trailer (container) ferry
FM Train/vehicle ferry
FN Ferry
FP Ferry/pallet carrier
FT Train ferry
FV Vehicle ferry
FY Lorry ferry
GB Bucket dredger
GC Cutter suction dredger
GD Dragger dredger
GG Grab dredger
GK Cutter dredger
GL Sand loading dredger
GM Tin dredger
GN Dredger
GR Rock breaking dredger
GS Suction dredger
GT Trailing suction dredger
GW Suction dredger/waste disposal
IB Icebreaker/buoy tender
IL Icebreaker/lighthouse tender
IN Icebreaker
IR Icebreaker/research vessel
IS Salvage vessel
IZ Search and rescue vessel
JN Training vessel
LI Cable ship/icebreaker
LN Cable ship
LZ Cable repair ship
MB Ore/bulk/oil
MH Tanker/heavy lift vessel
ML Ore/oil/slurry
MN Bulk/oil carrier
MS Ore/oil carrier
NB Buoy tender
NL Lighthouse tender
NP Pilot tender
NT Tank cleaning vessel
OB Ore/coal carrier
ON Ore carrier
OP Pellet carrier
OU Ore carrier, self-unloading
PC Passenger/container vessel
PF Passenger/cargo vessel
PL Passenger liner
PM Passenger/train/vehicle vessel
PN Passenger vessel
PP Passenger/pallet carrier
PR Passenger/part refrigerated vessel
PU Cruise liner
PV Passenger/car carrier
QD Seismic research
QF Fisheries research
QN Research vessel
QR Research and submarine rescue
QS Oceanographic vessel
QU Research/supply ship
QV Survey ship
QW Weather ship
QX Exhibition vessel
QY Survey/research vessel
RC Refrigerated container vessel
RF Fruit ship
RH Fish carrier
RL Refrigerated liner
RN Refrigerated vessel
RP Refrigerated pallet vessel
RV Refrigerated/trailer vessel
SB Supply/buoy tender
SI Icebreaking supply ship
SN Supply ship
SO Replenishment tanker
SU Store ship
SV Logistics vessel
TA Asphalt tanker
TB Bitumen carrier
TC Chemical tanker
TD Acid tanker
TE Ammonia tanker
TF Sulphuric acid carrier
TG L.P.G. carrier
TH L.M.G. carrier
TJ Solvents carrier
TK Bunkering tanker
TL Chlorine tanker
TM Molasses tanker
TN Tanker
TO Crude oil carrier
TP Parcels tanker
TQ Chemical/oil tanker
TR Products tanker
TS Sulphur carrier
TT Water tanker
TU Phosphorus carrier
TV Vegetable oil tanker
TW Wine tanker
TY Ethylene tanker
TZ Tank barge
UB Berthing tug
UN Tug
US Salvage tug
XD Waste disposal vessel (Liquid)
XS Sludge carrier
XW Work ship
ZE Self-elevating oil rig
ZF Fixed-platform oil rig
ZN Drilling rig
ZO Oil drilling rig
ZU Semi-submersible oil rig

Vessel Type Code—Third Character

0 Open shelter deck
1 Closed shelter deck
2 Open/closed shelter deck or tonnage mark
3 Shelter deck
4 Half shelter deck
6 No special features
7 Raised quarter deck
8 Flush deck
9 Catamaran
L Great Lakes vessel
R River vessel
P Hopper
E Double ended

Letters in left-hand margin

B Building under sub-contract
C Vessel to be time-chartered
G Operated by consortium of owners
L Launched by different builder
S Standard design

Letters following tonnage figure

D Deadweight
G Gross
F Full load displacement
L Deadweight under new load line convention
X Estimated

Propulsion Type Codes

D Diesel electric
E Turbo electric
G Gas turbine
M Motor
N Nuclear
R Reciprocating
T Turbine
X Non-propelled

Letters following capacity figure

B Bale
C Containers
D Dredging depth (dredgers) or drilling depth (oil rigs)
G Grain
H Passenger berths
J Barges
L Liquid
M Bale (reefer and non-reefer combined)
P Passengers
R Refrigerated
T Bollard pull in tons
V Vehicles

Special Features

A Stainless steel tanks
B Bow doors
C Moveable car decks
D Drive-on/drive-off
E Passenger accommodation 4-12
F Passenger accommodation over 12
G No cargo-handling gear
H Heavy lift (25 tons but under 100 tons)
I Hull strengthened for ice-navigation
J Heavy lift of 100 tons and over
K Helicopter deck
L Aluminium hull
M Glass fibre hull
N Deck strengthened for heavy loads
P Side ports
R Removable 'tween decks
S Stern doors
T Under-deck tunnel
U Bulbous or similar type bow
V Containers not I.S.O. standard
X Launched vessel
Y Cylindrical bow
Z Holds designed for fork-lift trucks
a Active rudder
b Bow thruster
c Bridge control of main engines
d Stern thruster
e Engine room console
f Free-flow cargo discharge
g Bridge-controlled mooring
h Heating coils
i Inert-gas fire control system
j Shipboard computer
l Electric winches
n No heating coils
p Self-stripping system
r Computer-controlled refrigeration
s Father & son engine arrangement
t Twin rudders
u Automatic hatch covers
v Closed-circuit television for berthing
w Bow rudder
x See Special Notes on page 57

Conversions (under hull number)

CB Converted barge
CC Converted troopship
CD Converted dry-cargo
CF Converted fish factory
CJ Converted fishing vessel
CK Converted bulk carrier
CM Converted ore/oil carrier
CN Converted naval auxiliary
CO Converted ore carrier
CP Converted passenger
CT Converted tanker
CU Two vessels combined (to form catamaran vessel)
D Lengthened and deepened
L Lengthened
N From parts of two different vessels
T Lengthened and widened
W Lengthened, widened and deepened

Conversions (Flags)

AU Australia
BE Belgium
BR Brazil
CA Canada
DE Denmark
EG Germany (East)
FI Finland
FR France
GB Great Britain
GR Greece
HO Holland
INT International Co.
IS Israel
JA Japan
LI Liberia
NO Norway
OS Austria
PA Panama
SA South Africa
SP Spain
SW Sweden
US U.S.A.

Tenders (under shipbuilder)

Clsd. Closed
Enq. Enquiring
Exp Expected
Int. International
Lib. Liberty
Neg. Negotiating
Opt. Option with
Proj. Projected
Rplcmnt. Replacement
Svrl.* Several
Tent. Tentative order

* *Entry under hull number indicates number of vessels concerned.*

APPENDIXES

APPENDIX C

DRY AND FLOATING DOCKS THROUGHOUT THE WORLD AVAILABLE EXCLUSIVELY OR PARTIALLY FOR MERCHANT SHIP REPAIRING: BREADTH 110 FEET AND OVER

(Dimensions in feet and inches unless otherwise stated)

Port	Name of Dock	Extreme Length	Breadth at Entrance	Depth on Sill at HWOST	Owners	Notes
ASIA						
Chiba	Dock No. 1	1,017.0 (on bottom)	147.8	20.6	Mitsui S.B.	–
Innoshima	Dry Dock No. 3	933.5	147.6 (top)	33.1	Hitachi Zosen.	–
Kobe	Graving Dock No. 4	830.4	122.0	30.0	Mitsubishi Ind. Reorganized.	Max. length of ship 830 ft. o.a.
Kobe	n.a.	n.a.	n.a.	n.a.	Mitsubishi Ind. Reorganized.	Ships up to 100,000 tons d.w.
Kure	Dry Dock	1,109.3	140.0	42.7	Jap. Govt. (lessees: National Bulk Carriers).	–
Nagasaki	Dry Dock No. 3	907.7	136.8	36.0	Mitsubishi	Ships up to 57,000 g.t.
Nagasaki	n.a.	1,148.4	183.7	n.a.	Mitsubishi	Ships up to 200,000 d.w.
Sasebo	Dry Dock No. 3	855.9	113.4	40.11	Sasebo H.I.	Ships up to 42,000 g.t.
Sasebo	Dry Dock No. 4	1,114.10	168.3	50.3	Sasebo H.I.	Ships up to 80,000 g.t.
Singapore	King George V	1,066.0	13.0	44.9	Admiralty.	Can be lengthened 52 ft. by placing caisson in outer stop.
AFRICA						
Bizerta (Tunisia)	Dry Dock No. 2	775.0	122.0	39.8	Tunisian Govt.	–
Port Said (P. Fuad)	Floating Dock "Eid el Nasr."	755.0	114.10	32.0	Suez Canal Anthority	–
Cape Town	Sturrock Graving Dock	1,181.0	148.0	45.0	South African Rlys. & Harbours.	Inner caisson can be fixed (two positions).
Durban	Prince Edward Graving Dock.	1,166.4	110.0	41.0	South African Rlys. & Harbours.	Two compartments: 679 ft. and 450 ft.
NORTH AMERICA						
Quebec (Lauzon)	Champlain Dry Dock	1,150.0	120.0	40.0	Canadian Govt.	Divisible into two: 638 ft. and 483 ft.
St. John (N.B.)	Dry Dock No. 1	1,180.0	133.0 (top)	42.0	St. John Shipbldg. & Dry Dock Co.	Divisible into two: 650 ft. and 491 ft.
Victoria (B.C.)	New Esquimault Graving Dock.	1,186.0	135.0 (top)	42.0	Canadian Govt.	Two sections.
Boston (Mass.)	Commonwealth Dry Dock No. 3	1,200.0	120.0 (at sill)	42.9 (on blocks)	U.S. Navy.	Divisible into two: 635 ft. and 490 ft. Taken over by Navy but available for merchant ships when not occupied by warships.
Bremerton (Wash.)	Graving Dock No. 2	867.0	120.9 (at MHW)	38.0	U.S. Govt.	Depth on keel blocks 35 ft.
Camden (N.J.)	Graving Dock	1,100.0	150.0	40.0	New York Shipbuilding Corp.	Sometimes used for building.
Newport News (Va.)	Graving Dock No. 10	960.0	123.0	350.0	Newport News S.B. & D.D. Co.	Sometimes used for building.
Newport News (Va.)	Graving Dock No. 11	1,100.0	135.0	40.0		

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(Dimensions in feet and inches unless otherwise stated)

Port	Name of Dock	Extreme Length	Breadth at Entrance	Depth on Sill at HWOST	Owners	Notes
UNITED KINGDOM						
Falmouth	Queen Elizabeth Dock	850.0	130.0	36.0	Falmouth Docks & Engineering Co.	Top of blocks level with sill.
Liverpool	Private Graving No. 1	800.0	120.0	28.0	Grayson Rollo.	—
Liverpool	Private Graving No. 5	950.0	140.0	33.7	Cammell Laird.	—
London	Tilbury New Dry Dock	752.4	11.0	37.6	P.L.A.	—
Newcastle	Dry Dock No. 2, Heburn	850.0	145.0	35.0	Vickers-Armstrongs.	Capable of enlargement to take ships of 100,000 d.w.
Southampton	Dry Dock No. 7	1,200.0	135.0	48.6	B.T.D.B.	—
Greenock	Firth of Clyde Dry Dock	1,100.0	145.0	37.0	Firth of Clyde Dry Dock Co.	—
EUROPE						
Antwerp	Dry Dock No. 5	836.8	129.0	28.6	Mer. Marine & Grav. Docks Co. S.A.	—
Copenhagen	Dry Dock No. 3	787.6	124.7	21.4	Burmeister & Wain.	—
Bordeaux	Dry Dock	810.5	111.7	26.3	Port Autonome de Bordeaux.	Completed 1964.
Cherbourg	Dry Dock	820.2	118.1	45.11	Fr. Govt.	Usable by mer. ships when not used by warships.
Le Havre	Cale du Bassin de Maree	1,046.6	125.0	57.6 (on blocks)	Port Autonome du Havre	—
Marseilles	Forme No. 8	1,050.0	164.1	41.2	Chambre de Commerce.	—
Marseilles	Forme No. 9	820.2	125.5	30.11		—
St. Nazaire	Dry Dock No. 1	786.0	115.0 (top)	28.5	Fr. Govt.	—
St. Nazaire	Dry Dock in new entrance.	1,148.0	173.11	44.1	Fr. Govt.	—
Bremerhaven	Kaiser Dry Dock No. 2	1,035.0	111.0	36.0	Norddeutscher Lloyd.	—
Hamburg	Floating Dock No. V	742.0	125.0	31.0	Deutsche Werft.	—
Hamburg	Dry Dock	1,095.0	183.7	27.6	City of Hamburg (leased by H. C. Stulcken).	—
Kiel	Graving Dock No. 7	859.0	125.0	19.6	Kieler Howaldtswerke.	—
Kiel	Graving Dock No. 8	941.0	144.9	19.6	Kieler Howaldtswerke.	—
Kiel	Steel Floating Dock No. III	741.4	115.0	26.3	Kieler Howaldtswerke.	—
Genoa	"Grazie" No. 4	919.0	131.2	42.7	Autonomous Port of Genoa.	Divisible into two.
La Spezia	Floating Dock	857.8	126.6 (clear)	40.0 (on blocks)	Cant. Nav. Santa Maria.	—
Naples	Dry Dock	1,145.2	131.3	42.8	Ital. Govt. (lessees: Soc. Esercizio Bacini Napoletani).	—
Naples	Floating Dock	765.0	121.6	34.5	S.E.B.N.	Built 1962.
Palermo	Floating Dock	832.6	124.8	n.a.	C. Nav. Riuniti.	—
Venice	Dry Dock (Grande)	820.2	115.4	39.3	Ital. Govt. (lessees: S.A. Veneziana Esercizio Bacini).	—
Amsterdam	Graving Dock No. 4	800.00	120.0	28.0 (aft) 26.0 (fore)	Ned. Dok. en Scheeps.	Built 1955.
Rotterdam	Prins Bernhard No. 9	840.0	133.0	35.9 (on blocks)	Rott. Droogdok.	Built 1959.
Rotterdam	Prins Bernhard No. 10	860.0	133.0	38.0 (on blocks)	Rott. Droogdok.	Built 1924.
Rotterdam	Queen Wilhelmina Graving Dock No. 1	977.8	142.9	20.8	Verolme.	Repairs undertaken only when not in use for building.
Rotterdam	Queen Wilhelmina Graving Dock No. 6	902.3	134.6	34.0	Verolme.	Ships up to 100,000 d.w.
Rotterdam	Graving Dock No. 8	1,008.6	155.1	35.3	Wilton-Fijenoord.	—
Lervik (norway)	Dry Dock	850.0	150.0	22.0	Stord Vaerft.	Repairs only when not used for building.
Gothenburg	Graving Dock	915.4	145.0	21.0	Eriksbergs.	Repairs only when not used for building.
Gothenburg	Steel Floating Dock No. 4	730.0	114.0	31.0	Eriksbergs.	Ships up to 800 feet long.